HEXAGON TRANSPORTATION CONSULTANTS, INC.

Lawrence Station Office

Traffic Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Lawrence Station Office development in Santa Clara, California. The project site is located at the corner of Lawrence Expressway and Kifer Road at 3607 Kifer Road. The proposed project consists of the construction of a 177,134 s.f. of office building on a vacant parcel. The proposed project originally consisted of a 204,000 s.f. office building. However, the project size will be reduced to 177,134 s.f. in order to provide right-of-way at the Lawrence Expressway and Kifer Road intersection for the planned Lawrence Expressway Grade-Separation improvement project. In addition a new 1,000 space parking structure will be constructed at 3697 Tahoe Way as part of the project. The parking structure will be shared by an existing adjacent office building located at 3689 Kifer Road. The project site will be served by one full-access driveway along San Ysidro Way and by one right-turn only access driveway on Kifer Road. The new parking garage will be served by two entrances along Tahoe Way.

Scope of Study

The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and Sunnyvale, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study includes an analysis of AM and PM peak-hour traffic conditions for 15 signalized intersections, two unsignalized intersections, and 20 directional freeway segments.

Project Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

The City will require that the proposed project implement Transportation Demand Management (TDM) measures that would result in a reduction in vehicle trips by a minimum of five-percent for the proposed office space. Therefore, the project trip estimates include a five percent trip reduction for TDM. In addition, a six-percent transit reduction was applied to the trips estimated to be generated by the proposed office space due to the project site's close proximity (within 2,000 feet) to the Lawrence Caltrain Station, as prescribed by the VTA guidelines.

In addition, trips associated with two former buildings located at 3693 and 3707 Tahoe Way totaling 32,109 s.f. of research and development space was subtracted from the estimated trips for the project.

The trips that were generated by the former buildings also were estimated using ITE trip rates and are included within background conditions for this analysis.

Based on the ITE trip generation rates, trip credit for the former buildings and applicable reductions, it is estimated that the proposed project would generate an additional 1,473 daily trips, with 206 trips (184 inbound and 22 outbound) occurring during the AM peak hour and 200 trips (34 inbound and 166 outbound) occurring during the PM peak hour.

Existing Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table ES 1. The results of the analysis indicate that the following two intersections would operate at unacceptable levels of service during at least one peak hour under existing plus project conditions:

6. Lawrence Expressway and Reed Avenue/Monroe* Street *(AM Peak Hour)*
7. Lawrence Expressway and Kifer Road *(AM & PM Peak Hours)*

All other signalized study intersections would continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under existing plus project conditions.

Background Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under background plus project conditions are summarized in Table ES 1. The level of service results under background plus project conditions show that the project would result in a significant impact at the intersection of Lawrence Expressway and Kifer Road.

Recommended Project Mitigation Measures

The following roadway improvements, if implemented, would satisfactorily mitigate significant project impacts.

7. Lawrence Expressway and Kifer Road

Mitigation: The significant impact at this intersection could be satisfactorily mitigated with the grade separation of Lawrence Expressway between I-280 and US 101, that includes its intersection with Kifer Road, as identified in the Comprehensive County Expressway Planning Study. The effects of this planned improvement cannot be reflected in level of service calculations because the specific details of the interchange design are not available, but it is expected that the intersection would be improved to acceptable levels. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution.

Cumulative With Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under cumulative with project conditions are summarized in Table ES 1. The level of service results under cumulative with project conditions show that the project would result in a significant cumulative impact at the intersection of Lawrence Expressway and Kifer Road.

Recommended Cumulative Mitigation Measures

The following roadway improvement, if implemented, would satisfactorily mitigate the significant cumulative impact.

7. Lawrence Expressway and Kifer Road

Mitigation: The significant cumulative impact at this intersection could be satisfactorily mitigated with grade separation of Lawrence Expressway between I-280 and US 101, that includes its intersection with Kifer Road, as identified in the Comprehensive County Expressway Planning Study. The grade separation would eliminate the conflicting movements at the intersection and allow for uninterrupted flow along Lawrence Expressway. The effects of this planned improvement cannot be reflected in level of service calculations because the specific details of the interchange design are not available, but it is expected that the intersection would be improved to acceptable levels.

Freeway Segment Analysis

The results of the freeway level of service analysis under project conditions are summarized in Table ES 2. Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips for each of the project alternatives to the existing volumes obtained from the 2014 CMP Annual Monitoring Report. The results show that the addition of project traffic to freeways segments would equate to less than 1% of capacity on each of the segments studied. Therefore, the project would not have a significant impact on freeway segments.

Other Transportation Issues

Site Access

The project site is currently and will continue to be served by one right-in and out only driveway, located approximately 175 feet west of Lawrence Expressway and a second full-access driveway along San Ysidro Way, just north of Kifer Road. In addition, a second existing driveway along San Ysidro Way would provide site access to trucks only. Each of the driveways will remain in approximately the same location as they exist today.

However, parking at the project site will be limited to 30 visitor parking spaces. Parking for the proposed office building will be provided by a new parking structure along Tahoe Way between Semiconductor Drive and San Ysidro Way. Two entrances to the parking garage will be provided along Tahoe Way.

Site Access Operations Analyses

Traffic operations analyses at the San Ysidro Way and Kifer Road intersection which provides primary access to the proposed parking garage was completed. The analysis consists of signal warrant checks and queuing analysis.

Recommendation: Based on the signal warrant and queuing analysis, it is recommended that the City consider the prohibiting left-turns from San Ysidro Way to Kifer Road. The left-turn movement can instead be accommodated at the signalized Semiconductor Drive and Kifer Road intersection without resulting in an adverse effect on the intersection.

In addition, clear sight distance triangles should be provided at the project driveways to optimize sight distance, in particular at the full access driveways along San Ysidro Way. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

On-Site Circulation

Garage Circulation

All parking spaces within the parking garage are shown to be 90 degree parking stalls. The drive aisles should be designed to be 25 ft. wide at locations where parking is provided along both sides of the drive aisle to allow for adequate circulation and maneuvering. With provision of adequate aisle and parking stall width within the parking structure circulation though the garage should be adequate.

The City ultimately will determine the adequacy of the proposed driveway locations and design.

Parking

The new 1,000 space parking structure will also serve the existing 140,440 s.f. office building located at 3689 Kifer Road. Therefore, parking will be required for a total of 315,440 s.f. of office space.

According to the City of Santa Clara Zoning Ordinance (Section 18.74.020, Required Off-street Parking), general business office buildings are required to provide one (1) parking space per every three hundred (300) square feet (s.f.) of gross floor area. Based on the City's parking requirements, the proposed project would be required to provide 1,051 parking spaces for the total 315,440 s.f. of office space.

The new parking garage will provide 1,000 parking spaces. According to the site plan, there are currently 120 spaces provided at 3689 Kifer Road and 30 parking spaces are proposed on the project site. In total 1,150 parking spaces will be provided. Therefore, the proposed parking supply would be adequate to satisfy the City of Santa Clara parking requirements.

Unsignalized Intersection Analysis (Traffic Signal Warrants)

The unsignalized study intersections of Tahoe Way/Semiconductor Way and Kifer Road/San Ysidro Way were analyzed for operational purposes. Unsignalized intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

As described in the site access evaluation section, peak-hour traffic signal warrant checks indicate that the traffic volumes at the Kifer Road and San Ysidro Way intersection are projected to meet thresholds that warrant signalization under background with project conditions. However, installation of a traffic signal at the intersection is not recommended due to the close proximity of the intersection to adjacent signalized intersections along Kifer Road at Lawrence Expressway and Semiconductor Drive. The peak hour signal warrant thresholds would not be satisfied at the Tahoe Way and Semiconductor Way intersection.

Freeway Ramp Analysis

An analysis of metered freeway on-ramps providing access to US 101 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. Since the proposed project would generate very little outbound traffic during the AM peak hour, the metered freeway on-ramps were evaluated during the PM peak hour of traffic only.

Based on the on-ramp meter analysis, existing vehicle storage on the US 101 on-ramps at Lawrence Expressway is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

Transit, Pedestrian and Bicycle Analysis

Pedestrian Access

Pedestrian facilities in the vicinity of the project site consist of sidewalks along one or both sides of the streets, with the exception of intermittent segments along Kifer Road. There is no sidewalk provided along the project's frontage on Kifer Road between Lawrence Expressway and San Ysidro Way. A sidewalk will be provided along the project's frontage on Kifer Road.

Pedestrian crosswalks and signal heads with pushbutton actuators are present at all signalized intersections, including the intersection of Kifer Road and Lawrence Expressway which provides access to the Lawrence Caltrain Station along San Zino Way. A sidewalk is provided along the west side of San Zino Way which provides direct access to the Lawrence Caltrain Station from the project site.

There currently is no sidewalk provided along the east side of San Ysidro Way between the project site and new parking garage location. Ideally, a sidewalk would be provided along the east side of San Ysidro Way to eliminate the need to cross Tahoe Way and San Ysidro Way. However, the construction of a sidewalk along the east side of San Ysidro Way would require easement onto parcels that are not within the control of the proposed project.

The site plan indicates that two new crosswalks will be provided across Tahoe Way, just west of San Ysidro Way and across San Ysidro Way, just north of Kifer Road to facilitate pedestrian travel between the proposed parking structure and the project site. The proposed San Ysidro crosswalk would be located only 60 feet north of Kifer Road. The crosswalks close proximity to Kifer Road will create an unsafe crossing environment for pedestrians due to sight distance issues for vehicles making the uncontrolled right turn onto San Ysidro Way from Kifer Road. It also is likely that the outbound queues along San Ysidro Way will extend back from Kifer Road and block the crosswalk during the PM peak hours.

Recommendation: It is recommended that the proposed crosswalk across San Ysidro Way be relocated to the intersection with Kifer Road in a conventional manner. Similarly, due to sight distance issues for vehicles making the uncontrolled left-turn from San Ysidro Way to Tahoe Way, it is recommended that the new crosswalk across Tahoe Way be relocated centrally between the two garage access driveways and opposite the existing driveway. Locating the crosswalks between the garage driveways also will reduce the pedestrian crossing conflicts with vehicles along Tahoe Way.

Transit Service

The project area is served by the Lawrence Caltrain Station. The Lawrence Caltrain Station is located approximately ¼ mile south of the project site, along San Zino Way. Due to the convenient location of the Caltrain station, it is assumed that some employees of the proposed office development would utilize the existing transit service. Applying an estimated six percent transit mode share, equates to approximately 15 new transit riders during the peak hours. Assuming the existing Caltrain service would remain unchanged and continue to provide three trains during the peak commute periods, the estimated number of new transit riders using the Lawrence Caltrain Station located near the project site would equate to approximately 5 riders per train during the AM and PM peak hours. Given that there are also other bus routes and shuttle services within walking distance of the project site, the projected transit riders associated with the project could be accommodated by the existing transit services.

Bicycle Facilities

It is expected that bicycle trips would comprise no more than one percent of the total project-generated trips. Thus, the project could generate two new bicycle trips during each of the peak hours. The existing bicycle facilities would be adequate to serve the anticipated demand.

VTA recommends new developments to provide bicycle parking, and provides recommended bicycle parking rates in their *VTA Countywide Bicycle Plan* Technical Guidelines, September 1999. Two types of bicycle parking are described by VTA: Class I and Class II. Class I bicycle parking include bicycle lockers,

rooms with key access for regular bicycle commuters, guarded parking areas, and valet or check-in parking. Class II bicycle parking refers to a bicycle rack to which the frame and at least one wheel of the bicycle can be secured with a user-provided lock and cable. According to VTA's recommended rates, one bicycle parking space for every 6,000 s.f. of proposed office space should be provided on site. Class I and II should have 75 and 25 percent of the new parking spaces, respectively. According to the recommended rates, the proposed project should provide 22 Class I and 7 Class II bicycle parking spaces to serve the proposed office space.

Travel Demand Management

The applicant/property owner of the proposed development will be required to implement travel demand management (TDM) measures. The applicant/property owner shall monitor the project TDM program and submit an annual report to the Director of Planning and Inspection of company employee participation in the project TDM program to achieve a minimum five percent reduction in work-related vehicle trips. The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

Table ES 1
Intersection Levels of Service Summary

Study Number	Intersection	Location	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C	Cumulative No Project Avg. Delay	Cumulative No Project LOS	Cumulative with Project Avg. Delay	Cumulative with Project LOS	Cumulative with Project Incr. In Crit. Delay	Cumulative with Project Incr. In Crit. V/C
1	Bowers Avenue and Central Expressway *	Santa Clara	AM	08/20/14	58.0	E	58.2	E	**88.8**	**F**	**88.9**	**F**	**0.1**	**0.003**	**119.8**	**F**	**119.8**	**F**	**-0.1**	**0.003**
			PM	09/24/14	59.9	E	60.1	E	**131.3**	**F**	**131.3**	**F**	**0.1**	**0.002**	**174.3**	**F**	**174.2**	**F**	**-0.1**	**0.001**
2	Bowers Avenue and Kifer Road-Walsh Avenue	Santa Clara	AM	08/20/14	26.5	C	26.6	C	28.5	C	28.7	C	0.2	0.003	29.5	C	29.8	C	0.2	0.003
			PM	08/20/14	28.2	C	28.3	C	34.6	C	34.8	C	0.3	0.003	44.8	D	45.2	D	0.7	0.003
3	Oakmead Parkway-Corvin Drive and Central Expressway *	Santa Clara	AM	01/07/14	46.1	D	46.9	D	61.6	E	62.6	E	1.9	0.005	**84.4**	**F**	**85.6**	**F**	**2.4**	**0.005**
			PM	09/24/14	51.0	D	51.4	D	73.7	E	74.2	E	0.9	0.003	**93.7**	**F**	**94.5**	**F**	**0.4**	**0.001**
4	Corvin Drive and Kifer Road	Santa Clara	AM	06/02/15	8.0	A	8.0	A	7.9	A	7.9	A	0.0	0.005	8.1	A	8.1	A	0.0	0.005
			PM	06/02/15	9.4	A	9.4	A	8.8	A	8.8	A	0.0	0.003	8.5	A	8.5	A	0.0	0.003
5	Kifer Road and Costco Driveway	Sunnyvale	AM	06/02/15	17.7	B	17.7	B	17.8	B	17.9	B	0.0	0.001	20.0	C	20.2	C	0.3	0.005
			PM	06/02/15	20.1	C	20.1	C	19.3	B	19.3	B	0.0	0.001	23.3	C	23.6	C	0.4	0.007
6	Lawrence Expressway and Reed Avenue/Monroe Street *	Sunnyvale	AM	09/19/13	**203.1**	**F**	**204.6**	**F**	**190.9**	**F**	**193.4**	**F**	**3.2**	**0.006**	**285.9**	**F**	**288.9**	**F**	**3.9**	**0.008**
			PM	09/23/14	63.7	E	64.3	E	**110.3**	**F**	**111.3**	**F**	**1.7**	**0.003**	**141.2**	**F**	**142.3**	**F**	**1.8**	**0.003**
7	Lawrence Expressway and Kifer Road	Sunnyvale	AM	09/19/13	**168.2**	**F**	**171.2**	**F**	**248.8**	**F**	**249.8**	**F**	**-1.1**	**0.008**	**279.0**	**F**	**279.5**	**F**	**-0.9**	**0.012**
			PM	09/10/13	**81.0**	**F**	**83.3**	**F**	**132.4**	**F**	**136.5**	**F**	**6.3**	**0.017**	**154.3**	**F**	**162.0**	**F**	**10.2**	**0.017**
8	Lawrence Expressway and Arques Avenue *	Sunnyvale	AM	09/19/13	66.6	E	66.7	E	**105.5**	**F**	**105.5**	**F**	**1.0**	**0.002**	**170.8**	**F**	**170.5**	**F**	**1.1**	**0.002**
			PM	09/23/14	69.6	E	69.4	E	**107.5**	**F**	**107.7**	**F**	**1.2**	**0.002**	**165.6**	**F**	**165.9**	**F**	**1.5**	**0.002**
9	Lawrence Expressway and Duane Avenue-Oakmead Parkway	Sunnyvale	AM	09/10/13	45.1	D	45.0	D	50.2	D	50.3	D	0.3	0.002	**105.0**	**F**	**105.2**	**F**	**1.1**	**0.002**
			PM	09/18/13	56.2	E	56.6	E	**90.3**	**F**	**91.0**	**F**	**1.8**	**0.002**	**147.6**	**F**	**148.2**	**F**	**1.9**	**0.002**
10	Lawrence Expressway and US 101 (South)	Sunnyvale	AM	05/16/13	15.1	B	18.8	B	26.5	C	31.3	C	7.3	0.013	32.3	C	37.1	D	7.0	0.013
			PM	05/16/13	43.1	D	43.7	D	50.5	D	51.0	D	0.6	0.009	70.4	E	71.0	E	0.4	0.009
11	Lawrence Expressway and US 101 (North)	Sunnyvale	AM	05/16/13	21.7	C	22.2	C	20.0	B	20.4	C	0.6	0.008	19.1	B	19.5	B	0.5	0.008
			PM	05/16/13	24.4	C	24.5	C	24.4	C	24.5	C	0.1	0.002	28.7	C	28.9	C	0.3	0.002
12	Kifer Road and Semiconductor Drive	Sunnyvale	AM	06/02/15	10.3	B	10.8	B	11.0	B	11.4	B	0.6	0.025	16.5	B	16.8	B	0.3	0.025
			PM	06/02/15	19.9	B	20.2	C	20.2	C	20.5	C	0.3	0.035	22.9	C	23.0	C	0.0	0.035
13	Wolfe Road and Kifer Road	Sunnyvale	AM	05/15/14	26.5	C	26.9	C	25.7	C	26.2	C	0.7	0.009	29.3	C	29.7	C	0.4	0.007
			PM	05/15/14	33.7	C	34.5	C	34.0	C	34.6	C	0.8	0.008	38.3	D	38.9	D	0.9	0.008
14	Wolfe Road and Evelyn Avenue	Sunnyvale	AM	05/15/14	32.4	C	32.6	C	32.2	C	32.4	C	0.3	0.005	31.9	C	32.1	C	0.3	0.005
			PM	05/15/14	29.9	C	29.9	C	30.0	C	30.0	C	0.0	0.002	30.3	C	30.3	C	0.0	0.002
15	Wolfe Road and Reed Avenue-Old San Francisco Road	Sunnyvale	AM	05/15/14	34.1	C	34.3	C	35.1	D	35.2	D	0.2	0.005	36.7	D	36.9	D	0.2	0.005
			PM	05/15/14	32.9	C	33.1	C	35.9	D	36.1	D	0.1	0.003	38.6	D	38.7	D	0.2	0.003

* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate significant impact.

Table ES 2
Freeway Segment Levels of Service Summary

				Existing Plus Project												Project Trips			
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Avg. Speed/a/	# of Lanes/a/	Capacity (vph)	Volume	Density	LOS	Avg. Speed/a/	# of Lanes/a/	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
US 101	I-880 to Old Bayshore Hwy	NB	AM	14	3	6,900	4,227	**101**	**F**	19	1	1,650	1,610	**85**	**F**	27	0.39%	10	0.61%
		NB	PM	67	3	6,900	3,606	18	B	70	1	1,650	421	6	A	6	0.09%	1	0.06%
US 101	Old Bayshore Hwy to N. First St	NB	AM	12	3	6,900	3,957	**110**	**F**	13	1	1,650	1,370	**105**	**F**	27	0.39%	10	0.61%
		NB	PM	66	3	6,900	3,966	20	C	70	1	1,650	561	8	A	6	0.09%	1	0.06%
US 101	N. First St to Guadalupe Pkwy	NB	AM	19	3	6,900	4,878	**86**	**F**	19	1	1,650	1,609	**85**	**F**	28	0.41%	9	0.55%
		NB	PM	67	3	6,900	3,406	17	B	70	1	1,650	631	9	A	6	0.09%	1	0.06%
US 101	Guadalupe Pkwy to De La Cruz Blvd	NB	AM	12	3	6,900	3,887	**108**	**F**	14	1	1,650	1,410	**101**	**F**	27	0.39%	10	0.61%
		NB	PM	66	3	6,900	4,166	21	C	70	1	1,650	421	6	A	6	0.09%	1	0.06%
US 101	De La Cruz Blvd to Montague Expwy / San Tomas Expwy	NB	AM	26	3	6,900	5,487	**70**	**F**	39	1	1,650	2,080	53	E	27	0.39%	10	0.61%
		NB	PM	65	3	6,900	6,056	31	D	70	1	1,650	981	14	B	6	0.09%	1	0.06%
US 101	Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy	NB	AM	21	3	6,900	5,136	**82**	**F**	41	1	1,650	2,111	51	E	26	0.38%	11	0.67%
		NB	PM	58	3	6,900	6,625	38	D	70	1	1,650	1,822	26	C	5	0.07%	2	0.12%
US 101	Bowers Ave / Great America Pkwy to Lawrence Expwy	NB	AM	20	3	6,900	5,006	**83**	**F**	33	1	1,650	1,991	**60**	**F**	26	0.38%	11	0.67%
		NB	PM	48	3	6,900	6,486	45	D	70	1	1,650	1,261	18	B	6	0.09%	1	0.06%
US 101	Lawrence Expwy to N. Fair Oaks Ave	NB	AM	17	3	6,900	4,593	**90**	**F**	37	1	1,650	2,041	55	E	3	0.04%	1	0.06%
		NB	PM	65	3	6,900	5,878	30	D	70	1	1,650	1,125	16	B	28	0.41%	5	0.30%
US 101	N. Fair Oaks Ave to N. Mathilda Ave	NB	AM	34	3	6,900	6,023	**59**	**F**	59	1	1,650	2,191	37	D	3	0.04%	1	0.06%
		NB	PM	66	3	6,900	5,535	28	D	70	1	1,650	1,688	24	C	25	0.36%	8	0.48%
US 101	N. Mathilda Ave to SR 237	NB	AM	55	3	6,900	6,603	40	D	52	1	1,650	2,191	42	D	3	0.04%	1	0.06%
		NB	PM	66	3	6,900	5,173	26	C	60	1	1,650	2,230	37	D	23	0.33%	10	0.61%
US 101	SR 237 to N. Mathilda Ave	SB	AM	66	3	6,900	4,588	23	C	66	1	1,650	1,469	22	C	28	0.41%	9	0.55%
		SB	PM	65	3	6,900	6,055	31	D	70	1	1,650	2,172	31	D	5	0.07%	2	0.12%
US 101	N. Mathilda Ave to N. Fair Oaks Ave	SB	AM	63	3	6,900	6,462	34	D	67	1	1,650	945	14	B	32	0.46%	5	0.30%
		SB	PM	51	3	6,900	6,585	43	D	70	1	1,650	2,172	31	D	5	0.07%	2	0.12%
US 101	N. Fair Oaks Ave to Lawrence Expwy	SB	AM	58	3	6,900	6,652	38	D	67	1	1,650	1,085	16	B	32	0.46%	5	0.30%
		SB	PM	26	3	6,900	5,545	**71**	**F**	30	1	1,650	2,252	**75**	**F**	5	0.07%	2	0.12%
US 101	Lawrence Expwy to Bowers Ave / Great America Pkwy	SB	AM	42	3	6,900	6,303	50	E	67	1	1,650	1,081	16	B	3	0.04%	1	0.06%
		SB	PM	15	3	6,900	4,393	**98**	**F**	20	1	1,650	1,870	**94**	**F**	23	0.33%	10	0.61%
US 101	Bowers Ave / Great America Pkwy to Montague Expwy / San Tomas Expwy	SB	AM	66	3	6,900	4,953	25	C	67	1	1,650	1,081	16	B	3	0.04%	1	0.06%
		SB	PM	14	3	6,900	4,183	**100**	**F**	20	1	1,650	1,830	**92**	**F**	23	0.33%	10	0.61%
US 101	Montague Expwy / San Tomas Expwy to De La Cruz Blvd	SB	AM	66	3	6,900	5,313	27	D	67	1	1,650	941	14	B	3	0.04%	1	0.06%
		SB	PM	13	3	6,900	4,080	**105**	**F**	40	1	1,650	2,533	**63**	**F**	20	0.29%	13	0.79%
US 101	De La Cruz Blvd to Guadalupe Pkwy	SB	AM	62	3	6,900	6,514	35	D	67	1	1,650	610	9	A	4	0.06%	0	0.00%
		SB	PM	18	3	6,900	4,722	**87**	**F**	50	1	1,650	2,411	48	E	22	0.32%	11	0.67%
US 101	Guadalupe Pkwy to N. First St	SB	AM	67	3	6,900	2,603	13	B	67	1	1,650	411	6	A	3	0.04%	1	0.06%
		SB	PM	16	3	6,900	4,542	**95**	**F**	30	1	1,650	2,351	**78**	**F**	22	0.32%	11	0.67%
US 101	N. First St to Old Bayshore Hwy	SB	AM	67	3	6,900	3,404	17	B	67	1	1,650	410	6	A	4	0.06%	0	0.00%
		SB	PM	6	3	6,900	2,670	**148**	**F**	20	1	1,650	1,833	**92**	**F**	20	0.29%	13	0.79%
US 101	Old Bayshore Hwy to I-880	SB	AM	67	3	6,900	2,403	12	B	67	1	1,650	541	8	A	3	0.04%	1	0.06%
		SB	PM	8	3	6,900	3,049	**127**	**F**	30	1	1,650	2,174	**72**	**F**	19	0.28%	14	0.85%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Lawrence Station Office development in Santa Clara, California. The project site is located at the corner of Lawrence Expressway and Kifer Road at 3607 Kifer Road. The proposed project consists of the construction of a 177,134 s.f. of office building on a vacant parcel. The proposed project originally consisted of a 204,000 s.f. office building. However, the project size will be reduced to 177,134 s.f. in order to provide right-of-way at the Lawrence Expressway and Kifer Road intersection for the planned Lawrence Expressway Grade-Separation improvement project. In addition a new 1,000 space parking structure will be constructed at 3697 Tahoe Way as part of the project. The parking structure will be shared by an existing adjacent office building located at 3689 Kifer Road. The project site will be served by one full-access driveway along San Ysidro Way and by one right-turn only access driveway on Kifer Road. The new parking garage will be served by two entrances along Tahoe Way. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown in Figure 2.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed project. Although the proposed project is located in the City of Santa Clara, facilities outside of the City of Santa Clara would be affected by the proposed project. Thus, the impacts of the project were evaluated following the standards and methodologies set forth by the Cities of Santa and Sunnyvale, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 15 signalized intersections, two unsignalized intersections, and 20 directional freeway segments. The study intersections were selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour). The study intersections are shown on Figure 1.

Study Intersections

Signalized Study Intersections

City of Santa Clara Intersections

1. Bowers Avenue and Central Expressway*
2. Bowers Avenue and Kifer Road-Walsh Avenue
3. Oakmead Parkway-Corvin Drive and Central Expressway*
4. Corvin Drive and Kifer Road

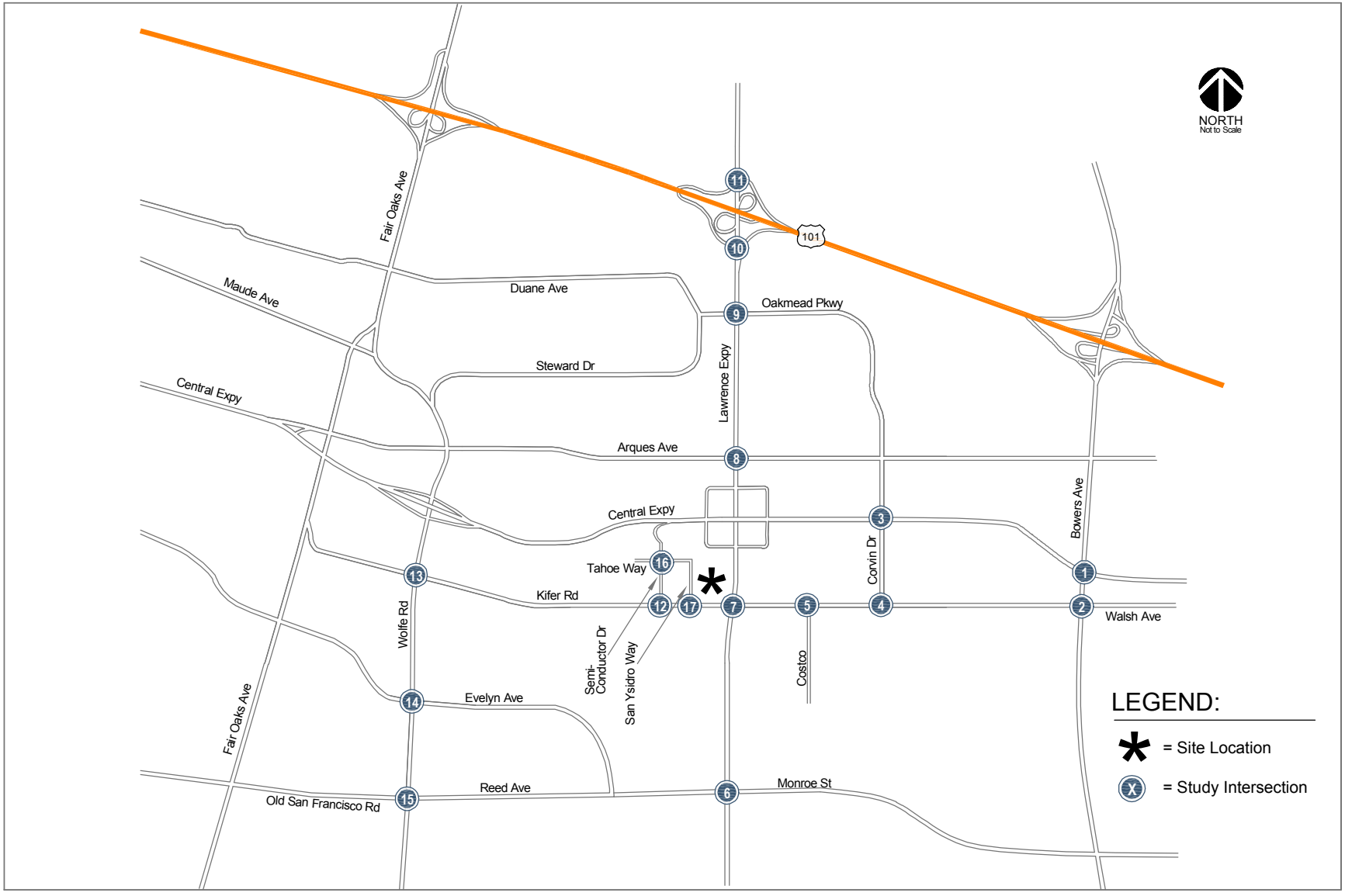


Figure 1
Site Location and Study Intersections

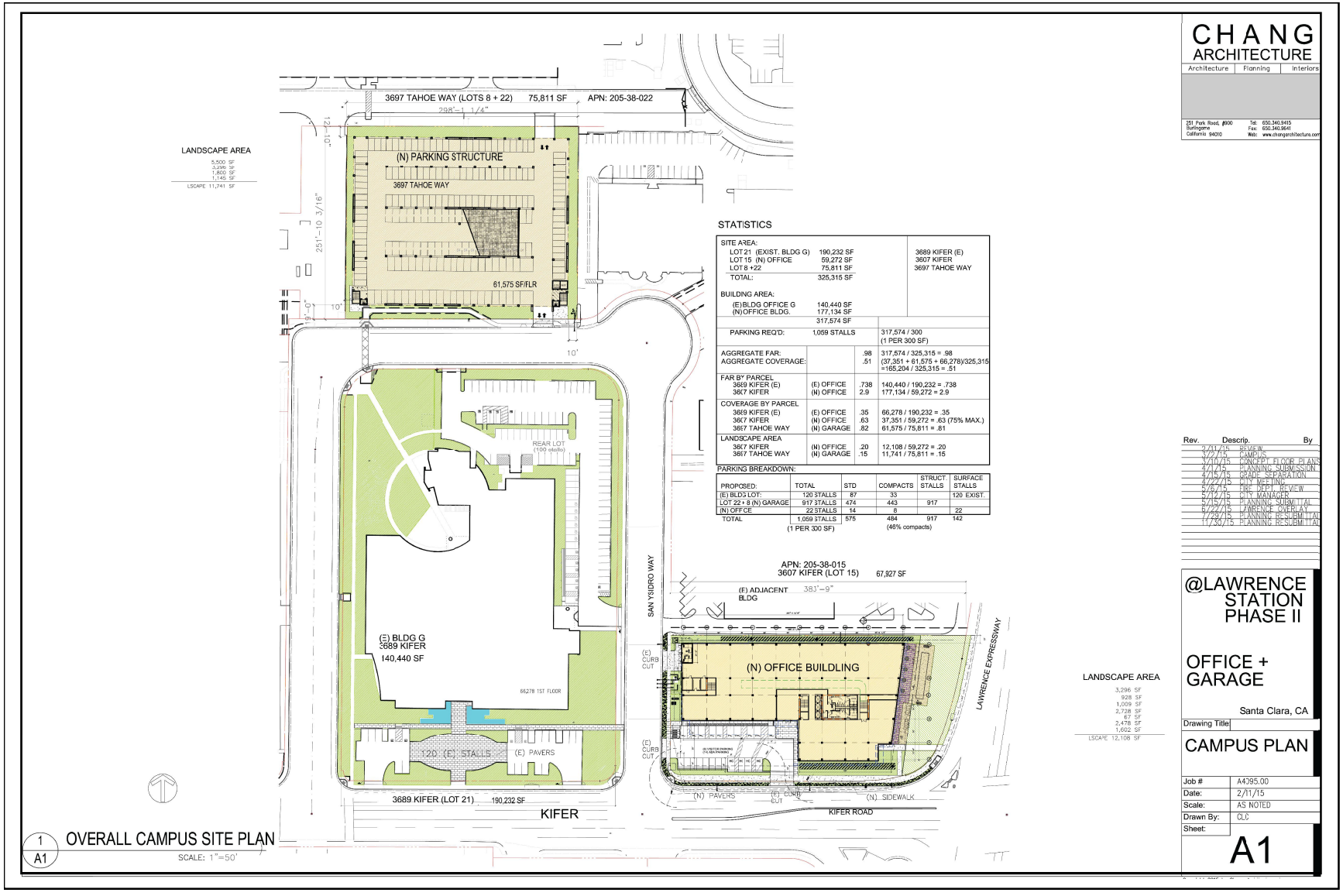


Figure 2
Site Plan

City of Sunnyvale Intersections

5. Kifer Road and Costco Driveway
6. Lawrence Expressway and Reed Avenue/Monroe Street*
7. Lawrence Expressway and Kifer Road
8. Lawrence Expressway and Arques Avenue*
9. Lawrence Expressway and Duane Avenue-Oakmead Parkway
10. Lawrence Expressway and US 101 (South)
11. Lawrence Expressway and US 101 (North)
12. Kifer Road and Semiconductor Drive
13. Wolfe Road and Kifer Road
14. Wolfe Road and Evelyn Avenue
15. Wolfe Road and Reed Avenue-Old San Francisco Road

Unsignalized Study Intersections

City of Santa Clara Intersection

16. Tahoe Way and Semiconductor Drive (unsignalized)

City of Sunnyvale Intersection

17. Kifer Road and San Ysidro Way (unsignalized)

* Denotes CMP Intersections

Study Freeway Segments

1. U.S. 101 northbound from I-880 to Old Bayshore Highway
2. U.S. 101 northbound from Old Bayshore Highway to N. First Street
3. U.S. 101 northbound from North First Street to SR 87
4. U.S. 101 northbound from SR 87 to De La Cruz Boulevard
5. U.S. 101 northbound from De La Cruz Boulevard to San Tomas Expressway
6. U.S. 101 northbound from San Tomas Expressway to Great America Parkway
7. U.S. 101 northbound from Bowers/Great America Parkway to Lawrence Expressway
8. U.S. 101 northbound from Lawrence Expressway to North Fair Oaks Avenue
9. U.S. 101 northbound from North Fair Oaks Avenue to North Mathilda Avenue
10. U.S. 101 northbound from North Mathilda Avenue to SR 237
11. U.S. 101 southbound from SR 237 to North Mathilda Avenue
12. U.S. 101 southbound from North Mathilda Avenue to North Fair Oaks Avenue
13. U.S. 101 southbound from North Fair Oaks Avenue to Lawrence Expressway
14. U.S. 101 southbound from Lawrence Expressway to Bowers/Great America Parkway
15. U.S. 101 southbound from Great America Parkway to San Tomas Expressway
16. U.S. 101 southbound from San Tomas Expressway to De La Cruz Boulevard
17. U.S. 101 southbound from De La Cruz Boulevard to SR 87
18. U.S. 101 southbound from SR 87 to North First Street
19. U.S. 101 southbound from North First Street to Old Bayshore Highway
20. U.S. 101 southbound from Old Bayshore Highway to I-880

Traffic conditions at all of the study intersections and study freeway segments were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

In summary, the study includes an analysis of 15 signalized and two unsignalized intersections in the vicinity of the project site. The four CMP signalized study intersections were evaluated against the standards of the Santa Clara County CMP while the remaining signalized study intersections were evaluated against the standards of each of the applicable municipalities.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recently completed traffic studies and new traffic counts.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project conditions represent existing peak-hour traffic volumes with the addition of traffic generated by the proposed project if the project was open and operating today. Existing plus project conditions were evaluated relative to existing conditions in order to identify potential deficiencies associated solely with the proposed project.

Scenario 3: *Background Conditions*. Background conditions were represented by future traffic volumes on the existing roadway network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed developments in the study area. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 4: *Background Plus Project Conditions*. Background plus project conditions (also referred to as *Project Conditions*) were estimated by adding to the background traffic volumes the additional traffic estimated to be generated by the proposed project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative Project Conditions*. Cumulative conditions represent future traffic volumes on the future transportation network. Cumulative conditions include traffic growth projected to occur due to the approved development projects, the proposed project, and other proposed but not yet approved (pending) development projects in the study area.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the Cities of Santa Clara and Sunnyvale, the CMP, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- average speed on freeway segments
- a list of approved and planned projects

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis method is described below.

Signalized Intersections

Signalized study intersections that are not part of the CMP roadway network are subject to the local municipalities' level of service standards. The Cities of Santa Clara and Sunnyvale level of service methodology is TRAFFIX, which is based on the *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, each of the Cities' methodologies employs the CMP defaults values for the analysis parameters. Each of the Cities' level of service standard for non-CMP intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 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 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 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. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, 2000 Highway Capacity Manual. (Washington, D.C., 2000)

CMP Intersections

Since TRAFFIX is the designated level of service methodology for both the CMP and local municipalities, the CMP study intersections are not analyzed separately, but rather are among the local municipalities' signalized intersections analyzed using TRAFFIX. The only difference between the local municipalities' and CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better.

Signal Warrants

The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes

are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Level of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Source: Transportation Research Board, *Highway Capacity Manual (2000)*, Washington, D.C.

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and the resulting traffic conditions expected under Existing plus Project conditions. Chapter 4 presents the intersection levels of service under background conditions with the addition of traffic from approved development projects. Chapter 5 presents traffic conditions and potential project impacts and recommended mitigation measures under background plus project conditions. Chapter 6 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved. Chapter 7 presents the analysis of other transportation related issues, including impacts to transit and bicycle facilities. Chapter 8 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101 as described below.

US 101 is an eight-lane (three mixed-flow lanes and one HOV lane in each direction) freeway in the vicinity of the site. It extends north through San Francisco and south through Gilroy. Regional access to the project site is provided via its interchange with Lawrence Expressway.

Local access to the site is provided by Lawrence Expressway, Bowers Avenue, Wolfe Road, Kifer Road, Central Expressway, Arques Avenue, and Monroe Street.

Lawrence Expressway is a north-south expressway that begins at Saratoga Avenue and extends northward to SR 237 where it transitions to Caribbean Drive. Full interchanges are located SR 237, US 101, and I-280. Lawrence Expressway provides access to and from the project site via Kifer Road.

Bowers Avenue is the southern extension of Great America Parkway. It begins at US 101 as a six-lane roadway and extends southward to Kifer Road, where it transitions into a four-lane roadway with a divided median. At Chromite Drive to the south, Bowers Avenue becomes a four-lane road with no median divider. Bowers Avenue continues south to its intersection with El Camino Real (SR 82), where it transitions to Kiely Road. A full interchange is located at US 101. Bowers Avenue provides access to and from the project site via Kifer Road.

Wolfe Road is a four-lane to six-lane, north-south arterial that begins north at N. Fair Oaks Avenue, and extends south into the City of Cupertino, ending at Stevens Creek Boulevard (its transition point into Miller Avenue). Wolfe Road has a raised center median. Wolfe Road provides access to and from the project site via Kifer Road.

Kifer Road is an east-west four-lane with center two-way left-turn lane (TWLTL) roadway that runs from Bowers Avenue to North Fair Oaks Avenue in Sunnyvale, where it terminates at a T-intersection. East of Bowers Avenue, Kifer Road transitions into Walsh Avenue. Kifer Road provides direct access to the project site via its intersections with San Ysidro Way and Semiconductor Drive.

Central Expressway is a six-lane east-west expressway. Central Expressway begins at its junction with De la Cruz Boulevard and extends westward into Palo Alto, where it transitions into Alma Street at San

Antonio Road. Central Expressway provides access to and from the project site via Lawrence Expressway.

Arques Avenue is a two-lane to four-lane roadway that begins west at its terminal west of Stowell Avenue, extends east past San Tomas Expressway and transitions into Scott Boulevard. Arques Avenue connects with Central Expressway via a westbound on-ramp and an eastbound off-ramp. Arques Avenue connects with Lawrence Expressway via a traffic signal.

Reed Avenue/Monroe Street is a two-lane to four-lane roadway that begins west at Fair Oaks Avenue as Reed Avenue, and extends southeast towards its terminal at Tisch Way in the City of San Jose. Reed Avenue is within the City of Sunnyvale, and transitions to Monroe Street in the City of Santa Clara at its intersection with Lawrence Expressway (Sunnyvale-Santa Clara city boundary). Reed Avenue/Monroe Street has a center two-way left-turn lane that runs along the entirety of the roadway.

Planned Lawrence Expressway Grade Separation

In 2003, the Santa Clara County Expressway Study recommended the grade separation of Lawrence Expressway at the Reed/Monroe, Kifer Road, and Arques Street intersections. In the summer of 2013, in a follow-up study, the Lawrence Expressway Grade Separation Concept Study was initiated to consider a range of alternatives for design of the grade separation at the three intersections. Three alternative concepts were studied. In the recommended concept, Lawrence Expressway would be depressed under the three study intersections as well as Central Expressway and the Caltrain tracks. Grade separated interchanges at each of the three intersections would include median ramps from the expressway up to the cross-streets with signalized intersections.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. Currently, class II bike lanes are provided on the following roadway segments:

- Bowers Avenue, from Chromite Drive extending onto Great America Parkway to SR 237
- Scott Boulevard, from Central Expressway onto Arques Avenue to North Fair Oaks Avenue in Sunnyvale.
- Oakmead Parkway, from Central Expressway to Lawrence Expressway.
- Kifer Road, from Lawrence Expressway to North Fair Oaks Avenue.
- Reed Avenue, from Lawrence Expressway to North Fair Oaks Avenue.
- Evelyn Avenue, entire length
- Wolfe Road, north of Reed Avenue

Bicycles are also permitted on Lawrence and Central Expressway. The existing bicycle facilities within the study area are shown on Figure 3.

Pedestrian facilities in the vicinity of the project site consist of sidewalks along one or both sides of the streets, with the exception of Central Expressway, and intermittent segments along Kifer Road. There is no sidewalk provided along the project's frontage on Kifer Road between Lawrence Expressway and San Ysidro Way. Pedestrian crosswalks and signal heads with pushbutton actuators are present at all signalized intersections, including at the intersections of Kifer Road with Lawrence Expressway, Semiconductor Drive, and Wolfe Road. A sidewalk is provided along the west side of San Zino Way which provides direct access to the Lawrence Caltrain Station from the project site.

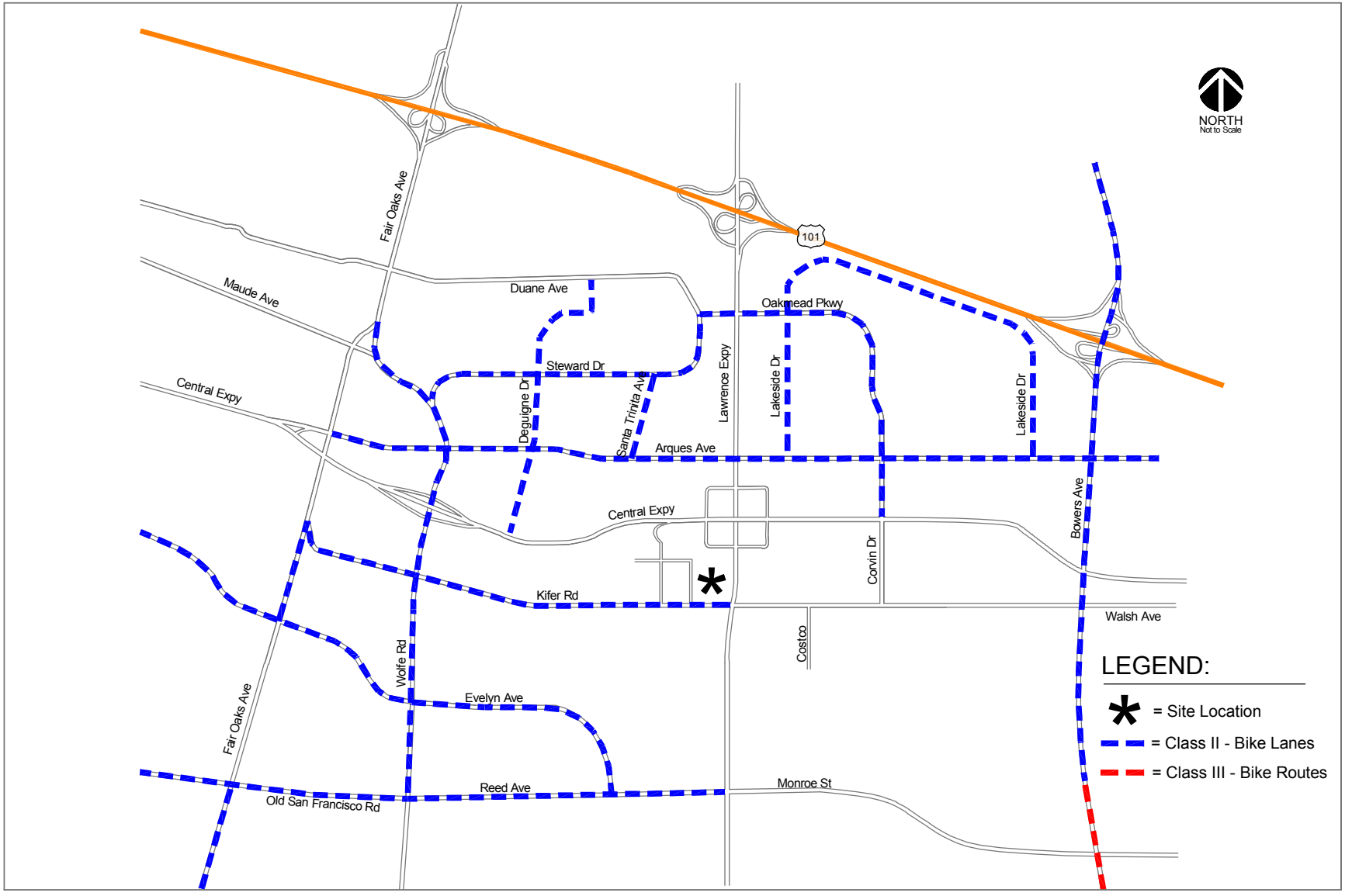


Figure 3
Existing Bicycle Facilities

Existing Transit Service

Existing transit service to the study area is provided by the VTA, Caltrain, and ACE. The transit service is described below and shown on Figure 4.

VTA Bus Service

Existing bus service to the study area is provided by the VTA. However, the project site is not served directly by any local bus routes. The nearest local bus route stop is located approximately ½ mile from the project site near the intersection of Lawrence Expressway and Reed Avenue. Bus stops for limited stop bus routes are provided adjacent to the project site at the intersection of Kifer Road and Lawrence Expressway. The VTA bus service is described below and shown on Figure 4.

Local Route 26 operates on Fair Oaks Avenue in the study area. It runs between Lockheed Martin Transit Center in Sunnyvale and the Eastridge Transit center in San Jose. Route 26 runs between 5:20 AM and 11:50 PM with 30-minute headways during the AM and PM peak hours.

Local Route 32 is a community bus that operates on Reed Avenue/Monroe Avenue in the vicinity of the study area. It runs between the San Antonio Shopping Center and the Santa Clara Transit Center. Route 32 runs between 6:00 AM and 7:30 PM with 30-minute headways during the AM and PM peak hours.

Local Route 57 operates on Bowers Avenue in the study area. It runs between West Valley College in Saratoga and Great America. Route 57 runs between 5:45 AM and 11:00 PM with 30-minute headways during the AM and PM peak hours.

Local Route 58 operates on Bowers Avenue, Scott Boulevard, and Central Expressway in the study area. It runs between West Valley College in Saratoga and Alviso. Route 58 runs between 6:00 AM and 7:00 PM with 30-minute headways during the AM and PM peak hours.

Limited Stop Route 304 operates on Scott Boulevard on its route between South San Jose and the Sunnyvale Transit Center. It operates northbound with 30-minute headways during the AM peak hours and southbound with 40-minute headways during the PM peak hours. Route 304 observes all limited stops along its route in the study area.

Limited Stop Route 328 operates on Lawrence Expressway on its route between South San Jose and the Lockheed Martin Transit Center. Although a bus stop for bus route 328 is located adjacent to the project site at the intersection of Kifer Road and Lawrence Expressway, this route is limited to two northbound runs in the morning between 6:00 AM and 7:20 AM, and two southbound runs in the evening between 4:50 PM and 6:00 PM.

Caltrain

Caltrain operates a commuter rail service seven days a week between the Diridon Station in San Jose and San Francisco. During weekday commuting hours, Caltrain also serves south San Jose and the south county including Gilroy, San Martin, and Morgan Hill.

The Lawrence Caltrain station is located just ¼ mile south of the project site west of Lawrence Expressway at San Zino Way. Caltrain provides weekday commute service to the Lawrence Caltrain station with three northbound trains during the AM peak commute hour and three southbound trains during the PM peak commute hours. The Lawrence Caltrain Station provides service for only the Local and Limited trains. The baby-bullet train does not stop at Lawrence Station. Crosswalks at the Lawrence Expressway and Kifer Road intersection along with a sidewalk along the west side of San Zino Way provide direct access to the Lawrence Caltrain Station from the project site.

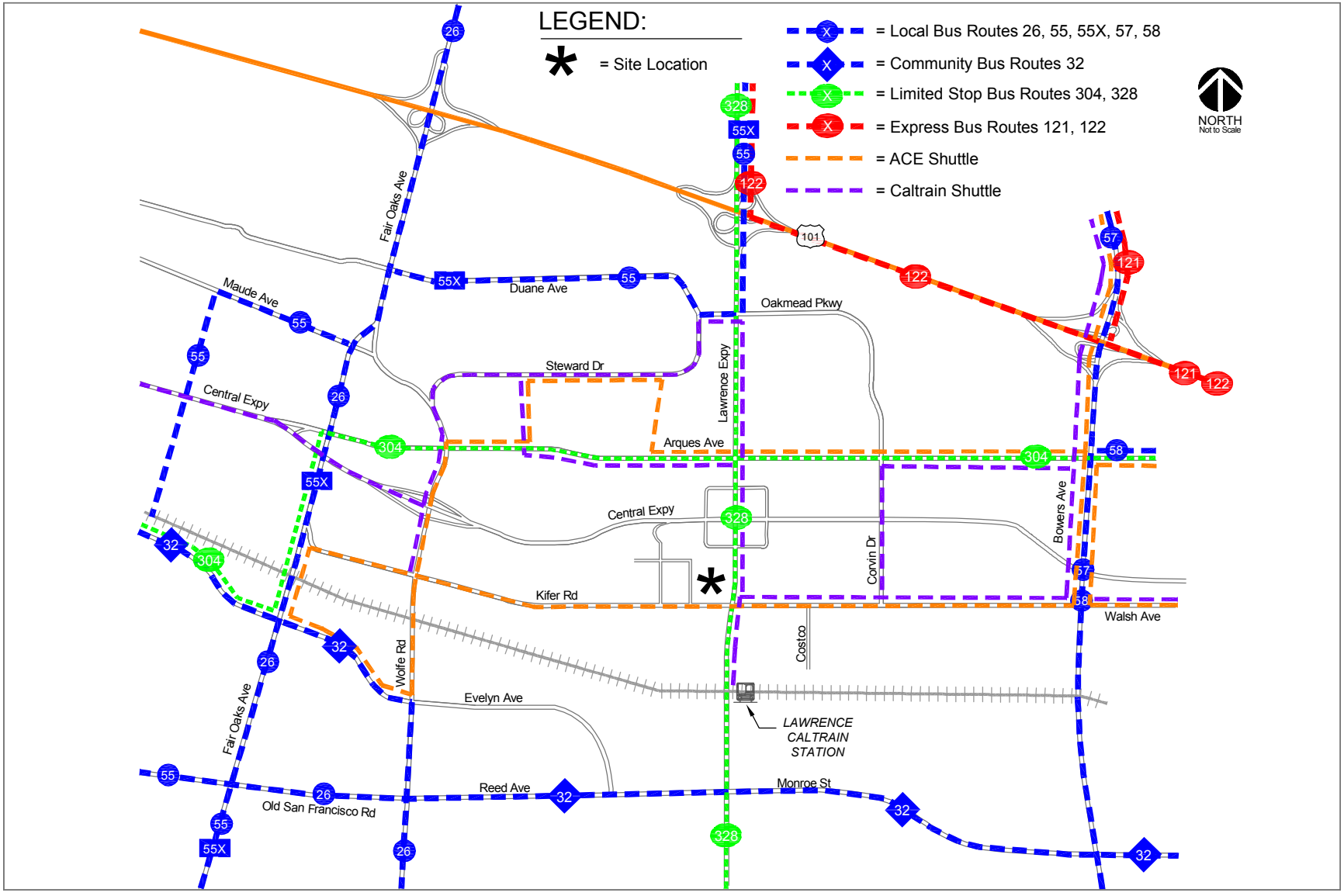


Figure 4
Existing Transit Services

ACE

The Altamont Commuter Express (ACE) provides commuter rail service between the Central Valley and Silicon Valley. ACE serves the Great America Transit Station located along Stars and Stripes Boulevard. Four trains are in operation during weekday commuting hours. Shuttle service from the station to employment centers are provided by eight ACE shuttles.

ACE Gray Shuttle (822) provides service between the Great America ACE Station and the project area. The Gray Shuttle runs on Arques Avenue, Wolfe Road, and Kifer Road, with four eastbound trips in the morning and four westbound trips in the afternoon/evening with headways averaging 60 minutes. The shuttle has scheduled stops along Kifer Road within a ¼ mile from the project site.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field, and are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from new intersection turn-movement counts, previously completed traffic studies, and the CMP database. The existing peak-hour intersection volumes are shown on Figure 6. The existing traffic count data is included in Appendix A and peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 3. The results show that the following two study intersections, currently operate at an unacceptable LOS F during at least one of the peak hours.

6. Lawrence Expressway and Reed Avenue/Monroe Street* (AM Peak Hour)
7. Lawrence Expressway and Kifer Road (AM & PM Peak Hours)

All other signalized study intersections currently operate at an acceptable level of service under existing conditions, measured against applicable municipal and CMP level of service standards. The level of service calculation sheets are included in Appendix C.

Existing Freeway Levels of Service

Traffic volumes for the subject freeway segments were obtained from the 2014 CMP Annual Monitoring Report. The results of the analysis are summarized in Table 4. The results show that the mixed-flow lanes on 17 of the 20 directional freeway segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours. The results also show that 12 of the directional HOV lane segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated intersection levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

During the AM peak period, at the intersection of Lawrence Expressway and Reed Avenue/Monroe Street, northbound vehicles constantly queue past the previous intersection at Cabrillo Avenue in Santa Clara. Because of the long green time for the northbound through movement, most vehicles are able to clear within one cycle, but the queue constantly replenishes. The westbound left-turn movement on Reed Avenue onto northbound Lawrence Expressway also experiences lengthy delay up to three cycles, queuing out of the turn pocket and past Willow Avenue. The northbound through-movement on Lawrence Expressway at Kifer Road constantly develops an approximately 30 vehicle queue prior to the green phase. Northbound vehicles south of Reed Avenue arrive at the back of the queue before the existing queue could clear. As a result, progression through this corridor is slow. The southbound through-movement on Lawrence Expressway at Oakmead Parkway forms temporary queues at the beginning of the green phases that back up to the intersection with the US 101 southbound ramps. This queue clears by the end of each cycle.

During the PM peak period, heavy congestion is observed on Lawrence Expressway. Lawrence Expressway southbound at Reed Avenue/Monroe Street queues towards and occasionally past Kifer Road. All vehicles are able to clear the intersection within one cycle, but the queue replenishes, and frequently clears only after the southbound movement at Kifer Road receives a green ball, furthering the queue onto Kifer Road. Similar queuing issues occur on Lawrence Expressway southbound at the intersections with Kifer Road, Arques Avenue, Oakmead Parkway, and Tasman Drive. The Kifer Road westbound left-turn movement also experiences lengthy delay, with queues constantly extending out of the turn pocket, blocking one through lane. The queue clears within three cycles, but replenishes.

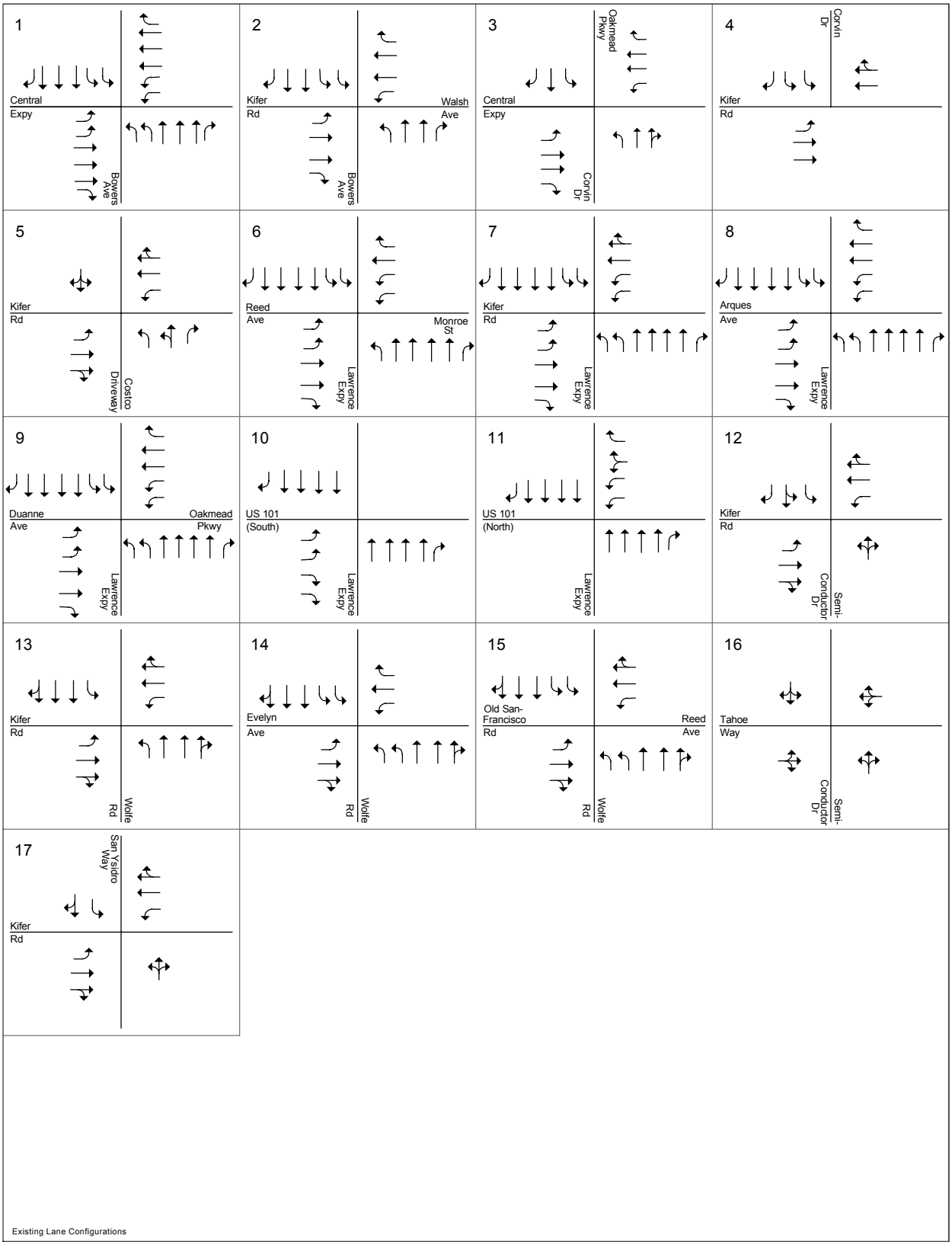


Figure 5
Existing Lane Configurations

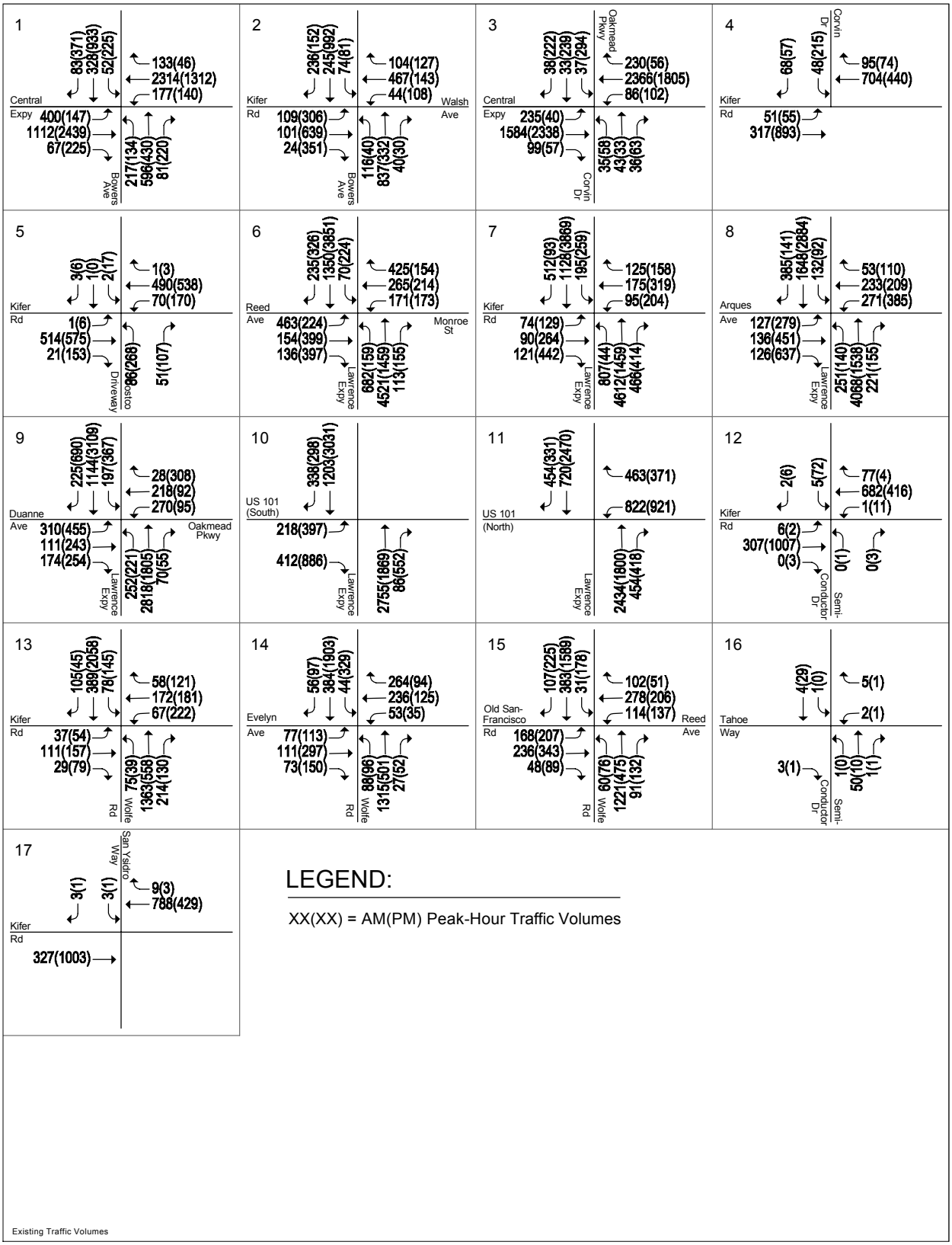


Figure 6
Existing Traffic Volumes

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Count Date	Avg. Delay	LOS
1	Bowers Avenue and Central Expressway *	Santa Clara	AM	08/20/14	58.0	E
			PM	09/24/14	59.9	E
2	Bowers Avenue and Kifer Road-Walsh Avenue	Santa Clara	AM	08/20/14	26.5	C
			PM	08/20/14	28.2	C
3	Oakmead Parkway-Corvin Drive and Central Expressway *	Santa Clara	AM	01/07/14	46.1	D
			PM	09/24/14	51.0	D
4	Corvin Drive and Kifer Road	Santa Clara	AM	06/02/15	8.0	A
			PM	06/02/15	9.4	A
5	Kifer Road and Costco Driveway	Sunnyvale	AM	06/02/15	17.7	B
			PM	06/02/15	20.1	C
6	Lawrence Expressway and Reed Avenue/Monroe Street *	Sunnyvale	AM	09/19/13	**203.1**	**F**
			PM	09/23/14	63.7	E
7	Lawrence Expressway and Kifer Road	Sunnyvale	AM	09/19/13	**168.2**	**F**
			PM	09/10/13	**81.0**	**F**
8	Lawrence Expressway and Arques Avenue *	Sunnyvale	AM	09/19/13	66.6	E
			PM	09/23/14	69.6	E
9	Lawrence Expressway and Duane Avenue-Oakmead Parkway	Sunnyvale	AM	09/10/13	45.1	D
			PM	09/18/13	56.2	E
10	Lawrence Expressway and US 101 (South)	Sunnyvale	AM	05/16/13	15.1	B
			PM	05/16/13	43.1	D
11	Lawrence Expressway and US 101 (North)	Sunnyvale	AM	05/16/13	21.7	C
			PM	05/16/13	24.4	C
12	Kifer Road and Semiconductor Drive	Sunnyvale	AM	06/02/15	10.3	B
			PM	06/02/15	19.9	B
13	Wolfe Road and Kifer Road	Sunnyvale	AM	05/15/14	26.5	C
			PM	05/15/14	33.7	C
14	Wolfe Road and Evelyn Avenue	Sunnyvale	AM	05/15/14	32.4	C
			PM	05/15/14	29.9	C
15	Wolfe Road and Reed Avenue-Old San Francisco Road	Sunnyvale	AM	05/15/14	34.1	C
			PM	05/15/14	32.9	C

* Denotes CMP Intersection
Bold indicates unacceptable level of service.

Table 4
Existing Freeway Segment Levels of Service

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed	# of Lanes	Volume	Density	LOS	Avg. Speed	# of Lanes	Volume	Density	LOS
US 101	I-880 to Old Bayshore Hwy	NB	AM	14	3	4,200	**100**	**F**	19	1	1,600	**84**	**F**
		NB	PM	67	3	3,600	18	B	70	1	420	6	A
US 101	Old Bayshore Hwy to N. First St	NB	AM	12	3	3,930	**109**	**F**	13	1	1,360	**104**	**F**
		NB	PM	66	3	3,960	20	C	70	1	560	8	A
US 101	N. First St to Guadalupe Pkwy	NB	AM	19	3	4,850	**85**	**F**	19	1	1,600	**84**	**F**
		NB	PM	67	3	3,400	17	B	70	1	630	9	A
US 101	Guadalupe Pkwy to De La Cruz Blvd	NB	AM	12	3	3,860	**107**	**F**	14	1	1,400	**100**	**F**
		NB	PM	66	3	4,160	21	C	70	1	420	6	A
US 101	De La Cruz Blvd to Montague Expwy / San Tomas Expwy	NB	AM	26	3	5,460	**70**	**F**	39	1	2,070	53	E
		NB	PM	65	3	6,050	31	D	70	1	980	14	B
US 101	Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy	NB	AM	21	3	5,110	**81**	**F**	41	1	2,100	51	E
		NB	PM	58	3	6,620	38	D	70	1	1,820	26	C
US 101	Bowers Ave / Great America Pkwy to Lawrence Expwy	NB	AM	20	3	4,980	**83**	**F**	33	1	1,980	**60**	**F**
		NB	PM	48	3	6,480	45	D	70	1	1,260	18	B
US 101	Lawrence Expwy to N. Fair Oaks Ave	NB	AM	17	3	4,590	**90**	**F**	37	1	2,040	55	E
		NB	PM	65	3	5,850	30	D	70	1	1,120	16	B
US 101	N. Fair Oaks Ave to N. Mathilda Ave	NB	AM	34	3	6,020	**59**	**F**	59	1	2,190	37	D
		NB	PM	66	3	5,510	28	D	70	1	1,680	24	C
US 101	N. Mathilda Ave to SR 237	NB	AM	55	3	6,600	40	D	52	1	2,190	42	D
		NB	PM	66	3	5,150	26	C	60	1	2,220	37	D
US 101	SR 237 to N. Mathilda Ave	SB	AM	66	3	4,560	23	C	66	1	1,460	22	C
		SB	PM	65	3	6,050	31	D	70	1	2,170	31	D
US 101	N. Mathilda Ave to N. Fair Oaks Ave	SB	AM	63	3	6,430	34	D	67	1	940	14	B
		SB	PM	51	3	6,580	43	D	70	1	2,170	31	D
US 101	N. Fair Oaks Ave to Lawrence Expwy	SB	AM	58	3	6,620	38	D	67	1	1,080	16	B
		SB	PM	26	3	5,540	**71**	**F**	30	1	2,250	**75**	**F**
US 101	Lawrence Expwy to Bowers Ave / Great America Pkwy	SB	AM	42	3	6,300	50	E	67	1	1,080	16	B
		SB	PM	15	3	4,370	**97**	**F**	20	1	1,860	**93**	**F**
US 101	Bowers Ave / Great America Pkwy to Montague Expwy / San Tomas Expwy	SB	AM	66	3	4,950	25	C	67	1	1,080	16	B
		SB	PM	14	3	4,160	**99**	**F**	20	1	1,820	**91**	**F**
US 101	Montague Expwy / San Tomas Expwy to De La Cruz Blvd	SB	AM	66	3	5,310	27	D	67	1	940	14	B
		SB	PM	13	3	4,060	**104**	**F**	40	1	2,520	**63**	**F**
US 101	De La Cruz Blvd to Guadalupe Pkwy	SB	AM	62	3	6,510	35	D	67	1	610	9	A
		SB	PM	18	3	4,700	**87**	**F**	50	1	2,400	48	E
US 101	Guadalupe Pkwy to N. First St	SB	AM	67	3	2,600	13	B	67	1	410	6	A
		SB	PM	16	3	4,520	**94**	**F**	30	1	2,340	**78**	**F**
US 101	N. First St to Old Bayshore Hwy	SB	AM	67	3	3,400	17	B	67	1	410	6	A
		SB	PM	6	3	2,650	**147**	**F**	20	1	1,820	**91**	**F**
US 101	Old Bayshore Hwy to I-880	SB	AM	67	3	2,400	12	B	67	1	540	8	A
		SB	PM	8	3	3,030	**126**	**F**	30	1	2,160	**72**	**F**

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.

3. Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. Existing plus project traffic conditions could potentially exist if the project was constructed and occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior development approvals. Existing plus project conditions also does not include any planned and funded roadway improvements that have not been constructed. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential deficiencies on the existing transportation network attributable solely to the project. The method used to estimate project-generated traffic is included within this chapter.

Transportation Network under Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as described under existing conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

The City will require that the proposed project implement Transportation Demand Management (TDM) measures that would result in a reduction in vehicle trips by a minimum of five-percent for the proposed office space. Therefore, the project trip estimates include a five percent trip reduction for TDM. In addition, a six-percent transit reduction was applied to the trips estimated to be generated by the proposed office space due to the project site's close proximity (within 2,000 feet) to the Lawrence Caltrain Station, as prescribed by the VTA guidelines.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate an additional 1,717 daily trips, with 243 trips (214 inbound and 29 outbound) occurring during the AM peak hour and 232 trips (39 inbound and 193 outbound) occurring during the PM peak hour. The trip generation estimates for proposed project are presented in Table 5.

Trip Distribution

The trip distribution pattern for the proposed development was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7.

Trip Assignment

The peak-hour project trips associated with the proposed project under existing plus project conditions were added to the transportation network in accordance with the distribution pattern discussed above. Figure 8 shows the assignment of project traffic on the local transportation network for the proposed project. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Existing Plus Project Traffic Volumes

Project trips for each of the alternatives, as represented in the above project trip assignments, were added to the existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 9. Traffic volumes for all components of traffic are tabulated in Appendix B.

Existing Plus Project Intersection Analysis

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 6.

The results show that, measured against the applicable level of service standards, the following two intersections would operate at unacceptable levels of service during at least one peak hour under existing plus project conditions:

6. Lawrence Expressway and Reed Avenue/Monroe Street* (AM Peak Hour)
7. Lawrence Expressway and Kifer Road (AM & PM Peak Hours)

All other signalized study intersections would continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under existing plus project conditions. The level of service calculation sheets are included in Appendix C.

Table 5
Project Trip Generation Estimates – Existing Plus Project

					AM Peak Hour						PM Peak Hour					
	%		Daily	Daily	Pk-Hr	Splits		Trips			Pk-Hr	Splits		Trips		
Land Use	Reduction	Size	Rate[1]	Trips	Rate[1]	In	Out	In	Out	Total	Rate[1]	In	Out	In	Out	Total
Proposed Land Use																
General Office Building (ITE Land Use Code 710)		177,134 s.f.	11.03	1,954	1.56	88%	12%	243	33	276	1.49	17%	83%	45	219	264
5% TDM Reduction[2]	5%			-98				-12	-2	-14				-2	-11	-13
6% Reduction for employment near Caltrain Station[3]	6%			-117				-15	-2	-17				-3	-13	-16
Net Project Trips				**1,739**				**216**	**29**	**245**				**40**	**195**	**235**

Source: ITE Trip Generation, 9th Edition, 2012.

[1]The average trip generation rate from the ITE Trip Generation Manual was used.

[2] A TDM reduction was applied to the trip generation estimates per City requirement that the project achieve a minimum 5% reduction in trips through implementation of a TDM program for the proposed office use.

[3]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for employment located within 2,000-foot walk of a Caltrain Station is equal to 6% of the employment component. (The employment component of the project will be located within 2,000-foot walk of Lawrence Caltrain Station).

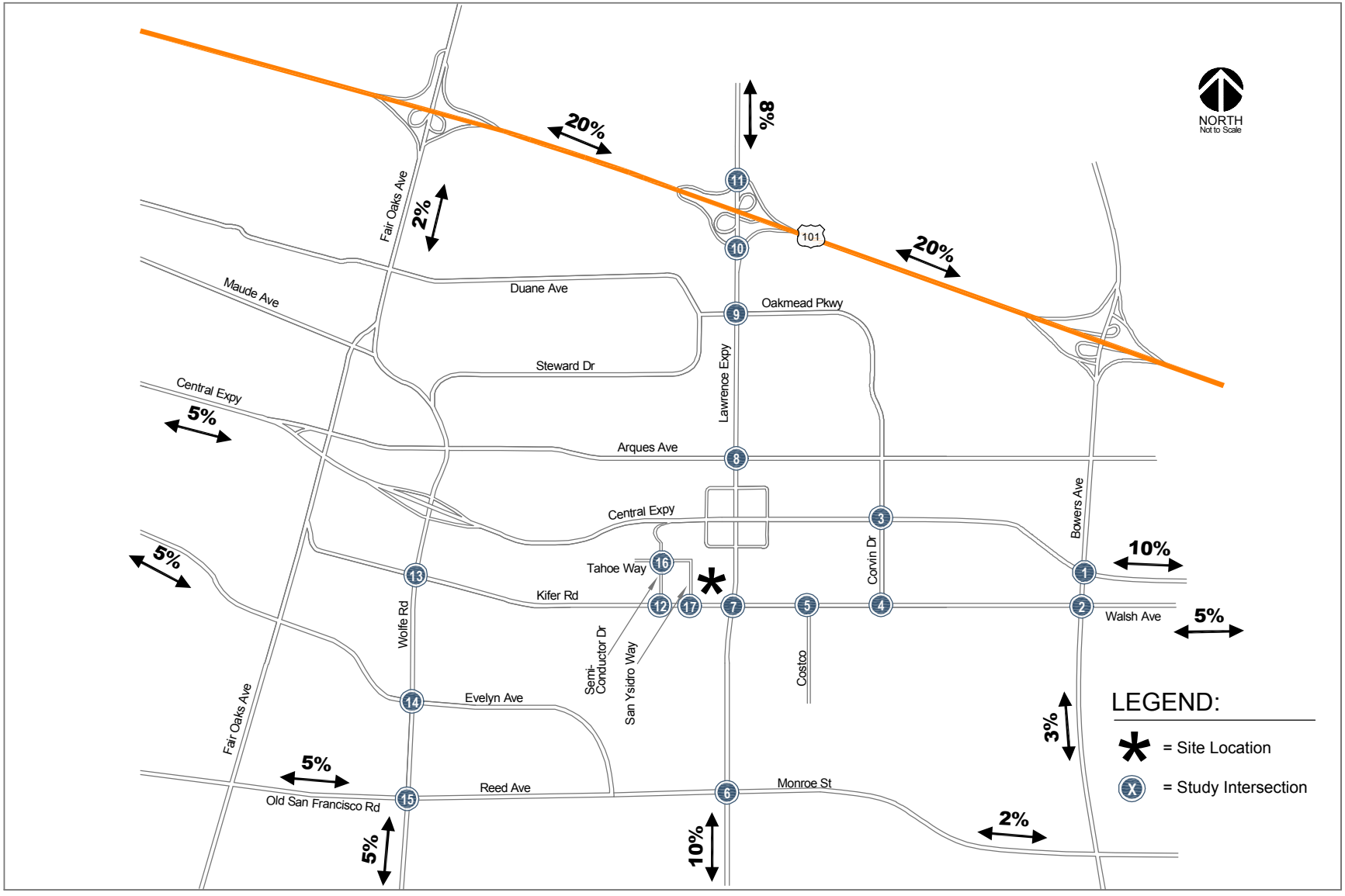


Figure 7
Project Trip Distribution

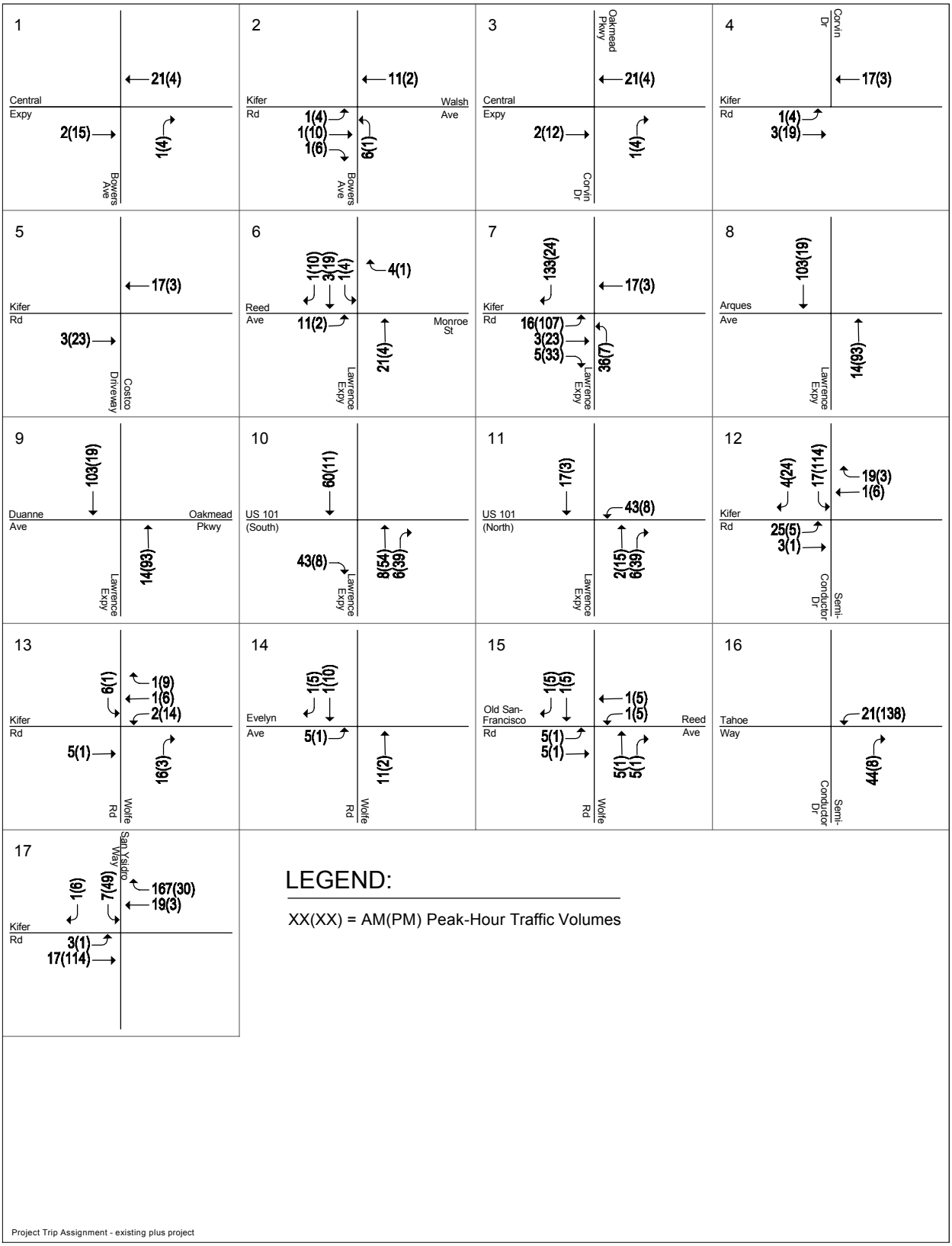


Figure 8
Project Trip Assignment – Existing Plus Project

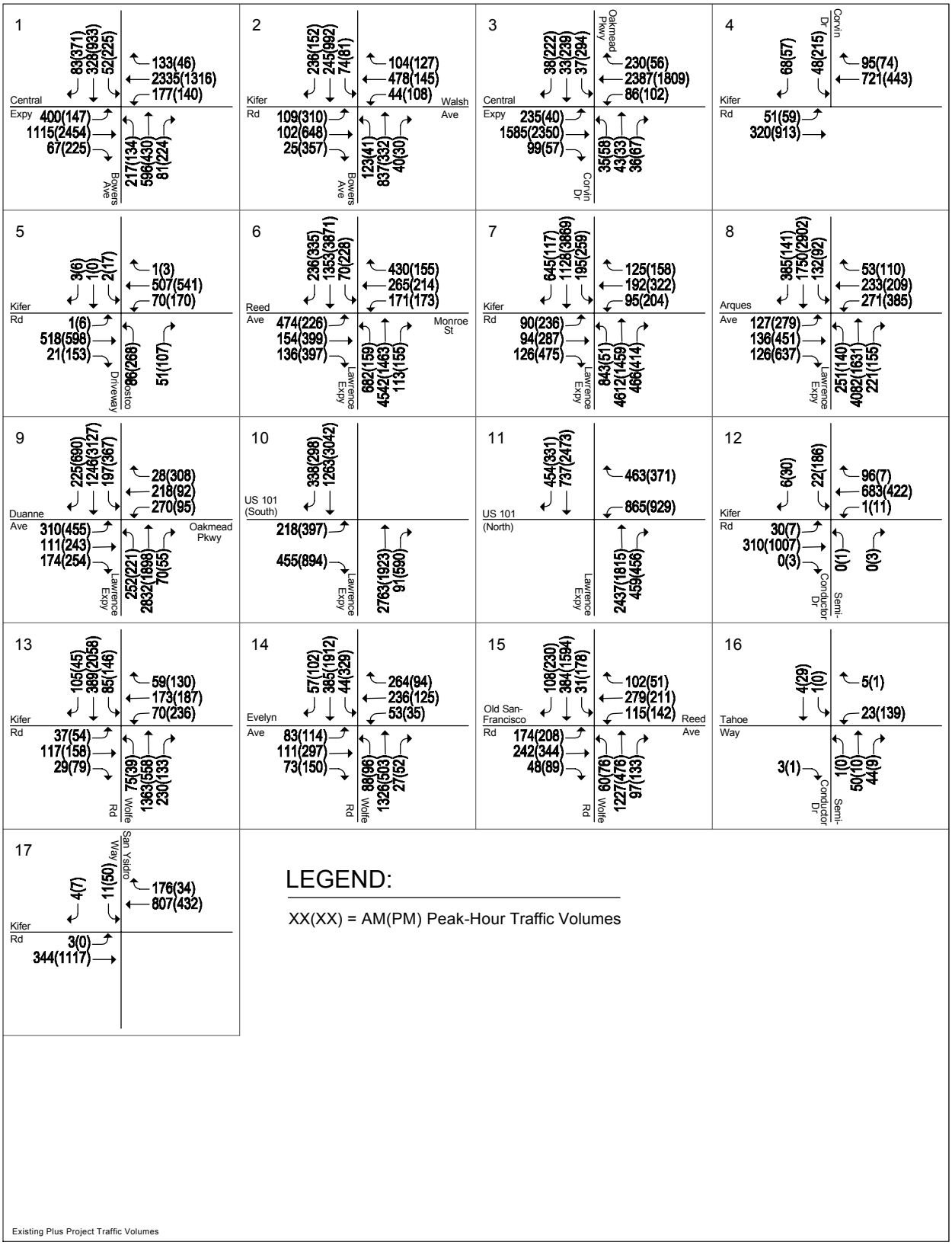


Figure 9
Existing Plus Project Traffic Volumes

Table 6
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS
1	Bowers Avenue and Central Expressway *	Santa Clara	AM	58.0	E	58.2	E
			PM	59.9	E	60.1	E
2	Bowers Avenue and Kifer Road-Walsh Avenue	Santa Clara	AM	26.5	C	26.6	C
			PM	28.2	C	28.3	C
3	Oakmead Parkway-Corvin Drive and Central Expressway *	Santa Clara	AM	46.1	D	46.9	D
			PM	51.0	D	51.4	D
4	Corvin Drive and Kifer Road	Santa Clara	AM	8.0	A	8.0	A
			PM	9.4	A	9.4	A
5	Kifer Road and Costco Driveway	Sunnyvale	AM	17.7	B	17.7	B
			PM	20.1	C	20.1	C
6	Lawrence Expressway and Reed Avenue/Monroe Street *	Sunnyvale	AM	**203.1**	**F**	**204.6**	**F**
			PM	63.7	E	64.3	E
7	Lawrence Expressway and Kifer Road	Sunnyvale	AM	**168.2**	**F**	**171.2**	**F**
			PM	**81.0**	**F**	**83.3**	**F**
8	Lawrence Expressway and Arques Avenue *	Sunnyvale	AM	66.6	E	66.7	E
			PM	69.6	E	69.4	E
9	Lawrence Expressway and Duane Avenue-Oakmead Parkway	Sunnyvale	AM	45.1	D	45.0	D
			PM	56.2	E	56.6	E
10	Lawrence Expressway and US 101 (South)	Sunnyvale	AM	15.1	B	18.8	B
			PM	43.1	D	43.7	D
11	Lawrence Expressway and US 101 (North)	Sunnyvale	AM	21.7	C	22.2	C
			PM	24.4	C	24.5	C
12	Kifer Road and Semiconductor Drive	Sunnyvale	AM	10.3	B	10.8	B
			PM	19.9	B	20.2	C
13	Wolfe Road and Kifer Road	Sunnyvale	AM	26.5	C	26.9	C
			PM	33.7	C	34.5	C
14	Wolfe Road and Evelyn Avenue	Sunnyvale	AM	32.4	C	32.6	C
			PM	29.9	C	29.9	C
15	Wolfe Road and Reed Avenue-Old San Francisco Road	Sunnyvale	AM	34.1	C	34.3	C
			PM	32.9	C	33.1	C

* Denotes CMP Intersection
Bold indicates unacceptable level of service.

4. Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved, but not yet constructed, developments. The added traffic from approved but not yet constructed developments was obtained from the City of Santa Clara's TRAFFIX network, which was updated with the current list of approved projects provided by City staff and dated July 15, 2015. Traffic generated by Phase 1 of the North San Jose Development Policy and approved projects within the City of Sunnyvale also were included in the background traffic volumes.

Background traffic volumes are shown on Figure 10. The list of approved but not yet constructed projects is included in Appendix D.

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 7. The results show that, measured against the applicable level of service standards, the following five intersections would operate at unacceptable levels of service during at least one peak hour under background conditions:

1. Bowers Avenue and Central Expressway* *(AM & PM Peak Hours)*
6. Lawrence Expressway and Reed Avenue/Monroe Street * *(AM & PM Peak Hours)*
7. Lawrence Expressway and Kifer Road *(AM & PM Peak Hours)*

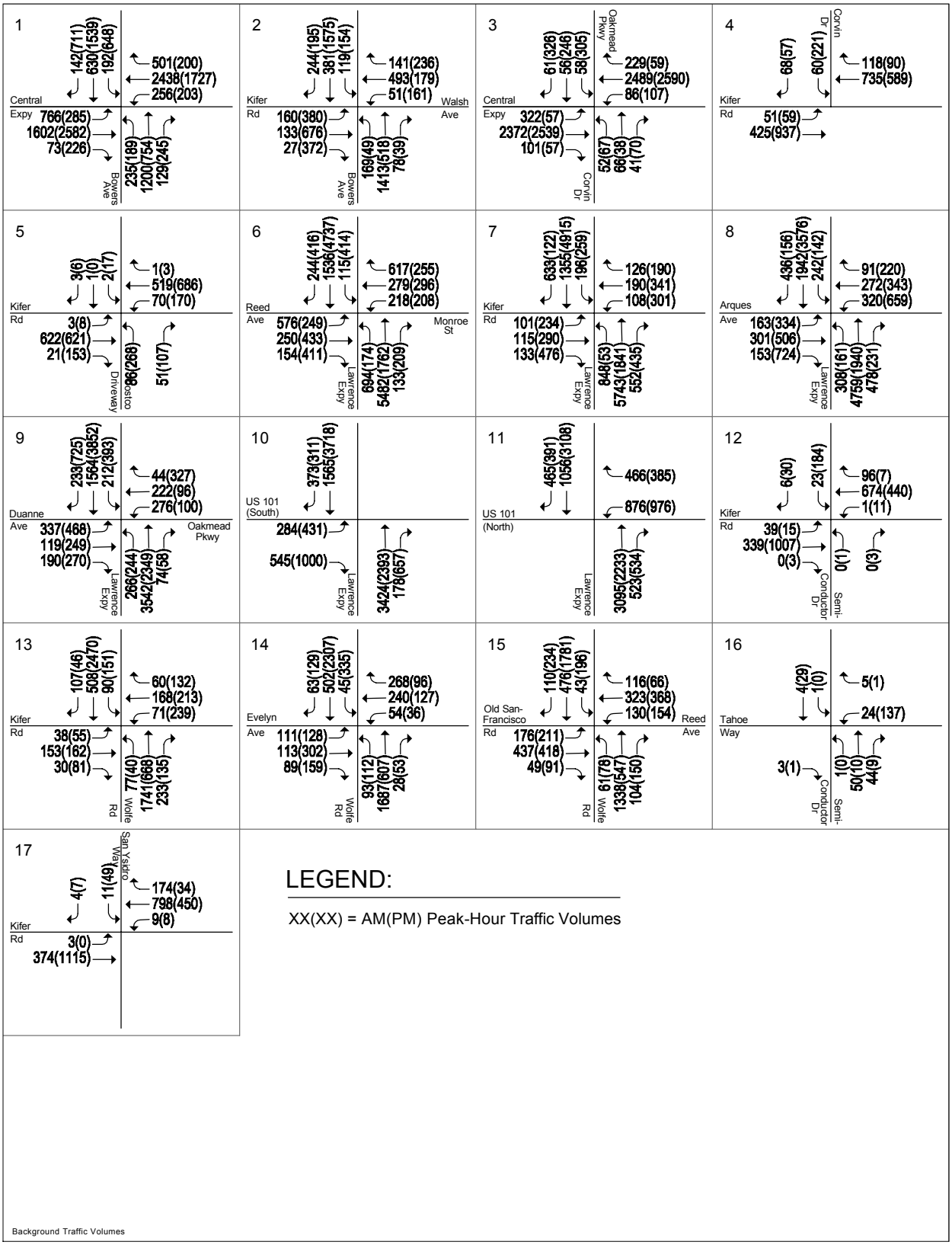


Figure 10
Background Traffic Volumes

Table 7
Background Conditions Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	Bowers Avenue and Central Expressway *	Santa Clara	AM	58.0	E	**88.8**	**F**
			PM	59.9	E	**131.3**	**F**
2	Bowers Avenue and Kifer Road-Walsh Avenue	Santa Clara	AM	26.5	C	28.5	C
			PM	28.2	C	34.6	C
3	Oakmead Parkway-Corvin Drive and Central Expressway *	Santa Clara	AM	46.1	D	61.6	E
			PM	51.0	D	73.7	E
4	Corvin Drive and Kifer Road	Santa Clara	AM	8.0	A	7.9	A
			PM	9.4	A	8.8	A
5	Kifer Road and Costco Driveway	Sunnyvale	AM	17.7	B	17.8	B
			PM	20.1	C	19.3	B
6	Lawrence Expressway and Reed Avenue/Monroe Street *	Sunnyvale	AM	**203.1**	**F**	**190.9**	**F**
			PM	63.7	E	**110.3**	**F**
7	Lawrence Expressway and Kifer Road	Sunnyvale	AM	**168.2**	**F**	**248.8**	**F**
			PM	**81.0**	**F**	**132.4**	**F**
8	Lawrence Expressway and Arques Avenue *	Sunnyvale	AM	66.6	E	**105.5**	**F**
			PM	69.6	E	**107.5**	**F**
9	Lawrence Expressway and Duane Avenue-Oakmead Parkway	Sunnyvale	AM	45.1	D	50.2	D
			PM	56.2	E	**90.3**	**F**
10	Lawrence Expressway and US 101 (South)	Sunnyvale	AM	15.1	B	26.5	C
			PM	43.1	D	50.5	D
11	Lawrence Expressway and US 101 (North)	Sunnyvale	AM	21.7	C	20.0	B
			PM	24.4	C	24.4	C
12	Kifer Road and Semiconductor Drive	Sunnyvale	AM	10.3	B	11.0	B
			PM	19.9	B	20.2	C
13	Wolfe Road and Kifer Road	Sunnyvale	AM	26.5	C	25.7	C
			PM	33.7	C	34.0	C
14	Wolfe Road and Evelyn Avenue	Sunnyvale	AM	32.4	C	32.2	C
			PM	29.9	C	30.0	C
15	Wolfe Road and Reed Avenue-Old San Francisco Road	Sunnyvale	AM	34.1	C	35.1	D
			PM	32.9	C	35.9	D

* Denotes CMP Intersection
Bold indicates unacceptable level of service.

8. Lawrence Expressway and Arques Avenue**(AM & PM Peak Hours)*
9. Lawrence Expressway and Duane Avenue-Oakmead Parkway *(PM Peak Hour)*

* Denotes CMP intersection.

All other signalized study intersections are projected to continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under background conditions. The level of service calculation sheets are included in Appendix C.

5. Background Plus Project Conditions

This chapter describes background plus project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Background plus project conditions are represented by background traffic conditions (existing plus approved traffic) with the addition of traffic generated by the proposed project.

Although some of the information provided below has already been described in Chapter 3 – Existing Plus Project Conditions, it is presented again within this chapter for the reader's convenience.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Significance criteria for impacts on intersections for this analysis are based on the Cities of Santa Clara and Sunnyvale, and the Santa Clara County Congestion Management Program (CMP) Level of Service standards.

Local Municipalities Definition of Significant Intersection LOS Impacts

According to each of the Cities' level of service guidelines, a development is said to create a significant adverse impact on traffic conditions at a non-CMP signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under background conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under project conditions, <u>or</u>
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under background conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

A significant impact by the local municipalities' standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than background conditions.

CMP Definition of Significant Intersection LOS Impacts

The definition of a significant impact at a CMP intersection is the same as for each of the Cities, except that the CMP stand for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to an acceptable level or no worse than background conditions.

CMP Definition of Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under background plus project conditions, <u>or</u>
2. The level of service on the freeway segment is an unacceptable LOS F under background plus project conditions <u>and</u> the number of project trips on that segment constitutes at least one percent of capacity on that segment.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to better than background conditions.

Transportation Network under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as described under background conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described in detailed in Chapter 3 – Existing Plus Project Conditions, and briefly summarized below.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

The City will require that the proposed project implement Transportation Demand Management (TDM) measures that would result in a reduction in vehicle trips by a minimum of five-percent for the proposed office space. Therefore, the project trip estimates include a five percent trip reduction for TDM. In addition, a six-percent transit reduction was applied to the trips estimated to be generated by the proposed office space due to the project site's close proximity (within 2,000 feet) to the Lawrence Caltrain Station, as prescribed by the VTA guidelines.

In addition, trips associated with two former buildings located at 3693 and 3707 Tahoe Way totaling 32,109 s.f. of research and development space was subtracted from the estimated trips for the project.

The trips that were generated by the former buildings also were estimated using ITE trip rates and are included within background conditions for this analysis.

Based on the ITE trip generation rates, trip credit for the former buildings and applicable reductions, it is estimated that the proposed project would generate an additional 1,473 daily trips, with 206 trips (184 inbound and 22 outbound) occurring during the AM peak hour and 200 trips (34 inbound and 166 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are presented in Table 8.

Trip Distribution and Assignment

The trip distribution pattern for the proposed office development was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7 in Chapter 3.

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern. Figure 11 presents the assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Background Plus Project Traffic Volumes

Project trips, as represented in the project trip assignment, were added to the background traffic volumes to obtain background plus project traffic volumes. Background plus project conditions traffic volumes are shown on Figure 12. Traffic volumes for all components of traffic are tabulated in Appendix B.

Background Plus Project Intersection Analysis

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 9. The results show that the same five study intersections projected to operate at an unacceptable LOS F under background conditions, would continue to operate at LOS F with the addition of project traffic. Of the five intersections projected to operate at unacceptable levels of service, only the intersection of Lawrence Expressway and Kifer Road would be impacted by the proposed project. The intersection impact and recommended mitigation measure is described below.

All the other study intersections are projected to continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under background plus project conditions. The level of service calculation sheets are included in Appendix C.

Background Plus Project Impacts and Mitigation Measures

Described below is the project intersection impact and recommended mitigation measure.

7. Lawrence Expressway and Kifer Road

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions. The addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the volume-to-capacity ratio (V/C) to increase by .01 or more during the PM peak hour under background plus project conditions. This constitutes a significant impact to the intersection under the City of Sunnyvale standards.

Table 8
Project Trip Generation Estimates – Background Plus Project

Land Use	% Reduction	Size	Daily Rate[1]	Daily Trips	AM Peak Hour Pk-Hr Rate[1]	AM Splits In	AM Splits Out	AM Trips In	AM Trips Out	AM Trips Total	PM Peak Hour Pk-Hr Rate[1]	PM Splits In	PM Splits Out	PM Trips In	PM Trips Out	PM Trips Total
Proposed Land Use																
General Office Building (ITE Land Use Code 710)		177,134 s.f.	11.03	1,954	1.56	88%	12%	243	33	276	1.49	17%	83%	45	219	264
5% TDM Reduction[2]	5%			-98				-12	-2	-14				-2	-11	-13
6% Reduction for employment near Caltrain Station[3]	6%			-117				-15	-2	-17				-3	-13	-16
			Sub-Total	**1,739**				**216**	**29**	**245**				**40**	**195**	**235**
Existing Land Use																
Research and Development Center (ITE Land Use Code 760)		32,109 s.f.	8.11	260	1.22	83%	17%	32	7	39	1.07	15%	85%	5	29	34
6% Reduction for employment near Caltrain Station[3]	6%			-16				-2	0	-2				0	-2	-2
			Sub-Total	**244**				**30**	**7**	**37**				**5**	**27**	**32**
Net Project Trips (Proposed - Existing Land Uses)				**1,495**				**186**	**22**	**208**				**35**	**168**	**203**

Source: ITE Trip Generation, 9th Edition, 2012.

[1]The average trip generation rate from the ITE Trip Generation Manual was used.

[2] A TDM reduction was applied to the trip generation estimates per City requirement that the project achieve a minimum 5% reduction in trips through implementation of a TDM program for the proposed office use.

[3]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for employment located within 2,000-foot walk of a Caltrain Station is equal to 6% of the employment component. (The employment component of the project will be located within 2,000-foot walk of Lawrence Caltrain Station).

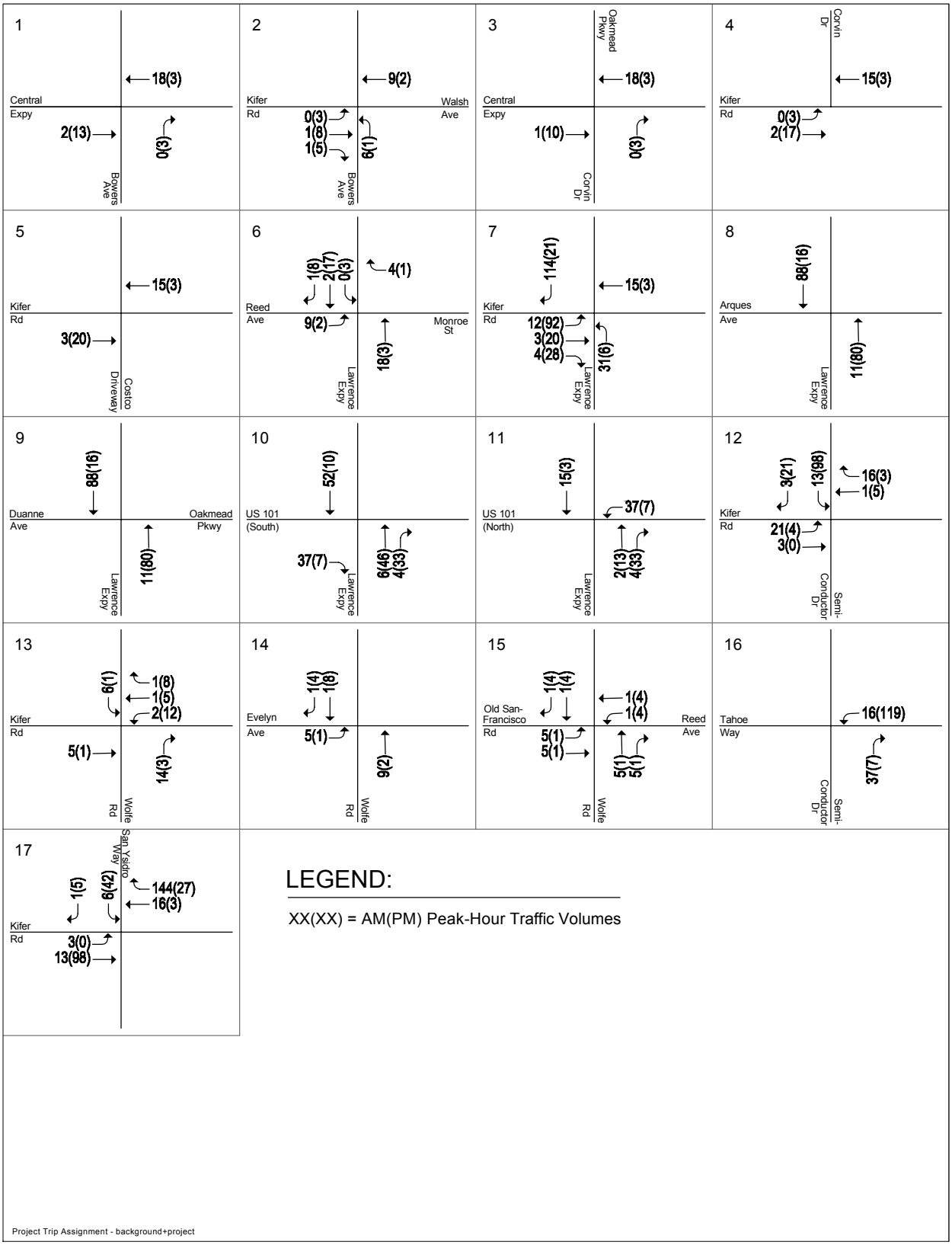


Figure 11
Project Trip Assignment – Background Plus Project

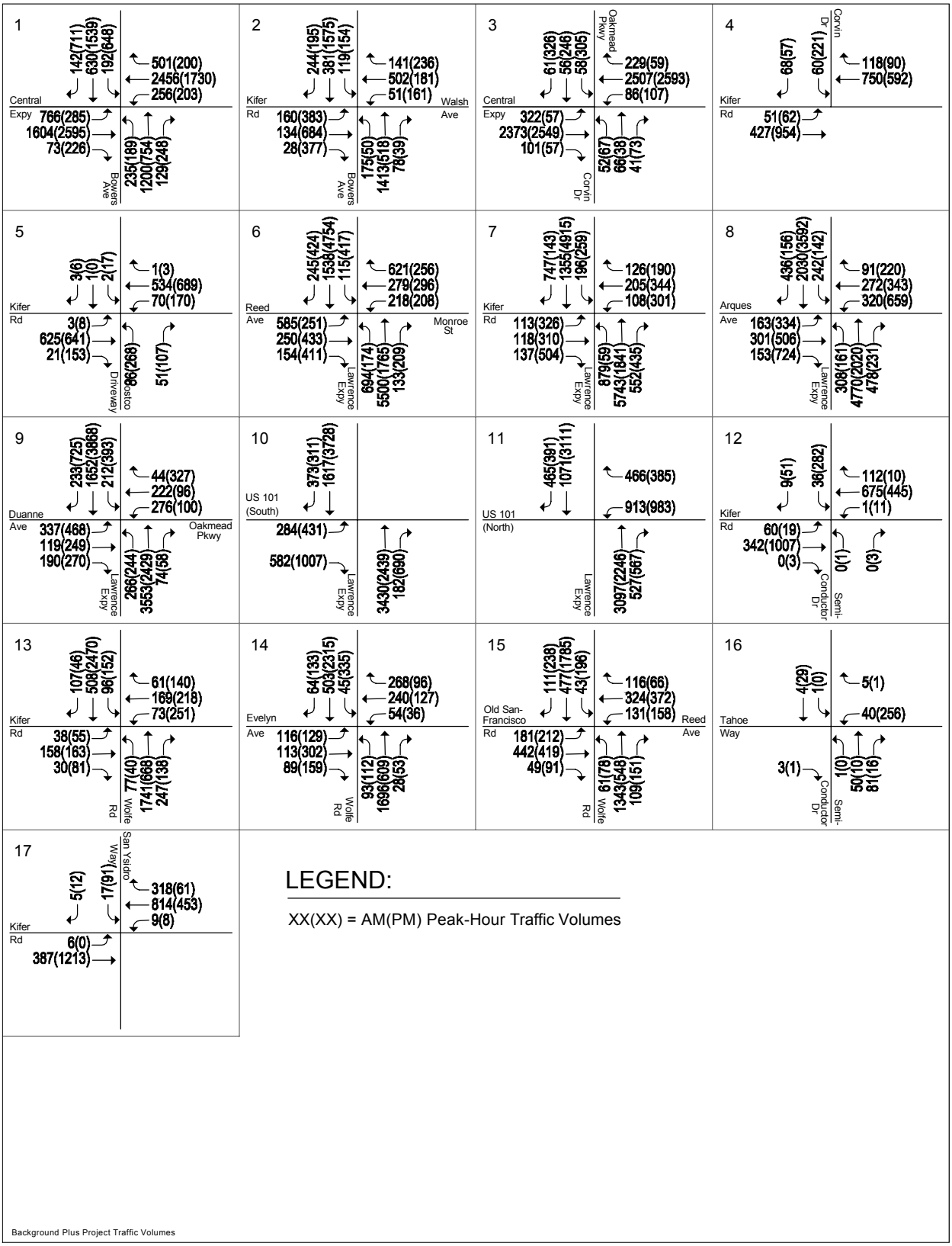


Figure 12
Background Plus Project Traffic Volumes

Table 9
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Bowers Avenue and Central Expressway *	Santa Clara	AM	**88.8**	**F**	**88.9**	**F**	**0.1**	**0.003**
			PM	**131.3**	**F**	**131.3**	**F**	**0.1**	**0.002**
2	Bowers Avenue and Kifer Road-Walsh Avenue	Santa Clara	AM	28.5	C	28.7	C	0.2	0.003
			PM	34.6	C	34.8	C	0.3	0.003
3	Oakmead Parkway-Corvin Drive and Central Expressway *	Santa Clara	AM	61.6	E	62.6	E	1.9	0.005
			PM	73.7	E	74.2	E	0.9	0.003
4	Corvin Drive and Kifer Road	Santa Clara	AM	7.9	A	7.9	A	0.0	0.005
			PM	8.8	A	8.8	A	0.0	0.003
5	Kifer Road and Costco Driveway	Sunnyvale	AM	17.8	B	17.9	B	0.0	0.001
			PM	19.3	B	19.3	B	0.0	0.001
6	Lawrence Expressway and Reed Avenue/Monroe Street *	Sunnyvale	AM	**190.9**	**F**	**193.4**	**F**	**3.2**	**0.006**
			PM	**110.3**	**F**	**111.3**	**F**	**1.7**	**0.003**
7	Lawrence Expressway and Kifer Road	Sunnyvale	AM	**248.8**	**F**	**249.8**	**F**	**-1.1**	**0.008**
			PM	**132.4**	**F**	**136.5**	**F**	**6.3**	**0.017**
8	Lawrence Expressway and Arques Avenue *	Sunnyvale	AM	**105.5**	**F**	**105.5**	**F**	**1.0**	**0.002**
			PM	**107.5**	**F**	**107.7**	**F**	**1.2**	**0.002**
9	Lawrence Expressway and Duane Avenue-Oakmead Parkway	Sunnyvale	AM	50.2	D	50.3	D	0.3	0.002
			PM	**90.3**	**F**	**91.0**	**F**	**1.8**	**0.002**
10	Lawrence Expressway and US 101 (South)	Sunnyvale	AM	26.5	C	31.3	C	7.3	0.013
			PM	50.5	D	51.0	D	0.6	0.009
11	Lawrence Expressway and US 101 (North)	Sunnyvale	AM	20.0	B	20.4	C	0.6	0.008
			PM	24.4	C	24.5	C	0.1	0.002
12	Kifer Road and Semiconductor Drive	Sunnyvale	AM	11.0	B	11.4	B	0.6	0.025
			PM	20.2	C	20.5	C	0.3	0.035
13	Wolfe Road and Kifer Road	Sunnyvale	AM	25.7	C	26.2	C	0.7	0.009
			PM	34.0	C	34.6	C	0.8	0.008
14	Wolfe Road and Evelyn Avenue	Sunnyvale	AM	32.2	C	32.4	C	0.3	0.005
			PM	30.0	C	30.0	C	0.0	0.002
15	Wolfe Road and Reed Avenue-Old San Francisco Road	Sunnyvale	AM	35.1	D	35.2	D	0.2	0.005
			PM	35.9	D	36.1	D	0.1	0.003

* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate significant impact.

Mitigation: The significant impact at this intersection could be satisfactorily mitigated with the grade separation of Lawrence Expressway between I-280 and US 101, that includes its intersection with Kifer Road, as identified in the Comprehensive County Expressway Planning Study. The effects of this planned improvement cannot be reflected in level of service calculations because the specific details of the interchange design are not available, but it is expected that the intersection would be improved to acceptable levels. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution.

Project Freeway Segment Analysis

The results of the CMP freeway level of service analysis are summarized in Table 10. Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2014 CMP Annual Monitoring Report. The results show that the addition of project traffic to freeways segments would equate to less than 1% of capacity on each of the segments studied. Therefore, the project would not have a significant impact on freeway segments.

Table 10
Project Conditions Freeway Segment Levels of Service

				Existing Plus Project												Project Trips			
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Avg. Speed/a/	# of Lanes/a/	Capacity (vph)	Volume	Density	LOS	Avg. Speed/a/	# of Lanes/a/	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
US 101	I-880 to Old Bayshore Hwy	NB	AM	14	3	6,900	4,227	**101**	**F**	19	1	1,650	1,610	**85**	**F**	27	0.39%	10	0.61%
		NB	PM	67	3	6,900	3,606	18	B	70	1	1,650	421	6	A	6	0.09%	1	0.06%
US 101	Old Bayshore Hwy to N. First St	NB	AM	12	3	6,900	3,957	**110**	**F**	13	1	1,650	1,370	**105**	**F**	27	0.39%	10	0.61%
		NB	PM	66	3	6,900	3,966	20	C	70	1	1,650	561	8	A	6	0.09%	1	0.06%
US 101	N. First St to Guadalupe Pkwy	NB	AM	19	3	6,900	4,878	**86**	**F**	19	1	1,650	1,609	**85**	**F**	28	0.41%	9	0.55%
		NB	PM	67	3	6,900	3,406	17	B	70	1	1,650	631	9	A	6	0.09%	1	0.06%
US 101	Guadalupe Pkwy to De La Cruz Blvd	NB	AM	12	3	6,900	3,887	**108**	**F**	14	1	1,650	1,410	**101**	**F**	27	0.39%	10	0.61%
		NB	PM	66	3	6,900	4,166	21	C	70	1	1,650	421	6	A	6	0.09%	1	0.06%
US 101	De La Cruz Blvd to Montague Expwy / San Tomas Expwy	NB	AM	26	3	6,900	5,487	**70**	**F**	39	1	1,650	2,080	53	E	27	0.39%	10	0.61%
		NB	PM	65	3	6,900	6,056	31	D	70	1	1,650	981	14	B	6	0.09%	1	0.06%
US 101	Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy	NB	AM	21	3	6,900	5,136	**82**	**F**	41	1	1,650	2,111	51	E	26	0.38%	11	0.67%
		NB	PM	58	3	6,900	6,625	38	D	70	1	1,650	1,822	26	C	5	0.07%	2	0.12%
US 101	Bowers Ave / Great America Pkwy to Lawrence Expwy	NB	AM	20	3	6,900	5,006	**83**	**F**	33	1	1,650	1,991	**60**	**F**	26	0.38%	11	0.67%
		NB	PM	48	3	6,900	6,486	45	D	70	1	1,650	1,261	18	B	6	0.09%	1	0.06%
US 101	Lawrence Expwy to N. Fair Oaks Ave	NB	AM	17	3	6,900	4,593	**90**	**F**	37	1	1,650	2,041	55	E	3	0.04%	1	0.06%
		NB	PM	65	3	6,900	5,878	30	D	70	1	1,650	1,125	16	B	28	0.41%	5	0.30%
US 101	N. Fair Oaks Ave to N. Mathilda Ave	NB	AM	34	3	6,900	6,023	**59**	**F**	59	1	1,650	2,191	37	D	3	0.04%	1	0.06%
		NB	PM	66	3	6,900	5,535	28	D	70	1	1,650	1,688	24	C	25	0.36%	8	0.48%
US 101	N. Mathilda Ave to SR 237	NB	AM	55	3	6,900	6,603	40	D	52	1	1,650	2,191	42	D	3	0.04%	1	0.06%
		NB	PM	66	3	6,900	5,173	26	C	60	1	1,650	2,230	37	D	23	0.33%	10	0.61%
US 101	SR 237 to N. Mathilda Ave	SB	AM	66	3	6,900	4,588	23	C	66	1	1,650	1,469	22	C	28	0.41%	9	0.55%
		SB	PM	65	3	6,900	6,055	31	D	70	1	1,650	2,172	31	D	5	0.07%	2	0.12%
US 101	N. Mathilda Ave to N. Fair Oaks Ave	SB	AM	63	3	6,900	6,462	34	D	67	1	1,650	945	14	B	32	0.46%	5	0.30%
		SB	PM	51	3	6,900	6,585	43	D	70	1	1,650	2,172	31	D	5	0.07%	2	0.12%
US 101	N. Fair Oaks Ave to Lawrence Expwy	SB	AM	58	3	6,900	6,652	38	D	67	1	1,650	1,085	16	B	32	0.46%	5	0.30%
		SB	PM	26	3	6,900	5,545	**71**	**F**	30	1	1,650	2,252	**75**	**F**	5	0.07%	2	0.12%
US 101	Lawrence Expwy to Bowers Ave / Great America Pkwy	SB	AM	42	3	6,900	6,303	50	E	67	1	1,650	1,081	16	B	3	0.04%	1	0.06%
		SB	PM	15	3	6,900	4,393	**98**	**F**	20	1	1,650	1,870	**94**	**F**	23	0.33%	10	0.61%
US 101	Bowers Ave / Great America Pkwy to Montague Expwy / San Tomas Expwy	SB	AM	66	3	6,900	4,953	25	C	67	1	1,650	1,081	16	B	3	0.04%	1	0.06%
		SB	PM	14	3	6,900	4,183	**100**	**F**	20	1	1,650	1,830	**92**	**F**	23	0.33%	10	0.61%
US 101	Montague Expwy / San Tomas Expwy to De La Cruz Blvd	SB	AM	66	3	6,900	5,313	27	D	67	1	1,650	941	14	B	3	0.04%	1	0.06%
		SB	PM	13	3	6,900	4,080	**105**	**F**	40	1	1,650	2,533	**63**	**F**	20	0.29%	13	0.79%
US 101	De La Cruz Blvd to Guadalupe Pkwy	SB	AM	62	3	6,900	6,514	35	D	67	1	1,650	610	9	A	4	0.06%	0	0.00%
		SB	PM	18	3	6,900	4,722	**87**	**F**	50	1	1,650	2,411	48	E	22	0.32%	11	0.67%
US 101	Guadalupe Pkwy to N. First St	SB	AM	67	3	6,900	2,603	13	B	67	1	1,650	411	6	A	3	0.04%	1	0.06%
		SB	PM	16	3	6,900	4,542	**95**	**F**	30	1	1,650	2,351	**78**	**F**	22	0.32%	11	0.67%
US 101	N. First St to Old Bayshore Hwy	SB	AM	67	3	6,900	3,404	17	B	67	1	1,650	410	6	A	4	0.06%	0	0.00%
		SB	PM	6	3	6,900	2,670	**148**	**F**	20	1	1,650	1,833	**92**	**F**	20	0.29%	13	0.79%
US 101	Old Bayshore Hwy to I-880	SB	AM	67	3	6,900	2,403	12	B	67	1	1,650	541	8	A	3	0.04%	1	0.06%
		SB	PM	8	3	6,900	3,049	**127**	**F**	30	1	1,650	2,174	**72**	**F**	19	0.28%	14	0.85%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

6. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative conditions traffic volumes include traffic associated with all pending developments that had an application on file at the time this traffic impact analysis was initiated. The analysis of cumulative conditions is required by the CMP and is in conformance with the California Environmental Quality Act CEQA.

Transportation Network under Cumulative Conditions

The intersection lane configurations under cumulative conditions were assumed to be the same as described under background conditions.

Cumulative Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from approved developments, estimated project trips, and trips from proposed but not yet approved (pending) development projects. A list of pending projects can be found in Appendix D. In addition, cumulative conditions also include trips generated by Phase 1 of the City Place development and Phase 2 of the approved North San Jose Development Policy and pending developments within the City of Sunnyvale. Figures 13 and 14 show the cumulative no project and cumulative with project traffic volumes, respectively. Appendix B lists each of the components used to tabulate cumulative traffic volumes at each intersection.

Cumulative Conditions Significant Impact Criteria

A significant cumulative traffic impact at an intersection is identified by comparing cumulative with project traffic conditions against cumulative no project traffic conditions.

Local Municipalities Definition of Significant Intersection LOS Impacts

According to each of the Cities' level of service guidelines, a development is said to create a significant adverse cumulative impact on traffic conditions at a non-CMP signalized intersection if for either peak hour:

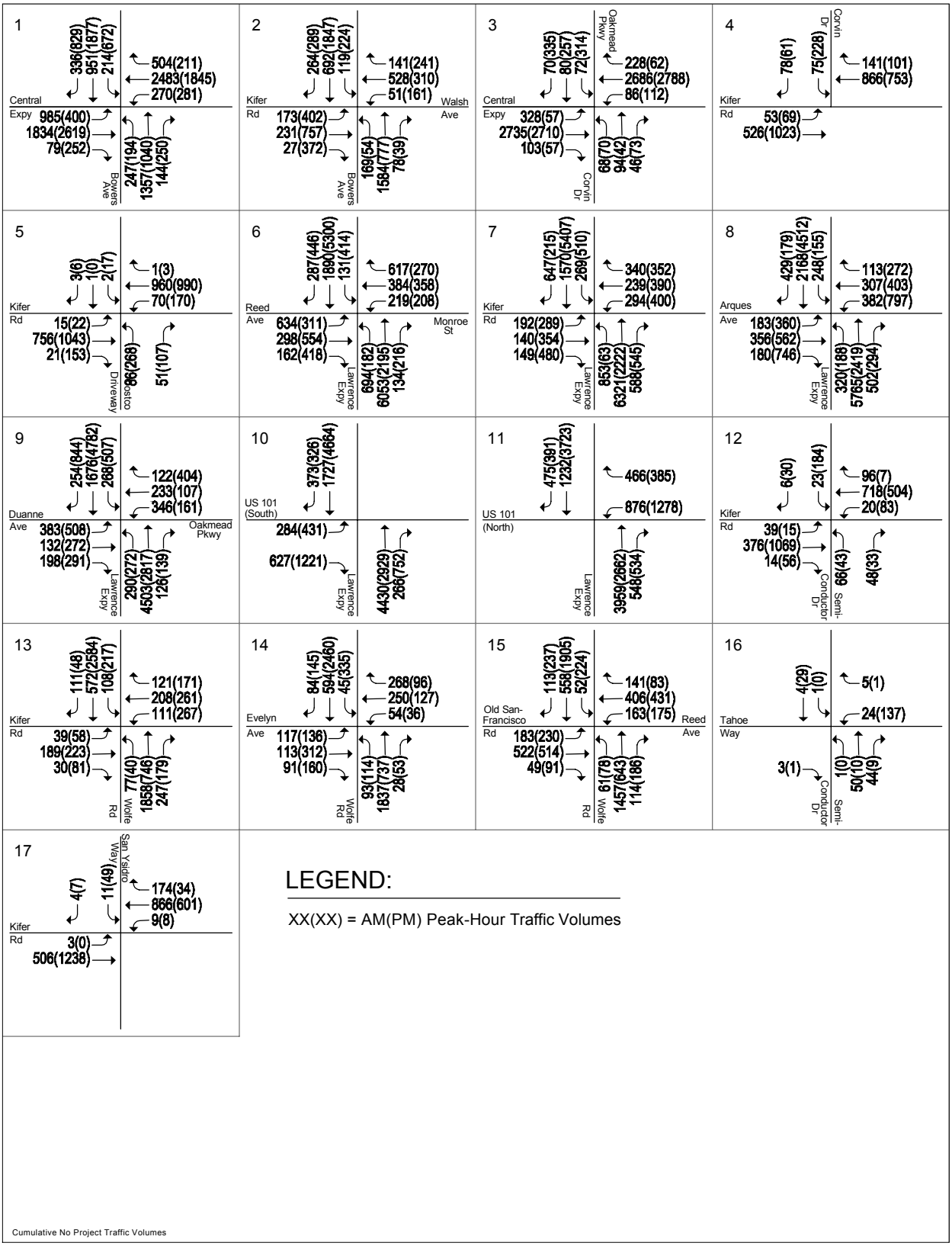


Figure 13
Cumulative No Project Traffic Volumes

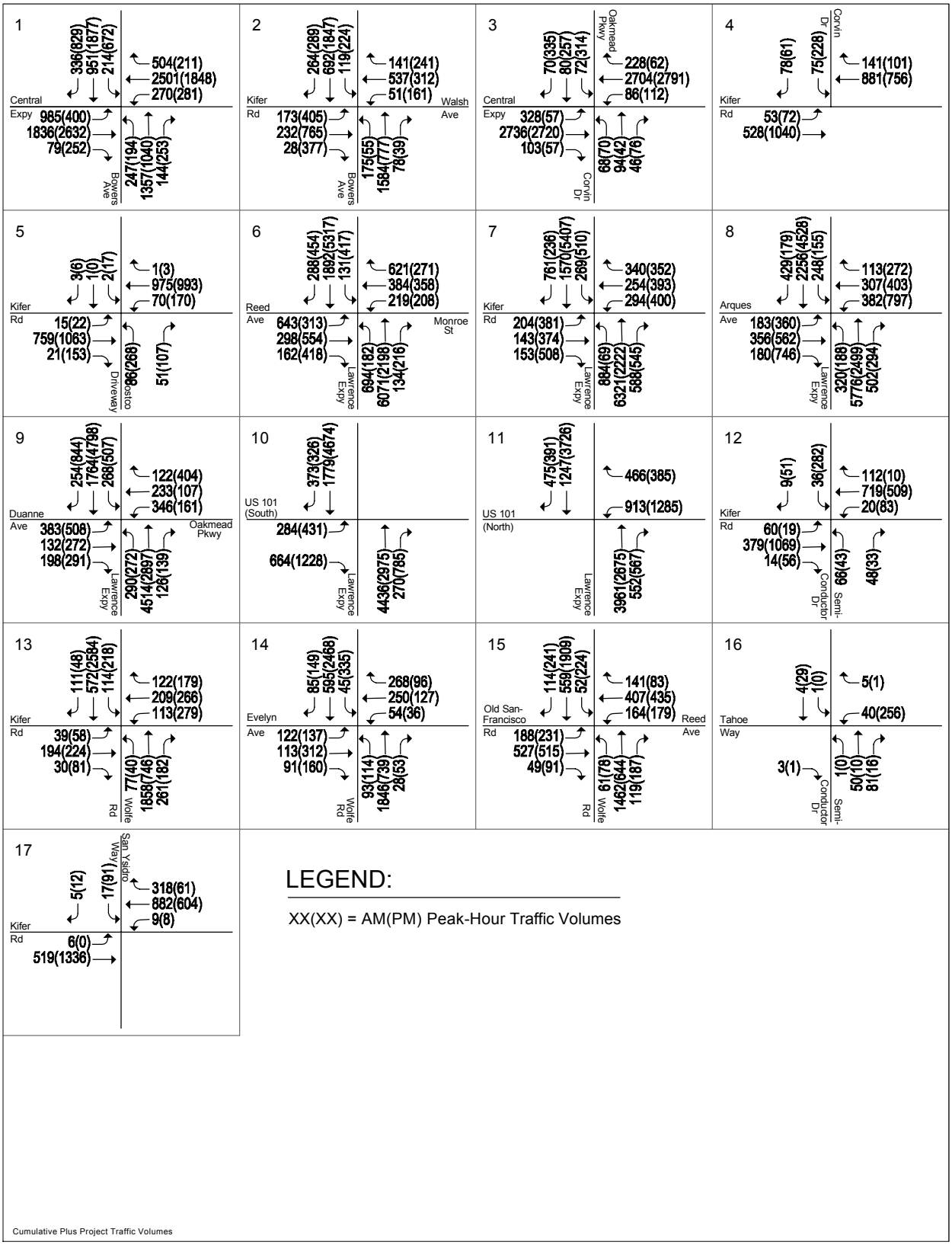


Figure 14
Cumulative With Project Traffic Volumes

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under cumulative no project conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative with project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative no project conditions and the addition of project trips under cumulative with project conditions causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

A significant impact by the local municipalities' standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than cumulative no project conditions.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the local intersections, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better.

The project is said to create a significant adverse cumulative impact on traffic conditions at a CMP-designated signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under cumulative no project conditions to an unacceptable LOS F under cumulative with project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under cumulative no project conditions and the addition of project trips under cumulative with project conditions causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to cumulative no project conditions or better.

Intersection Levels of Service under Cumulative Conditions

The signalized intersections level of service results under cumulative conditions are summarized in Table 11. The results show that the following six study intersections would operate at unacceptable levels during at least one peak hour under both cumulative no project and cumulative with project conditions:

1. Bowers Avenue and Central Expressway* *(AM & PM Peak Hours)*
3. Oakmead Parkway-Corvin Drive and Central Expressway* *(AM & PM Peak Hours)*
6. Lawrence Expressway and Reed Avenue/Monroe Street* *(AM & PM Peak Hours)*
7. Lawrence Expressway and Kifer Road *(AM & PM Peak Hours)* ***(Project Impact)***
8. Lawrence Expressway and Arques Avenue**(AM & PM Peak Hours)*
9. Lawrence Expressway and Duane Avenue-Oakmead Parkway *(PM Peak Hour)*

* Denotes CMP intersection.

Table 11
Cumulative Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Cumulative No Project Avg. Delay	Cumulative No Project LOS	Cumulative with Project Avg. Delay	Cumulative with Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Bowers Avenue and Central Expressway *	Santa Clara	AM	**119.8**	**F**	**119.8**	**F**	**-0.1**	**0.003**
			PM	**174.3**	**F**	**174.2**	**F**	**-0.1**	**0.001**
2	Bowers Avenue and Kifer Road-Walsh Avenue	Santa Clara	AM	29.5	C	29.8	C	0.2	0.003
			PM	44.8	D	45.2	D	0.7	0.003
3	Oakmead Parkway-Corvin Drive and Central Expressway *	Santa Clara	AM	**84.4**	**F**	**85.6**	**F**	**2.4**	**0.005**
			PM	**93.7**	**F**	**94.5**	**F**	**0.4**	**0.001**
4	Corvin Drive and Kifer Road	Santa Clara	AM	8.1	A	8.1	A	0.0	0.005
			PM	8.5	A	8.5	A	0.0	0.003
5	Kifer Road and Costco Driveway	Sunnyvale	AM	20.0	C	20.2	C	0.3	0.005
			PM	23.3	C	23.6	C	0.4	0.007
6	Lawrence Expressway and Reed Avenue/Monroe Street *	Sunnyvale	AM	**285.9**	**F**	**288.9**	**F**	**3.9**	**0.008**
			PM	**141.2**	**F**	**142.3**	**F**	**1.8**	**0.003**
7	Lawrence Expressway and Kifer Road	Sunnyvale	AM	**279.0**	**F**	**279.5**	**F**	**-0.9**	**0.012**
			PM	**154.3**	**F**	**162.0**	**F**	**10.2**	**0.017**
8	Lawrence Expressway and Arques Avenue *	Sunnyvale	AM	**170.8**	**F**	**170.5**	**F**	**1.1**	**0.002**
			PM	**165.6**	**F**	**165.9**	**F**	**1.5**	**0.002**
9	Lawrence Expressway and Duane Avenue-Oakmead Parkway	Sunnyvale	AM	**105.0**	**F**	**105.2**	**F**	**1.1**	**0.002**
			PM	**147.6**	**F**	**148.2**	**F**	**1.9**	**0.002**
10	Lawrence Expressway and US 101 (South)	Sunnyvale	AM	32.3	C	37.1	D	7.0	0.013
			PM	70.4	E	71.0	E	0.4	0.009
11	Lawrence Expressway and US 101 (North)	Sunnyvale	AM	19.1	B	19.5	B	0.5	0.008
			PM	28.7	C	28.9	C	0.3	0.002
12	Kifer Road and Semiconductor Drive	Sunnyvale	AM	16.5	B	16.8	B	0.3	0.025
			PM	22.9	C	23.0	C	0.0	0.035
13	Wolfe Road and Kifer Road	Sunnyvale	AM	29.3	C	29.7	C	0.4	0.007
			PM	38.3	D	38.9	D	0.9	0.008
14	Wolfe Road and Evelyn Avenue	Sunnyvale	AM	31.9	C	32.1	C	0.3	0.005
			PM	30.3	C	30.3	C	0.0	0.002
15	Wolfe Road and Reed Avenue-Old San Francisco Road	Sunnyvale	AM	36.7	D	36.9	D	0.2	0.005
			PM	38.6	D	38.7	D	0.2	0.003

* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate significant impact.

Of the six intersections projected to operate at unacceptable levels of service under cumulative no project conditions, only the intersection of Lawrence Expressway and Kifer Road would be impacted by the proposed project based on the cumulative conditions impact criteria. The intersection impact and recommended mitigation measure is described below.

All the other study intersections are projected to continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under cumulative conditions. The level of service calculation sheets are included in Appendix C.

Cumulative Impacts and Mitigation Measures

Described below is the intersection impact and recommended mitigation measure under cumulative conditions.

7. Lawrence Expressway and Kifer Road

Impact: This intersection is expected to operate at an unacceptable level (LOS F) during the AM and PM peak hours under cumulative no project conditions. The addition of project traffic would cause the intersection's average critical delay to increase by more than 4 seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during both peak

hours. This constitutes a significant cumulative impact to the intersection under the City of Sunnyvale's definition.

Mitigation: The significant cumulative impact at this intersection could be satisfactorily mitigated with grade separation of Lawrence Expressway between I-280 and US 101, that includes its intersection with Kifer Road, as identified in the Comprehensive County Expressway Planning Study. The grade separation would eliminate the conflicting movements at the intersection and allow for uninterrupted flow along Lawrence Expressway. The effects of this planned improvement cannot be reflected in level of service calculations because the specific details of the interchange design are not available, but it is expected that the intersection would be improved to acceptable levels.

7. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Vehicular site access
- Intersection operations analysis – vehicle queuing at primary access point intersections
- Freeway Ramp Operations
- Potential impacts to bike, pedestrian and transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access, On-Site Circulation, and Parking

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. This review is based on the site plan prepared by Chang Architecture dated February 11, 2015 and shown in Figure 2.

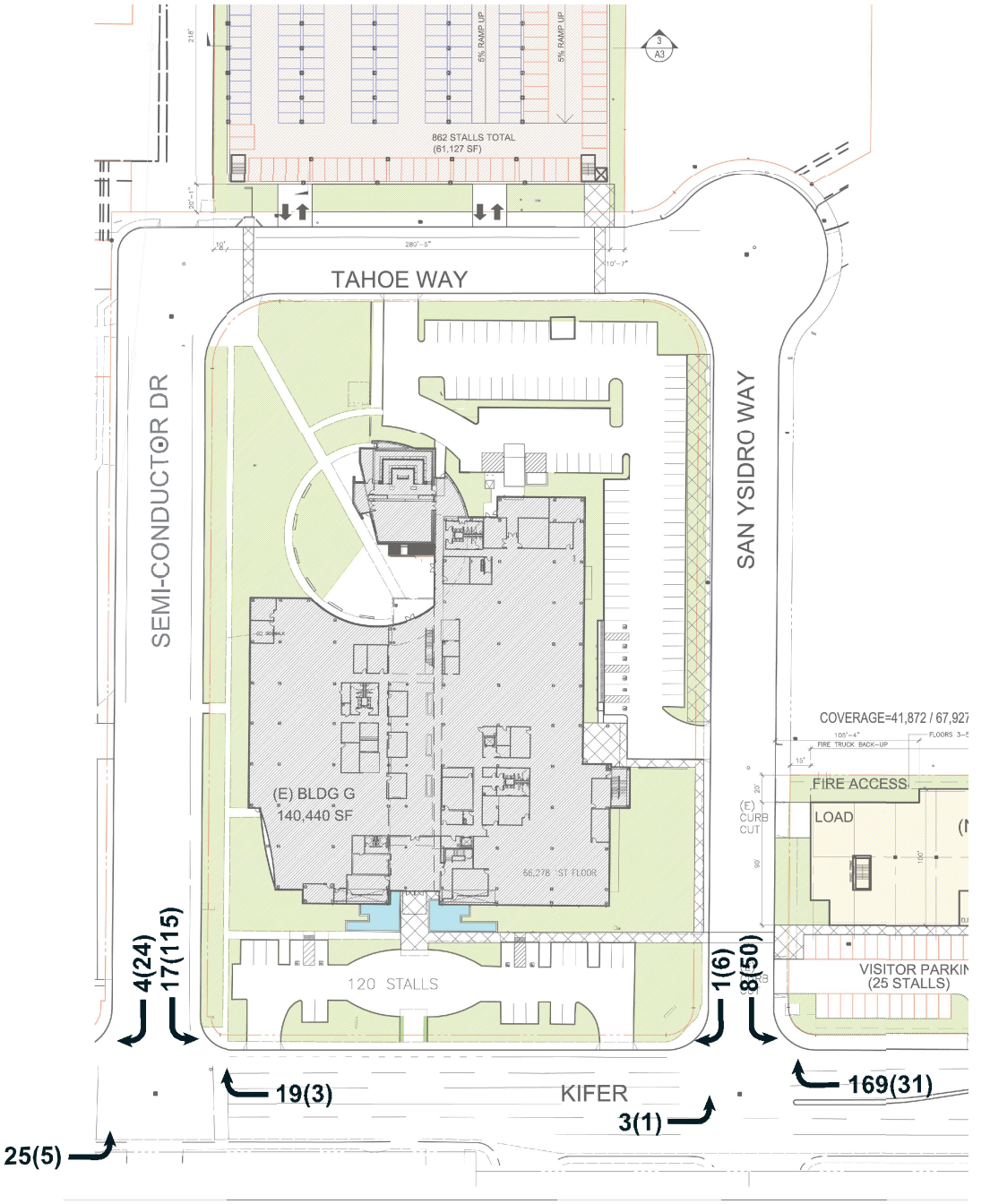
Site Access

The project site is currently and will continue to be served by one right-in and out only driveway, located approximately 175 feet west of Lawrence Expressway and a second full-access driveway along San Ysidro Way, just north of Kifer Road. In addition, a second existing driveway along San Ysidro Way would provide site access to trucks only. Each of the driveways will remain in approximately the same location as they exist today.

However, parking at the project site will be limited to 30 visitor parking spaces. Parking for the proposed office building will be provided by a new parking structure along Tahoe Way between Semiconductor Drive and San Ysidro Way. Two entrances to the parking garage will be provided along Tahoe Way.

Site Access Operations Analyses

It is projected that the majority of traffic bound for the proposed parking garage will utilize San Ysidro Way while the majority of outbound traffic will utilize Semiconductor Way and its signalized intersection with Kifer Road. Figure 14 shows the project trip assignment at the two access points along Kifer Road.



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Project Trips at Primary Access Points

Traffic operations analyses at the San Ysidro Way and Kifer Road intersection which provides primary access to the proposed parking garage was completed. The analysis consists of signal warrant checks and queuing analysis.

Unsignalized intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The signal warrant analysis indicates that the intersection of San Ysidro Way and Kifer Road is projected to have traffic volumes that meet the thresholds that warrant signalization under project conditions. However, installation of a traffic signal at the intersection is not recommended due to the close proximity of the intersection to adjacent signalized intersections along Kifer Road at Lawrence Expressway and Semiconductor Drive. The peak-hour signal warrant sheets are contained in Appendix E.

The operations analysis indicates that the estimated maximum vehicle queue for the eastbound approach at the intersection of Lawrence Expressway and Kifer Road is projected to be 600 feet, during the PM peak hour. An eastbound queue of 600 feet would extend back from the intersection and past the San Ysidro median break along Kifer Road.

Recommendation: Based on the signal warrant and queuing analysis, it is recommended that the City consider the prohibiting left-turns from San Ysidro Way to Kifer Road. The left-turn movement can instead be accommodated at the signalized Semiconductor Drive and Kifer Road intersection without resulting in an adverse effect on the intersection.

In addition, clear sight distance triangles should be provided at the project driveways to optimize sight distance, in particular at the full access driveways along San Ysidro Way. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

On-Site Circulation

Garage Circulation

All parking spaces within the parking garage are shown to be 90 degree parking stalls. The drive aisles should be designed to be 25 ft. wide at locations where parking is provided along both sides of the drive aisle to allow for adequate circulation and maneuvering. With provision of adequate aisle and parking stall width within the parking structure circulation though the garage should be adequate.

The City ultimately will determine the adequacy of the proposed driveway locations and design.

Parking

The new 1,000 space parking structure will also serve the existing 140,440 s.f. office building located at 3689 Kifer Road. Therefore, parking will be required for a total of 315,440 s.f. of office space.

According to the City of Santa Clara Zoning Ordinance (Section 18.74.020, Required Off-street Parking), general business office buildings are required to provide one (1) parking space per every three hundred (300) square feet (s.f.) of gross floor area. Based on the City's parking requirements, the proposed project would be required to provide 1,051 parking spaces for the total 315,440 s.f. of office space.

The new parking garage will provide 1,000 parking spaces. According to the site plan, there are currently 120 spaces provided at 3689 Kifer Road and 30 parking spaces are proposed on the project site. In total 1,150 parking spaces will be provided. Therefore, the proposed parking supply would be adequate to satisfy the City of Santa Clara parking requirements.

Unsignalized Intersection Analysis (Traffic Signal Warrants)

The unsignalized study intersections of Tahoe Way/Semiconductor Way and Kifer Road/San Ysidro Way were analyzed for operational purposes. Unsignalized intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

As described in the site access evaluation section, peak-hour traffic signal warrant checks indicate that the traffic volumes at the Kifer Road and San Ysidro Way intersection are projected to meet thresholds that warrant signalization under background with project conditions. However, installation of a traffic signal at the intersection is not recommended due to the close proximity of the intersection to adjacent signalized intersections along Kifer Road at Lawrence Expressway and Semiconductor Drive. The peak hour signal warrant thresholds would not be satisfied at the Tahoe Way and Semiconductor Way intersection.

The peak-hour signal warrant sheets are contained in Appendix E.

Freeway Ramp Analysis

An analysis of metered freeway on-ramps providing access to US 101 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. Since the proposed project would generate very little outbound traffic during the AM peak hour, the metered freeway on-ramps were evaluated during the PM peak hour of traffic only.

Access to northbound and southbound US 101 is provided via ramps from Lawrence Expressway. However, only the US 101 southbound diagonal on-ramp from Lawrence Expressway is metered during the PM peak hour.

The existing vehicle queue lengths at the metered ramp was measured in the field during the PM peak hour of traffic. Based on field observations, the longest vehicle queue that developed on the US 101 southbound on-ramp was 5 vehicles in length. The maximum vehicle queues that were measured in the field occurred only once during the observation period and never backed up to Lawrence Expressway. In fact, vehicle queues of less than five vehicles occurred much more frequently on the metered on-ramp. This inherent variability is characteristic of vehicle queues that occur at metered ramps during the PM peak hour, and is in contrast to the standing vehicle queues that typically develop at metered ramps during the AM peak hour of traffic.

The proposed project would add 38 PM peak hour trips to the metered southbound on-ramp. This equates to approximately one vehicle trip added to the ramp approximately every 1.5 minutes. Based on the variability of the vehicle queues, the project could potentially add one or two vehicles to the maximum queue if vehicles were to arrive at just the right moment when the queue is at its maximum. Thus, it can be concluded that the addition of PM project trips to the metered on-ramps would have very little effect on vehicle queues at the ramp and would not result in vehicle queues extending back onto Lawrence Expressway.

Based on the on-ramp meter analysis, existing vehicle storage on the US 101 on-ramps at Lawrence Expressway is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

Transit, Pedestrian and Bicycle Analysis

Pedestrian Access

Pedestrian facilities in the vicinity of the project site consist of sidewalks along one or both sides of the streets, with the exception of intermittent segments along Kifer Road. There is no sidewalk provided along the project's frontage on Kifer Road between Lawrence Expressway and San Ysidro Way. A sidewalk will be provided along the project's frontage on Kifer Road.

Pedestrian crosswalks and signal heads with pushbutton actuators are present at all signalized intersections, including the intersection of Kifer Road and Lawrence Expressway which provides access to the Lawrence Caltrain Station along San Zino Way. A sidewalk is provided along the west side of San Zino Way which provides direct access to the Lawrence Caltrain Station from the project site.

There currently is no sidewalk provided along the east side of San Ysidro Way between the project site and new parking garage location. Ideally, a sidewalk would be provided along the east side of San Ysidro Way to eliminate the need to cross Tahoe Way and San Ysidro Way. However, the construction of a sidewalk along the east side of San Ysidro Way would require easement onto parcels that are not within the control of the proposed project.

The site plan indicates that two new crosswalks will be provided across Tahoe Way, just west of San Ysidro Way and across San Ysidro Way, just north of Kifer Road to facilitate pedestrian travel between the proposed parking structure and the project site. The proposed San Ysidro crosswalk would be located only 60 feet north of Kifer Road. The crosswalks close proximity to Kifer Road will create an unsafe crossing environment for pedestrians due to sight distance issues for vehicles making the uncontrolled right turn onto San Ysidro Way from Kifer Road. It also is likely that the outbound queues along San Ysidro Way will extend back from Kifer Road and block the crosswalk during the PM peak hours.

Recommendation: It is recommended that the proposed crosswalk across San Ysidro Way be relocated to the intersection with Kifer Road in a conventional manner. Similarly, due to sight distance issues for vehicles making the uncontrolled left-turn from San Ysidro Way to Tahoe Way, it is recommended that the new crosswalk across Tahoe Way be relocated centrally between the two garage access driveways and opposite the existing driveway. Locating the crosswalks between the garage driveways also will reduce the pedestrian crossing conflicts with vehicles along Tahoe Way.

Transit Service

The project area is served by the Lawrence Caltrain Station. The Lawrence Caltrain Station is located approximately ¼ mile south of the project site, along San Zino Way. Due to the convenient location of the Caltrain station, it is assumed that some employees of the proposed office development would utilize the existing transit service. Applying an estimated six percent transit mode share, equates to approximately 15 new transit riders during the peak hours. Assuming the existing Caltrain service would remain unchanged and continue to provide three trains during the peak commute periods, the estimated number of new transit riders using the Lawrence Caltrain Station located near the project site would equate to approximately 5 riders per train during the AM and PM peak hours. Given that there are also other bus routes and shuttle services within walking distance of the project site, the projected transit riders associated with the project could be accommodated by the existing transit services.

Bicycle Facilities

It is expected that bicycle trips would comprise no more than one percent of the total project-generated trips. Thus, the project could generate two new bicycle trips during each of the peak hours. The existing bicycle facilities would be adequate to serve the anticipated demand.

VTA recommends new developments to provide bicycle parking, and provides recommended bicycle parking rates in their *VTA Countywide Bicycle Plan* Technical Guidelines, September 1999. Two types of

bicycle parking are described by VTA: Class I and Class II. Class I bicycle parking include bicycle lockers, rooms with key access for regular bicycle commuters, guarded parking areas, and valet or check-in parking. Class II bicycle parking refers to a bicycle rack to which the frame and at least one wheel of the bicycle can be secured with a user-provided lock and cable. According to VTA's recommended rates, one bicycle parking space for every 6,000 s.f. of proposed office space should be provided on site. Class I and II should have 75 and 25 percent of the new parking spaces, respectively. According to the recommended rates, the proposed project should provide 22 Class I and 7 Class II bicycle parking spaces to serve the proposed office space.

Travel Demand Management

The applicant/property owner of the proposed development will be required to implement travel demand management (TDM) measures. The applicant/property owner shall monitor the project TDM program and submit an annual report to the Director of Planning and Inspection of company employee participation in the project TDM program to achieve a minimum five percent reduction in work-related vehicle trips. The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of Santa Clara and Sunnyvale and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak-hour traffic conditions for 15 signalized intersections, two unsignalized intersections, and 20 directional freeway segments.

The impacts of the project on intersections were identified on the basis of the applicable municipality Level of Service standards and the CMP Level of Service standards. Freeway impacts were identified based on the significance criteria set forth in the CMP. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities and transit, were determined on the basis of engineering judgment.

Existing Plus Project Intersection Level of Service Analysis

The results of the analysis indicate that the following two intersections would operate at unacceptable levels of service during at least one peak hour under existing plus project conditions:

6. Lawrence Expressway and Reed Avenue/Monroe* Street *(AM Peak Hour)*
7. Lawrence Expressway and Kifer Road *(AM & PM Peak Hours)*

All other signalized study intersections would continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under existing plus project conditions.

Background Plus Project Intersection Level of Service Analysis

The level of service results under background plus project conditions show that the project would result in a significant impact at the intersection of Lawrence Expressway and Kifer Road.

Recommended Project Mitigation Measures

The following roadway improvements, if implemented, would satisfactorily mitigate significant project impacts.

7. Lawrence Expressway and Kifer Road

Mitigation: The significant impact at this intersection could be satisfactorily mitigated with the grade separation of Lawrence Expressway between I-280 and US 101, that includes its intersection with Kifer Road, as identified in the Comprehensive County Expressway Planning Study. The effects of this planned improvement cannot be reflected in level of service calculations because the specific details of the interchange design are not available, but it is expected that the intersection would be improved to acceptable levels. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution.

Cumulative With Project Intersection Level of Service Analysis

The level of service results under cumulative with project conditions show that the project would result in a significant cumulative impact at the intersection of Lawrence Expressway and Kifer Road.

Recommended Cumulative Mitigation Measures

The following roadway improvement, if implemented, would satisfactorily mitigate significant cumulative impact.

7. Lawrence Expressway and Kifer Road

Mitigation: The significant cumulative impact at this intersection could be satisfactorily mitigated with grade separation of Lawrence Expressway between I-280 and US 101, that includes its intersection with Kifer Road, as identified in the Comprehensive County Expressway Planning Study. The grade separation would eliminate the conflicting movements at the intersection and allow for uninterrupted flow along Lawrence Expressway. The effects of this planned improvement cannot be reflected in level of service calculations because the specific details of the interchange design are not available, but it is expected that the intersection would be improved to acceptable levels.

Freeway Segment Analysis

The results show that the addition of project traffic to freeways segments would equate to less than 1% of capacity on each of the segments studied. Therefore, the project would not have a significant impact on freeway segments.

Lawrence Station Office Development
Technical Appendices

December 9, 2015

Appendix A

Traffic Counts

Traffic Data Service

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

File Name : 18AM FINAL
Site Code : 00000018
Start Date : 8/20/2014
Page No : 1

Groups Printed- Vehicles

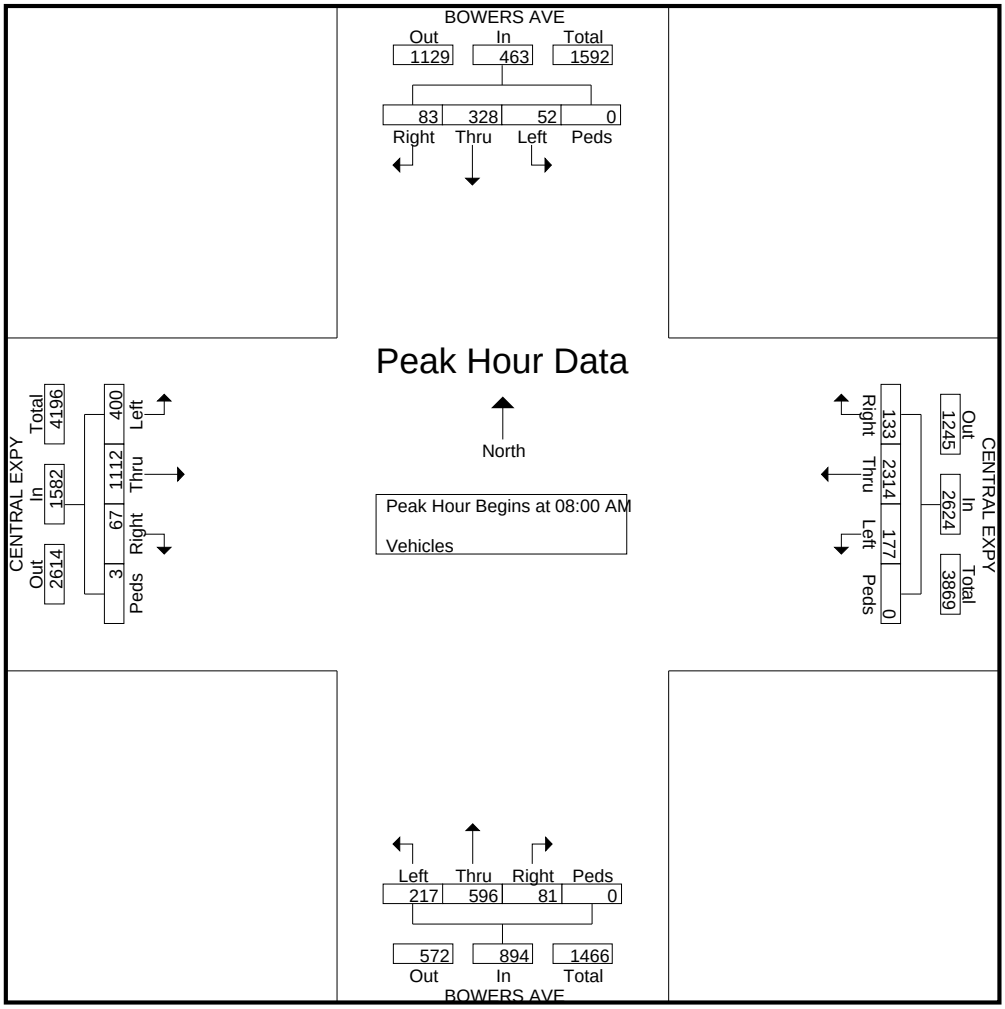
	BOWERS AVE Southbound					CENTRAL EXPY Westbound					BOWERS AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	45	10	0	65	33	456	43	1	533	9	63	28	0	100	8	90	33	0	131	829
07:15 AM	26	57	14	0	97	12	540	36	0	588	16	103	39	0	158	9	117	35	0	161	1004
07:30 AM	31	64	13	0	108	42	656	29	1	728	16	87	41	1	145	13	173	38	0	224	1205
07:45 AM	33	79	8	0	120	34	534	51	0	619	21	118	53	0	192	18	229	93	2	342	1273
Total	100	245	45	0	390	121	2186	159	2	2468	62	371	161	1	595	48	609	199	2	858	4311
08:00 AM	21	87	13	0	121	35	641	36	0	712	18	137	62	0	217	20	254	76	0	350	1400
08:15 AM	12	74	10	0	96	37	595	51	0	683	19	106	46	0	171	13	271	99	2	385	1335
08:30 AM	24	94	17	0	135	34	547	38	0	619	22	172	50	0	244	17	277	110	0	404	1402
08:45 AM	26	73	12	0	111	27	531	52	0	610	22	181	59	0	262	17	310	115	1	443	1426
Total	83	328	52	0	463	133	2314	177	0	2624	81	596	217	0	894	67	1112	400	3	1582	5563
Grand Total	183	573	97	0	853	254	4500	336	2	5092	143	967	378	1	1489	115	1721	599	5	2440	9874
Apprch %	21.5	67.2	11.4	0		5	88.4	6.6	0		9.6	64.9	25.4	0.1		4.7	70.5	24.5	0.2		
Total %	1.9	5.8	1	0	8.6	2.6	45.6	3.4	0	51.6	1.4	9.8	3.8	0	15.1	1.2	17.4	6.1	0.1	24.7	

	BOWERS AVE Southbound					CENTRAL EXPY Westbound					BOWERS AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	21	87	13	0	121	35	**641**	36	0	**712**	18	137	**62**	0	217	**20**	254	76	0	350	1400
08:15 AM	12	74	10	0	96	**37**	595	51	0	683	19	106	46	0	171	13	271	99	**2**	385	1335
08:30 AM	24	**94**	**17**	0	**135**	34	547	38	0	619	**22**	172	50	0	244	17	277	110	0	404	1402
08:45 AM	**26**	73	12	0	111	27	531	**52**	0	610	22	**181**	59	0	**262**	17	**310**	**115**	1	**443**	**1426**
Total Volume	83	328	52	0	463	133	2314	177	0	2624	81	596	217	0	894	67	1112	400	3	1582	5563
% App. Total	17.9	70.8	11.2	0		5.1	88.2	6.7	0		9.1	66.7	24.3	0		4.2	70.3	25.3	0.2		
PHF	.798	.872	.765	.000	.857	.899	.902	.851	.000	.921	.920	.823	.875	.000	.853	.838	.897	.870	.375	.893	.975

Traffic Data Service

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

File Name : 18AM FINAL
Site Code : 00000018
Start Date : 8/20/2014
Page No : 2



Traffic Data Service

Campbell, CA
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File Name : 19AM FINAL
Site Code : 00000019
Start Date : 8/20/2014
Page No : 1

Groups Printed- Vehicles

	BOWERS AVE Southbound					WALSH AVE Westbound					BOWERS AVE Northbound					KIFER RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	50	37	10	0	97	14	55	8	0	77	4	102	17	0	123	3	14	10	1	28	325
07:15 AM	41	42	13	0	96	12	62	10	0	84	4	122	15	1	142	5	6	20	3	34	356
07:30 AM	45	44	16	0	105	15	77	8	2	102	2	159	7	0	168	8	24	11	0	43	418
07:45 AM	56	55	20	0	131	16	130	11	1	158	10	155	38	3	206	5	26	19	3	53	548
Total	192	178	59	0	429	57	324	37	3	421	20	538	77	4	639	21	70	60	7	158	1647
08:00 AM	45	60	26	0	131	29	136	10	0	175	6	190	20	0	216	7	21	25	0	53	575
08:15 AM	71	63	16	0	150	22	106	11	0	139	6	194	25	0	225	7	34	24	1	66	580
08:30 AM	64	57	21	1	143	21	113	15	0	149	5	238	31	0	274	6	24	26	0	56	622
08:45 AM	56	65	11	0	132	32	112	8	0	152	23	215	40	1	279	4	22	34	1	61	624
Total	236	245	74	1	556	104	467	44	0	615	40	837	116	1	994	24	101	109	2	236	2401
Grand Total	428	423	133	1	985	161	791	81	3	1036	60	1375	193	5	1633	45	171	169	9	394	4048
Apprch %	43.5	42.9	13.5	0.1		15.5	76.4	7.8	0.3		3.7	84.2	11.8	0.3		11.4	43.4	42.9	2.3		
Total %	10.6	10.4	3.3	0	24.3	4	19.5	2	0.1	25.6	1.5	34	4.8	0.1	40.3	1.1	4.2	4.2	0.2	9.7	

	BOWERS AVE Southbound				WALSH AVE Westbound				BOWERS AVE Northbound				KIFER RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	45	60	**26**	131	29	**136**	10	**175**	6	190	20	216	**7**	21	25	53	575
08:15 AM	**71**	63	16	**150**	22	106	11	139	6	194	25	225	7	**34**	24	**65**	579
08:30 AM	64	57	21	142	21	113	**15**	149	5	**238**	31	274	6	24	26	56	621
08:45 AM	56	**65**	11	132	**32**	112	8	152	**23**	215	**40**	**278**	4	22	**34**	60	**622**
Total Volume	236	245	74	555	104	467	44	615	40	837	116	993	24	101	109	234	2397
% App. Total	42.5	44.1	13.3		16.9	75.9	7.2		4	84.3	11.7		10.3	43.2	46.6		
PHF	.831	.942	.712	.925	.813	.858	.733	.879	.435	.879	.725	.893	.857	.743	.801	.900	.963

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File Name : 19AM FINAL
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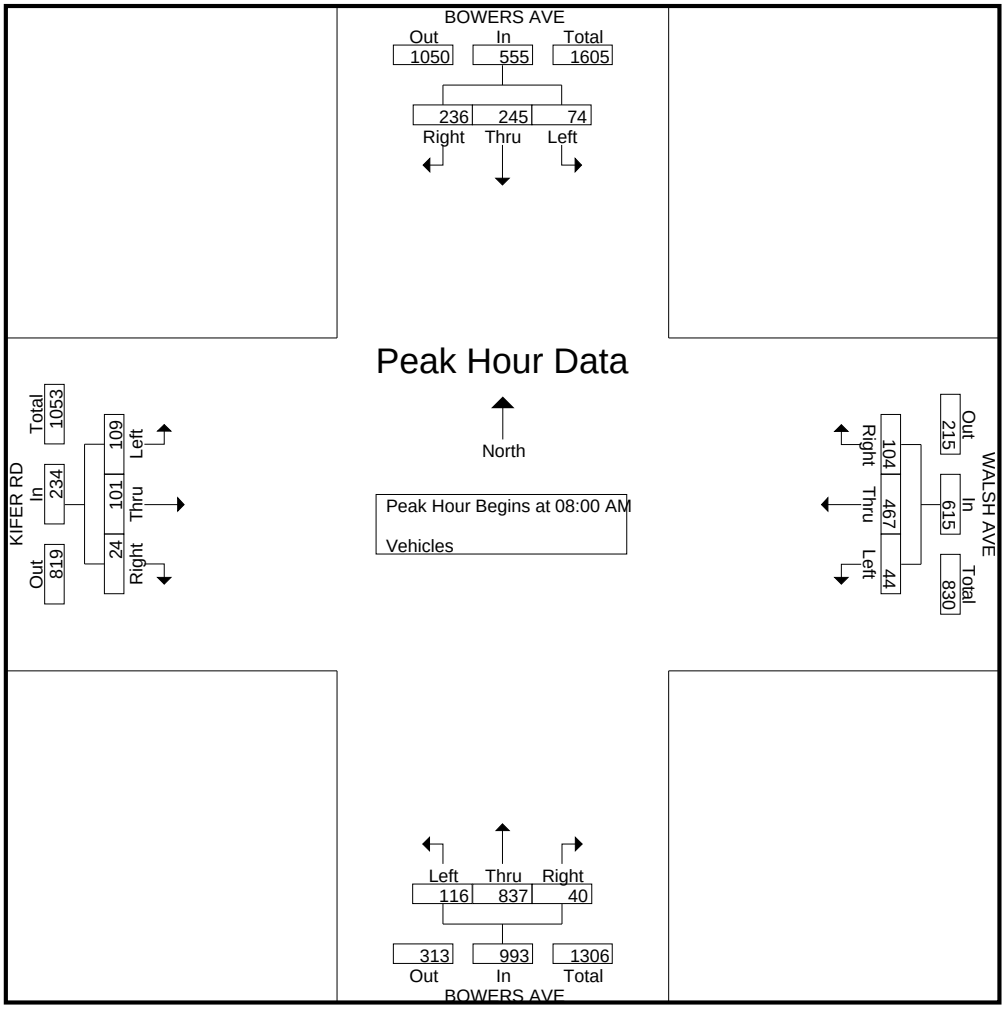

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File Name : 19PM FINAL
Site Code : 00000019
Start Date : 8/20/2014
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Groups Printed- Vehicles

	BOWERS AVE Southbound					WALSH AVE Westbound					BOWERS AVE Northbound					KIFER RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	33	133	21	2	189	21	28	14	0	63	8	78	14	1	101	37	84	58	3	182	535
04:15 PM	34	162	18	1	215	25	20	5	1	51	5	69	11	2	87	40	91	63	1	195	548
04:30 PM	40	192	12	0	244	26	34	10	0	70	4	76	9	0	89	53	113	76	0	242	645
04:45 PM	29	185	16	0	230	18	30	16	0	64	6	90	17	0	113	63	132	87	0	282	689
Total	136	672	67	3	878	90	112	45	1	248	23	313	51	3	390	193	420	284	4	901	2417
05:00 PM	25	198	23	1	247	32	34	20	0	86	7	81	10	0	98	78	168	75	2	323	754
05:15 PM	38	242	24	0	304	30	39	27	0	96	4	90	11	1	106	98	153	85	0	336	842
05:30 PM	38	286	21	0	345	29	35	36	0	100	9	87	11	0	107	93	160	69	3	325	877
05:45 PM	51	266	13	3	333	36	35	25	0	96	10	74	8	1	93	82	158	77	3	320	842
Total	152	992	81	4	1229	127	143	108	0	378	30	332	40	2	404	351	639	306	8	1304	3315
Grand Total	288	1664	148	7	2107	217	255	153	1	626	53	645	91	5	794	544	1059	590	12	2205	5732
Apprch %	13.7	79	7	0.3		34.7	40.7	24.4	0.2		6.7	81.2	11.5	0.6		24.7	48	26.8	0.5		
Total %	5	29	2.6	0.1	36.8	3.8	4.4	2.7	0	10.9	0.9	11.3	1.6	0.1	13.9	9.5	18.5	10.3	0.2	38.5	

	BOWERS AVE Southbound				WALSH AVE Westbound				BOWERS AVE Northbound				KIFER RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	198	23	246	32	34	20	86	7	81	10	98	78	**168**	75	321	751
05:15 PM	38	242	**24**	304	30	**39**	27	96	4	**90**	**11**	105	**98**	153	**85**	**336**	841
05:30 PM	38	**286**	21	**345**	29	35	**36**	**100**	9	87	11	**107**	93	160	69	322	**874**
05:45 PM	**51**	266	13	330	**36**	35	25	96	**10**	74	8	92	82	158	77	317	835
Total Volume	152	992	81	1225	127	143	108	378	30	332	40	402	351	639	306	1296	3301
% App. Total	12.4	81	6.6		33.6	37.8	28.6		7.5	82.6	10		27.1	49.3	23.6		
PHF	.745	.867	.844	.888	.882	.917	.750	.945	.750	.922	.909	.939	.895	.951	.900	.964	.944

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File Name : 19PM FINAL
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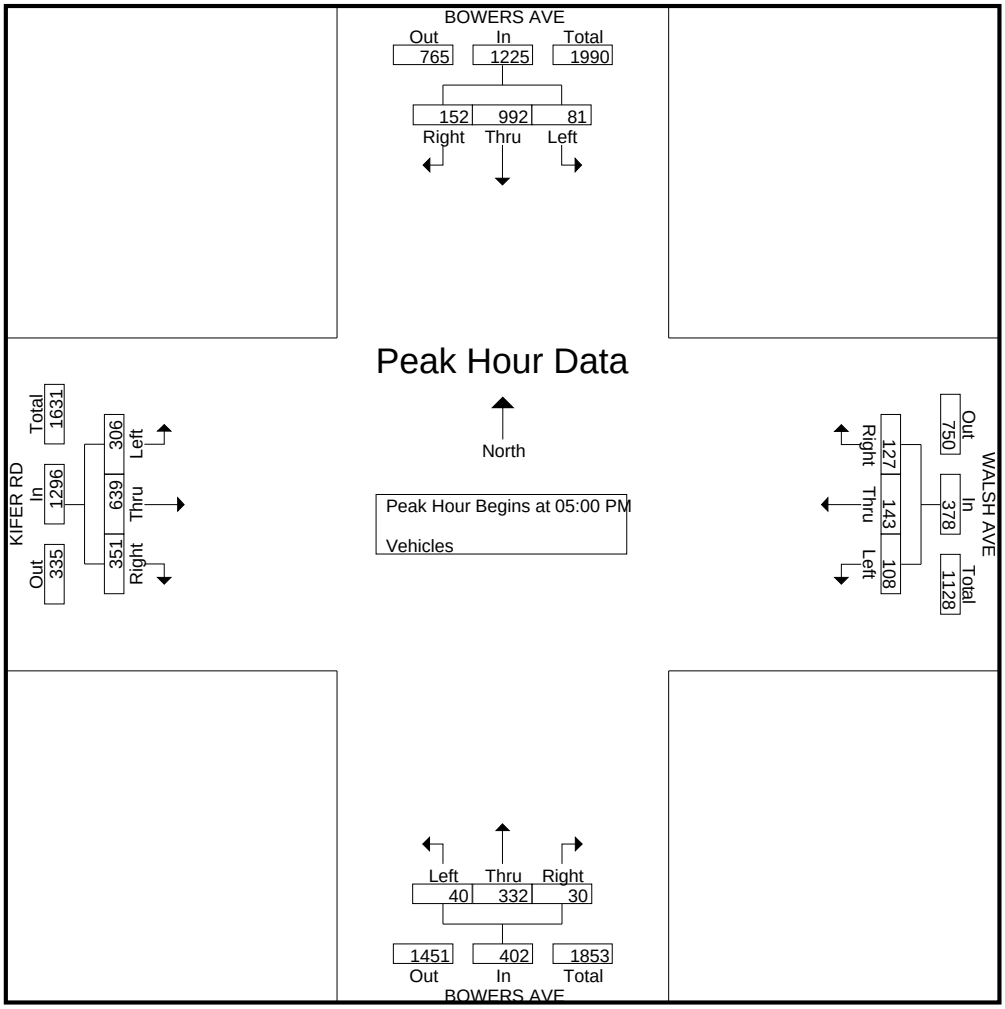

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 1/7/2014
Page No : 1

Groups Printed- Vehicles

	OAKMEAD PKWY Southbound					CENTRAL EXPY Westbound					CORVIN DR Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	5	4	1	14	29	404	18	0	451	5	3	0	1	9	3	122	7	2	134	608
07:15 AM	6	2	4	0	12	29	541	23	0	593	5	5	2	0	12	5	137	16	0	158	775
07:30 AM	10	4	2	0	16	53	674	17	0	744	3	6	5	0	14	11	208	12	0	231	1005
07:45 AM	18	5	8	0	31	51	636	28	0	715	10	8	7	0	25	22	302	47	1	372	1143
Total	38	16	18	1	73	162	2255	86	0	2503	23	22	14	1	60	41	769	82	3	895	3531
08:00 AM	14	5	11	0	30	54	647	26	0	727	11	10	7	0	28	28	333	46	0	407	1192
08:15 AM	9	8	8	0	25	57	565	16	0	638	9	12	3	0	24	25	371	66	0	462	1149
08:30 AM	5	8	4	0	17	52	580	19	0	651	8	11	9	0	28	18	426	61	0	505	1201
08:45 AM	10	12	14	0	36	67	574	25	0	666	8	10	16	0	34	28	454	62	6	550	1286
Total	38	33	37	0	108	230	2366	86	0	2682	36	43	35	0	114	99	1584	235	6	1924	4828
Grand Total	76	49	55	1	181	392	4621	172	0	5185	59	65	49	1	174	140	2353	317	9	2819	8359
Apprch %	42	27.1	30.4	0.6		7.6	89.1	3.3	0		33.9	37.4	28.2	0.6		5	83.5	11.2	0.3		
Total %	0.9	0.6	0.7	0	2.2	4.7	55.3	2.1	0	62	0.7	0.8	0.6	0	2.1	1.7	28.1	3.8	0.1	33.7	

	OAKMEAD PKWY Southbound				CENTRAL EXPY Westbound				CORVIN DR Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**14**	5	11	30	54	**647**	**26**	**727**	**11**	10	7	28	**28**	333	46	407	1192
08:15 AM	9	8	8	25	57	565	16	638	9	**12**	3	24	25	371	**66**	462	1149
08:30 AM	5	8	4	17	52	580	19	651	8	11	9	28	18	426	61	505	1201
08:45 AM	10	**12**	**14**	**36**	**67**	574	25	666	8	10	**16**	**34**	28	**454**	62	**544**	**1280**
Total Volume	38	33	37	108	230	2366	86	2682	36	43	35	114	99	1584	235	1918	4822
% App. Total	35.2	30.6	34.3		8.6	88.2	3.2		31.6	37.7	30.7		5.2	82.6	12.3		
PHF	.679	.688	.661	.750	.858	.914	.827	.922	.818	.896	.547	.838	.884	.872	.890	.881	.942

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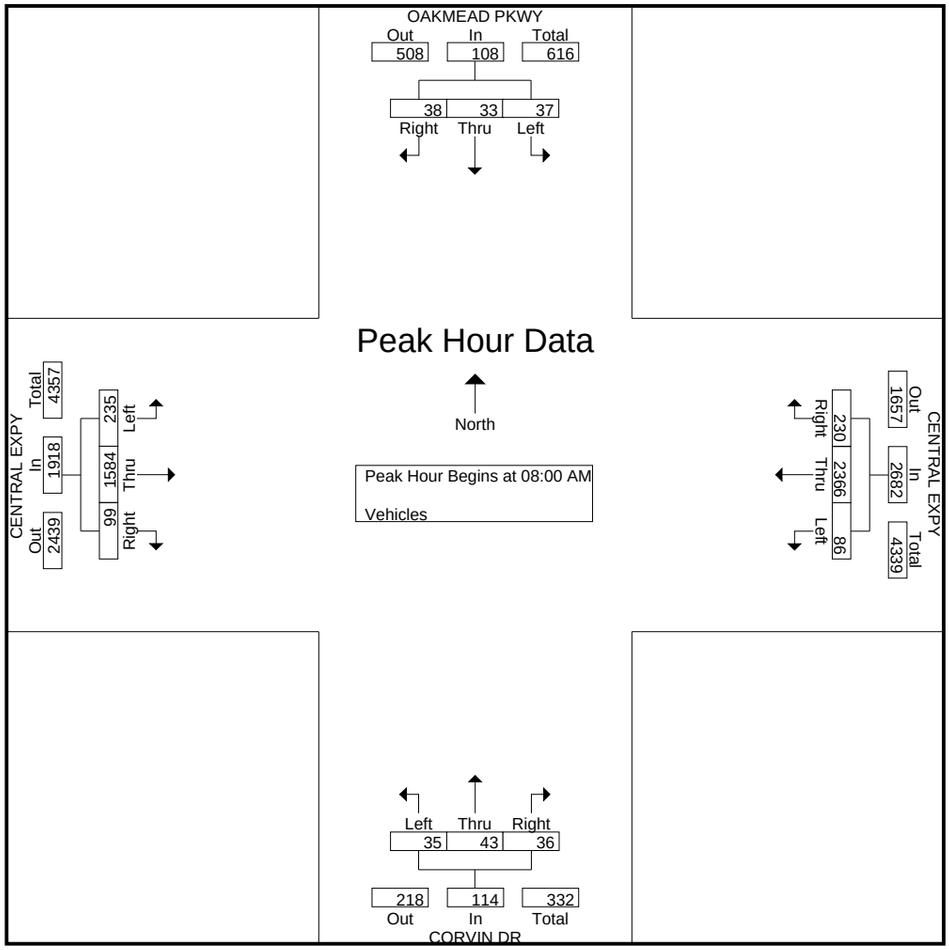

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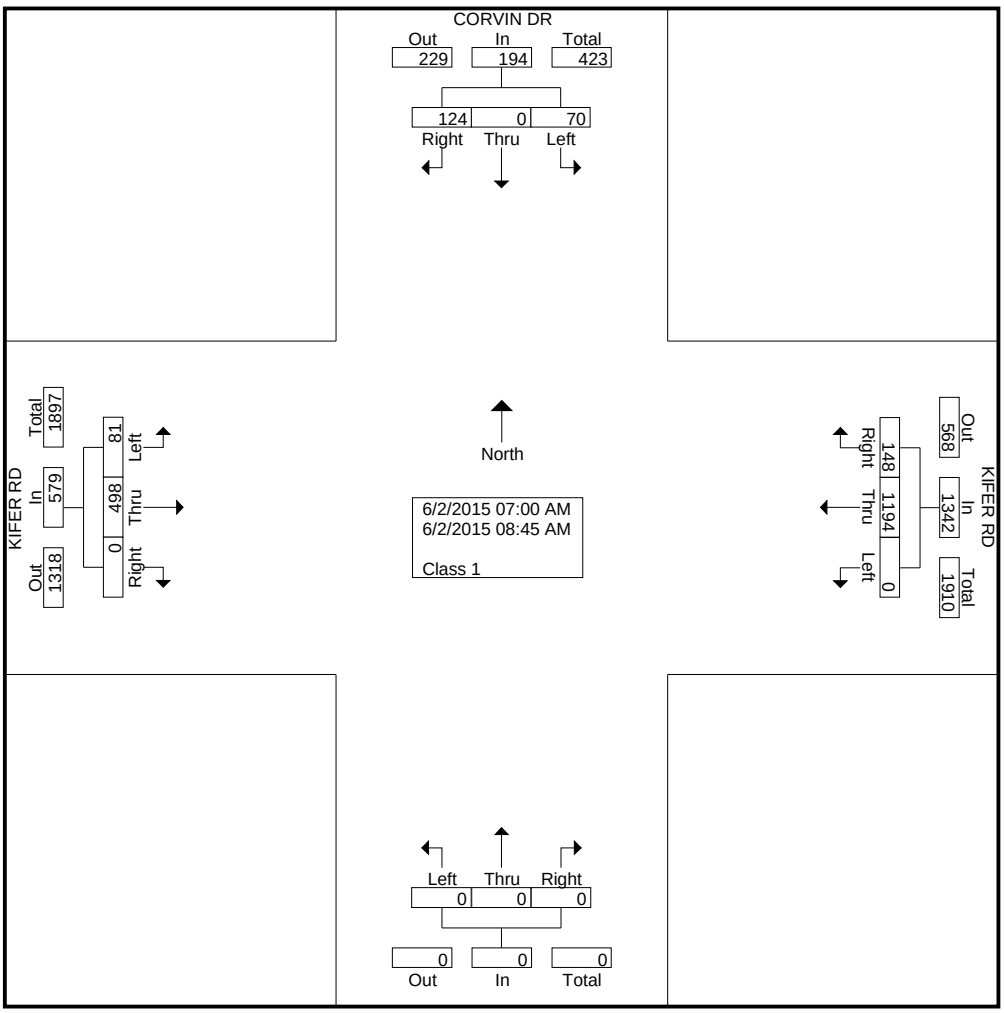
File Name : #1 CORVIN&KIFERAM
Site Code :
Start Date : 6/2/2015
Page No : 1

Groups Printed- Class 1

	CORVIN DR Southbound			KIFER RD Westbound			Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	9	0	6	15	65	0	0	0	0	0	31	3	129
07:15 AM	13	0	4	7	97	0	0	0	0	0	41	7	169
07:30 AM	20	0	6	10	150	0	0	0	0	0	52	6	244
07:45 AM	14	0	6	21	178	0	0	0	0	0	57	14	290
Total	56	0	22	53	490	0	0	0	0	0	181	30	832
08:00 AM	13	0	8	25	157	0	0	0	0	0	62	11	276
08:15 AM	12	0	8	24	179	0	0	0	0	0	84	14	321
08:30 AM	22	0	13	18	197	0	0	0	0	0	77	14	341
08:45 AM	21	0	19	28	171	0	0	0	0	0	94	12	345
Total	68	0	48	95	704	0	0	0	0	0	317	51	1283
Grand Total	124	0	70	148	1194	0	0	0	0	0	498	81	2115
Apprch %	63.9	0	36.1	11	89	0	0	0	0	0	86	14	
Total %	5.9	0	3.3	7	56.5	0	0	0	0	0	23.5	3.8	



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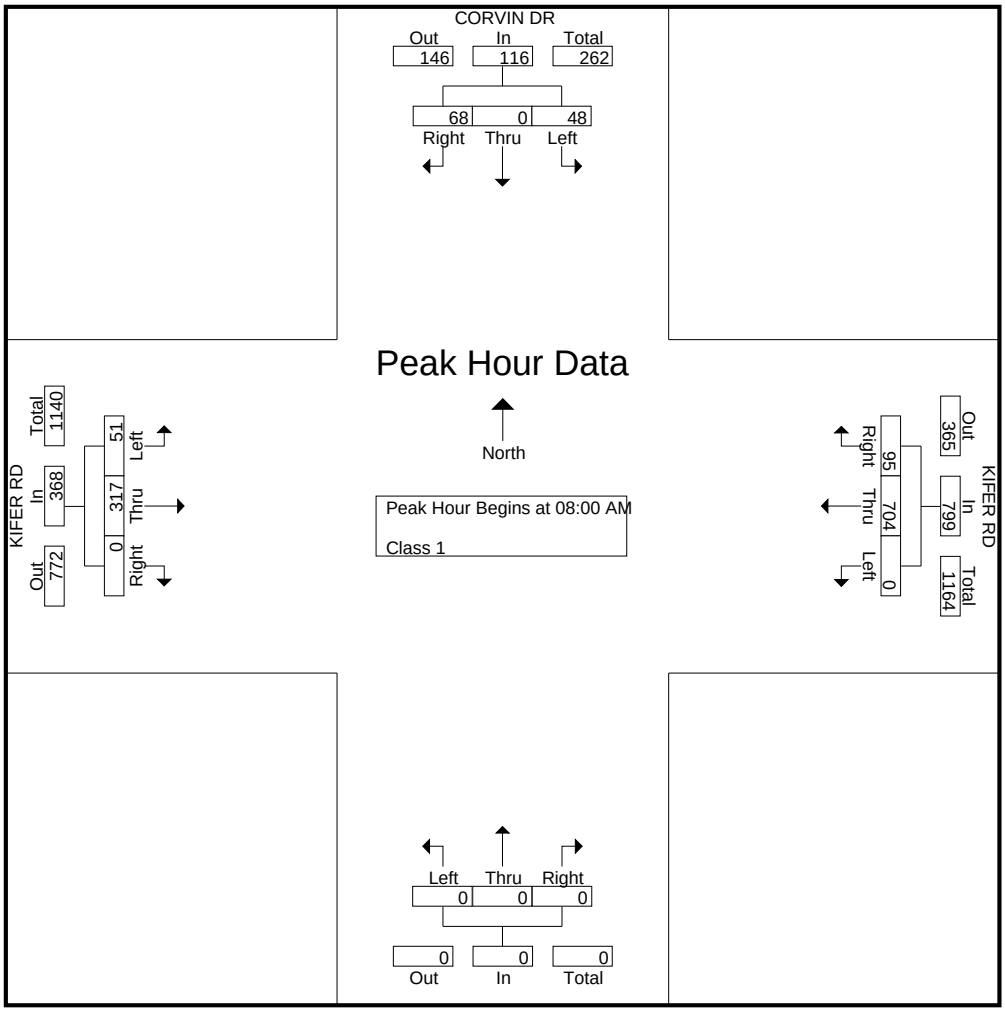
File Name : #1 CORVIN&KIFERAM
Site Code :
Start Date : 6/2/2015
Page No : 2

	CORVIN DR Southbound				KIFER RD Westbound				Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	0	8	21	25	157	0	182	0	0	0	0	0	62	11	73	276
08:15 AM	12	0	8	20	24	179	0	203	0	0	0	0	0	84	**14**	98	321
08:30 AM	**22**	0	13	35	18	**197**	0	**215**	0	0	0	0	0	77	14	91	341
08:45 AM	21	0	**19**	**40**	**28**	171	0	199	0	0	0	0	0	**94**	12	**106**	**345**
Total Volume	68	0	48	116	95	704	0	799	0	0	0	0	0	317	51	368	1283
% App. Total	58.6	0	41.4		11.9	88.1	0		0	0	0		0	86.1	13.9		
PHF	.773	.000	.632	.725	.848	.893	.000	.929	.000	.000	.000	.000	.000	.843	.911	.868	.930



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File Name : #1 CORVIN&KIFERPM
Site Code :
Start Date : 6/2/2015
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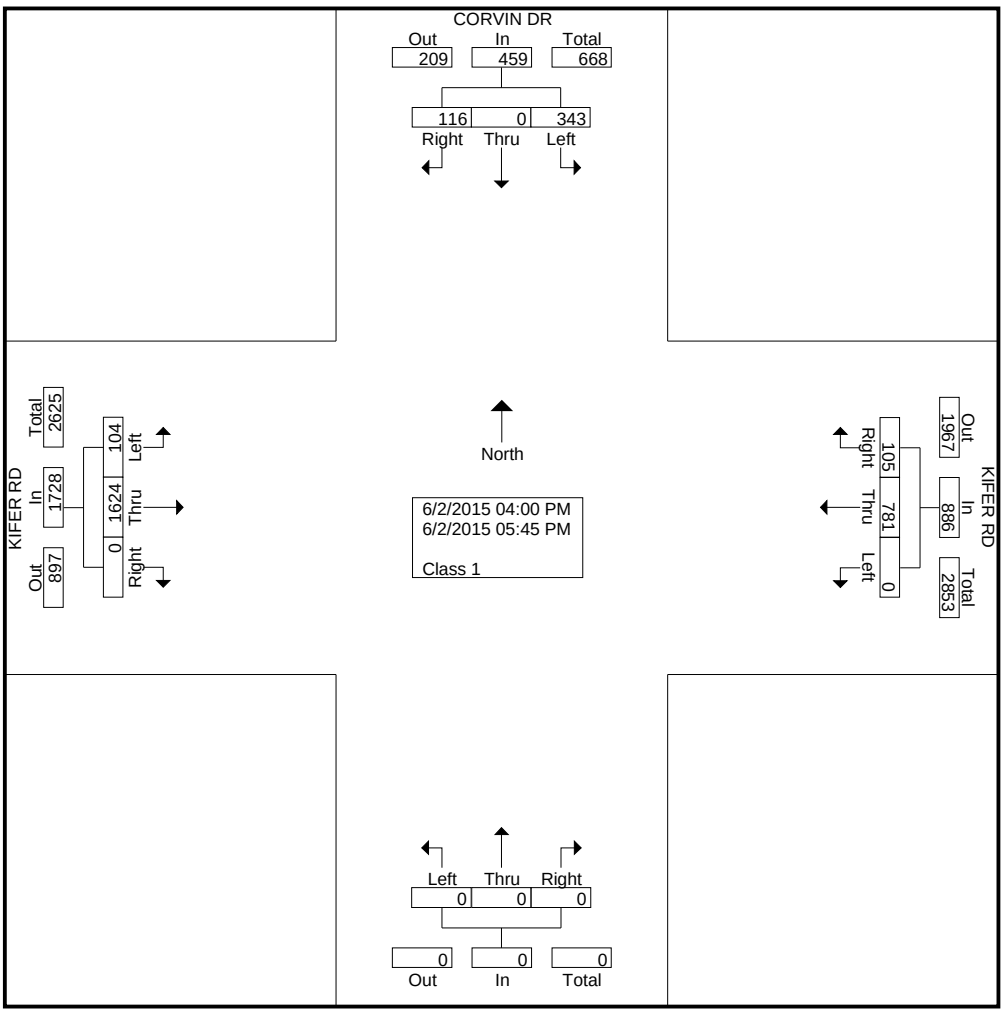
Groups Printed- Class 1

	CORVIN DR Southbound			KIFER RD Westbound			Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
04:00 PM	11	0	31	6	70	0	0	0	0	0	149	8	275
04:15 PM	14	0	37	13	109	0	0	0	0	0	165	14	352
04:30 PM	20	0	32	2	72	0	0	0	0	0	209	14	349
04:45 PM	14	0	28	10	90	0	0	0	0	0	208	13	363
Total	59	0	128	31	341	0	0	0	0	0	731	49	1339
05:00 PM	14	0	51	18	113	0	0	0	0	0	218	16	430
05:15 PM	15	0	61	22	124	0	0	0	0	0	239	12	473
05:30 PM	10	0	60	17	98	0	0	0	0	0	243	16	444
05:45 PM	18	0	43	17	105	0	0	0	0	0	193	11	387
Total	57	0	215	74	440	0	0	0	0	0	893	55	1734
Grand Total	116	0	343	105	781	0	0	0	0	0	1624	104	3073
Apprch %	25.3	0	74.7	11.9	88.1	0	0	0	0	0	94	6	
Total %	3.8	0	11.2	3.4	25.4	0	0	0	0	0	52.8	3.4	



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File Name : #1 CORVIN&KIFERPM
Site Code :
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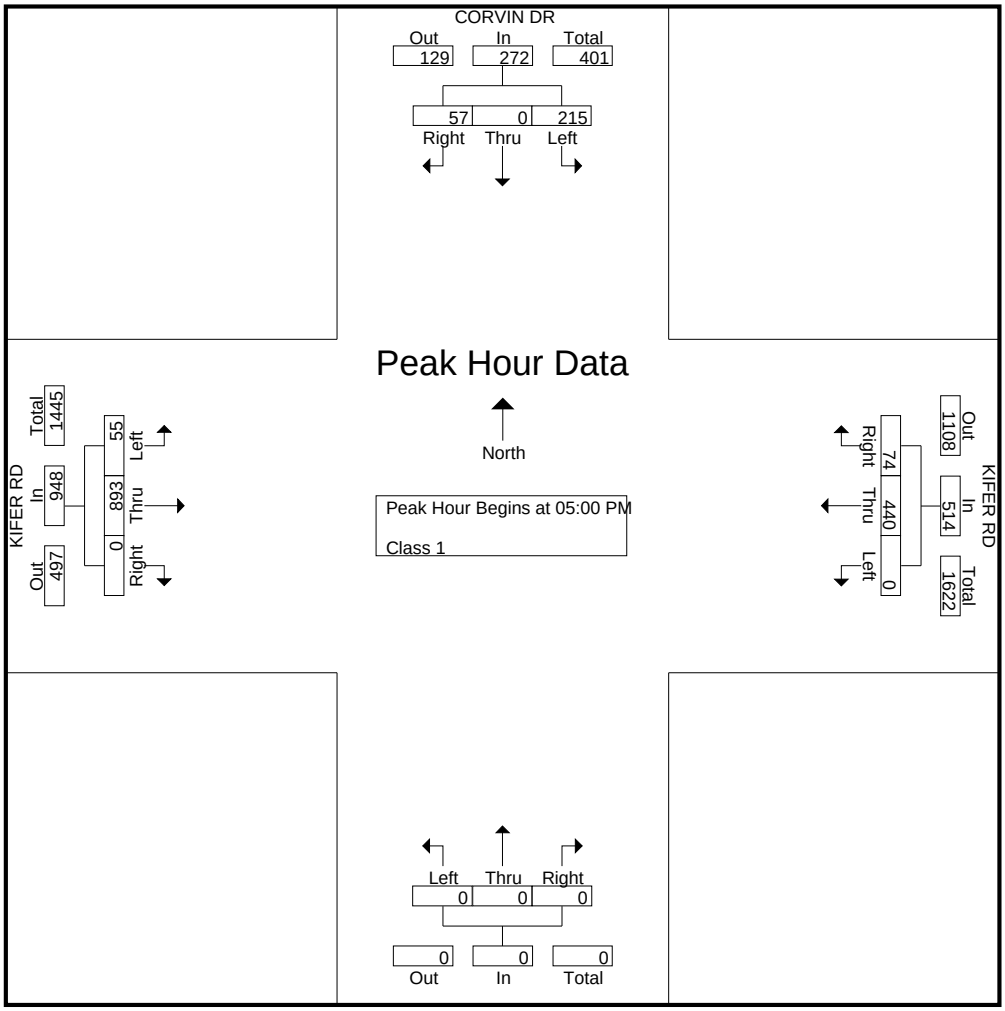
	CORVIN DR Southbound				KIFER RD Westbound				Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	0	51	65	18	113	0	131	0	0	0	0	0	218	**16**	234	430
05:15 PM	15	0	**61**	**76**	**22**	**124**	0	**146**	0	0	0	0	0	239	12	251	**473**
05:30 PM	10	0	60	70	17	98	0	115	0	0	0	0	0	**243**	16	**259**	444
05:45 PM	**18**	0	43	61	17	105	0	122	0	0	0	0	0	193	11	204	387
Total Volume	57	0	215	272	74	440	0	514	0	0	0	0	0	893	55	948	1734
% App. Total	21	0	79		14.4	85.6	0		0	0	0		0	94.2	5.8		
PHF	.792	.000	.881	.895	.841	.887	.000	.880	.000	.000	.000	.000	.000	.919	.859	.915	.916



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File Name : #5 COSTCO&KIFERAM
Site Code :
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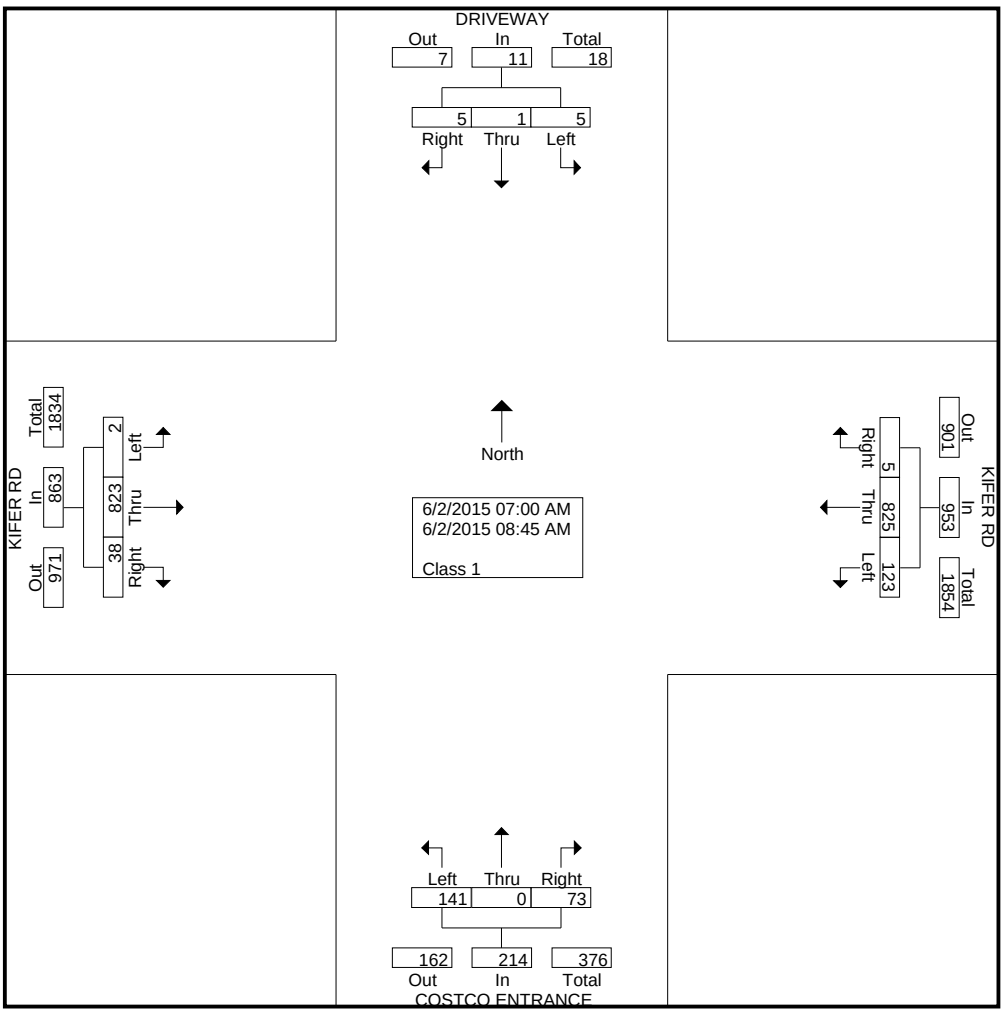
Groups Printed- Class 1

	DRIVEWAY Southbound			KIFER RD Westbound			COSTCO ENTRANCE Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	0	0	0	0	41	12	3	0	11	4	60	0	131
07:15 AM	1	0	1	1	62	14	5	0	9	1	74	1	169
07:30 AM	1	0	1	1	117	11	5	0	15	7	77	0	235
07:45 AM	0	0	1	2	115	16	9	0	20	5	98	0	266
Total	2	0	3	4	335	53	22	0	55	17	309	1	801
08:00 AM	0	0	0	0	119	19	15	0	21	6	119	0	299
08:15 AM	1	0	2	0	120	17	9	0	24	4	135	0	312
08:30 AM	1	0	0	0	124	24	12	0	23	6	118	0	308
08:45 AM	1	1	0	1	127	10	15	0	18	5	142	1	321
Total	3	1	2	1	490	70	51	0	86	21	514	1	1240
Grand Total	5	1	5	5	825	123	73	0	141	38	823	2	2041
Apprch %	45.5	9.1	45.5	0.5	86.6	12.9	34.1	0	65.9	4.4	95.4	0.2	
Total %	0.2	0	0.2	0.2	40.4	6	3.6	0	6.9	1.9	40.3	0.1	



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File Name : #5 COSTCO&KIFERAM
Site Code :
Start Date : 6/2/2015
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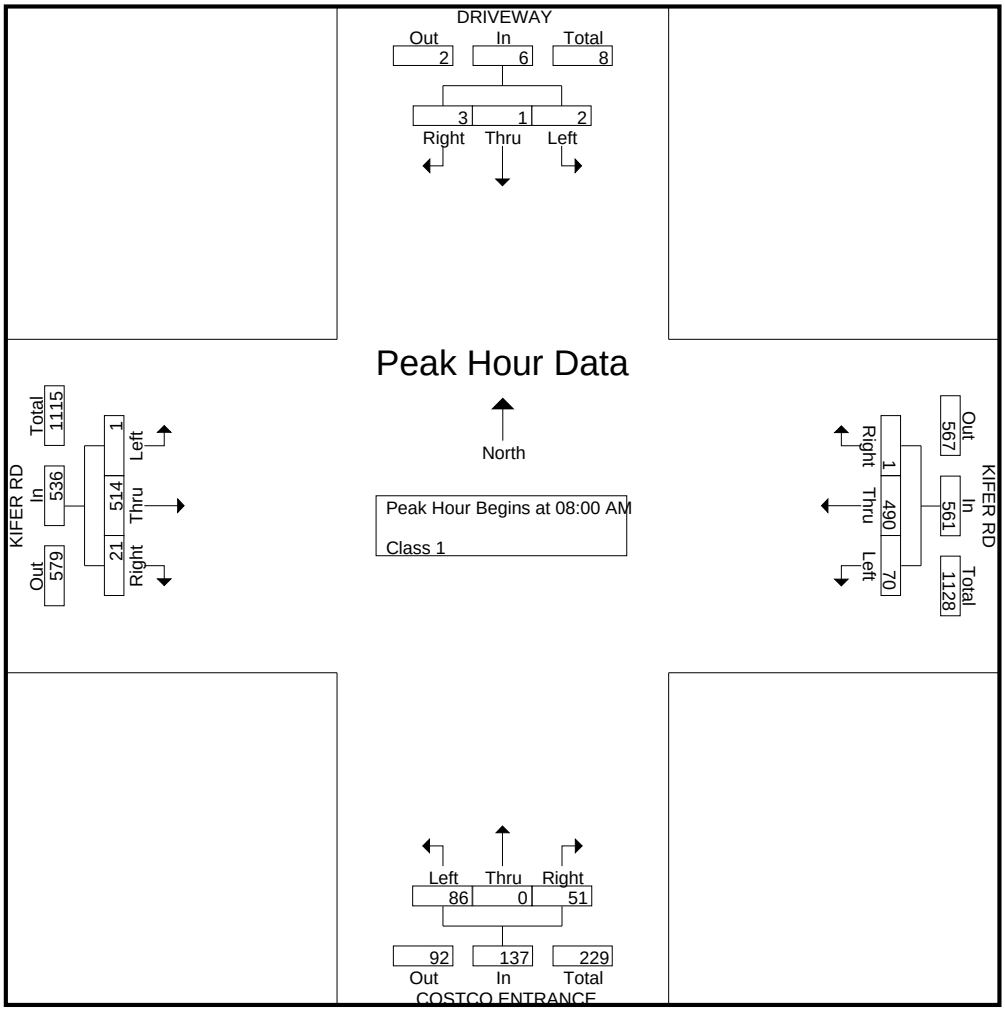
	DRIVEWAY Southbound				KIFER RD Westbound				COSTCO ENTRANCE Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 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	119	19	138	**15**	0	21	**36**	**6**	119	0	125	299
08:15 AM	**1**	0	**2**	**3**	0	120	17	137	9	0	**24**	33	4	135	0	139	312
08:30 AM	1	0	0	1	0	124	**24**	**148**	12	0	23	35	6	118	0	124	308
08:45 AM	1	**1**	0	2	**1**	**127**	10	138	15	0	18	33	5	**142**	**1**	**148**	**321**
Total Volume	3	1	2	6	1	490	70	561	51	0	86	137	21	514	1	536	1240
% App. Total	50	16.7	33.3		0.2	87.3	12.5		37.2	0	62.8		3.9	95.9	0.2		
PHF	.750	.250	.250	.500	.250	.965	.729	.948	.850	.000	.896	.951	.875	.905	.250	.905	.966



All Traffic Data Services, Inc

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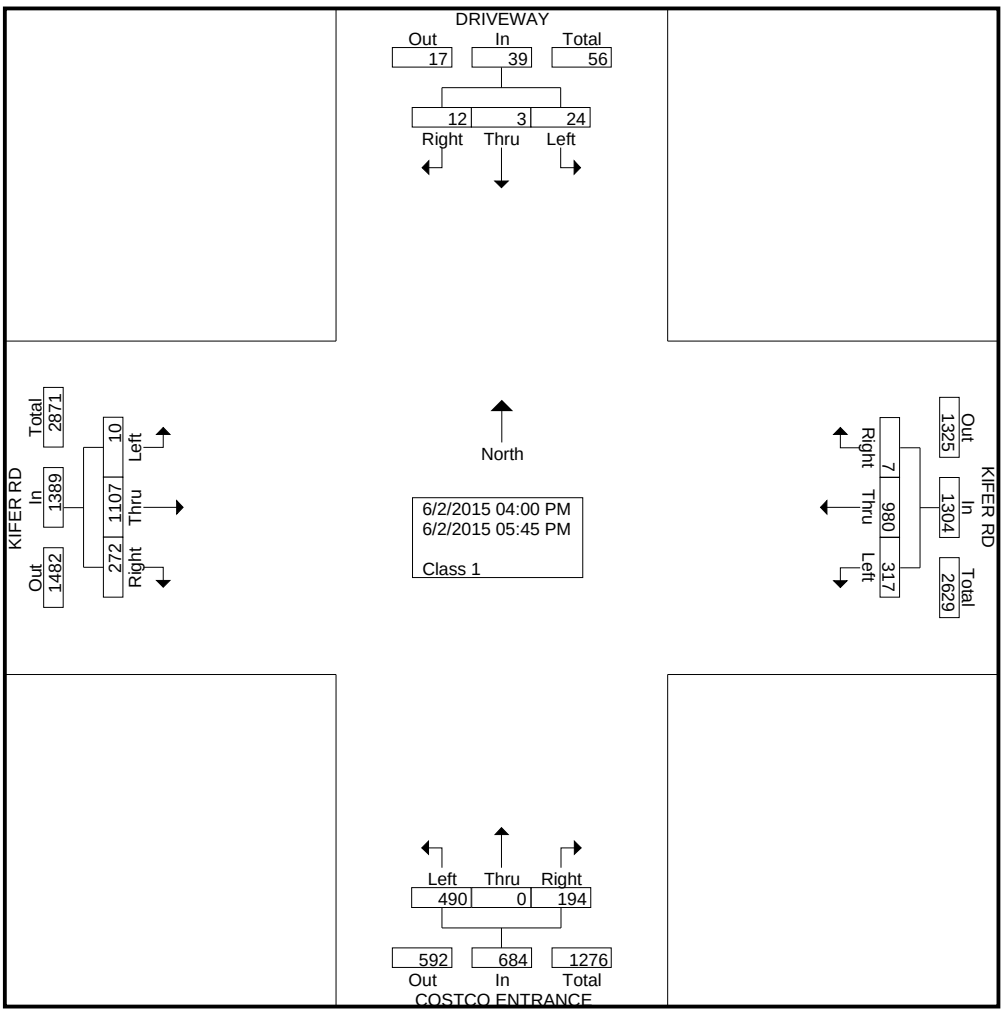
File Name : #5 COSTCO&KIFERPM
Site Code :
Start Date : 6/2/2015
Page No : 1

Groups Printed- Class 1

	DRIVEWAY Southbound			KIFER RD Westbound			COSTCO ENTRANCE Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
04:00 PM	1	0	0	2	96	23	20	0	60	31	112	0	345
04:15 PM	2	1	2	0	110	51	21	0	44	30	145	1	407
04:30 PM	1	1	2	1	110	36	25	0	65	22	136	1	400
04:45 PM	2	1	3	1	126	37	21	0	53	36	139	2	421
Total	6	3	7	4	442	147	87	0	222	119	532	4	1573
05:00 PM	3	0	4	2	145	32	27	0	58	32	142	1	446
05:15 PM	1	0	7	1	130	50	31	0	67	31	147	0	465
05:30 PM	1	0	3	0	147	36	32	0	69	42	144	3	477
05:45 PM	1	0	3	0	116	52	17	0	74	48	142	2	455
Total	6	0	17	3	538	170	107	0	268	153	575	6	1843
Grand Total	12	3	24	7	980	317	194	0	490	272	1107	10	3416
Apprch %	30.8	7.7	61.5	0.5	75.2	24.3	28.4	0	71.6	19.6	79.7	0.7	
Total %	0.4	0.1	0.7	0.2	28.7	9.3	5.7	0	14.3	8	32.4	0.3	



All Traffic Data Services, Inc

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Santa Clara, CA 95054
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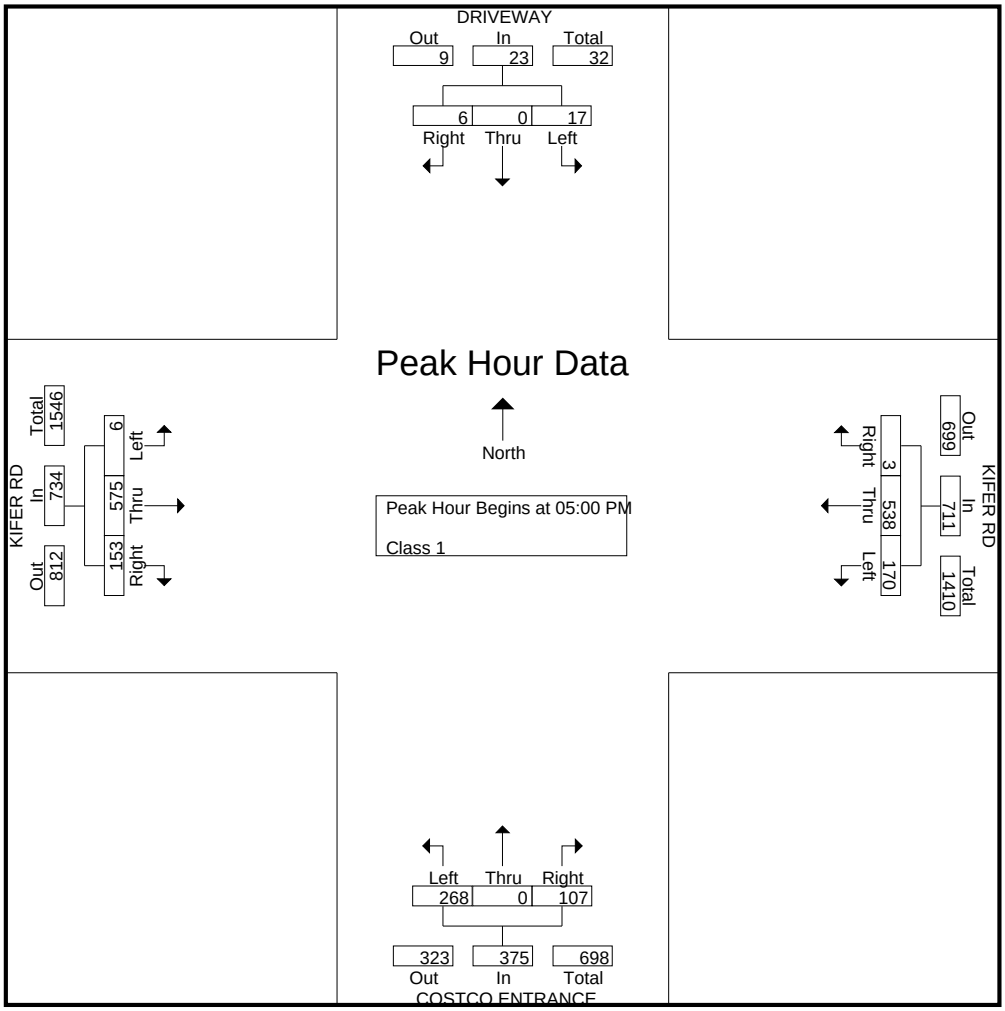
File Name : #5 COSTCO&KIFERPM
Site Code :
Start Date : 6/2/2015
Page No : 2

	DRIVEWAY Southbound				KIFER RD Westbound				COSTCO ENTRANCE Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**3**	0	4	7	**2**	145	32	179	27	0	58	85	32	142	1	175	446
05:15 PM	1	0	**7**	**8**	1	130	50	181	31	0	67	98	31	**147**	0	178	465
05:30 PM	1	0	3	4	0	**147**	36	**183**	**32**	0	69	**101**	42	144	**3**	189	**477**
05:45 PM	1	0	3	4	0	116	**52**	168	17	0	**74**	91	**48**	142	2	**192**	455
Total Volume	6	0	17	23	3	538	170	711	107	0	268	375	153	575	6	734	1843
% App. Total	26.1	0	73.9		0.4	75.7	23.9		28.5	0	71.5		20.8	78.3	0.8		
PHF	.500	.000	.607	.719	.375	.915	.817	.971	.836	.000	.905	.928	.797	.978	.500	.956	.966



2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - AM Peak Hour

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

Intersection #5613 LAWRENCE EXPWY(NS)/REED AVE(EW) [HOV:AM 6-9 PM 3-7 CRD]

Cycle (sec):	190	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	12	Average Delay (sec/veh):	203.1
Optimal Cycle:	203	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	21	113	113	15	106	106	26	43	43	19	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	1 0	1
Volume Module: >> Count Date: 19 Sep 2013 << 8 : 00 - 9 : 00												
Base Vol:	682	4521	113	70	1350	235	463	154	136	171	265	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	4521	113	70	1350	235	463	154	136	171	265	425
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	3933	113	70	1175	235	463	154	136	171	265	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	3933	113	70	1175	235	463	154	136	171	265	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	682	3933	113	70	1175	235	463	154	136	171	265	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.69	0.06	0.02	0.21	0.13	0.15	0.04	0.08	0.05	0.14	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.57	0.66	0.06	0.52	0.65	0.13	0.22	0.32	0.10	0.18	0.24
Volume/Cap:	3.60	1.21	0.10	0.36	0.39	0.21	1.15	0.19	0.24	0.57	0.77	1.00
Delay/Veh:	1272	126	4.8	92.7	21.4	6.4	180.1	65.3	50.6	90.5	88.7	119.9
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:	1272	126	4.8	92.7	21.4	6.4	180.1	65.3	50.6	90.5	88.7	119.9
LOS by Move:	F	F	A	F	C	A	F	E	D	F	F	F
HCM2kAvgQ:	109	103	1	2	10	3	24	4	6	7	17	34

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

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - AM Peak Hour

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

Intersection #5612 LAWRENCE EXPWY(NS)/KIFER RD(EW)

Cycle (sec):	171	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	12	Average Delay (sec/veh):	168.2
Optimal Cycle:	196	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	25	102	102	28	106	106	19	35	35	18	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module: >> Count Date: 19 Sep 2013 << 8 : 00 - 9 : 00												
Base Vol:	807	4612	466	195	1128	512	74	90	121	95	175	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	807	4612	466	195	1128	512	74	90	121	95	175	125
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	807	4012	466	195	981	512	74	90	121	95	175	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	807	4012	466	195	981	512	74	90	121	95	175	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	807	4012	466	195	981	512	74	90	121	95	175	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.13	0.87
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2140	1529
Capacity Analysis Module:												
Vol/Sat:	0.26	0.70	0.27	0.06	0.17	0.29	0.02	0.02	0.07	0.03	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.53	0.62	0.14	0.54	0.64	0.10	0.18	0.31	0.09	0.17	0.32
Volume/Cap:	2.01	1.34	0.43	0.43	0.32	0.46	0.24	0.13	0.23	0.33	0.47	0.26
Delay/Veh:	548.1	189	10.7	77.4	17.5	8.9	82.3	67.8	50.9	84.0	73.5	50.0
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:	548.1	189	10.7	77.4	17.5	8.9	82.3	67.8	50.9	84.0	73.5	50.0
LOS by Move:	F	F	B	E	B	A	F	E	D	F	E	D
HCM2kAvgQ:	57	116	8	6	7	8	3	2	6	3	8	7

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

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - PM Peak Hour

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

Intersection #5612 LAWRENCE EXPWY(NS)/KIFER RD(EW)

Cycle (sec):	190	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	12	Average Delay (sec/veh):	81.0
Optimal Cycle:	202	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	13	98	98	30	115	115	23	35	35	27	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module: >> Count Date: 10 Sep 2013 << 5:30-6:30 PM												
Base Vol:	44	1459	414	259	3869	93	129	264	442	204	319	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1459	414	259	3869	93	129	264	442	204	319	158
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1123	414	259	3173	93	129	264	442	204	319	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1123	414	259	3173	93	129	264	442	204	319	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1123	414	259	3173	93	129	264	442	204	319	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2471	1224
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.24	0.08	0.56	0.05	0.04	0.07	0.25	0.06	0.13	0.13
Crit Moves:		****		****					****	****		
Green/Cycle:	0.06	0.49	0.62	0.15	0.57	0.68	0.11	0.17	0.24	0.13	0.19	0.34
Volume/Cap:	0.22	0.41	0.38	0.55	0.98	0.08	0.36	0.40	1.06	0.48	0.67	0.38
Delay/Veh:	94.3	54.4	40.3	90.5	90.6	26.1	83.3	74.6	138.8	81.9	78.0	50.5
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:	94.3	54.4	40.3	90.5	90.6	26.1	83.3	74.6	138.8	81.9	78.0	50.5
LOS by Move:	F	D	D	F	F	C	F	E	F	F	E	D
HCM2kAvgQ:	2	20	22	10	69	5	5	7	37	7	15	11

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

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2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - AM Peak Hour

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

Intersection #5611 LAWRENCE EXPWY(NS)/ARQUES AVE(EW)

Cycle (sec):	190	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	12	Average Delay (sec/veh):	66.6
Optimal Cycle:	203	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	29	121	121	17	108	108	17	36	36	17	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 19 Sep 2013 << 8 : 00 - 9 : 00												
Base Vol:	251	4068	221	132	1648	385	127	136	126	271	233	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	4068	221	132	1648	385	127	136	126	271	233	53
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	3539	221	132	1434	385	127	136	126	271	233	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	3539	221	132	1434	385	127	136	126	271	233	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	3539	221	132	1434	385	127	136	126	271	233	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.62	0.13	0.04	0.25	0.22	0.04	0.04	0.08	0.09	0.06	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.60	0.68	0.08	0.54	0.62	0.09	0.18	0.32	0.08	0.18	0.26
Volume/Cap:	0.55	1.04	0.19	0.50	0.47	0.35	0.47	0.20	0.24	1.03	0.35	0.12
Delay/Veh:	82.3	84.6	19.0	90.4	20.8	9.9	89.8	71.4	51.0	155.6	73.8	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:	82.3	84.6	19.0	90.4	20.8	9.9	89.8	71.4	51.0	155.6	73.8	57.5
LOS by Move:	F	F	B	F	C	A	F	E	D	F	E	E
HCM2kAvgQ:	9	82	8	5	13	6	5	4	6	14	6	3

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

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - AM Peak Hour

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

Intersection #5610 LAWRENCE EXPWY(NS)/DUANE AVE(EW) [HOV:AM 6-9 PM 3-7 CRD]

Cycle (sec):	186	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	12	Average Delay (sec/veh):	48.7
Optimal Cycle:	198	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	31	97	97	28	92	92	26	44	44	17	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 10 Sep 2013 << 8 : 30 - 9 : 30												
Base Vol:	252	2818	70	197	1144	225	310	111	174	270	218	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	2818	70	197	1144	225	310	111	174	270	218	28
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	2452	70	197	995	225	310	111	174	270	218	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	2452	70	197	995	225	310	111	174	270	218	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	2452	70	197	995	225	310	111	174	270	218	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.04	0.06	0.17	0.13	0.10	0.03	0.10	0.09	0.06	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.49	0.58	0.14	0.47	0.60	0.13	0.22	0.38	0.09	0.18	0.32
Volume/Cap:	0.50	0.88	0.07	0.44	0.37	0.21	0.75	0.13	0.26	1.00	0.32	0.05
Delay/Veh:	76.9	38.8	11.7	78.6	27.1	10.2	90.3	61.8	42.3	144.7	71.5	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	38.8	11.7	78.6	27.1	10.2	90.3	61.8	42.3	144.7	71.5	46.8
LOS by Move:	E	D	B	E	C	B	F	E	D	F	E	D
HCM2kAvgQ:	7	37	1	6	9	3	12	3	7	13	6	1

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to SANTA CLARA COUNTY

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - PM Peak Hour

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

Intersection #5610 LAWRENCE EXPWY(NS)/DUANE AVE(EW) [HOV:AM 6-9 PM 3-7 CRD]

Cycle (sec):	190	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	12	Average Delay (sec/veh):	57.5
Optimal Cycle:	201	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	22	87	87	27	92	92	40	57	57	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 18 Sep 2013 << 5:00-6:00 PM												
Base Vol:	221	1805	55	367	3109	690	455	243	254	95	92	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1805	55	367	3109	690	455	243	254	95	92	308
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1390	55	367	2549	690	455	243	254	95	92	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1390	55	367	2549	690	455	243	254	95	92	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1390	55	367	2549	690	455	243	254	95	92	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.03	0.12	0.45	0.39	0.14	0.06	0.15	0.03	0.02	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.43	0.52	0.13	0.46	0.66	0.20	0.28	0.39	0.09	0.17	0.31
Volume/Cap:	0.64	0.56	0.06	0.87	0.98	0.60	0.73	0.23	0.37	0.34	0.14	0.57
Delay/Veh:	89.8	37.0	17.3	102.3	66.2	20.4	79.6	55.2	43.6	86.6	70.3	59.8
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:	89.8	37.0	17.3	102.3	66.2	20.4	79.6	55.2	43.6	86.6	70.3	59.8
LOS by Move:	F	D	B	F	E	C	E	E	D	F	E	E
HCM2kAvgQ:	8	17	1	14	55	25	17	5	12	3	2	17

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

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - AM Peak Hour

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

Intersection #5608 LAWRENCE EXPWY(NS)/SB 101 OFF(EW) [HOV:AM none PM none CRD]

Cycle (sec):	190	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	6	Average Delay (sec/veh):	15.1
Optimal Cycle:	196	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	164	164	164	147	147	147	26	0	17	0	0	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
Lanes:	0 0	4 0	1	0 0	4 0	1	2 0	0 0	2	0 0	0 0	0
Volume Module: >> Count Date: 16 May 2013 << 8 : 00 - 9 : 00												
Base Vol:	0	2755	86	0	1203	338	218	0	412	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2755	86	0	1203	338	218	0	412	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2755	0	0	1203	0	218	0	412	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2755	0	0	1203	0	218	0	412	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2755	0	0	1203	0	218	0	412	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.16	0.00	0.07	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.84	0.00	0.00	0.84	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.00	0.19	0.00	0.52	0.00	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	80.4	0.0	125.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	80.4	0.0	125.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	8	0	19	0	0	0

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

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - PM Peak Hour

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

Intersection #5608 LAWRENCE EXPWY(NS)/SB 101 OFF(EW) [HOV:AM none PM none CRD]

Cycle (sec):	186	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	6	Average Delay (sec/veh):	43.1
Optimal Cycle:	190	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	146	146	0	0	115	115	38	0	38	0	0	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				
Lanes:	0	0	4	0	1	0	0	4	0	1	2	0	0	0	2	0	0	0	0	0
Volume Module: >> Count Date: 16 May 2013 << 5:00-6:00 PM																
Base Vol:	0	1869	552	0	3031	298	397	0	886	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1869	552	0	3031	298	397	0	886	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1869	0	0	3031	0	397	0	886	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1869	0	0	3031	0	397	0	886	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1869	0	0	3031	0	397	0	886	0	0	0				
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	0.83	1.00	0.83	0.92	1.00	0.92				
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00	0.00	0.40	0.00	0.13	0.00	0.28	0.00	0.00	0.00				
Crit Moves:		****		****					****							
Green/Cycle:	0.00	0.77	0.00	0.00	0.77	0.00	0.20	0.00	0.20	0.00	0.00	0.00				
Volume/Cap:	0.00	0.32	0.00	0.00	0.52	0.00	0.63	0.00	1.41	0.00	0.00	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	71.6	0.0	268.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	71.6	0.0	268.3	0.0	0.0	0.0				
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A				
HCM2kAvgQ:	0	1	0	0	1	0	13	0	51	0	0	0				

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

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - AM Peak Hour

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

Intersection #5607 LAWRENCE EXPWY(NB)/NB 101 OFF RAMP(EW) [HOV:AM none PM none C

Cycle (sec):	193	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	6	Average Delay (sec/veh):	21.7
Optimal Cycle:	198	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	133	133	133	133	133	133	0	0	0	59	59	59
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4 0	1	0 0	4 0	1	0 0	0 0	0	2 0	1! 0	1
Volume Module: >> Count Date: 16 May 2013 << 7 : 45 - 8 : 45												
Base Vol:	0	2434	454	0	720	454	0	0	0	822	0	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2434	454	0	720	454	0	0	0	822	0	463
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2434	0	0	720	0	0	0	0	822	0	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2434	0	0	720	0	0	0	0	822	0	463
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2434	0	0	720	0	0	0	0	822	0	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.57	0.00	1.43
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4045	0	2506
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.20	0.00	0.18
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.67	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.48	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.68	0.00	0.62
Delay/Veh:	0.0	5.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	62.3	0.0	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:	0.0	5.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	62.3	0.0	60.4
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	7	0	0	1	0	0	0	0	21	0	18

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

2040 Expressway Planning Study
Lawrence Expressway LOS
Existing Conditions - PM Peak Hour

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

Intersection #5607 LAWRENCE EXPWY(NB)/NB 101 OFF RAMP(EW) [HOV:AM none PM none C

Cycle (sec):	190	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	6	Average Delay (sec/veh):	24.4
Optimal Cycle:	197	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	129	129	129	130	130	130	0	0	0	61	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4 0	1	0 0	4 0	1	0 0	0 0	0	2 0	1! 0	1
Volume Module: >> Count Date: 16 May 2013 << 5 : 00 - 6 : 00												
Base Vol:	0	1800	418	0	2470	331	0	0	0	921	0	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	418	0	2470	331	0	0	0	921	0	371
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1800	0	0	2470	0	0	0	0	921	0	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1800	0	0	2470	0	0	0	0	921	0	371
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1800	0	0	2470	0	0	0	0	921	0	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.65	0.00	1.35
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4170	0	2366
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.22	0.00	0.16
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.36	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.71	0.00	0.51
Delay/Veh:	0.0	22.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	61.6	0.0	55.8
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:	0.0	22.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	61.6	0.0	55.8
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	17	0	0	7	0	0	0	0	23	0	14

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

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File Name : #3 SEMICONDUCTOR&KIFERAM
Site Code :
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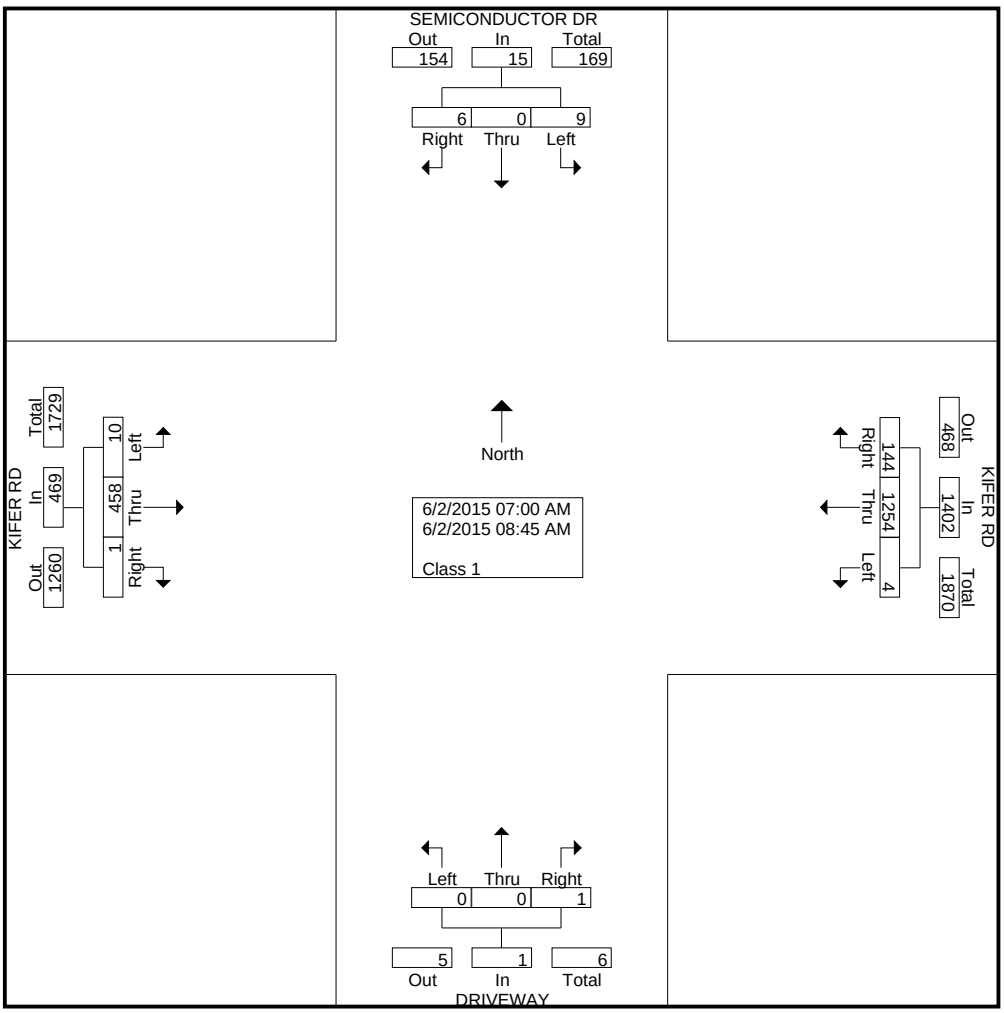
Page No : 1

Groups Printed- Class 1

	SEMICONDUCTOR DR Southbound			KIFER RD Westbound			DRIVEWAY Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	1	0	1	11	111	0	0	0	0	0	28	0	152
07:15 AM	2	0	3	18	136	0	0	0	0	0	31	0	190
07:30 AM	0	0	0	19	141	1	0	0	0	1	41	1	204
07:45 AM	1	0	0	19	184	2	1	0	0	0	51	3	261
Total	4	0	4	67	572	3	1	0	0	1	151	4	807
08:00 AM	0	0	1	20	163	1	0	0	0	0	65	2	252
08:15 AM	1	0	0	13	161	0	0	0	0	0	80	1	256
08:30 AM	0	0	1	21	171	0	0	0	0	0	81	3	277
08:45 AM	1	0	3	23	187	0	0	0	0	0	81	0	295
Total	2	0	5	77	682	1	0	0	0	0	307	6	1080
Grand Total	6	0	9	144	1254	4	1	0	0	1	458	10	1887
Apprch %	40	0	60	10.3	89.4	0.3	100	0	0	0.2	97.7	2.1	
Total %	0.3	0	0.5	7.6	66.5	0.2	0.1	0	0	0.1	24.3	0.5	



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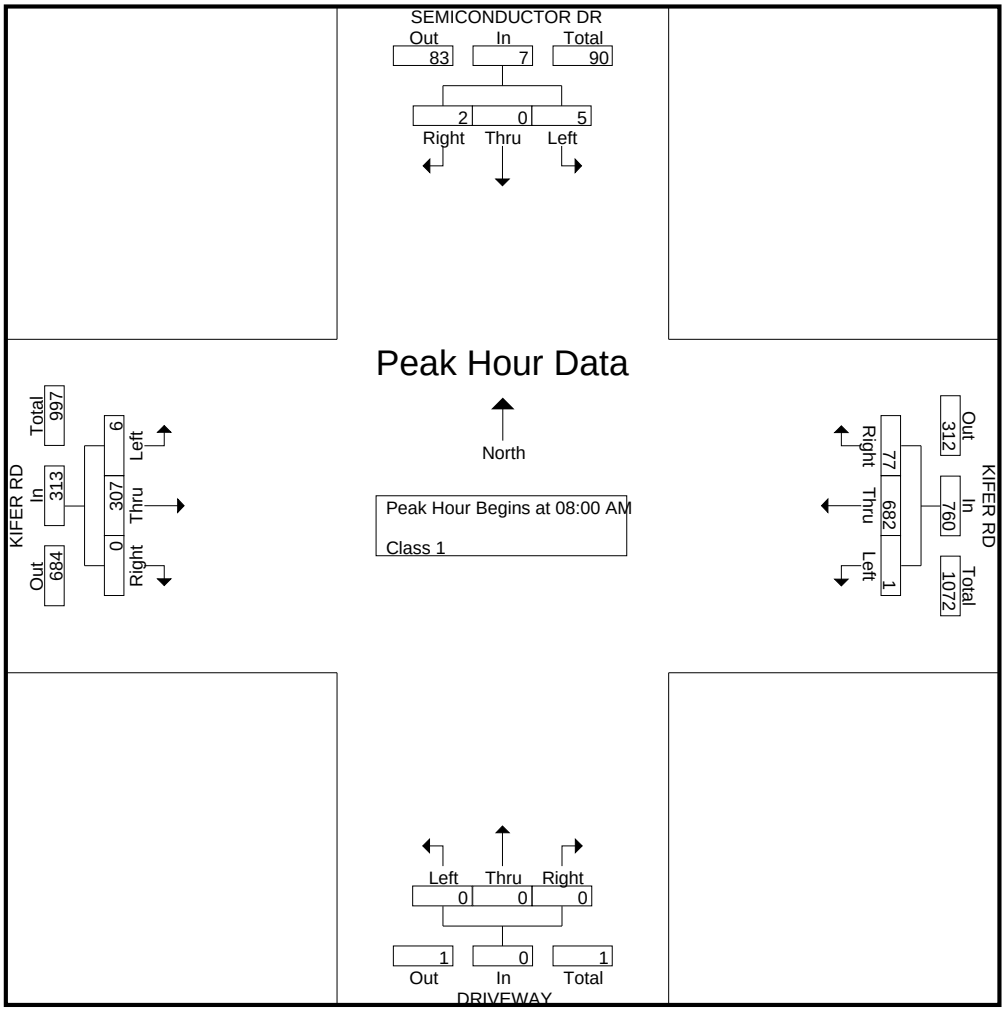
File Name : #3 SEMICONDUCTOR&KIFERAM
Site Code :
Start Date : 6/2/2015
Page No : 2

	SEMICONDUCTOR DR Southbound				KIFER RD Westbound				DRIVEWAY Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	1	1	20	163	**1**	184	0	0	0	0	0	65	2	67	252
08:15 AM	**1**	0	0	1	13	161	0	174	0	0	0	0	0	80	1	81	256
08:30 AM	0	0	1	1	21	171	0	192	0	0	0	0	0	**81**	**3**	**84**	277
08:45 AM	1	0	**3**	**4**	**23**	**187**	0	**210**	0	0	0	0	0	81	0	81	**295**
Total Volume	2	0	5	7	77	682	1	760	0	0	0	0	0	307	6	313	1080
% App. Total	28.6	0	71.4		10.1	89.7	0.1		0	0	0		0	98.1	1.9		
PHF	.500	.000	.417	.438	.837	.912	.250	.905	.000	.000	.000	.000	.000	.948	.500	.932	.915



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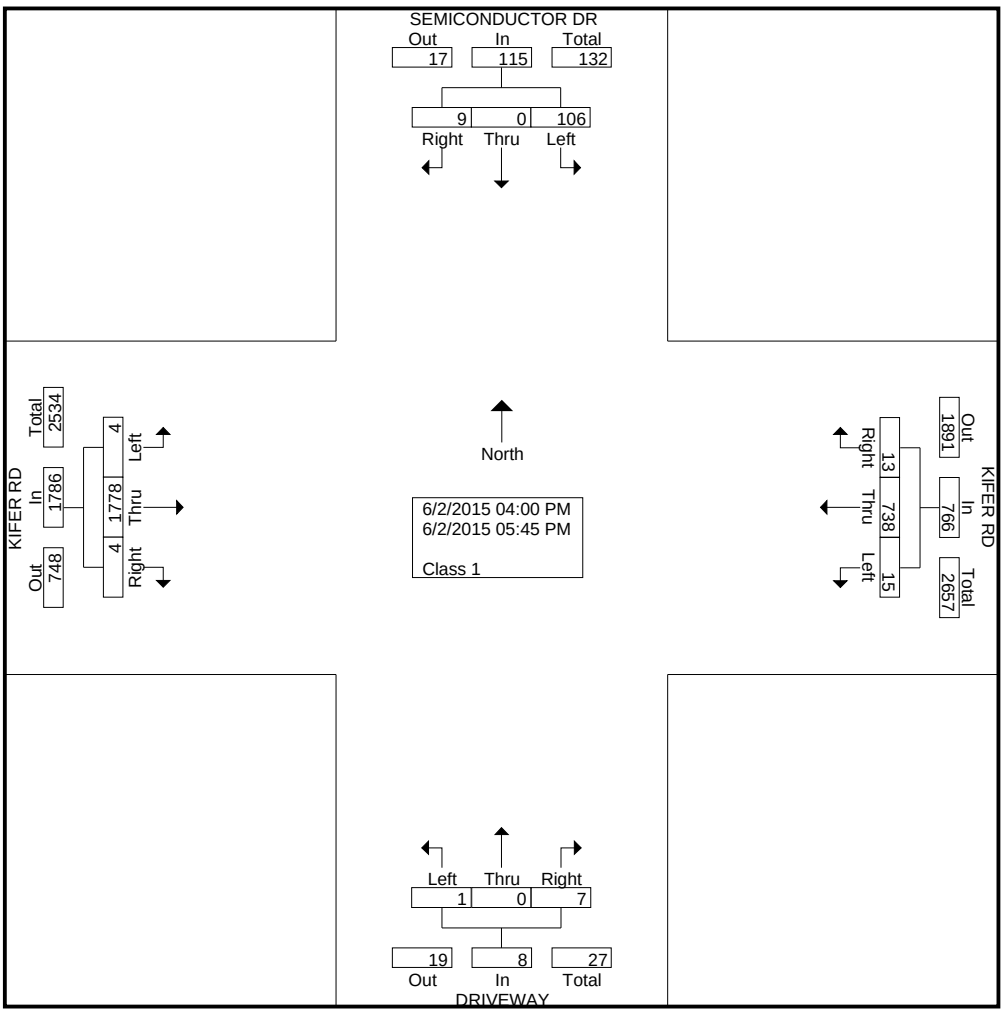
File Name : #3 SEMICONDUCTOR&KIFERPM
Site Code :
Start Date : 6/2/2015
Page No : 1

Groups Printed- Class 1

	SEMICONDUCTOR DR Southbound			KIFER RD Westbound			DRIVEWAY Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
04:00 PM	0	0	5	3	76	1	2	0	0	1	173	1	262
04:15 PM	1	0	9	2	72	2	1	0	0	0	199	0	286
04:30 PM	1	0	10	1	94	0	0	0	0	0	206	1	313
04:45 PM	1	0	10	3	80	1	1	0	0	0	193	0	289
Total	3	0	34	9	322	4	4	0	0	1	771	2	1150
05:00 PM	0	0	28	1	100	3	0	0	0	0	279	1	412
05:15 PM	3	0	10	1	113	1	0	0	0	1	266	0	395
05:30 PM	1	0	21	1	107	2	2	0	0	0	248	1	383
05:45 PM	2	0	13	1	96	5	1	0	1	2	214	0	335
Total	6	0	72	4	416	11	3	0	1	3	1007	2	1525
Grand Total	9	0	106	13	738	15	7	0	1	4	1778	4	2675
Apprch %	7.8	0	92.2	1.7	96.3	2	87.5	0	12.5	0.2	99.6	0.2	
Total %	0.3	0	4	0.5	27.6	0.6	0.3	0	0	0.1	66.5	0.1	



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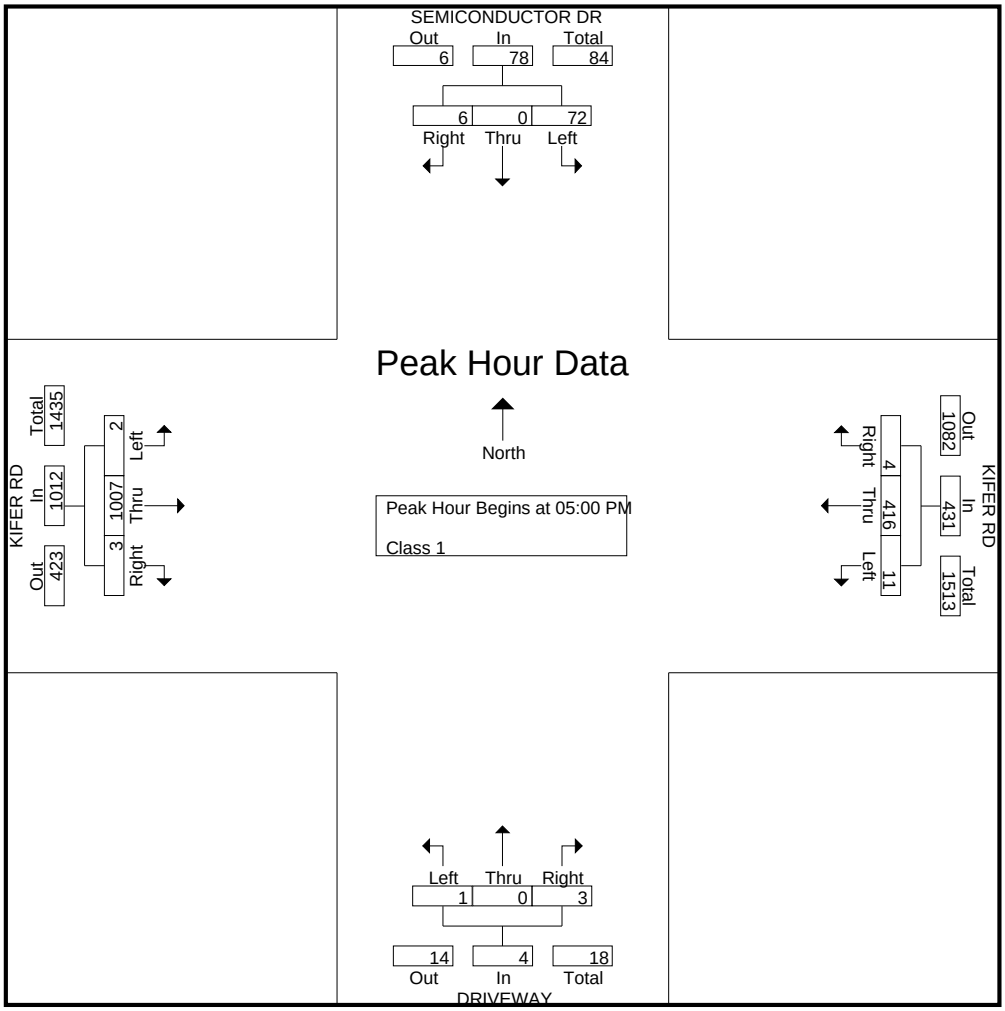
File Name : #3 SEMICONDUCTOR&KIFERPM
Site Code :
Start Date : 6/2/2015
Page No : 2

	SEMICONDUCTOR DR Southbound				KIFER RD Westbound				DRIVEWAY Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**28**	**28**	**1**	100	3	104	0	0	0	0	0	**279**	**1**	**280**	**412**
05:15 PM	**3**	0	10	13	1	**113**	1	**115**	0	0	0	0	1	266	0	267	395
05:30 PM	1	0	21	22	1	107	2	110	**2**	0	0	**2**	0	248	1	249	383
05:45 PM	2	0	13	15	1	96	**5**	102	1	0	**1**	2	**2**	214	0	216	335
Total Volume	6	0	72	78	4	416	11	431	3	0	1	4	3	1007	2	1012	1525
% App. Total	7.7	0	92.3		0.9	96.5	2.6		75	0	25		0.3	99.5	0.2		
PHF	.500	.000	.643	.696	1.00	.920	.550	.937	.375	.000	.250	.500	.375	.902	.500	.904	.925



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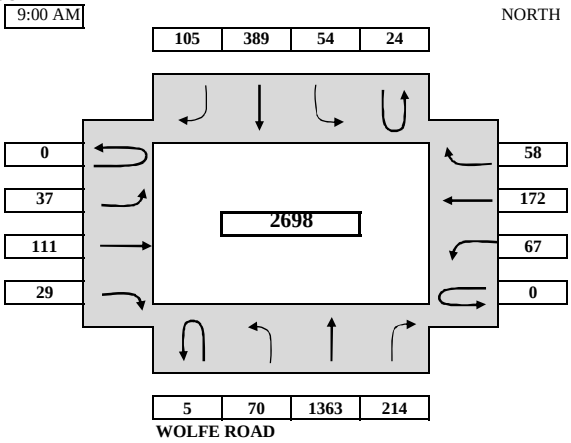
INTERSECTION TURNING MOVEMENT SUMMARY

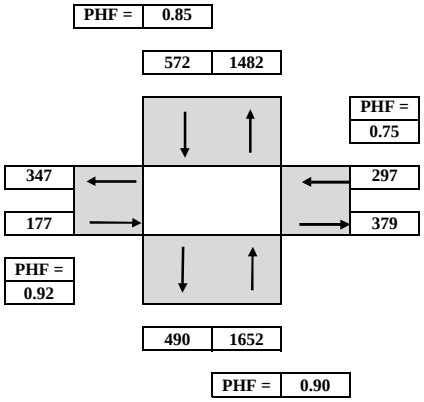
PROJECT:	**TRAFFIC COUNTS IN SUNNYVALE**	**SURVEY DATE:**	**5/15/2014**	**DAY:**	**THURSDAY**
N-S APPROACH:	**WOLFE ROAD**	**SURVEY TIME:**	**7:00 AM**	**TO**	**9:00 AM**
E-W APPROACH:	**KIFER ROAD**	**JURISDICTION:**	**SUNNYVALE**	**FILE:**	**3405058-12AM**

PEAK HOUR
8:00 AM to 9:00 AM

NORTH



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND U-TURN	LEFT	THRU	RIGHT	SOUTHBOUND U-TURN	LEFT	THRU	RIGHT	EASTBOUND U-TURN	LEFT	THRU	RIGHT	WESTBOUND U-TURN	LEFT	THRU	RIGHT	TOTAL
SURVEY DATA																		
7:00 AM	7:15 AM	1	10	140	20	9	9	48	14		3	15	5		6	22	13	**315**
7:15 AM	7:30 AM	1	24	312	38	17	16	99	22		6	31	10		10	44	26	**656**
7:30 AM	7:45 AM	2	36	553	67	19	27	165	43		10	53	18		24	76	42	**1135**
7:45 AM	8:00 AM	3	53	830	110	24	39	245	69		19	73	21		31	107	56	**1680**
8:00 AM	8:15 AM	7	67	1100	160	32	58	328	93		29	98	27		48	153	73	**2273**
8:15 AM	8:30 AM	7	81	1437	223	37	69	448	125		36	131	35		62	182	90	**2963**
8:30 AM	8:45 AM	8	99	1826	275	42	78	533	146		49	155	43		87	243	103	**3687**
8:45 AM	9:00 AM	8	123	2193	324	48	93	634	174		56	184	50		98	279	114	**4378**
TOTAL BY PERIOD																		
7:00 AM	7:15 AM	1	10	140	20	9	9	48	14	0	3	15	5	0	6	22	13	**315**
7:15 AM	7:30 AM	0	14	172	18	8	7	51	8	0	3	16	5	0	4	22	13	**341**
7:30 AM	7:45 AM	1	12	241	29	2	11	66	21	0	4	22	8	0	14	32	16	**479**
7:45 AM	8:00 AM	1	17	277	43	5	12	80	26	0	9	20	3	0	7	31	14	**545**
8:00 AM	8:15 AM	4	14	270	50	8	19	83	24	0	10	25	6	0	17	46	17	**593**
8:15 AM	8:30 AM	0	14	337	63	5	11	120	32	0	7	33	8	0	14	29	17	**690**
8:30 AM	8:45 AM	1	18	389	52	5	9	85	21	0	13	24	8	0	25	61	13	**724**
8:45 AM	9:00 AM	0	24	367	49	6	15	101	28	0	7	29	7	0	11	36	11	**691**
HOURLY TOTALS																		
7:00 AM	8:00 AM	3	53	830	110	24	39	245	69	0	19	73	21	0	31	107	56	**1680**
7:15 AM	8:15 AM	6	57	960	140	23	49	280	79	0	26	83	22	0	42	131	60	**1958**
7:30 AM	8:30 AM	6	57	1125	185	20	53	349	103	0	30	100	25	0	52	138	64	**2307**
7:45 AM	8:45 AM	6	63	1273	208	23	51	368	103	0	39	102	25	0	63	167	61	**2552**
8:00 AM	9:00 AM	5	70	1363	214	24	54	389	105	0	37	111	29	0	67	172	58	**2698**

PEAK HOUR SUMMARY

8:00 AM to 9:00 AM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	5	70	1363	214	24	54	389	105	0	37	111	29	0	67	172	58	**2698**
PEDESTRIAN																	**29**
BICYCLE																	**35**
PHF BY MOVEMENT	0.31	0.73	0.88	0.85	0.75	0.71	0.81	0.82	0.00	0.71	0.84	0.91	0.00	0.67	0.70	0.85	OVERALL
PHF BY APPROACH	0.90				0.85				0.92				0.75				0.93

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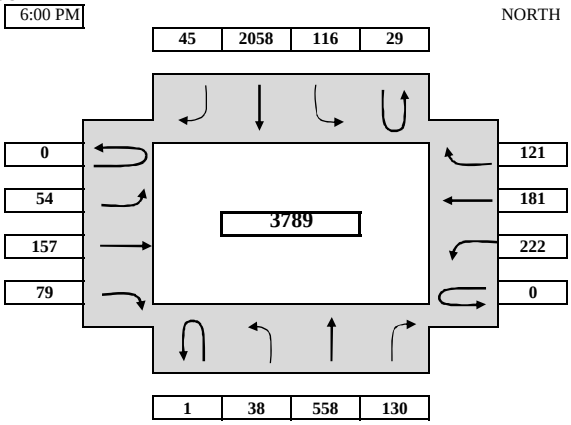
B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

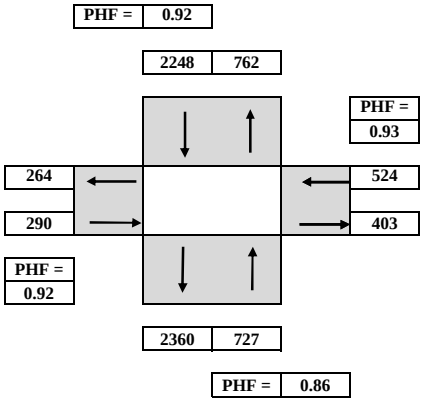
PROJECT:	**TRAFFIC COUNTS IN SUNNYVALE**	**SURVEY DATE:**	**5/15/2014**	**DAY:**	**THURSDAY**
N-S APPROACH:	**WOLFE ROAD**	**SURVEY TIME:**	**4:00 PM**	**TO**	**6:00 PM**
E-W APPROACH:	**KIFER ROAD**	**JURISDICTION:**	**SUNNYVALE**	**FILE:**	**3405058-12PM**

PEAK HOUR
5:00 PM to 6:00 PM

NORTH



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND U-TURN	LEFT	THRU	RIGHT	SOUTHBOUND U-TURN	LEFT	THRU	RIGHT	EASTBOUND U-TURN	LEFT	THRU	RIGHT	WESTBOUND U-TURN	LEFT	THRU	RIGHT	TOTAL
SURVEY DATA																		
4:00 PM	4:15 PM	1	12	107	18	4	18	237	10		22	40	21		30	27	20	**567**
4:15 PM	4:30 PM	3	20	196	40	8	31	473	28		32	70	41		61	56	42	**1101**
4:30 PM	4:45 PM	5	29	288	63	14	45	765	36		54	115	65		101	92	66	**1738**
4:45 PM	5:00 PM	5	34	384	80	21	71	1109	48		66	154	82		140	125	97	**2416**
5:00 PM	5:15 PM	6	40	479	106	29	101	1494	61		85	202	94		193	180	130	**3200**
5:15 PM	5:30 PM	6	50	611	140	35	140	2047	71		99	243	117		240	221	163	**4183**
5:30 PM	5:45 PM	6	62	780	170	40	161	2616	80		114	280	136		307	267	185	**5204**
5:45 PM	6:00 PM	6	72	942	210	50	187	3167	93		120	311	161		362	306	218	**6205**
TOTAL BY PERIOD																		
4:00 PM	4:15 PM	1	12	107	18	4	18	237	10	0	22	40	21	0	30	27	20	**567**
4:15 PM	4:30 PM	2	8	89	22	4	13	236	18	0	10	30	20	0	31	29	22	**534**
4:30 PM	4:45 PM	2	9	92	23	6	14	292	8	0	22	45	24	0	40	36	24	**637**
4:45 PM	5:00 PM	0	5	96	17	7	26	344	12	0	12	39	17	0	39	33	31	**678**
5:00 PM	5:15 PM	1	6	95	26	8	30	385	13	0	19	48	12	0	53	55	33	**784**
5:15 PM	5:30 PM	0	10	132	34	6	39	553	10	0	14	41	23	0	47	41	33	**983**
5:30 PM	5:45 PM	0	12	169	30	5	21	569	9	0	15	37	19	0	67	46	22	**1021**
5:45 PM	6:00 PM	0	10	162	40	10	26	551	13	0	6	31	25	0	55	39	33	**1001**
HOURLY TOTALS																		
4:00 PM	5:00 PM	5	34	384	80	21	71	1109	48	0	66	154	82	0	140	125	97	**2416**
4:15 PM	5:15 PM	5	28	372	88	25	83	1257	51	0	63	162	73	0	163	153	110	**2633**
4:30 PM	5:30 PM	3	30	415	100	27	109	1574	43	0	67	173	76	0	179	165	121	**3082**
4:45 PM	5:45 PM	1	33	492	107	26	116	1851	44	0	60	165	71	0	206	175	119	**3466**
5:00 PM	6:00 PM	1	38	558	130	29	116	2058	45	0	54	157	79	0	222	181	121	**3789**

PEAK HOUR SUMMARY

5:00 PM to 6:00 PM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	1	38	558	130	29	116	2058	45	0	54	157	79	0	222	181	121	**3789**
PEDESTRIAN																	**9**
BICYCLE																	**23**
PHF BY MOVEMENT	0.25	0.79	0.83	0.81	0.73	0.74	0.90	0.87	0.00	0.71	0.82	0.79	0.00	0.83	0.82	0.92	OVERALL
PHF BY APPROACH	0.86				0.92				0.92				0.93				0.93

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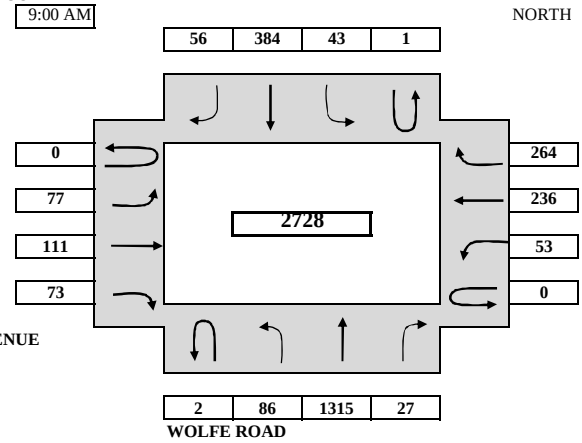
INTERSECTION TURNING MOVEMENT SUMMARY

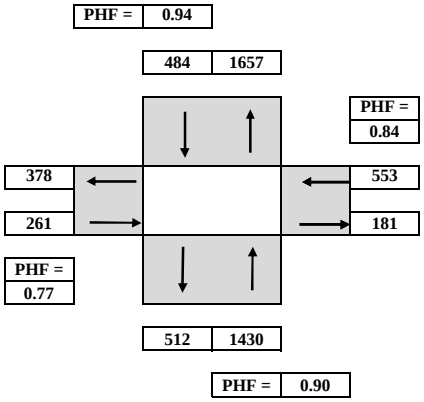
PROJECT:	**TRAFFIC COUNTS IN SUNNYVALE**	**SURVEY DATE:**	**5/15/2014**	**DAY:**	**THURSDAY**
N-S APPROACH:	**WOLFE ROAD**	**SURVEY TIME:**	**7:00 AM**	**TO**	**9:00 AM**
E-W APPROACH:	**EVELYN AVENUE**	**JURISDICTION:**	**SUNNYVALE**	**FILE:**	**3405058-13AM**

PEAK HOUR
8:00 AM to 9:00 AM

NORTH



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND U-TURN	LEFT	THRU	RIGHT	SOUTHBOUND U-TURN	LEFT	THRU	RIGHT	EASTBOUND U-TURN	LEFT	THRU	RIGHT	WESTBOUND U-TURN	LEFT	THRU	RIGHT	TOTAL
SURVEY DATA																		
7:00 AM	7:15 AM	3	15	130	5		7	44	7		13	14	3		16	40	40	**337**
7:15 AM	7:30 AM	3	27	261	7		12	91	15		23	26	10		28	73	91	**667**
7:30 AM	7:45 AM	5	42	465	14		19	153	30		42	40	28		43	123	155	**1159**
7:45 AM	8:00 AM	6	67	733	19		33	219	38		51	61	48		52	195	228	**1750**
8:00 AM	8:15 AM	6	92	980	26		47	308	57		67	93	61		70	279	290	**2376**
8:15 AM	8:30 AM	7	109	1320	31		57	415	69		85	133	88		86	336	359	**3095**
8:30 AM	8:45 AM	8	129	1682	39		67	507	87		114	157	102		97	381	432	**3802**
8:45 AM	9:00 AM	8	153	2048	46	1	76	603	94		128	172	121		105	431	492	**4478**
TOTAL BY PERIOD																		
7:00 AM	7:15 AM	3	15	130	5	0	7	44	7	0	13	14	3	0	16	40	40	**337**
7:15 AM	7:30 AM	0	12	131	2	0	5	47	8	0	10	12	7	0	12	33	51	**330**
7:30 AM	7:45 AM	2	15	204	7	0	7	62	15	0	19	14	18	0	15	50	64	**492**
7:45 AM	8:00 AM	1	25	268	5	0	14	66	8	0	9	21	20	0	9	72	73	**591**
8:00 AM	8:15 AM	0	25	247	7	0	14	89	19	0	16	32	13	0	18	84	62	**626**
8:15 AM	8:30 AM	1	17	340	5	0	10	107	12	0	18	40	27	0	16	57	69	**719**
8:30 AM	8:45 AM	1	20	362	8	0	10	92	18	0	29	24	14	0	11	45	73	**707**
8:45 AM	9:00 AM	0	24	366	7	1	9	96	7	0	14	15	19	0	8	50	60	**676**
HOURLY TOTALS																		
7:00 AM	8:00 AM	6	67	733	19	0	33	219	38	0	51	61	48	0	52	195	228	**1750**
7:15 AM	8:15 AM	3	77	850	21	0	40	264	50	0	54	79	58	0	54	239	250	**2039**
7:30 AM	8:30 AM	4	82	1059	24	0	45	324	54	0	62	107	78	0	58	263	268	**2428**
7:45 AM	8:45 AM	3	87	1217	25	0	48	354	57	0	72	117	74	0	54	258	277	**2643**
8:00 AM	9:00 AM	2	86	1315	27	1	43	384	56	0	77	111	73	0	53	236	264	**2728**

PEAK HOUR SUMMARY

8:00 AM to 9:00 AM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	2	86	1315	27	1	43	384	56	0	77	111	73	0	53	236	264	**2728**
PEDESTRIAN																	**20**
BICYCLE																	**56**
PHF BY MOVEMENT	0.50	0.86	0.90	0.84	0.25	0.77	0.90	0.74	0.00	0.66	0.69	0.68	0.00	0.74	0.70	0.90	OVERALL
PHF BY APPROACH	0.90				0.94				0.77				0.84				0.95

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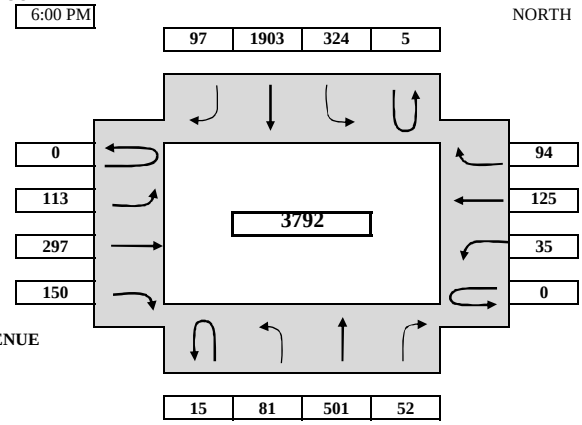
B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	**TRAFFIC COUNTS IN SUNNYVALE**	**SURVEY DATE:**	**5/15/2014**	**DAY:**	**THURSDAY**
N-S APPROACH:	**WOLFE ROAD**	**SURVEY TIME:**	**4:00 PM**	**TO**	**6:00 PM**
E-W APPROACH:	**EVELYN AVENUE**	**JURISDICTION:**	**SUNNYVALE**	**FILE:**	**3405058-13PM**

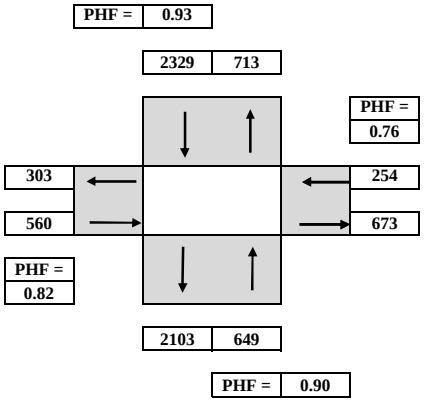
PEAK HOUR
5:00 PM to 6:00 PM

NORTH



EVELYN AVENUE

ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND U-TURN	LEFT	THRU	RIGHT	SOUTHBOUND U-TURN	LEFT	THRU	RIGHT	EASTBOUND U-TURN	LEFT	THRU	RIGHT	WESTBOUND U-TURN	LEFT	THRU	RIGHT	TOTAL
SURVEY DATA																		
4:00 PM	4:15 PM	1	11	110	9	2	27	254	19		12	22	24		8	19	17	**535**
4:15 PM	4:30 PM	2	24	203	15	2	65	475	42		18	60	30		15	35	32	**1018**
4:30 PM	4:45 PM	2	32	292	25	2	95	750	62		33	95	48		19	55	47	**1557**
4:45 PM	5:00 PM	2	52	389	35	2	141	1094	85		44	152	80		25	78	60	**2239**
5:00 PM	5:15 PM	6	63	479	45	4	214	1446	106		61	229	108		33	107	79	**2980**
5:15 PM	5:30 PM	8	82	627	55	6	297	1980	116		96	304	140		41	134	101	**3987**
5:30 PM	5:45 PM	9	113	761	70	7	374	2494	148		126	394	190		48	161	124	**5019**
5:45 PM	6:00 PM	17	133	890	87	7	465	2997	182		157	449	230		60	203	154	**6031**
TOTAL BY PERIOD																		
4:00 PM	4:15 PM	1	11	110	9	2	27	254	19	0	12	22	24	0	8	19	17	**535**
4:15 PM	4:30 PM	1	13	93	6	0	38	221	23	0	6	38	6	0	7	16	15	**483**
4:30 PM	4:45 PM	0	8	89	10	0	30	275	20	0	15	35	18	0	4	20	15	**539**
4:45 PM	5:00 PM	0	20	97	10	0	46	344	23	0	11	57	32	0	6	23	13	**682**
5:00 PM	5:15 PM	4	11	90	10	2	73	352	21	0	17	77	28	0	8	29	19	**741**
5:15 PM	5:30 PM	2	19	148	10	2	83	534	10	0	35	75	32	0	8	27	22	**1007**
5:30 PM	5:45 PM	1	31	134	15	1	77	514	32	0	30	90	50	0	7	27	23	**1032**
5:45 PM	6:00 PM	8	20	129	17	0	91	503	34	0	31	55	40	0	12	42	30	**1012**
HOURLY TOTALS																		
4:00 PM	5:00 PM	2	52	389	35	2	141	1094	85	0	44	152	80	0	25	78	60	**2239**
4:15 PM	5:15 PM	5	52	369	36	2	187	1192	87	0	49	207	84	0	25	88	62	**2445**
4:30 PM	5:30 PM	6	58	424	40	4	232	1505	74	0	78	244	110	0	26	99	69	**2969**
4:45 PM	5:45 PM	7	81	469	45	5	279	1744	86	0	93	299	142	0	29	106	77	**3462**
5:00 PM	6:00 PM	15	81	501	52	5	324	1903	97	0	113	297	150	0	35	125	94	**3792**

PEAK HOUR SUMMARY

5:00 PM to 6:00 PM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	15	81	501	52	5	324	1903	97	0	113	297	150	0	35	125	94	**3792**
PEDESTRIAN																	**17**
BICYCLE																	**38**
PHF BY MOVEMENT	0.47	0.65	0.85	0.76	0.63	0.89	0.89	0.71	0.00	0.81	0.83	0.75	0.00	0.73	0.74	0.78	OVERALL
PHF BY APPROACH	0.90				0.93				0.82				0.76				0.92

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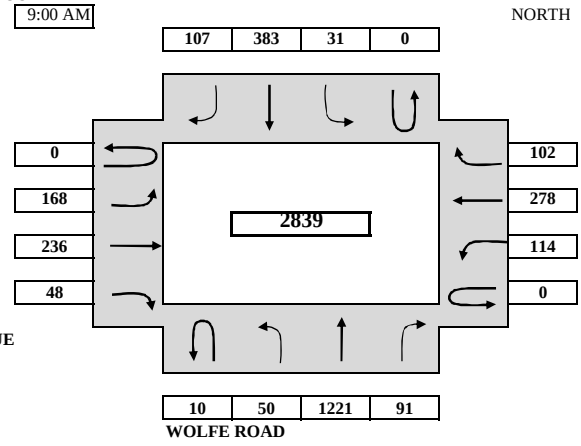
B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

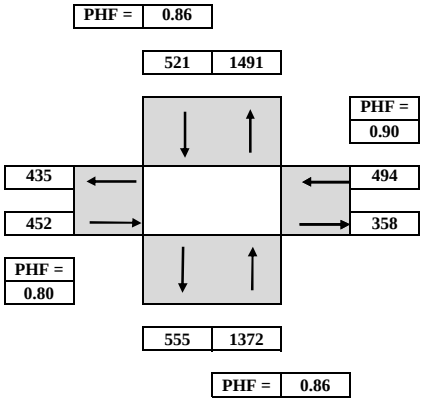
PROJECT:	**TRAFFIC COUNTS IN SUNNYVALE**	**SURVEY DATE:**	**5/15/2014**	**DAY:**	**THURSDAY**
N-S APPROACH:	**WOLFE ROAD**	**SURVEY TIME:**	**7:00 AM**	**TO**	**9:00 AM**
E-W APPROACH:	**REED AVENUE**	**JURISDICTION:**	**SUNNYVALE**	**FILE:**	**3405058-14AM**

PEAK HOUR
8:00 AM to 9:00 AM

NORTH



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND U-TURN	LEFT	THRU	RIGHT	SOUTHBOUND U-TURN	LEFT	THRU	RIGHT	EASTBOUND U-TURN	LEFT	THRU	RIGHT	WESTBOUND U-TURN	LEFT	THRU	RIGHT	TOTAL
SURVEY DATA																		
7:00 AM	7:15 AM	0	7	119	13		2	56	13		12	20	8		18	24	10	**302**
7:15 AM	7:30 AM	2	12	231	23		3	115	23		25	38	26		26	68	22	**614**
7:30 AM	7:45 AM	3	18	448	42		8	197	36		48	62	36		48	103	37	**1086**
7:45 AM	8:00 AM	5	28	690	57		14	278	49		60	94	47		71	150	57	**1600**
8:00 AM	8:15 AM	8	41	947	75		22	362	75		85	150	57		100	232	83	**2237**
8:15 AM	8:30 AM	9	54	1243	95		30	461	119		122	216	74		128	292	109	**2952**
8:30 AM	8:45 AM	13	65	1549	124		40	546	134		184	288	82		159	369	134	**3687**
8:45 AM	9:00 AM	15	78	1911	148		45	661	156		228	330	95		185	428	159	**4439**
TOTAL BY PERIOD																		
7:00 AM	7:15 AM	0	7	119	13	0	2	56	13	0	12	20	8	0	18	24	10	**302**
7:15 AM	7:30 AM	2	5	112	10	0	1	59	10	0	13	18	18	0	8	44	12	**312**
7:30 AM	7:45 AM	1	6	217	19	0	5	82	13	0	23	24	10	0	22	35	15	**472**
7:45 AM	8:00 AM	2	10	242	15	0	6	81	13	0	12	32	11	0	23	47	20	**514**
8:00 AM	8:15 AM	3	13	257	18	0	8	84	26	0	25	56	10	0	29	82	26	**637**
8:15 AM	8:30 AM	1	13	296	20	0	8	99	44	0	37	66	17	0	28	60	26	**715**
8:30 AM	8:45 AM	4	11	306	29	0	10	85	15	0	62	72	8	0	31	77	25	**735**
8:45 AM	9:00 AM	2	13	362	24	0	5	115	22	0	44	42	13	0	26	59	25	**752**
HOURLY TOTALS																		
7:00 AM	8:00 AM	5	28	690	57	0	14	278	49	0	60	94	47	0	71	150	57	**1600**
7:15 AM	8:15 AM	8	34	828	62	0	20	306	62	0	73	130	49	0	82	208	73	**1935**
7:30 AM	8:30 AM	7	42	1012	72	0	27	346	96	0	97	178	48	0	102	224	87	**2338**
7:45 AM	8:45 AM	10	47	1101	82	0	32	349	98	0	136	226	46	0	111	266	97	**2601**
8:00 AM	9:00 AM	10	50	1221	91	0	31	383	107	0	168	236	48	0	114	278	102	**2839**

PEAK HOUR SUMMARY

8:00 AM to 9:00 AM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	10	50	1221	91	0	31	383	107	0	168	236	48	0	114	278	102	**2839**
PEDESTRIAN																	**10**
BICYCLE																	**7**
PHF BY MOVEMENT	0.63	0.96	0.84	0.78	0.00	0.78	0.83	0.61	0.00	0.68	0.82	0.71	0.00	0.92	0.85	0.98	OVERALL
PHF BY APPROACH	0.86				0.86				0.80				0.90				0.94

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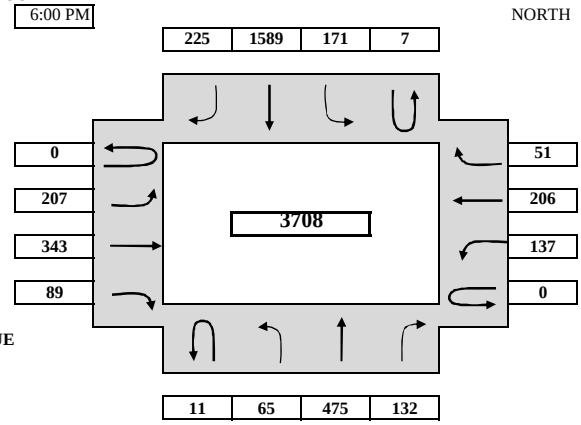
B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	**TRAFFIC COUNTS IN SUNNYVALE**	**SURVEY DATE:**	**5/15/2014**	**DAY:**	**THURSDAY**
N-S APPROACH:	**WOLFE ROAD**	**SURVEY TIME:**	**4:00 PM**	**TO**	**6:00 PM**
E-W APPROACH:	**REED AVENUE**	**JURISDICTION:**	**SUNNYVALE**	**FILE:**	**3405058-14PM**

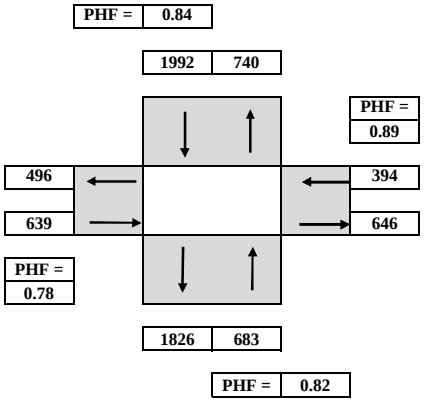
PEAK HOUR
5:00 PM to 6:00 PM

NORTH



REED AVENUE

ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND U-TURN	LEFT	THRU	RIGHT	SOUTHBOUND U-TURN	LEFT	THRU	RIGHT	EASTBOUND U-TURN	LEFT	THRU	RIGHT	WESTBOUND U-TURN	LEFT	THRU	RIGHT	TOTAL
SURVEY DATA																		
4:00 PM	4:15 PM	3	9	112	19	0	21	230	24		12	40	13		15	35	13	**546**
4:15 PM	4:30 PM	5	22	204	37	1	33	413	49		30	84	25		38	70	23	**1034**
4:30 PM	4:45 PM	7	36	309	57	1	57	667	78		39	143	45		57	120	36	**1652**
4:45 PM	5:00 PM	8	48	405	78	3	84	921	113		57	221	62		74	155	47	**2276**
5:00 PM	5:15 PM	9	54	495	101	5	114	1198	147		69	291	82		101	208	55	**2929**
5:15 PM	5:30 PM	11	72	635	140	8	154	1692	205		102	388	109		137	255	66	**3974**
5:30 PM	5:45 PM	14	86	751	164	8	193	2073	267		189	488	126		174	312	83	**4928**
5:45 PM	6:00 PM	19	113	880	210	10	255	2510	338		264	564	151		211	361	98	**5984**
TOTAL BY PERIOD																		
4:00 PM	4:15 PM	3	9	112	19	0	21	230	24	0	12	40	13	0	15	35	13	**546**
4:15 PM	4:30 PM	2	13	92	18	1	12	183	25	0	18	44	12	0	23	35	10	**488**
4:30 PM	4:45 PM	2	14	105	20	0	24	254	29	0	9	59	20	0	19	50	13	**618**
4:45 PM	5:00 PM	1	12	96	21	2	27	254	35	0	18	78	17	0	17	35	11	**624**
5:00 PM	5:15 PM	1	6	90	23	2	30	277	34	0	12	70	20	0	27	53	8	**653**
5:15 PM	5:30 PM	2	18	140	39	3	40	494	58	0	33	97	27	0	36	47	11	**1045**
5:30 PM	5:45 PM	3	14	116	24	0	39	381	62	0	87	100	17	0	37	57	17	**954**
5:45 PM	6:00 PM	5	27	129	46	2	62	437	71	0	75	76	25	0	37	49	15	**1056**
HOURLY TOTALS																		
4:00 PM	5:00 PM	8	48	405	78	3	84	921	113	0	57	221	62	0	74	155	47	**2276**
4:15 PM	5:15 PM	6	45	383	82	5	93	968	123	0	57	251	69	0	86	173	42	**2383**
4:30 PM	5:30 PM	6	50	431	103	7	121	1279	156	0	72	304	84	0	99	185	43	**2940**
4:45 PM	5:45 PM	7	50	442	107	7	136	1406	189	0	150	345	81	0	117	192	47	**3276**
5:00 PM	6:00 PM	11	65	475	132	7	171	1589	225	0	207	343	89	0	137	206	51	**3708**

PEAK HOUR SUMMARY

5:00 PM to 6:00 PM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	11	65	475	132	7	171	1589	225	0	207	343	89	0	137	206	51	**3708**
PEDESTRIAN																	**9**
BICYCLE																	**2**
PHF BY MOVEMENT	0.55	0.60	0.85	0.72	0.58	0.69	0.80	0.79	0.00	0.59	0.86	0.82	0.00	0.93	0.90	0.75	OVERALL
PHF BY APPROACH	0.82				0.84				0.78				0.89				0.88

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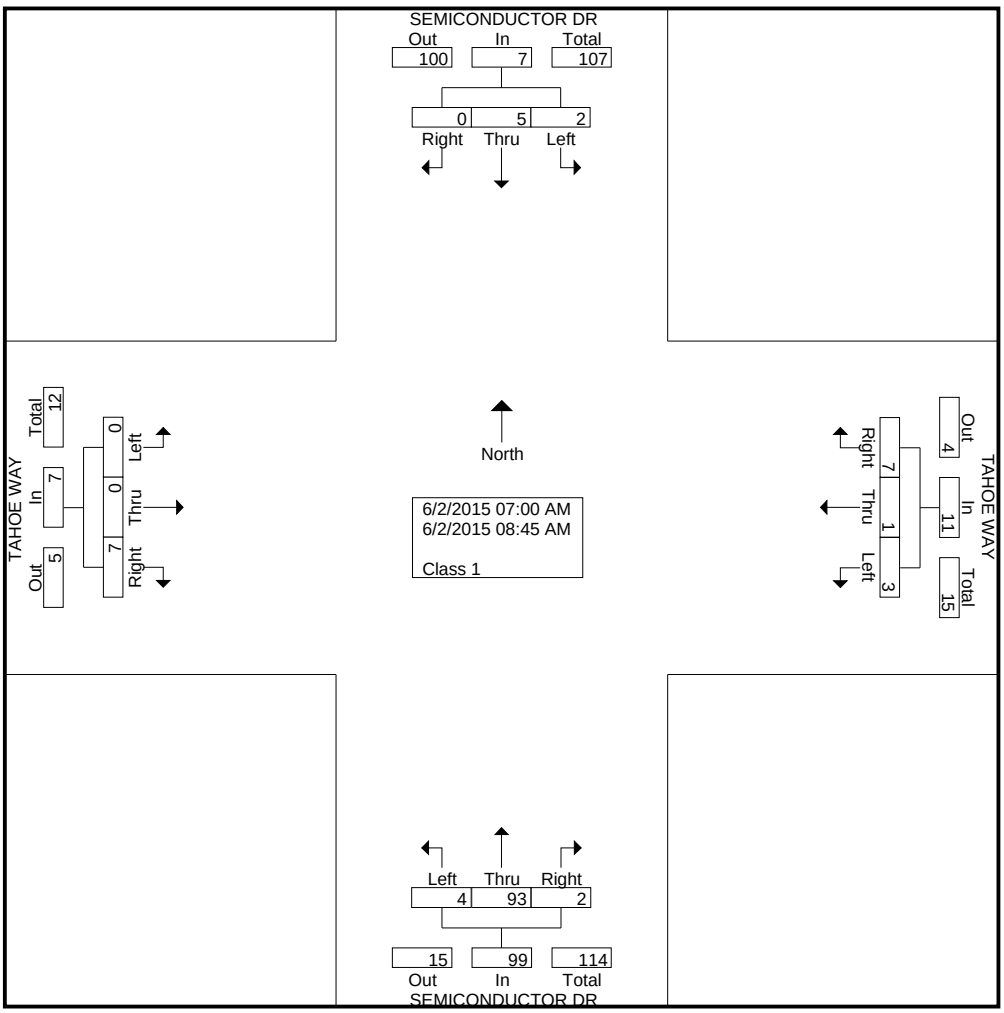
All Traffic Data Services, Inc

1650 Hope Dr
Santa Clara, CA 95054
www.alltrafficdata.net

File Name : #4 SEMICONDUCTOR&TAHOEAM
Site Code :
Start Date : 6/2/2015
Page No : 1

Groups Printed- Class 1

	SEMICONDUCTOR DR Southbound			TAHOE WAY Westbound			SEMICONDUCTOR DR Northbound			TAHOE WAY Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	0	0	0	0	1	0	0	8	0	2	0	0	11
07:15 AM	0	0	0	1	0	0	0	8	2	2	0	0	13
07:30 AM	0	0	1	1	0	1	1	15	1	0	0	0	20
07:45 AM	0	1	0	0	0	0	0	12	0	0	0	0	13
Total	0	1	1	2	1	1	1	43	3	4	0	0	57
08:00 AM	0	0	1	2	0	1	1	14	0	1	0	0	20
08:15 AM	0	1	0	1	0	0	0	8	0	0	0	0	10
08:30 AM	0	1	0	1	0	1	0	18	0	1	0	0	22
08:45 AM	0	2	0	1	0	0	0	10	1	1	0	0	15
Total	0	4	1	5	0	2	1	50	1	3	0	0	67
Grand Total	0	5	2	7	1	3	2	93	4	7	0	0	124
Apprch %	0	71.4	28.6	63.6	9.1	27.3	2	93.9	4	100	0	0	
Total %	0	4	1.6	5.6	0.8	2.4	1.6	75	3.2	5.6	0	0	



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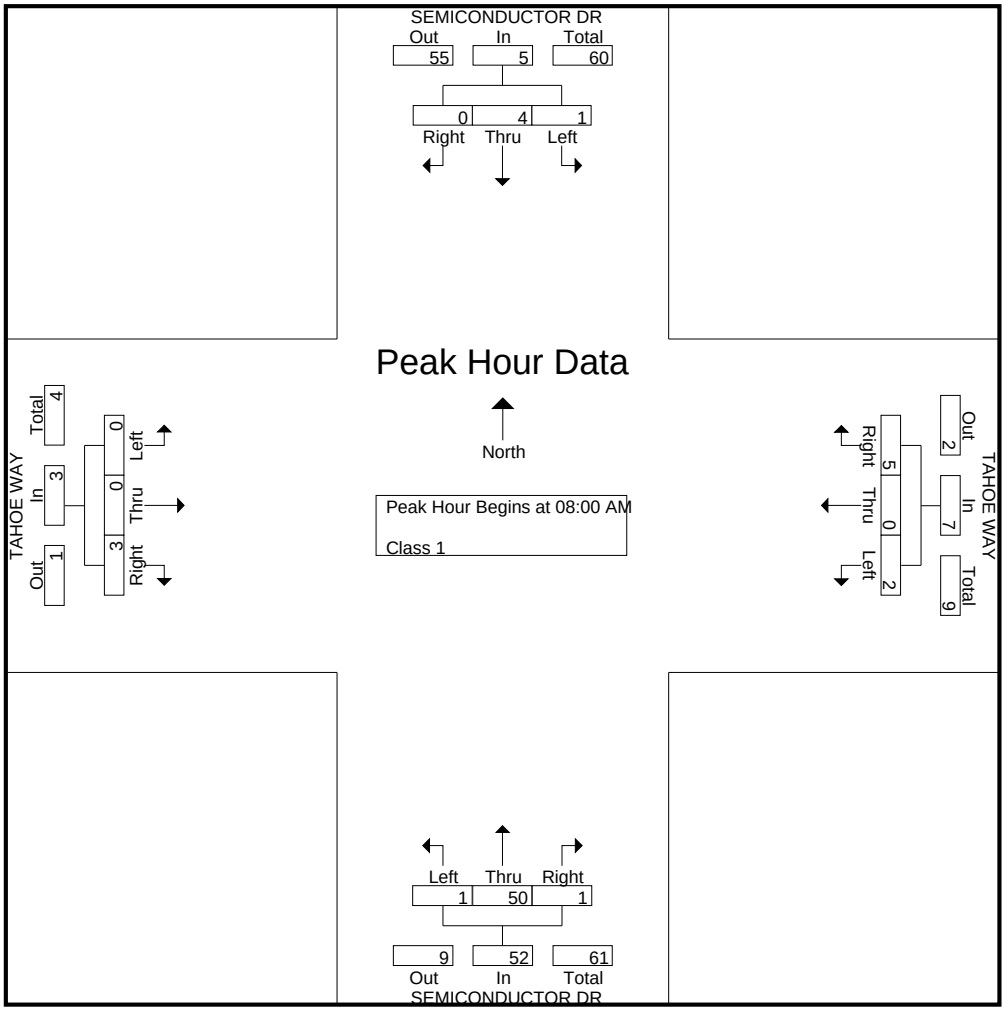
File Name : #4 SEMICONDUCTOR&TAHOEAM
Site Code :
Start Date : 6/2/2015
Page No : 2

	SEMICONDUCTOR DR Southbound				TAHOE WAY Westbound				SEMICONDUCTOR DR Northbound				TAHOE WAY Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**1**	1	**2**	0	**1**	**3**	**1**	14	0	15	**1**	0	0	**1**	20
08:15 AM	0	1	0	1	1	0	0	1	0	8	0	8	0	0	0	0	10
08:30 AM	0	1	0	1	1	0	1	2	0	**18**	0	**18**	1	0	0	1	**22**
08:45 AM	0	**2**	0	**2**	1	0	0	1	0	10	**1**	11	1	0	0	1	15
Total Volume	0	4	1	5	5	0	2	7	1	50	1	52	3	0	0	3	67
% App. Total	0	80	20		71.4	0	28.6		1.9	96.2	1.9		100	0	0		
PHF	.000	.500	.250	.625	.625	.000	.500	.583	.250	.694	.250	.722	.750	.000	.000	.750	.761



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1650 Hope Dr
Santa Clara, CA 95054
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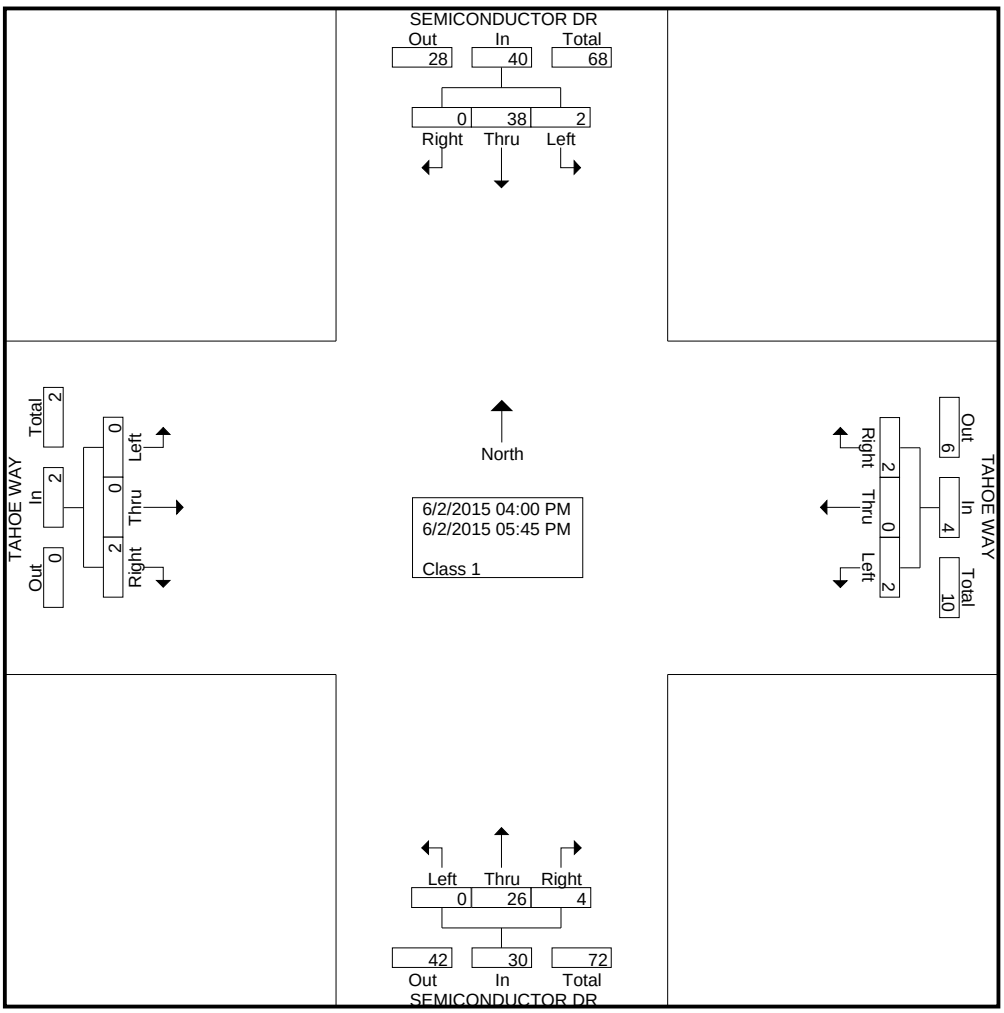
File Name : #4 SEMICONDUCTOR&TAHOEPM
Site Code :
Start Date : 6/2/2015
Page No : 1

Groups Printed- Class 1

	SEMICONDUCTOR DR Southbound			TAHOE WAY Westbound			SEMICONDUCTOR DR Northbound			TAHOE WAY Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
04:00 PM	0	2	0	0	0	1	1	8	0	0	0	0	12
04:15 PM	0	4	0	0	0	0	0	3	0	0	0	0	7
04:30 PM	0	1	1	0	0	0	0	3	0	1	0	0	6
04:45 PM	0	2	1	1	0	0	2	2	0	0	0	0	8
Total	0	9	2	1	0	1	3	16	0	1	0	0	33
05:00 PM	0	11	0	0	0	1	1	3	0	0	0	0	16
05:15 PM	0	4	0	1	0	0	0	0	0	0	0	0	5
05:30 PM	0	7	0	0	0	0	0	4	0	1	0	0	12
05:45 PM	0	7	0	0	0	0	0	3	0	0	0	0	10
Total	0	29	0	1	0	1	1	10	0	1	0	0	43
Grand Total	0	38	2	2	0	2	4	26	0	2	0	0	76
Apprch %	0	95	5	50	0	50	13.3	86.7	0	100	0	0	
Total %	0	50	2.6	2.6	0	2.6	5.3	34.2	0	2.6	0	0	



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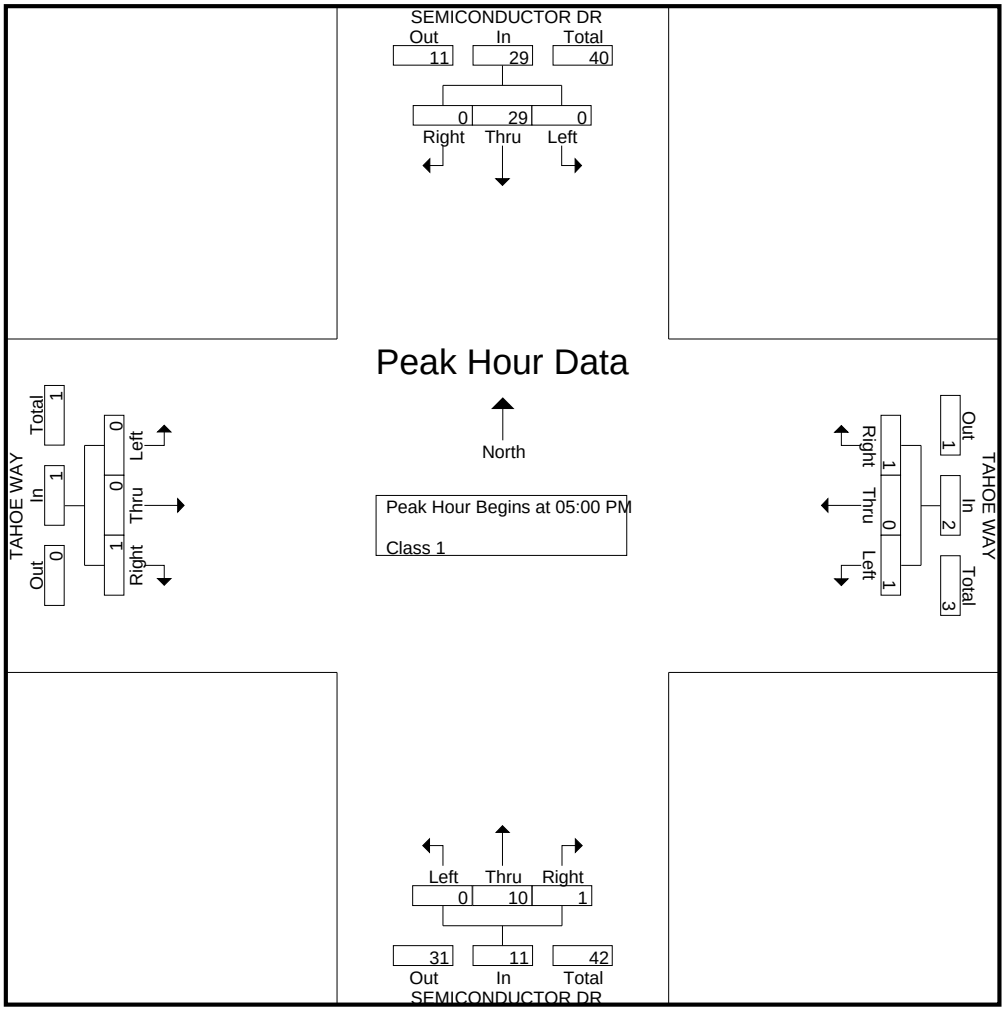
File Name : #4 SEMICONDUCTOR&TAHOEPM
Site Code :
Start Date : 6/2/2015
Page No : 2

	SEMICONDUCTOR DR Southbound				TAHOE WAY Westbound				SEMICONDUCTOR DR Northbound				TAHOE WAY Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**11**	0	**11**	0	0	**1**	**1**	**1**	3	0	**4**	0	0	0	0	**16**
05:15 PM	0	4	0	4	**1**	0	0	1	0	0	0	0	0	0	0	0	5
05:30 PM	0	7	0	7	0	0	0	0	0	**4**	0	4	**1**	0	0	**1**	12
05:45 PM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
Total Volume	0	29	0	29	1	0	1	2	1	10	0	11	1	0	0	1	43
% App. Total	0	100	0		50	0	50		9.1	90.9	0		100	0	0		
PHF	.000	.659	.000	.659	.250	.000	.250	.500	.250	.625	.000	.688	.250	.000	.000	.250	.672



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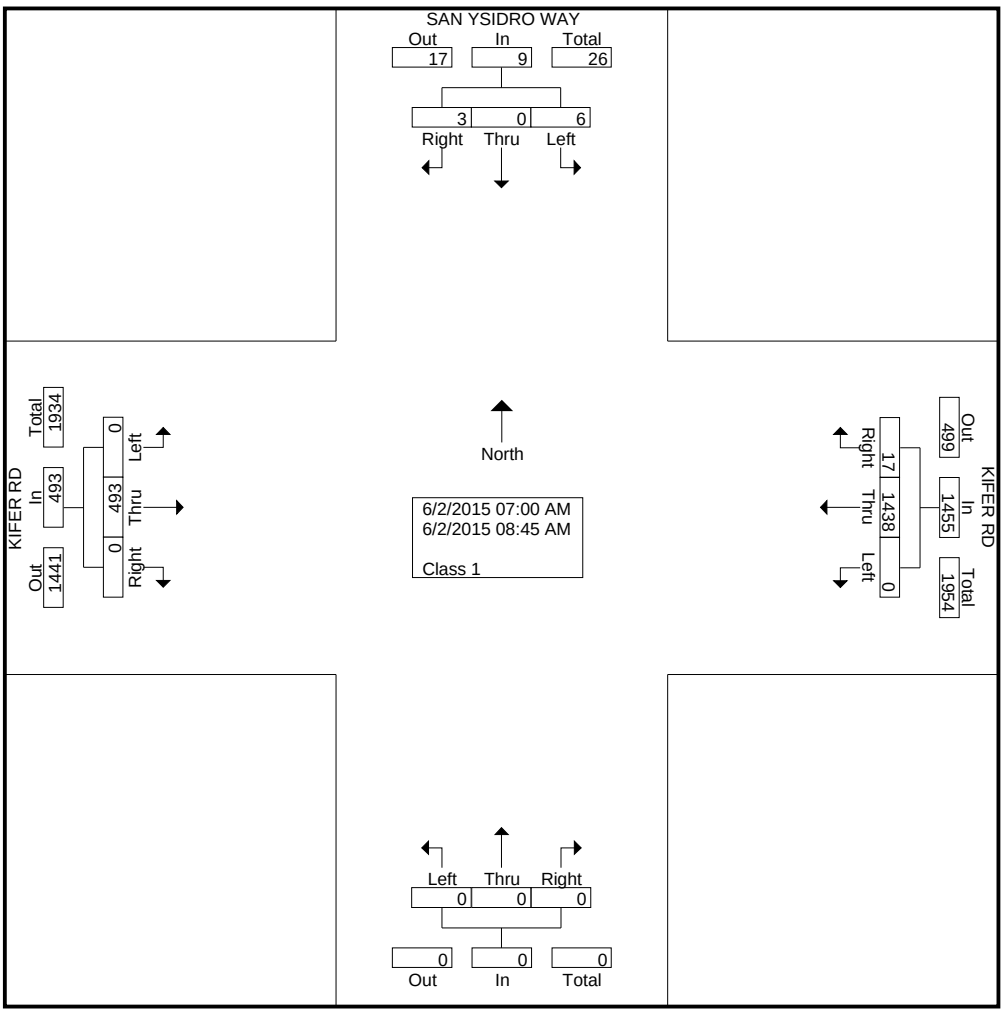
File Name : #2 SANYSIDRO&KIFERAM
Site Code :
Start Date : 6/2/2015
Page No : 1

Groups Printed- Class 1

	SAN YSIDRO WAY Southbound			KIFER RD Westbound			Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	0	0	0	2	124	0	0	0	0	0	33	0	159
07:15 AM	0	0	1	1	139	0	0	0	0	0	31	0	172
07:30 AM	0	0	2	4	174	0	0	0	0	0	41	0	221
07:45 AM	0	0	0	1	213	0	0	0	0	0	61	0	275
Total	0	0	3	8	650	0	0	0	0	0	166	0	827
08:00 AM	3	0	2	4	174	0	0	0	0	0	63	0	246
08:15 AM	0	0	0	2	171	0	0	0	0	0	81	0	254
08:30 AM	0	0	1	1	227	0	0	0	0	0	86	0	315
08:45 AM	0	0	0	2	216	0	0	0	0	0	97	0	315
Total	3	0	3	9	788	0	0	0	0	0	327	0	1130
Grand Total	3	0	6	17	1438	0	0	0	0	0	493	0	1957
Apprch %	33.3	0	66.7	1.2	98.8	0	0	0	0	0	100	0	
Total %	0.2	0	0.3	0.9	73.5	0	0	0	0	0	25.2	0	



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File Name : #2 SANYSIDRO&KIFERAM
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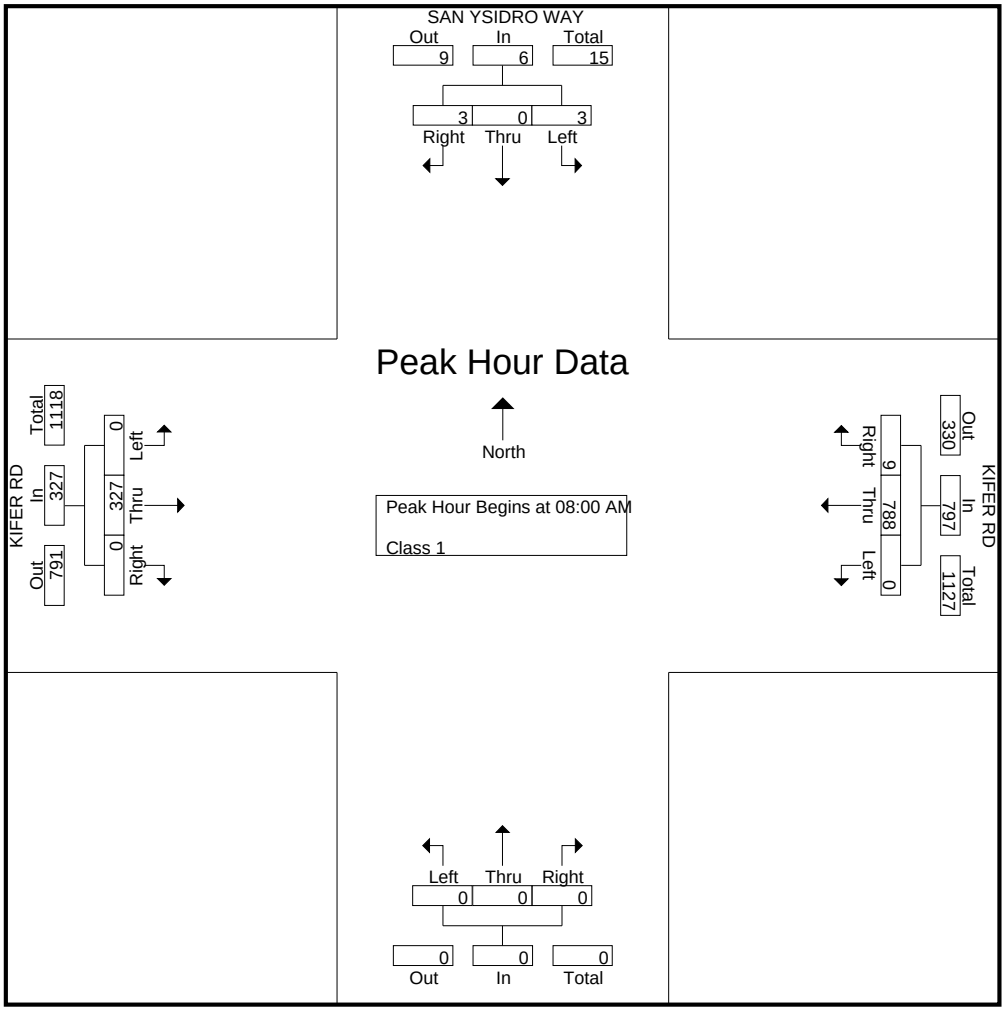
	SAN YSIDRO WAY Southbound				KIFER RD Westbound				Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**3**	0	**2**	**5**	**4**	174	0	178	0	0	0	0	0	63	0	63	246
08:15 AM	0	0	0	0	2	171	0	173	0	0	0	0	0	81	0	81	254
08:30 AM	0	0	1	1	1	**227**	0	**228**	0	0	0	0	0	86	0	86	**315**
08:45 AM	0	0	0	0	2	216	0	218	0	0	0	0	0	**97**	0	**97**	315
Total Volume	3	0	3	6	9	788	0	797	0	0	0	0	0	327	0	327	1130
% App. Total	50	0	50		1.1	98.9	0		0	0	0		0	100	0		
PHF	.250	.000	.375	.300	.563	.868	.000	.874	.000	.000	.000	.000	.000	.843	.000	.843	.897



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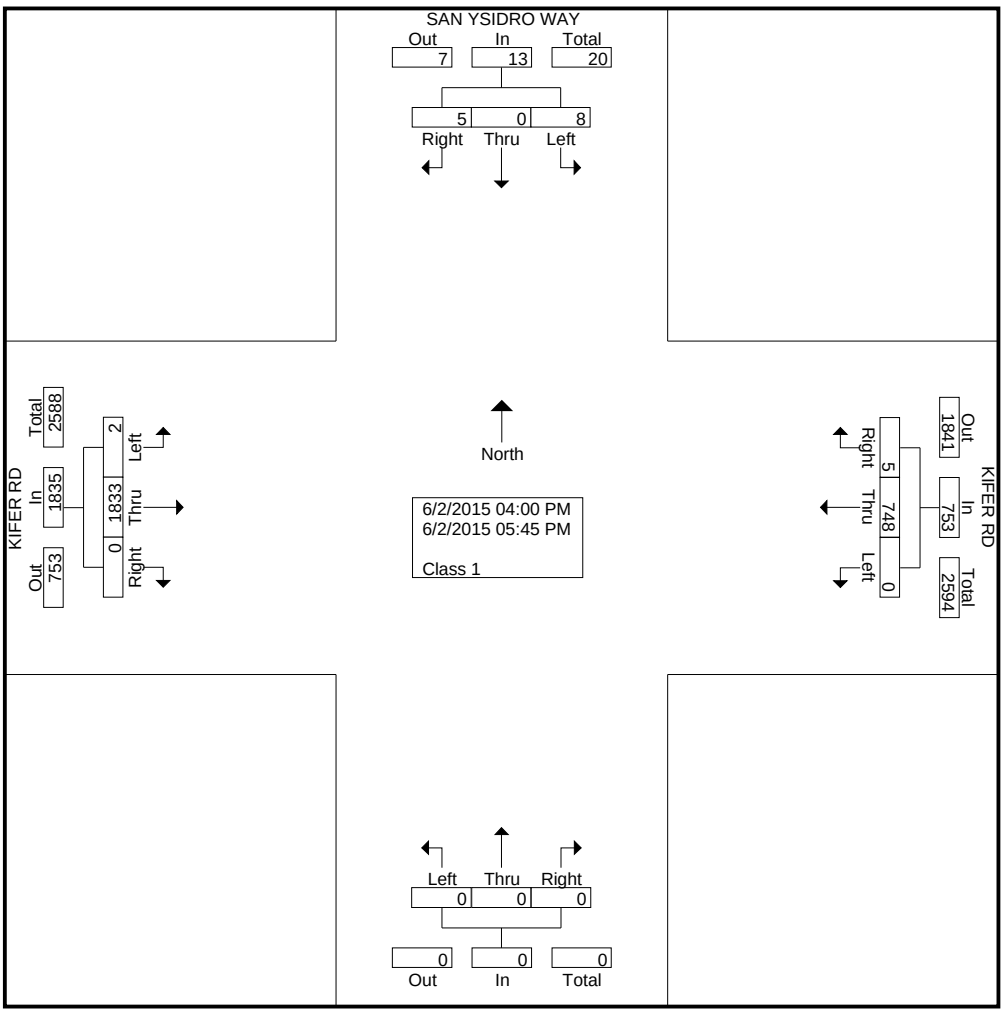
Groups Printed- Class 1

	SAN YSIDRO WAY Southbound			KIFER RD Westbound			Northbound			KIFER RD Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
04:00 PM	2	0	1	1	84	0	0	0	0	0	184	1	273
04:15 PM	2	0	1	0	76	0	0	0	0	0	210	1	290
04:30 PM	0	0	1	1	75	0	0	0	0	0	225	0	302
04:45 PM	0	0	4	0	84	0	0	0	0	0	211	0	299
Total	4	0	7	2	319	0	0	0	0	0	830	2	1164
05:00 PM	1	0	0	0	116	0	0	0	0	0	282	0	399
05:15 PM	0	0	0	1	104	0	0	0	0	0	241	0	346
05:30 PM	0	0	0	1	104	0	0	0	0	0	245	0	350
05:45 PM	0	0	1	1	105	0	0	0	0	0	235	0	342
Total	1	0	1	3	429	0	0	0	0	0	1003	0	1437
Grand Total	5	0	8	5	748	0	0	0	0	0	1833	2	2601
Apprch %	38.5	0	61.5	0.7	99.3	0	0	0	0	0	99.9	0.1	
Total %	0.2	0	0.3	0.2	28.8	0	0	0	0	0	70.5	0.1	



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File Name : #2 SANYSIDRO&KIFERPM
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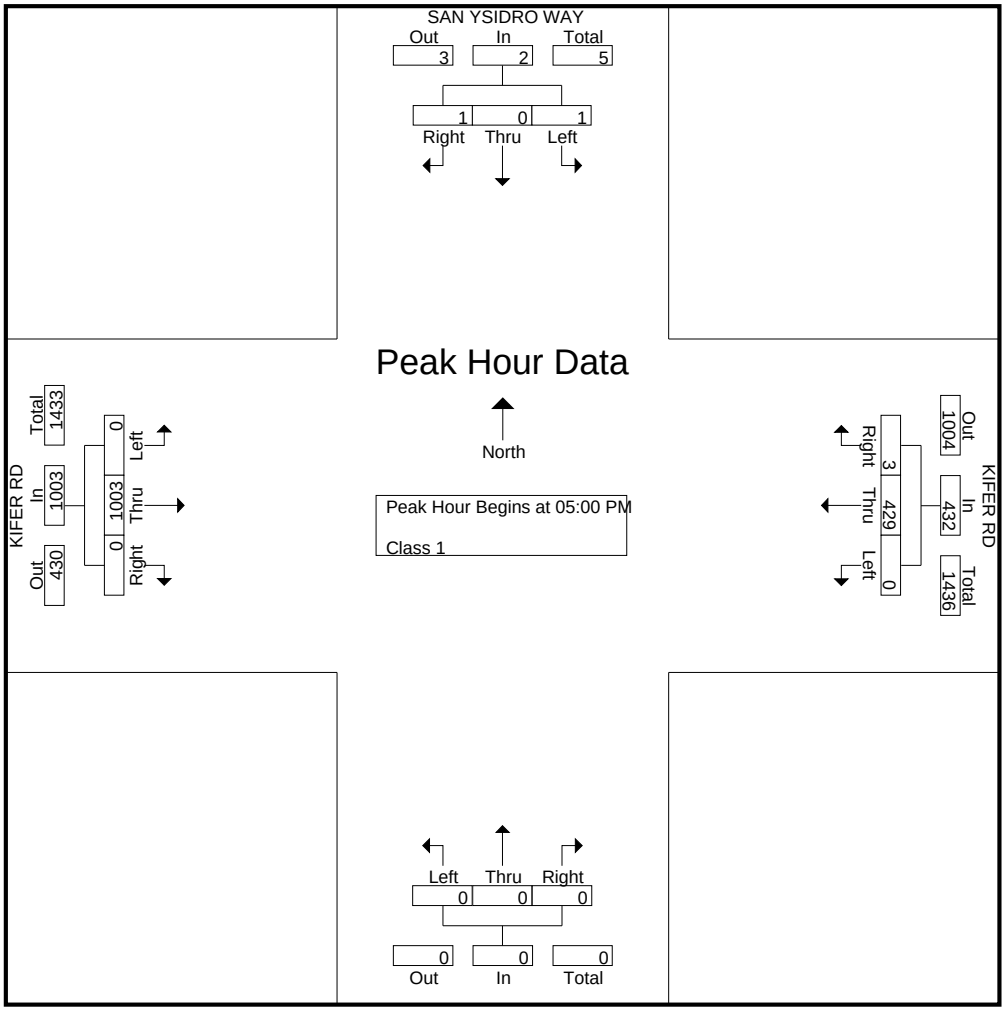
	SAN YSIDRO WAY Southbound				KIFER RD Westbound				Northbound				KIFER RD Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	**116**	0	**116**	0	0	0	0	0	**282**	0	**282**	**399**
05:15 PM	0	0	0	0	**1**	104	0	105	0	0	0	0	0	241	0	241	346
05:30 PM	0	0	0	0	1	104	0	105	0	0	0	0	0	245	0	245	350
05:45 PM	0	0	**1**	1	1	105	0	106	0	0	0	0	0	235	0	235	342
Total Volume	1	0	1	2	3	429	0	432	0	0	0	0	0	1003	0	1003	1437
% App. Total	50	0	50		0.7	99.3	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.750	.925	.000	.931	.000	.000	.000	.000	.000	.889	.000	.889	.900



Appendix B

Volume Summary

Intersection Number: 1
Traffix Node Number: 5329
Intersection Name: Bowers Avenue and Central Expressway *
Peak Hour: AM
Count Date: 08/20/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**83**	**328**	**52**	**133**	**2314**	**177**	**81**	**596**	**217**	**67**	**1112**	**400**	**5560**
Approved Project Trips													
Santa Clara Approved Project Trips	44	114	118	255	41	6	44	468	6	0	361	285	1742
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	18	0	0	0	0	0	2	0	20
32ksf Office Credit	0	0	0	0	3	0	0	0	0	0	1	0	4
NSJ Phase I Project Trips	8	36	5	3	30	3	3	29	12	6	100	19	254
3000 Bowers	0	140	0	0	0	70	1	14	0	0	5	7	237
Great America Parkway	6	7	2	16	0	0	0	53	0	0	0	41	125
3515 Monroe St	0	0	0	0	5	0	0	0	0	0	21	0	26
3303 Scott Blvd	0	1	0	4	0	0	0	13	0	0	0	4	22
3333 Scott Blvd	1	4	15	90	27	0	0	27	0	0	0	10	175
Total Approved Trips	59	302	140	368	124	79	48	604	18	6	490	366	2020
Background Conditions	**142**	**630**	**192**	**501**	**2438**	**256**	**129**	**1200**	**235**	**73**	**1602**	**766**	**8165**
145ksf Office Project Trips	0	0	0	0	19	0	0	0	0	0	2	0	21
Existing Plus Project Conditions	**83**	**328**	**52**	**133**	**2336**	**177**	**81**	**596**	**217**	**67**	**1115**	**400**	**5585**
Background Plus Project Conditions	**142**	**630**	**192**	**501**	**2457**	**256**	**129**	**1200**	**235**	**73**	**1604**	**766**	**8186**
Pending Project Trips													
Santa Clara Pending Project Trips	106	260	17	0	0	0	0	83	0	0	1	50	517
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	8	36	5	3	30	3	3	29	12	6	100	19	254
MCA	0	0	0	0	15	11	12	0	0	0	16	0	54
City Place	80	25	0	0	0	0	0	45	0	0	115	150	415
Total Pending Trips	194	321	22	3	45	14	15	157	12	6	232	219	1240
Cumulative No Project Conditions	**336**	**951**	**214**	**504**	**2483**	**270**	**144**	**1357**	**247**	**79**	**1834**	**985**	**9405**
Cumulative with Project Conditions	**336**	**951**	**214**	**504**	**2502**	**270**	**144**	**1357**	**247**	**79**	**1836**	**985**	**9426**

Intersection Number: 2
Traffix Node Number: 202
Intersection Name: Bowers Avenue and Kifer Road-Walsh Avenue
Peak Hour: AM
Count Date: 08/20/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**236**	**245**	**74**	**104**	**467**	**44**	**40**	**837**	**116**	**24**	**101**	**109**	**2397**
Approved Project Trips													
Santa Clara Approved Project Trips	6	76	38	36	4	7	38	454	0	0	25	28	712
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	9	0	0	0	5	1	1	0	16
32ksf Office Credit	0	0	0	0	2	0	0	0	1	0	0	0	3
NSJ Phase I Project Trips	0	45	0	0	0	0	0	44	0	0	0	0	89
3000 Bowers	0	4	7	0	10	0	0	0	47	2	3	9	82
Great America Parkway	2	6	0	0	0	0	0	41	0	0	0	12	61
3515 Monroe St	0	0	0	0	1	0	0	0	0	0	3	0	4
3303 Scott Blvd	0	1	0	1	0	0	0	10	0	0	0	2	14
3333 Scott Blvd	0	4	0	0	0	0	0	27	0	0	0	0	31
Total Approved Trips	8	136	45	37	26	7	38	576	53	3	32	51	820
Background Conditions	**244**	**381**	**119**	**141**	**493**	**51**	**78**	**1413**	**169**	**27**	**133**	**160**	**3409**
145ksf Office Project Trips	0	0	0	0	9	0	0	0	6	1	1	0	17
Existing Plus Project Conditions	**236**	**245**	**74**	**104**	**478**	**44**	**40**	**837**	**123**	**25**	**102**	**109**	**2417**
Background Plus Project Conditions	**244**	**381**	**119**	**141**	**502**	**51**	**78**	**1413**	**175**	**28**	**134**	**160**	**3426**
Pending Project Trips													
Santa Clara Pending Project Trips	20	240	0	0	30	0	0	75	0	0	87	8	460
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	45	0	0	0	0	0	44	0	0	0	0	89
MCA	0	11	0	0	5	0	0	12	0	0	6	0	34
City Place	0	15	0	0	0	0	0	40	0	0	5	5	65
Total Pending Trips	20	311	0	0	35	0	0	171	0	0	98	13	648
Cumulative No Project Conditions	**264**	**692**	**119**	**141**	**528**	**51**	**78**	**1584**	**169**	**27**	**231**	**173**	**4057**
Cumulative with Project Conditions	**264**	**692**	**119**	**141**	**537**	**51**	**78**	**1584**	**175**	**28**	**232**	**173**	**4074**

Intersection Number: 3
Traffix Node Number: 5325
Intersection Name: Oakmead Parkway-Corvin Drive and Central Expressway *
Peak Hour: AM
Count Date: 01/07/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**38**	**33**	**37**	**230**	**2366**	**86**	**36**	**43**	**35**	**99**	**1584**	**235**	**4822**
Approved Project Trips													
Santa Clara Approved Project Trips	7	0	4	0	91	0	0	0	0	0	643	27	772
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	18	0	0	0	0	0	1	0	19
32ksf Office Credit	0	0	0	0	3	0	0	0	0	0	0	0	3
NSJ Phase I Project Trips	9	23	14	-1	-4	0	5	23	16	2	31	6	124
3000 Bowers	0	0	3	0	2	0	0	0	1	0	37	0	43
Great America Parkway	0	0	0	0	6	0	0	0	0	0	41	0	47
3515 Monroe St	0	0	0	0	5	0	0	0	0	0	21	0	26
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	4	0	4
3333 Scott Blvd	7	0	0	0	2	0	0	0	0	0	10	54	73
Total Approved Trips	23	23	21	-1	123	0	5	23	17	2	788	87	918
Background Conditions	**61**	**56**	**58**	**229**	**2489**	**86**	**41**	**66**	**52**	**101**	**2372**	**322**	**5933**
145ksf Office Project Trips	0	0	0	0	19	0	0	0	0	0	1	0	20
Existing Plus Project Conditions	**38**	**33**	**37**	**230**	**2388**	**86**	**36**	**43**	**35**	**99**	**1585**	**235**	**4845**
Background Plus Project Conditions	**61**	**56**	**58**	**229**	**2508**	**86**	**41**	**66**	**52**	**101**	**2373**	**322**	**5953**
Pending Project Trips													
Santa Clara Pending Project Trips	0	1	0	0	106	0	0	5	0	0	51	0	163
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	9	23	14	-1	-4	0	5	23	16	2	31	6	124
MCA	0	0	0	0	15	0	0	0	0	0	16	0	31
City Place	0	0	0	0	80	0	0	0	0	0	265	0	345
Total Pending Trips	9	24	14	-1	197	0	5	28	16	2	363	6	663
Cumulative No Project Conditions	**70**	**80**	**72**	**228**	**2686**	**86**	**46**	**94**	**68**	**103**	**2735**	**328**	**6596**
Cumulative with Project Conditions	**70**	**80**	**72**	**228**	**2705**	**86**	**46**	**94**	**68**	**103**	**2736**	**328**	**6616**

Intersection Number: 4
Traffix Node Number: 196
Intersection Name: Corvin Drive and Kifer Road
Peak Hour: AM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**68**	**0**	**48**	**95**	**704**	**0**	**0**	**0**	**0**	**0**	**317**	**51**	**1283**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	10	0	0	0	0	0	53	0	63
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	14	0	0	0	0	0	2	0	16
32ksf Office Credit	0	0	0	0	2	0	0	0	0	0	1	0	3
NSJ Phase I Project Trips	0	0	12	22	-6	0	0	0	0	0	6	0	34
3000 Bowers	0	0	0	1	6	0	0	0	0	0	27	0	34
Great America Parkway	0	0	0	0	2	0	0	0	0	0	12	0	14
3515 Monroe St	0	0	0	0	3	0	0	0	0	0	5	0	8
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	2	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	12	23	31	0	0	0	0	0	108	0	116
Background Conditions	**68**	**0**	**60**	**118**	**735**	**0**	**0**	**0**	**0**	**0**	**425**	**51**	**1457**
145ksf Office Project Trips	0	0	0	0	15	0	0	0	0	0	2	0	17
Existing Plus Project Conditions	**68**	**0**	**48**	**95**	**721**	**0**	**0**	**0**	**0**	**0**	**320**	**51**	**1303**
Background Plus Project Conditions	**68**	**0**	**60**	**118**	**750**	**0**	**0**	**0**	**0**	**0**	**427**	**51**	**1474**
Pending Project Trips													
Santa Clara Pending Project Trips	10	0	3	1	42	0	0	0	0	0	90	2	148
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	12	22	-6	0	0	0	0	0	6	0	34
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	95	0	0	0	0	0	5	0	100
Total Pending Trips	10	0	15	23	131	0	0	0	0	0	101	2	282
Cumulative No Project Conditions	**78**	**0**	**75**	**141**	**866**	**0**	**0**	**0**	**0**	**0**	**526**	**53**	**1739**
Cumulative with Project Conditions	**78**	**0**	**75**	**141**	**881**	**0**	**0**	**0**	**0**	**0**	**528**	**53**	**1756**

Intersection Number: 5
Traffix Node Number: 666
Intersection Name: Kifer Road and Costco Driveway
Peak Hour: AM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**3**	**1**	**2**	**1**	**490**	**70**	**51**	**0**	**86**	**21**	**514**	**1**	**1240**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	10	0	0	0	0	0	53	0	63
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	14	0	0	0	0	0	3	0	17
32ksf Office Credit	0	0	0	0	2	0	0	0	0	0	1	0	3
NSJ Phase I Project Trips	0	0	0	0	-6	0	0	0	0	0	6	0	0
3000 Bowers	0	0	0	0	6	0	0	0	0	0	27	0	33
Great America Parkway	0	0	0	0	2	0	0	0	0	0	12	0	14
3515 Monroe St	0	0	0	0	1	0	0	0	0	0	4	2	7
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	2	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	29	0	0	0	0	0	108	2	83
Background Conditions	**3**	**1**	**2**	**1**	**519**	**70**	**51**	**0**	**86**	**21**	**622**	**3**	**1379**
145ksf Office Project Trips	0	0	0	0	15	0	0	0	0	0	3	0	18
Existing Plus Project Conditions	**3**	**1**	**2**	**1**	**507**	**70**	**51**	**0**	**86**	**21**	**518**	**1**	**1261**
Background Plus Project Conditions	**3**	**1**	**2**	**1**	**534**	**70**	**51**	**0**	**86**	**21**	**625**	**3**	**1397**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	352	0	0	0	0	0	123	12	487
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	-6	0	0	0	0	0	6	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	95	0	0	0	0	0	5	0	100
Total Pending Trips	0	0	0	0	441	0	0	0	0	0	134	12	587
Cumulative No Project Conditions	**3**	**1**	**2**	**1**	**960**	**70**	**51**	**0**	**86**	**21**	**756**	**15**	**1966**
Cumulative with Project Conditions	**3**	**1**	**2**	**1**	**975**	**70**	**51**	**0**	**86**	**21**	**759**	**15**	**1984**

Intersection Number: 6
Traffix Node Number: 5613
Intersection Name: Lawrence Expressway and Reed Avenue/Monroe Street *
Peak Hour: AM
Count Date: 09/19/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**235**	**1350**	**70**	**425**	**265**	**171**	**113**	**4521**	**682**	**136**	**154**	**463**	**8585**
Approved Project Trips													
Santa Clara Approved Project Trips	10	142	0	0	11	1	5	544	10	3	74	57	857
Sunnyvale Approved Project Trips	0	46	0	0	0	0	0	237	2	8	0	0	293
Vacant Building - 3689 Kifer	1	2	0	4	0	0	0	18	0	0	0	9	34
32ksf Office Credit	0	1	0	1	0	0	0	3	0	0	0	2	7
NSJ Phase I Project Trips	-4	-26	-4	0	0	0	0	8	0	7	15	27	23
3000 Bowers	0	3	0	0	0	0	0	20	0	0	3	0	26
Great America Parkway	0	6	0	0	0	0	0	41	0	0	0	0	47
3515 Monroe St	0	0	48	182	3	46	15	0	0	0	4	0	298
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	2	12	1	5	0	0	0	90	0	0	0	18	129
Total Approved Trips	9	186	45	192	14	47	20	961	12	18	96	113	1214
Background Conditions	**244**	**1536**	**115**	**617**	**279**	**218**	**133**	**5482**	**694**	**154**	**250**	**576**	**10299**
145ksf Office Project Trips	1	2	0	4	0	0	0	19	0	0	0	9	35
Existing Plus Project Conditions	**236**	**1353**	**70**	**430**	**265**	**171**	**113**	**4543**	**682**	**136**	**154**	**474**	**8627**
Background Plus Project Conditions	**245**	**1538**	**115**	**621**	**279**	**218**	**133**	**5501**	**694**	**154**	**250**	**585**	**10334**
Pending Project Trips													
Santa Clara Pending Project Trips	29	111	0	0	73	0	0	46	0	0	29	9	297
Sunnyvale Pending Project Trips	3	107	0	0	32	0	0	379	0	1	4	2	528
NSJ Phase II Project Trips	-4	-26	-4	0	0	0	0	8	0	7	15	27	23
MCA	0	7	0	0	0	1	1	8	0	0	0	0	17
City Place	15	155	20	0	0	0	0	130	0	0	0	20	340
Total Pending Trips	43	354	16	0	105	1	1	571	0	8	48	58	1205
Cumulative No Project Conditions	**287**	**1890**	**131**	**617**	**384**	**219**	**134**	**6053**	**694**	**162**	**298**	**634**	**11504**
Cumulative with Project Conditions	**288**	**1892**	**131**	**621**	**384**	**219**	**134**	**6072**	**694**	**162**	**298**	**643**	**11539**

Intersection Number: 7
Traffix Node Number: 613
Intersection Name: Lawrence Expressway and Kifer Road
Peak Hour: AM
Count Date: 09/19/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**512**	**1128**	**195**	**125**	**175**	**95**	**466**	**4612**	**807**	**121**	**90**	**74**	**8400**
Approved Project Trips													
Santa Clara Approved Project Trips	1	143	4	1	1	8	45	556	0	0	4	4	767
Sunnyvale Approved Project Trips	0	46	0	0	0	0	0	237	0	0	2	0	285
Vacant Building - 3689 Kifer	112	0	0	0	14	0	0	0	31	4	3	13	177
32ksf Office Credit	19	0	0	0	2	0	0	0	5	1	1	4	32
NSJ Phase I Project Trips	-11	-26	-3	-2	-3	-1	2	21	2	6	7	5	-3
3000 Bowers	0	0	0	2	1	3	20	0	0	0	7	0	33
Great America Parkway	0	4	0	0	0	2	12	29	0	0	0	0	47
3515 Monroe St	0	45	0	0	0	1	6	172	3	1	0	0	228
3303 Scott Blvd	0	0	0	0	0	0	1	3	0	0	1	1	6
3333 Scott Blvd	0	15	0	0	0	0	0	113	0	0	0	0	129
Total Approved Trips	121	227	1	1	15	13	86	1131	41	12	25	27	1258
Background Conditions	**633**	**1355**	**196**	**126**	**190**	**108**	**552**	**5743**	**848**	**133**	**115**	**101**	**10101**
145ksf Office Project Trips	115	0	0	0	15	0	0	0	32	4	3	12	181
Existing Plus Project Conditions	**646**	**1128**	**195**	**125**	**192**	**95**	**466**	**4612**	**844**	**126**	**94**	**90**	**8613**
Background Plus Project Conditions	**748**	**1355**	**196**	**126**	**205**	**108**	**552**	**5743**	**880**	**137**	**118**	**113**	**10282**
Pending Project Trips													
Santa Clara Pending Project Trips	0	49	76	216	52	92	34	21	0	0	18	0	558
Sunnyvale Pending Project Trips	25	100	0	0	0	0	0	378	3	10	0	86	602
NSJ Phase II Project Trips	-11	-26	-3	-2	-3	-1	2	21	2	6	7	5	-3
MCA	0	7	0	0	0	0	0	8	0	0	0	0	15
City Place	0	85	0	0	0	95	0	150	0	0	0	0	330
Total Pending Trips	14	215	73	214	49	186	36	578	5	16	25	91	1502
Cumulative No Project Conditions	**647**	**1570**	**269**	**340**	**239**	**294**	**588**	**6321**	**853**	**149**	**140**	**192**	**11603**
Cumulative with Project Conditions	**762**	**1570**	**269**	**340**	**254**	**294**	**588**	**6321**	**885**	**153**	**143**	**204**	**11784**

Intersection Number: 8
Traffix Node Number: 5611
Intersection Name: Lawrence Expressway and Arques Avenue *
Peak Hour: AM
Count Date: 09/19/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**385**	**1648**	**132**	**53**	**233**	**271**	**221**	**4068**	**251**	**126**	**136**	**127**	**7651**
Approved Project Trips													
Santa Clara Approved Project Trips	1	117	13	3	15	26	121	258	2	0	87	3	646
Sunnyvale Approved Project Trips	57	70	7	22	20	5	4	274	44	14	8	13	538
Vacant Building - 3689 Kifer	0	87	0	0	0	0	0	12	0	0	0	0	99
32ksf Office Credit	0	14	0	0	0	0	0	3	0	0	0	0	17
NSJ Phase I Project Trips	-7	-33	-3	0	1	1	5	32	4	11	36	20	67
3000 Bowers	0	10	0	0	0	0	0	1	0	0	7	0	18
Great America Parkway	0	0	8	1	1	2	12	0	0	0	8	0	32
3515 Monroe St	0	29	0	0	0	1	6	111	7	2	0	0	156
3303 Scott Blvd	0	0	2	0	0	1	5	0	0	0	1	0	9
3333 Scott Blvd	0	0	83	12	2	13	104	0	0	0	18	0	232
Total Approved Trips	51	294	110	38	39	49	257	691	57	27	165	36	1367
Background Conditions	**436**	**1942**	**242**	**91**	**272**	**320**	**478**	**4759**	**308**	**153**	**301**	**163**	**9465**
145ksf Office Project Trips	0	89	0	0	0	0	0	11	0	0	0	0	100
Existing Plus Project Conditions	**385**	**1751**	**132**	**53**	**233**	**271**	**221**	**4082**	**251**	**126**	**136**	**127**	**7768**
Background Plus Project Conditions	**436**	**2031**	**242**	**91**	**272**	**320**	**478**	**4770**	**308**	**153**	**301**	**163**	**9565**
Pending Project Trips													
Santa Clara Pending Project Trips	0	76	3	17	28	45	18	216	0	0	15	0	418
Sunnyvale Pending Project Trips	0	148	0	0	1	0	0	413	3	16	4	0	585
NSJ Phase II Project Trips	-7	-33	-3	0	1	1	5	32	4	11	36	20	67
MCA	0	0	6	5	0	1	1	0	0	0	0	0	13
City Place	0	35	0	0	5	15	0	345	5	0	0	0	405
Total Pending Trips	-7	226	6	22	35	62	24	1006	12	27	55	20	1488
Cumulative No Project Conditions	**429**	**2168**	**248**	**113**	**307**	**382**	**502**	**5765**	**320**	**180**	**356**	**183**	**10953**
Cumulative with Project Conditions	**429**	**2257**	**248**	**113**	**307**	**382**	**502**	**5776**	**320**	**180**	**356**	**183**	**11053**

Intersection Number: 9
Traffix Node Number: 94
Intersection Name: Lawrence Expressway and Duane Avenue-Oakmead Parkway
Peak Hour: AM
Count Date: 09/10/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**225**	**1144**	**197**	**28**	**218**	**270**	**70**	**2818**	**252**	**174**	**111**	**310**	**5817**
Approved Project Trips													
Santa Clara Approved Project Trips	2	129	11	15	0	0	0	263	1	2	6	14	443
Sunnyvale Approved Project Trips	5	114	4	1	4	5	1	280	5	3	2	6	430
Vacant Building - 3689 Kifer	0	87	0	0	0	0	0	12	0	0	0	0	99
32ksf Office Credit	0	14	0	0	0	0	0	3	0	0	0	0	17
NSJ Phase I Project Trips	0	-43	0	0	0	0	0	52	0	0	0	0	9
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	1	0	0	0	0	0	0	0	1	8	0	7	17
3515 Monroe St	0	26	0	0	0	1	3	101	7	3	0	0	141
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	83	0	0	0	0	0	12	0	0	0	0	95
Total Approved Trips	8	420	15	16	4	6	4	724	14	16	8	27	998
Background Conditions	**233**	**1564**	**212**	**44**	**222**	**276**	**74**	**3542**	**266**	**190**	**119**	**337**	**7079**
145ksf Office Project Trips	0	89	0	0	0	0	0	11	0	0	0	0	100
Existing Plus Project Conditions	**225**	**1247**	**197**	**28**	**218**	**270**	**70**	**2832**	**252**	**174**	**111**	**310**	**5934**
Background Plus Project Conditions	**233**	**1653**	**212**	**44**	**222**	**276**	**74**	**3553**	**266**	**190**	**119**	**337**	**7179**
Pending Project Trips													
Santa Clara Pending Project Trips	0	76	1	4	0	0	0	216	17	3	3	0	320
Sunnyvale Pending Project Trips	21	73	55	74	11	70	52	353	7	5	10	46	777
NSJ Phase II Project Trips	0	-43	0	0	0	0	0	52	0	0	0	0	9
MCA	0	6	0	0	0	0	0	5	0	0	0	0	11
City Place	0	0	0	0	0	0	0	335	0	0	0	0	335
Total Pending Trips	21	112	56	78	11	70	52	961	24	8	13	46	1452
Cumulative No Project Conditions	**254**	**1676**	**268**	**122**	**233**	**346**	**126**	**4503**	**290**	**198**	**132**	**383**	**8531**
Cumulative with Project Conditions	**254**	**1765**	**268**	**122**	**233**	**346**	**126**	**4514**	**290**	**198**	**132**	**383**	**8631**

Intersection Number: 10
Traffix Node Number: 5892
Intersection Name: Lawrence Expressway and US 101 (South)
Peak Hour: AM
Count Date: 05/16/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**338**	**1203**	**0**	**0**	**0**	**0**	**86**	**2755**	**0**	**412**	**0**	**218**	**5012**
Approved Project Trips													
Santa Clara Approved Project Trips	13	139	0	0	0	0	15	277	0	3	0	62	509
Sunnyvale Approved Project Trips	7	115	0	0	0	0	6	275	0	8	0	4	415
Vacant Building - 3689 Kifer	0	51	0	0	0	0	5	7	0	36	0	0	99
32ksf Office Credit	0	8	0	0	0	0	1	2	0	6	0	0	17
NSJ Phase I Project Trips	0	9	0	0	0	0	0	52	0	0	0	0	61
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	1	0	0	0	0	0	7	0	0	0	0	8
3515 Monroe St	0	14	0	0	0	0	65	36	0	12	0	0	127
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	15	15	0	0	0	0	0	12	0	68	0	0	111
Total Approved Trips	35	362	0	0	0	0	92	669	0	133	0	66	1101
Background Conditions	**373**	**1565**	**0**	**0**	**0**	**0**	**178**	**3424**	**0**	**545**	**0**	**284**	**6370**
145ksf Office Project Trips	0	52	0	0	0	0	4	6	0	37	0	0	99
Existing Plus Project Conditions	**338**	**1263**	**0**	**0**	**0**	**0**	**91**	**2763**	**0**	**455**	**0**	**218**	**5128**
Background Plus Project Conditions	**373**	**1617**	**0**	**0**	**0**	**0**	**182**	**3430**	**0**	**582**	**0**	**284**	**6469**
Pending Project Trips													
Santa Clara Pending Project Trips	0	31	0	0	0	0	44	176	0	46	0	0	297
Sunnyvale Pending Project Trips	0	116	0	0	0	0	44	413	0	36	0	0	609
NSJ Phase II Project Trips	0	9	0	0	0	0	0	52	0	0	0	0	61
MCA	0	6	0	0	0	0	0	5	0	0	0	0	11
City Place	0	0	0	0	0	0	0	360	0	0	0	0	360
Total Pending Trips	0	162	0	0	0	0	88	1006	0	82	0	0	1338
Cumulative No Project Conditions	**373**	**1727**	**0**	**0**	**0**	**0**	**266**	**4430**	**0**	**627**	**0**	**284**	**7708**
Cumulative with Project Conditions	**373**	**1779**	**0**	**0**	**0**	**0**	**270**	**4436**	**0**	**664**	**0**	**284**	**7807**

Intersection Number: 11
Traffix Node Number: 5893
Intersection Name: Lawrence Expressway and US 101 (North)
Peak Hour: AM
Count Date: 05/16/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**454**	**720**	**0**	**463**	**0**	**822**	**454**	**2434**	**0**	**0**	**0**	**0**	**5347**
Approved Project Trips													
Santa Clara Approved Project Trips	11	149	0	3	0	3	35	303	0	0	0	0	504
Sunnyvale Approved Project Trips	0	115	0	0	0	0	0	275	0	0	0	0	390
Vacant Building - 3689 Kifer	0	14	0	0	0	36	5	2	0	0	0	0	57
32ksf Office Credit	0	2	0	0	0	6	1	1	0	0	0	0	10
NSJ Phase I Project Trips	0	9	0	0	0	0	0	52	0	0	0	0	61
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	1	0	0	0	0	0	7	0	0	0	0	8
3515 Monroe St	0	5	0	0	0	9	20	16	0	0	0	0	50
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	31	0	0	0	0	8	4	0	0	0	0	43
Total Approved Trips	11	336	0	3	0	54	69	661	0	0	0	0	1022
Background Conditions	**465**	**1056**	**0**	**466**	**0**	**876**	**523**	**3095**	**0**	**0**	**0**	**0**	**6481**
145ksf Office Project Trips	0	15	0	0	0	37	4	2	0	0	0	0	58
Existing Plus Project Conditions	**454**	**737**	**0**	**463**	**0**	**865**	**459**	**2437**	**0**	**0**	**0**	**0**	**5415**
Background Plus Project Conditions	**465**	**1071**	**0**	**466**	**0**	**913**	**527**	**3097**	**0**	**0**	**0**	**0**	**6539**
Pending Project Trips													
Santa Clara Pending Project Trips	0	15	0	0	0	0	0	44	0	0	0	0	59
Sunnyvale Pending Project Trips	0	116	0	0	0	0	0	413	0	0	0	0	529
NSJ Phase II Project Trips	0	9	0	0	0	0	0	52	0	0	0	0	61
MCA	0	6	0	0	0	0	0	5	0	0	0	0	11
City Place	10	30	0	0	0	0	25	350	0	0	0	0	415
Total Pending Trips	10	176	0	0	0	0	25	864	0	0	0	0	1075
Cumulative No Project Conditions	**475**	**1232**	**0**	**466**	**0**	**876**	**548**	**3959**	**0**	**0**	**0**	**0**	**7556**
Cumulative with Project Conditions	**475**	**1247**	**0**	**466**	**0**	**913**	**552**	**3961**	**0**	**0**	**0**	**0**	**7614**

Intersection Number: 12
Traffix Node Number: 777
Intersection Name: Semiconductor Drive and Kifer Road
Peak Hour: AM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**2**	**0**	**5**	**77**	**682**	**1**	**0**	**0**	**0**	**0**	**307**	**6**	**1080**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	1	0	0	0	0	0	8	0	9
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	3	0	14	16	1	0	0	0	0	0	3	21	58
32ksf Office Credit	1	0	4	3	0	0	0	0	0	0	0	3	11
NSJ Phase I Project Trips	0	0	0	0	-12	0	0	0	0	0	18	0	6
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	8	8
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	2	0	0	0	0	0	1	1	4
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	2	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	0	18	19	-8	0	0	0	0	0	32	33	84
Background Conditions	**6**	**0**	**23**	**96**	**674**	**1**	**0**	**0**	**0**	**0**	**339**	**39**	**1178**
145ksf Office Project Trips	3	0	13	16	1	0	0	0	0	0	3	21	57
Existing Plus Project Conditions	**6**	**0**	**22**	**96**	**683**	**1**	**0**	**0**	**0**	**0**	**310**	**30**	**1148**
Background Plus Project Conditions	**9**	**0**	**36**	**112**	**675**	**1**	**0**	**0**	**0**	**0**	**342**	**60**	**1235**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	52	0	0	0	0	0	18	0	70
Sunnyvale Pending Project Trips	0	0	0	0	4	19	48	0	66	14	1	0	152
NSJ Phase II Project Trips	0	0	0	0	-12	0	0	0	0	0	18	0	6
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	44	19	48	0	66	14	37	0	228
Cumulative No Project Conditions	**6**	**0**	**23**	**96**	**718**	**20**	**48**	**0**	**66**	**14**	**376**	**39**	**1406**
Cumulative with Project Conditions	**9**	**0**	**36**	**112**	**719**	**20**	**48**	**0**	**66**	**14**	**379**	**60**	**1463**

Intersection Number: 13
Traffix Node Number: 101
Intersection Name: Wolfe Road and Kifer Road
Peak Hour: AM
Count Date: 05/15/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**105**	**389**	**78**	**58**	**172**	**67**	**214**	**1363**	**75**	**29**	**111**	**37**	**2698**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	1	0	0	0	0	0	8	0	9
Sunnyvale Approved Project Trips	2	119	6	1	2	1	3	378	2	1	2	1	518
Vacant Building - 3689 Kifer	0	0	5	1	1	2	14	0	0	0	5	0	28
32ksf Office Credit	0	0	1	0	0	1	2	0	0	0	1	0	5
NSJ Phase I Project Trips	0	0	0	0	-12	0	0	0	0	0	18	0	6
3000 Bowers	0	0	0	0	1	0	0	0	0	0	7	0	8
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	3	0	0	0	0	0	1	0	4
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	119	12	2	-4	4	19	378	2	1	42	1	566
Background Conditions	**107**	**508**	**90**	**60**	**168**	**71**	**233**	**1741**	**77**	**30**	**153**	**38**	**3276**
145ksf Office Project Trips	0	0	6	1	1	2	14	0	0	0	5	0	29
Existing Plus Project Conditions	**105**	**389**	**85**	**59**	**173**	**70**	**230**	**1363**	**75**	**29**	**117**	**37**	**2732**
Background Plus Project Conditions	**107**	**508**	**96**	**61**	**169**	**73**	**247**	**1741**	**77**	**30**	**158**	**38**	**3305**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	52	0	0	0	0	0	18	0	70
Sunnyvale Pending Project Trips	4	64	18	61	0	40	14	117	0	0	0	1	319
NSJ Phase II Project Trips	0	0	0	0	-12	0	0	0	0	0	18	0	6
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	4	64	18	61	40	40	14	117	0	0	36	1	395
Cumulative No Project Conditions	**111**	**572**	**108**	**121**	**208**	**111**	**247**	**1858**	**77**	**30**	**189**	**39**	**3671**
Cumulative with Project Conditions	**111**	**572**	**114**	**122**	**209**	**113**	**261**	**1858**	**77**	**30**	**194**	**39**	**3700**

Intersection Number: 14
Traffix Node Number: 102
Intersection Name: Wolfe Road and Evelyn Avenue
Peak Hour: AM
Count Date: 05/15/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**56**	**384**	**44**	**264**	**236**	**53**	**27**	**1315**	**88**	**73**	**111**	**77**	**2728**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale Approved Project Trips	6	114	1	4	4	1	1	351	5	16	2	28	533
Vacant Building - 3689 Kifer	1	1	0	0	0	0	0	9	0	0	0	5	16
32ksf Office Credit	0	0	0	0	0	0	0	2	0	0	0	1	3
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	3	0	0	0	0	0	10	0	0	0	0	13
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	118	1	4	4	1	1	372	5	16	2	34	552
Background Conditions	**63**	**502**	**45**	**268**	**240**	**54**	**28**	**1687**	**93**	**89**	**113**	**111**	**3293**
145ksf Office Project Trips	1	1	0	0	0	0	0	9	0	0	0	5	16
Existing Plus Project Conditions	**57**	**385**	**44**	**264**	**236**	**53**	**27**	**1326**	**88**	**73**	**111**	**83**	**2747**
Background Plus Project Conditions	**64**	**503**	**45**	**268**	**240**	**54**	**28**	**1696**	**93**	**89**	**113**	**116**	**3309**
Pending Project Trips													
Santa Clara Pending Project Trips	0	8	0	0	0	0	0	25	0	0	0	0	33
Sunnyvale Pending Project Trips	21	84	0	0	0	0	0	125	0	2	0	6	238
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	10	0	0	0	0	0	0	0	10
Total Pending Trips	21	92	0	0	10	0	0	150	0	2	0	6	281
Cumulative No Project Conditions	**84**	**594**	**45**	**268**	**250**	**54**	**28**	**1837**	**93**	**91**	**113**	**117**	**3574**
Cumulative with Project Conditions	**85**	**595**	**45**	**268**	**250**	**54**	**28**	**1846**	**93**	**91**	**113**	**122**	**3590**

Intersection Number: 15
Traffix Node Number: 103
Intersection Name: Wolfe Road and Reed Avenue-Old San Francisco Road
Peak Hour: AM
Count Date: 05/15/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**107**	**383**	**31**	**102**	**278**	**114**	**91**	**1221**	**60**	**48**	**236**	**168**	**2839**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	30	0	0	0	0	0	134	0	164
Sunnyvale Approved Project Trips	2	92	9	4	5	2	2	111	1	1	4	2	235
Vacant Building - 3689 Kifer	1	1	0	0	1	1	5	5	0	0	5	5	24
32ksf Office Credit	0	0	0	0	0	0	1	1	0	0	1	1	4
NSJ Phase I Project Trips	0	0	0	0	-4	0	0	0	0	0	49	0	45
3000 Bowers	0	0	0	0	0	0	0	0	0	0	3	0	3
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	3	10	13	13	5	0	0	0	5	0	49
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	93	12	14	45	16	13	117	1	1	201	8	472
Background Conditions	**110**	**476**	**43**	**116**	**323**	**130**	**104**	**1338**	**61**	**49**	**437**	**176**	**3363**
145ksf Office Project Trips	1	1	0	0	1	1	5	5	0	0	5	5	24
Existing Plus Project Conditions	**108**	**384**	**31**	**102**	**279**	**115**	**97**	**1227**	**60**	**48**	**242**	**174**	**2867**
Background Plus Project Conditions	**111**	**477**	**43**	**116**	**324**	**131**	**109**	**1343**	**61**	**49**	**442**	**181**	**3387**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	8	25	44	33	10	0	0	0	20	0	140
Sunnyvale Pending Project Trips	3	82	1	0	35	0	0	119	0	0	6	7	253
NSJ Phase II Project Trips	0	0	0	0	-4	0	0	0	0	0	49	0	45
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	8	0	0	0	0	0	10	0	18
Total Pending Trips	3	82	9	25	83	33	10	119	0	0	85	7	456
Cumulative No Project Conditions	**113**	**558**	**52**	**141**	**406**	**163**	**114**	**1457**	**61**	**49**	**522**	**183**	**3819**
Cumulative with Project Conditions	**114**	**559**	**52**	**141**	**407**	**164**	**119**	**1462**	**61**	**49**	**527**	**188**	**3843**

Intersection Number: 16
Traffix Node Number: 999
Intersection Name: Semiconductor Drive and Tahoe Way (unsignalized)
Peak Hour: AM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**4**	**1**	**5**	**0**	**2**	**1**	**50**	**1**	**3**	**0**	**0**	**67**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	0	17	37	0	0	0	0	0	54
32ksf Office Credit	0	0	0	0	0	5	6	0	0	0	0	0	11
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	22	43	0	0	0	0	0	65
Background Conditions	**0**	**4**	**1**	**5**	**0**	**24**	**44**	**50**	**1**	**3**	**0**	**0**	**132**
145ksf Office Project Trips	0	0	0	0	0	16	38	0	0	0	0	0	54
Existing Plus Project Conditions	**0**	**4**	**1**	**5**	**0**	**23**	**45**	**50**	**1**	**3**	**0**	**0**	**132**
Background Plus Project Conditions	**0**	**4**	**1**	**5**	**0**	**40**	**82**	**50**	**1**	**3**	**0**	**0**	**186**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	**0**	**4**	**1**	**5**	**0**	**24**	**44**	**50**	**1**	**3**	**0**	**0**	**132**
Cumulative with Project Conditions	**0**	**4**	**1**	**5**	**0**	**40**	**82**	**50**	**1**	**3**	**0**	**0**	**186**

Intersection Number: 17
Traffix Node Number: 888
Intersection Name: San Ysidro Way and Kifer Road (unsignalized)
Peak Hour: AM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**3**	**0**	**3**	**9**	**788**	**0**	**0**	**0**	**0**	**0**	**327**	**0**	**1130**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	1	0	0	0	0	0	8	0	9
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	1	0	6	142	16	0	0	0	0	0	14	3	182
32ksf Office Credit	0	0	2	23	3	0	0	0	0	0	4	0	32
NSJ Phase I Project Trips	0	0	0	0	-12	0	0	0	0	0	18	0	6
3000 Bowers	0	0	0	0	0	8	0	0	0	0	0	0	8
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	2	1	0	0	0	0	1	0	4
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	2	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	0	8	165	10	9	0	0	0	0	47	3	229
Background Conditions	**4**	**0**	**11**	**174**	**798**	**9**	**0**	**0**	**0**	**0**	**374**	**3**	**1373**
145ksf Office Project Trips	1	0	6	145	16	0	0	0	0	0	13	3	184
Existing Plus Project Conditions	**4**	**0**	**11**	**177**	**807**	**0**	**0**	**0**	**0**	**0**	**344**	**3**	**1346**
Background Plus Project Conditions	**5**	**0**	**17**	**319**	**814**	**9**	**0**	**0**	**0**	**0**	**387**	**6**	**1557**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	52	0	0	0	0	0	18	0	70
Sunnyvale Pending Project Trips	0	0	0	0	28	0	0	0	0	0	96	0	124
NSJ Phase II Project Trips	0	0	0	0	-12	0	0	0	0	0	18	0	6
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	68	0	0	0	0	0	132	0	200
Cumulative No Project Conditions	**4**	**0**	**11**	**174**	**866**	**9**	**0**	**0**	**0**	**0**	**506**	**3**	**1573**
Cumulative with Project Conditions	**5**	**0**	**17**	**319**	**882**	**9**	**0**	**0**	**0**	**0**	**519**	**6**	**1757**

Intersection Number: 1
Traffix Node Number: 5329
Intersection Name: Bowers Avenue and Central Expressway *
Peak Hour: PM
Count Date: 09/24/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**371**	**933**	**225**	**46**	**1312**	**140**	**220**	**430**	**134**	**225**	**2439**	**147**	**6622**
Approved Project Trips													
Santa Clara Approved Project Trips	279	462	289	127	294	38	9	204	50	0	78	83	1913
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	3	0	3	0	0	0	13	0	19
32ksf Office Credit	0	0	0	0	1	0	1	0	0	0	2	0	4
NSJ Phase I Project Trips	12	35	8	6	92	13	5	17	5	1	7	1	202
3000 Bowers	0	24	0	0	0	12	7	85	0	0	32	44	204
Great America Parkway	37	48	15	3	0	0	0	10	0	0	0	8	121
3515 Monroe St	0	0	0	0	20	0	0	0	0	0	11	0	31
3303 Scott Blvd	4	12	3	1	0	0	0	3	0	0	0	1	24
3333 Scott Blvd	8	25	108	17	5	0	0	5	0	0	0	1	169
Total Approved Trips	340	606	423	154	415	63	25	324	55	1	143	138	2138
Background Conditions	**711**	**1539**	**648**	**200**	**1727**	**203**	**245**	**754**	**189**	**226**	**2582**	**285**	**9309**
145ksf Office Project Trips	0	0	0	0	4	0	3	0	0	0	13	0	20
Existing Plus Project Conditions	**371**	**933**	**225**	**46**	**1317**	**140**	**224**	**430**	**134**	**225**	**2454**	**147**	**6646**
Background Plus Project Conditions	**711**	**1539**	**648**	**200**	**1731**	**203**	**248**	**754**	**189**	**226**	**2595**	**285**	**9329**
Pending Project Trips													
Santa Clara Pending Project Trips	81	178	11	0	1	0	0	244	0	0	0	114	629
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	12	35	8	6	92	13	5	17	5	1	7	1	202
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	25	125	5	5	25	65	0	25	0	25	30	0	330
Total Pending Trips	118	338	24	11	118	78	5	286	5	26	37	115	1161
Cumulative No Project Conditions	**829**	**1877**	**672**	**211**	**1845**	**281**	**250**	**1040**	**194**	**252**	**2619**	**400**	**10470**
Cumulative with Project Conditions	**829**	**1877**	**672**	**211**	**1849**	**281**	**253**	**1040**	**194**	**252**	**2632**	**400**	**10490**

Intersection Number: 2
Traffix Node Number: 202
Intersection Name: Bowers Avenue and Kifer Road-Walsh Avenue
Peak Hour: PM
Count Date: 08/20/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**152**	**992**	**81**	**127**	**143**	**108**	**30**	**332**	**40**	**351**	**639**	**306**	**3301**
Approved Project Trips													
Santa Clara Approved Project Trips	30	439	30	109	29	53	9	144	0	0	6	10	859
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	2	0	0	0	1	5	8	3	19
32ksf Office Credit	0	0	0	0	0	0	0	0	0	1	1	1	3
NSJ Phase I Project Trips	0	49	0	0	0	0	0	27	0	0	0	0	76
3000 Bowers	0	24	42	0	2	0	0	0	8	15	20	58	169
Great America Parkway	11	37	0	0	0	0	0	8	0	0	0	2	58
3515 Monroe St	0	0	0	0	3	0	0	0	0	0	2	0	5
3303 Scott Blvd	2	9	1	0	0	0	0	2	0	0	0	0	14
3333 Scott Blvd	0	25	0	0	0	0	0	5	0	0	0	0	30
Total Approved Trips	43	583	73	109	36	53	9	186	9	21	37	74	957
Background Conditions	**195**	**1575**	**154**	**236**	**179**	**161**	**39**	**518**	**49**	**372**	**676**	**380**	**4534**
145ksf Office Project Trips	0	0	0	0	2	0	0	0	1	5	8	3	19
Existing Plus Project Conditions	**152**	**992**	**81**	**127**	**145**	**108**	**30**	**332**	**41**	**357**	**648**	**310**	**3323**
Background Plus Project Conditions	**195**	**1575**	**154**	**236**	**181**	**161**	**39**	**518**	**50**	**377**	**684**	**383**	**4553**
Pending Project Trips													
Santa Clara Pending Project Trips	14	163	0	0	101	0	0	222	0	0	61	22	583
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	49	0	0	0	0	0	27	0	0	0	0	76
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	80	60	70	5	30	0	0	10	5	0	20	0	280
Total Pending Trips	94	272	70	5	131	0	0	259	5	0	81	22	939
Cumulative No Project Conditions	**289**	**1847**	**224**	**241**	**310**	**161**	**39**	**777**	**54**	**372**	**757**	**402**	**5473**
Cumulative with Project Conditions	**289**	**1847**	**224**	**241**	**312**	**161**	**39**	**777**	**55**	**377**	**765**	**405**	**5492**

Intersection Number: 3
Traffix Node Number: 5325
Intersection Name: Oakmead Parkway-Corvin Drive and Central Expressway *
Peak Hour: PM
Count Date: 09/24/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**222**	**239**	**294**	**56**	**1805**	**102**	**63**	**33**	**58**	**57**	**2338**	**40**	**5307**
Approved Project Trips													
Santa Clara Approved Project Trips	45	0	1	0	623	0	0	0	0	0	160	6	835
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	3	0	3	0	0	0	10	0	16
32ksf Office Credit	0	0	0	0	1	0	1	0	0	0	2	0	4
NSJ Phase I Project Trips	9	7	9	3	67	5	3	2	3	0	2	0	110
3000 Bowers	0	0	1	0	13	0	0	3	6	0	6	0	29
Great America Parkway	0	0	0	0	37	0	0	0	0	0	8	0	45
3515 Monroe St	0	0	0	0	20	0	0	0	0	0	11	0	31
3303 Scott Blvd	0	0	0	0	4	0	0	0	0	0	1	0	5
3333 Scott Blvd	50	0	0	0	17	0	0	0	0	0	1	11	79
Total Approved Trips	104	7	11	3	785	5	7	5	9	0	201	17	965
Background Conditions	**326**	**246**	**305**	**59**	**2590**	**107**	**70**	**38**	**67**	**57**	**2539**	**57**	**6461**
145ksf Office Project Trips	0	0	0	0	4	0	3	0	0	0	10	0	17
Existing Plus Project Conditions	**222**	**239**	**294**	**56**	**1810**	**102**	**67**	**33**	**58**	**57**	**2350**	**40**	**5328**
Background Plus Project Conditions	**326**	**246**	**305**	**59**	**2594**	**107**	**73**	**38**	**67**	**57**	**2549**	**57**	**6478**
Pending Project Trips													
Santa Clara Pending Project Trips	0	4	0	0	81	0	0	2	0	0	114	0	201
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	9	7	9	3	67	5	3	2	3	0	2	0	110
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	50	0	0	0	0	0	55	0	105
Total Pending Trips	9	11	9	3	198	5	3	4	3	0	171	0	416
Cumulative No Project Conditions	**335**	**257**	**314**	**62**	**2788**	**112**	**73**	**42**	**70**	**57**	**2710**	**57**	**6877**
Cumulative with Project Conditions	**335**	**257**	**314**	**62**	**2792**	**112**	**76**	**42**	**70**	**57**	**2720**	**57**	**6894**

Intersection Number: 4
Traffix Node Number: 196
Intersection Name: Corvin Drive and Kifer Road
Peak Hour: PM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**57**	**0**	**215**	**74**	**440**	**0**	**0**	**0**	**0**	**0**	**893**	**55**	**1734**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	59	0	0	0	0	0	16	0	75
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	3	0	0	0	0	0	16	3	22
32ksf Office Credit	0	0	0	0	0	0	0	0	0	0	3	1	4
NSJ Phase I Project Trips	0	0	6	8	31	0	0	0	0	0	-2	0	43
3000 Bowers	0	0	0	8	38	0	0	0	0	0	5	0	51
Great America Parkway	0	0	0	0	11	0	0	0	0	0	2	0	13
3515 Monroe St	0	0	0	0	5	0	0	0	0	0	4	0	9
3303 Scott Blvd	0	0	0	0	2	0	0	0	0	0	0	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	6	16	149	0	0	0	0	0	44	4	144
Background Conditions	**57**	**0**	**221**	**90**	**589**	**0**	**0**	**0**	**0**	**0**	**937**	**59**	**1953**
145ksf Office Project Trips	0	0	0	0	3	0	0	0	0	0	17	3	23
Existing Plus Project Conditions	**57**	**0**	**215**	**74**	**443**	**0**	**0**	**0**	**0**	**0**	**913**	**59**	**1761**
Background Plus Project Conditions	**57**	**0**	**221**	**90**	**592**	**0**	**0**	**0**	**0**	**0**	**954**	**62**	**1976**
Pending Project Trips													
Santa Clara Pending Project Trips	4	0	1	3	108	0	0	0	0	0	73	10	199
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	6	8	31	0	0	0	0	0	-2	0	43
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	25	0	0	0	0	0	15	0	40
Total Pending Trips	4	0	7	11	164	0	0	0	0	0	86	10	282
Cumulative No Project Conditions	**61**	**0**	**228**	**101**	**753**	**0**	**0**	**0**	**0**	**0**	**1023**	**69**	**2235**
Cumulative with Project Conditions	**61**	**0**	**228**	**101**	**756**	**0**	**0**	**0**	**0**	**0**	**1040**	**72**	**2258**

Intersection Number: 5
Traffix Node Number: 666
Intersection Name: Kifer Road and Costco Driveway
Peak Hour: PM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**0**	**17**	**3**	**538**	**170**	**107**	**0**	**268**	**153**	**575**	**6**	**1843**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	59	0	0	0	0	0	16	0	75
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	3	0	0	0	0	0	20	0	23
32ksf Office Credit	0	0	0	0	0	0	0	0	0	0	3	0	3
NSJ Phase I Project Trips	0	0	0	0	31	0	0	0	0	0	-2	0	29
3000 Bowers	0	0	0	0	38	0	0	0	0	0	5	0	43
Great America Parkway	0	0	0	0	11	0	0	0	0	0	2	0	13
3515 Monroe St	0	0	0	0	4	0	0	0	0	0	2	2	8
3303 Scott Blvd	0	0	0	0	2	0	0	0	0	0	0	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	148	0	0	0	0	0	46	2	130
Background Conditions	**6**	**0**	**17**	**3**	**686**	**170**	**107**	**0**	**268**	**153**	**621**	**8**	**2039**
145ksf Office Project Trips	0	0	0	0	3	0	0	0	0	0	20	0	23
Existing Plus Project Conditions	**6**	**0**	**17**	**3**	**541**	**170**	**107**	**0**	**268**	**153**	**598**	**6**	**1869**
Background Plus Project Conditions	**6**	**0**	**17**	**3**	**689**	**170**	**107**	**0**	**268**	**153**	**641**	**8**	**2062**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	248	0	0	0	0	0	409	14	671
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	31	0	0	0	0	0	-2	0	29
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	25	0	0	0	0	0	15	0	40
Total Pending Trips	0	0	0	0	304	0	0	0	0	0	422	14	740
Cumulative No Project Conditions	**6**	**0**	**17**	**3**	**990**	**170**	**107**	**0**	**268**	**153**	**1043**	**22**	**2779**
Cumulative with Project Conditions	**6**	**0**	**17**	**3**	**993**	**170**	**107**	**0**	**268**	**153**	**1063**	**22**	**2802**

Intersection Number: 6
Traffix Node Number: 5613
Intersection Name: Lawrence Expressway and Reed Avenue/Monroe Street *
Peak Hour: PM
Count Date: 09/23/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**326**	**3851**	**224**	**154**	**214**	**173**	**155**	**1459**	**159**	**397**	**399**	**224**	**7735**
Approved Project Trips													
Santa Clara Approved Project Trips	63	517	0	0	70	3	1	220	6	9	20	17	926
Sunnyvale Approved Project Trips	0	217	0	0	0	0	0	38	7	4	0	0	266
Vacant Building - 3689 Kifer	8	16	3	1	0	0	0	3	0	0	0	2	33
32ksf Office Credit	1	3	1	0	0	0	0	1	0	0	0	0	6
NSJ Phase I Project Trips	0	-4	0	0	0	0	2	13	2	1	4	2	20
3000 Bowers	1	17	0	0	2	0	0	3	0	0	1	0	24
Great America Parkway	0	37	0	0	0	0	0	8	0	0	0	0	45
3515 Monroe St	0	0	182	99	10	32	51	0	0	0	9	0	383
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	17	83	4	1	0	0	0	17	0	0	0	4	125
Total Approved Trips	90	886	190	101	82	35	54	303	15	14	34	25	1251
Background Conditions	**416**	**4737**	**414**	**255**	**296**	**208**	**209**	**1762**	**174**	**411**	**433**	**249**	**9563**
145ksf Office Project Trips	8	17	3	1	0	0	0	4	0	0	0	2	35
Existing Plus Project Conditions	**335**	**3871**	**228**	**155**	**214**	**173**	**155**	**1464**	**159**	**397**	**399**	**226**	**7776**
Background Plus Project Conditions	**424**	**4754**	**417**	**256**	**296**	**208**	**209**	**1766**	**174**	**411**	**433**	**251**	**9598**
Pending Project Trips													
Santa Clara Pending Project Trips	18	81	0	0	51	0	0	135	0	0	79	32	396
Sunnyvale Pending Project Trips	2	356	0	0	6	0	0	125	1	1	28	3	522
NSJ Phase II Project Trips	0	-4	0	0	0	0	2	13	2	1	4	2	20
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	10	130	0	15	5	0	5	160	5	5	10	25	370
Total Pending Trips	30	563	0	15	62	0	7	433	8	7	121	62	1308
Cumulative No Project Conditions	**446**	**5300**	**414**	**270**	**358**	**208**	**216**	**2195**	**182**	**418**	**554**	**311**	**10871**
Cumulative with Project Conditions	**454**	**5317**	**417**	**271**	**358**	**208**	**216**	**2199**	**182**	**418**	**554**	**313**	**10906**

Intersection Number: 7
Traffix Node Number: 613
Intersection Name: Lawrence Expressway and Kifer Road
Peak Hour: PM
Count Date: 09/10/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**93**	**3869**	**259**	**158**	**319**	**204**	**414**	**1459**	**44**	**442**	**264**	**129**	**7654**
Approved Project Trips													
Santa Clara Approved Project Trips	4	532	1	7	4	48	14	223	0	0	1	1	835
Sunnyvale Approved Project Trips	0	217	0	0	0	0	0	40	0	0	2	0	259
Vacant Building - 3689 Kifer	21	0	0	0	3	0	0	0	6	28	20	90	168
32ksf Office Credit	3	0	0	0	0	0	0	0	1	5	3	15	27
NSJ Phase I Project Trips	0	-9	-1	10	8	13	-1	-3	0	-2	-1	-1	13
3000 Bowers	0	0	0	15	6	18	3	0	0	0	1	0	43
Great America Parkway	0	26	0	0	0	11	2	5	0	0	0	0	44
3515 Monroe St	0	173	0	0	0	6	3	95	2	3	0	0	282
3303 Scott Blvd	1	3	0	0	1	1	0	1	0	0	0	0	7
3333 Scott Blvd	0	104	0	0	0	0	0	21	0	0	0	0	125
Total Approved Trips	29	1046	0	32	22	97	21	382	9	34	26	105	1302
Background Conditions	**122**	**4915**	**259**	**190**	**341**	**301**	**435**	**1841**	**53**	**476**	**290**	**234**	**9457**
145ksf Office Project Trips	22	0	0	0	3	0	0	0	6	29	20	93	173
Existing Plus Project Conditions	**118**	**3869**	**259**	**158**	**322**	**204**	**414**	**1459**	**51**	**476**	**287**	**237**	**7854**
Background Plus Project Conditions	**144**	**4915**	**259**	**190**	**344**	**301**	**435**	**1841**	**59**	**505**	**310**	**327**	**9630**
Pending Project Trips													
Santa Clara Pending Project Trips	0	34	252	152	36	66	106	61	0	0	60	0	767
Sunnyvale Pending Project Trips	93	352	0	0	0	0	0	118	10	6	0	56	635
NSJ Phase II Project Trips	0	-9	-1	10	8	13	-1	-3	0	-2	-1	-1	13
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	115	0	0	5	20	5	205	0	0	5	0	355
Total Pending Trips	93	492	251	162	49	99	110	381	10	4	64	55	1770
Cumulative No Project Conditions	**215**	**5407**	**510**	**352**	**390**	**400**	**545**	**2222**	**63**	**480**	**354**	**289**	**11227**
Cumulative with Project Conditions	**237**	**5407**	**510**	**352**	**393**	**400**	**545**	**2222**	**69**	**509**	**374**	**382**	**11400**

Intersection Number: 8
Traffix Node Number: 5611
Intersection Name: Lawrence Expressway and Arques Avenue *
Peak Hour: PM
Count Date: 09/23/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**141**	**2884**	**92**	**110**	**209**	**385**	**155**	**1538**	**140**	**637**	**451**	**279**	**7021**
Approved Project Trips													
Santa Clara Approved Project Trips	2	253	5	14	82	127	46	166	1	1	23	2	722
Sunnyvale Approved Project Trips	10	234	24	5	6	5	4	63	10	68	21	47	497
Vacant Building - 3689 Kifer	0	16	0	0	0	0	0	78	0	0	0	0	94
32ksf Office Credit	0	2	0	0	0	0	0	13	0	0	0	0	15
NSJ Phase I Project Trips	3	74	4	6	18	33	1	13	2	10	4	6	174
3000 Bowers	0	2	0	0	3	0	0	8	3	0	1	0	17
Great America Parkway	0	0	2	7	7	11	2	0	0	0	2	0	31
3515 Monroe St	0	111	0	0	0	6	3	61	5	8	0	0	194
3303 Scott Blvd	0	0	0	2	1	5	1	0	0	0	0	0	9
3333 Scott Blvd	0	0	15	76	17	87	19	0	0	0	4	0	218
Total Approved Trips	15	692	50	110	134	274	76	402	21	87	55	55	1502
Background Conditions	**156**	**3576**	**142**	**220**	**343**	**659**	**231**	**1940**	**161**	**724**	**506**	**334**	**8992**
145ksf Office Project Trips	0	17	0	0	0	0	0	81	0	0	0	0	98
Existing Plus Project Conditions	**141**	**2903**	**92**	**110**	**209**	**385**	**155**	**1632**	**140**	**637**	**451**	**279**	**7134**
Background Plus Project Conditions	**156**	**3593**	**142**	**220**	**343**	**659**	**231**	**2021**	**161**	**724**	**506**	**334**	**9090**
Pending Project Trips													
Santa Clara Pending Project Trips	0	252	9	11	23	30	57	152	0	0	30	0	564
Sunnyvale Pending Project Trips	0	405	0	0	4	0	0	199	15	7	2	0	632
NSJ Phase II Project Trips	3	74	4	6	18	33	1	13	2	10	4	6	174
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	20	205	0	35	15	75	5	115	10	5	20	20	525
Total Pending Trips	23	936	13	52	60	138	63	479	27	22	56	26	1895
Cumulative No Project Conditions	**179**	**4512**	**155**	**272**	**403**	**797**	**294**	**2419**	**188**	**746**	**562**	**360**	**10887**
Cumulative with Project Conditions	**179**	**4529**	**155**	**272**	**403**	**797**	**294**	**2500**	**188**	**746**	**562**	**360**	**10985**

Intersection Number: 9
Traffix Node Number: 94
Intersection Name: Lawrence Expressway and Duane Avenue-Oakmead Parkway
Peak Hour: PM
Count Date: 09/18/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**690**	**3109**	**367**	**308**	**92**	**95**	**55**	**1805**	**221**	**254**	**243**	**455**	**7694**
Approved Project Trips													
Santa Clara Approved Project Trips	15	260	19	13	2	0	0	176	6	0	1	3	495
Sunnyvale Approved Project Trips	14	268	7	6	2	2	1	115	4	5	5	9	438
Vacant Building - 3689 Kifer	0	16	0	0	0	0	0	78	0	0	0	0	94
32ksf Office Credit	0	2	0	0	0	0	0	13	0	0	0	0	15
NSJ Phase I Project Trips	0	81	0	0	0	0	0	25	0	0	0	0	106
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	6	0	0	0	0	0	0	0	7	2	0	1	16
3515 Monroe St	0	99	0	0	0	3	2	53	6	9	0	0	172
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	15	0	0	0	0	0	76	0	0	0	0	92
Total Approved Trips	35	743	26	19	4	5	3	544	23	16	6	13	1148
Background Conditions	**725**	**3852**	**393**	**327**	**96**	**100**	**58**	**2349**	**244**	**270**	**249**	**468**	**9132**
145ksf Office Project Trips	0	17	0	0	0	0	0	81	0	0	0	0	98
Existing Plus Project Conditions	**690**	**3128**	**367**	**308**	**92**	**95**	**55**	**1899**	**221**	**254**	**243**	**455**	**7807**
Background Plus Project Conditions	**725**	**3869**	**393**	**327**	**96**	**100**	**58**	**2430**	**244**	**270**	**249**	**468**	**9230**
Pending Project Trips													
Santa Clara Pending Project Trips	0	252	3	2	0	0	0	152	11	9	9	0	438
Sunnyvale Pending Project Trips	49	337	86	65	11	61	81	111	7	7	14	30	859
NSJ Phase II Project Trips	0	81	0	0	0	0	0	25	0	0	0	0	106
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	70	260	25	10	0	0	0	180	10	5	0	10	570
Total Pending Trips	119	930	114	77	11	61	81	468	28	21	23	40	1973
Cumulative No Project Conditions	**844**	**4782**	**507**	**404**	**107**	**161**	**139**	**2817**	**272**	**291**	**272**	**508**	**11105**
Cumulative with Project Conditions	**844**	**4799**	**507**	**404**	**107**	**161**	**139**	**2898**	**272**	**291**	**272**	**508**	**11203**

Intersection Number: 10
Traffix Node Number: 5892
Intersection Name: Lawrence Expressway and US 101 (South)
Peak Hour: PM
Count Date: 05/16/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**298**	**3031**	**0**	**0**	**0**	**0**	**552**	**1869**	**0**	**886**	**0**	**397**	**7033**
Approved Project Trips													
Santa Clara Approved Project Trips	5	266	0	0	0	0	6	186	0	28	0	26	517
Sunnyvale Approved Project Trips	6	267	0	0	0	0	28	100	0	18	0	8	427
Vacant Building - 3689 Kifer	0	10	0	0	0	0	33	46	0	7	0	0	96
32ksf Office Credit	0	1	0	0	0	0	5	8	0	1	0	0	15
NSJ Phase I Project Trips	0	81	0	0	0	0	0	79	0	0	0	0	160
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	6	0	0	0	0	0	1	0	0	0	0	7
3515 Monroe St	0	52	0	0	0	0	33	20	0	47	0	0	152
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	2	2	0	0	0	0	0	76	0	13	0	0	94
Total Approved Trips	13	687	0	0	0	0	105	524	0	114	0	34	1215
Background Conditions	**311**	**3718**	**0**	**0**	**0**	**0**	**657**	**2393**	**0**	**1000**	**0**	**431**	**8511**
145ksf Office Project Trips	0	10	0	0	0	0	34	47	0	7	0	0	98
Existing Plus Project Conditions	**298**	**3042**	**0**	**0**	**0**	**0**	**591**	**1924**	**0**	**894**	**0**	**397**	**7146**
Background Plus Project Conditions	**311**	**3728**	**0**	**0**	**0**	**0**	**691**	**2440**	**0**	**1007**	**0**	**431**	**8609**
Pending Project Trips													
Santa Clara Pending Project Trips	0	102	0	0	0	0	31	123	0	153	0	0	409
Sunnyvale Pending Project Trips	0	403	0	0	0	0	34	164	0	68	0	0	669
NSJ Phase II Project Trips	0	81	0	0	0	0	0	79	0	0	0	0	160
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	15	360	0	0	0	0	30	170	0	0	0	0	575
Total Pending Trips	15	946	0	0	0	0	95	536	0	221	0	0	1813
Cumulative No Project Conditions	**326**	**4664**	**0**	**0**	**0**	**0**	**752**	**2929**	**0**	**1221**	**0**	**431**	**10324**
Cumulative with Project Conditions	**326**	**4674**	**0**	**0**	**0**	**0**	**786**	**2976**	**0**	**1228**	**0**	**431**	**10422**

Intersection Number: 11
Traffix Node Number: 5893
Intersection Name: Lawrence Expressway and US 101 (North)
Peak Hour: PM
Count Date: 05/16/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**331**	**2470**	**0**	**371**	**0**	**921**	**418**	**1800**	**0**	**0**	**0**	**0**	**6311**
Approved Project Trips													
Santa Clara Approved Project Trips	60	257	0	14	0	12	11	200	0	0	0	0	554
Sunnyvale Approved Project Trips	0	267	0	0	0	0	0	100	0	0	0	0	367
Vacant Building - 3689 Kifer	0	3	0	0	0	7	33	13	0	0	0	0	56
32ksf Office Credit	0	0	0	0	0	1	5	2	0	0	0	0	8
NSJ Phase I Project Trips	0	81	0	0	0	0	0	79	0	0	0	0	160
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	6	0	0	0	0	0	1	0	0	0	0	7
3515 Monroe St	0	17	0	0	0	35	10	11	0	0	0	0	73
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	5	0	0	0	0	57	19	0	0	0	0	81
Total Approved Trips	60	638	0	14	0	55	116	433	0	0	0	0	1145
Background Conditions	**391**	**3108**	**0**	**385**	**0**	**976**	**534**	**2233**	**0**	**0**	**0**	**0**	**7627**
145ksf Office Project Trips	0	3	0	0	0	7	34	13	0	0	0	0	57
Existing Plus Project Conditions	**331**	**2473**	**0**	**371**	**0**	**929**	**457**	**1815**	**0**	**0**	**0**	**0**	**6376**
Background Plus Project Conditions	**391**	**3111**	**0**	**385**	**0**	**983**	**568**	**2246**	**0**	**0**	**0**	**0**	**7684**
Pending Project Trips													
Santa Clara Pending Project Trips	0	51	0	0	0	2	0	31	0	0	0	0	84
Sunnyvale Pending Project Trips	0	403	0	0	0	0	0	164	0	0	0	0	567
NSJ Phase II Project Trips	0	81	0	0	0	0	0	79	0	0	0	0	160
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	80	0	0	0	300	0	155	0	0	0	0	535
Total Pending Trips	0	615	0	0	0	302	0	429	0	0	0	0	1346
Cumulative No Project Conditions	**391**	**3723**	**0**	**385**	**0**	**1278**	**534**	**2662**	**0**	**0**	**0**	**0**	**8973**
Cumulative with Project Conditions	**391**	**3726**	**0**	**385**	**0**	**1285**	**568**	**2675**	**0**	**0**	**0**	**0**	**9030**

Intersection Number: 12
Traffix Node Number: 777
Intersection Name: Semiconductor Drive and Kifer Road
Peak Hour: PM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**0**	**72**	**4**	**416**	**11**	**3**	**0**	**1**	**3**	**1007**	**2**	**1525**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	8	0	0	0	0	0	2	0	10
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	21	0	96	3	5	0	0	0	0	0	0	4	129
32ksf Office Credit	3	0	16	0	1	0	0	0	0	0	0	1	21
NSJ Phase I Project Trips	0	0	0	0	7	0	0	0	0	0	-4	0	3
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	7	7
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	1	0	0	0	0	0	2	1	4
3303 Scott Blvd	0	0	0	0	2	0	0	0	0	0	0	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	0	112	3	24	0	0	0	0	0	0	13	163
Background Conditions	**30**	**0**	**184**	**7**	**440**	**11**	**3**	**0**	**1**	**3**	**1007**	**15**	**1701**
145ksf Office Project Trips	21	0	99	3	5	0	0	0	0	0	1	4	133
Existing Plus Project Conditions	**30**	**0**	**187**	**7**	**422**	**11**	**3**	**0**	**1**	**3**	**1008**	**7**	**1679**
Background Plus Project Conditions	**51**	**0**	**283**	**10**	**445**	**11**	**3**	**0**	**1**	**3**	**1008**	**19**	**1834**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	36	0	0	0	0	0	60	0	96
Sunnyvale Pending Project Trips	0	0	0	0	16	72	30	0	42	53	1	0	214
NSJ Phase II Project Trips	0	0	0	0	7	0	0	0	0	0	-4	0	3
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	5	0	0	0	0	0	5	0	10
Total Pending Trips	0	0	0	0	64	72	30	0	42	53	62	0	323
Cumulative No Project Conditions	**30**	**0**	**184**	**7**	**504**	**83**	**33**	**0**	**43**	**56**	**1069**	**15**	**2024**
Cumulative with Project Conditions	**51**	**0**	**283**	**10**	**509**	**83**	**33**	**0**	**43**	**56**	**1070**	**19**	**2157**

Intersection Number: 13
Traffix Node Number: 101
Intersection Name: Wolfe Road and Kifer Road
Peak Hour: PM
Count Date: 05/15/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**45**	**2058**	**145**	**121**	**181**	**222**	**130**	**558**	**39**	**79**	**157**	**54**	**3789**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	8	0	0	0	0	0	2	0	10
Sunnyvale Approved Project Trips	1	412	5	2	3	3	2	110	1	2	2	1	544
Vacant Building - 3689 Kifer	0	0	1	8	5	12	3	0	0	0	1	0	30
32ksf Office Credit	0	0	0	1	1	2	0	0	0	0	0	0	4
NSJ Phase I Project Trips	0	0	0	0	7	0	0	0	0	0	-4	0	3
3000 Bowers	0	0	0	0	6	0	0	0	0	0	1	0	7
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	2	0	0	0	0	0	3	0	5
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	412	6	11	32	17	5	110	1	2	5	1	591
Background Conditions	**46**	**2470**	**151**	**132**	**213**	**239**	**135**	**668**	**40**	**81**	**162**	**55**	**4392**
145ksf Office Project Trips	0	0	1	8	5	13	3	0	0	0	1	0	31
Existing Plus Project Conditions	**45**	**2058**	**146**	**130**	**187**	**237**	**133**	**558**	**39**	**79**	**158**	**54**	**3824**
Background Plus Project Conditions	**46**	**2470**	**152**	**140**	**218**	**252**	**138**	**668**	**40**	**81**	**163**	**55**	**4423**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	36	0	0	0	0	0	60	0	96
Sunnyvale Pending Project Trips	2	114	66	39	0	28	44	78	0	0	0	3	374
NSJ Phase II Project Trips	0	0	0	0	7	0	0	0	0	0	-4	0	3
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	5	0	0	0	0	0	5	0	10
Total Pending Trips	2	114	66	39	48	28	44	78	0	0	61	3	483
Cumulative No Project Conditions	**48**	**2584**	**217**	**171**	**261**	**267**	**179**	**746**	**40**	**81**	**223**	**58**	**4875**
Cumulative with Project Conditions	**48**	**2584**	**218**	**179**	**266**	**280**	**182**	**746**	**40**	**81**	**224**	**58**	**4906**

Intersection Number: 14
Traffix Node Number: 102
Intersection Name: Wolfe Road and Evelyn Avenue
Peak Hour: PM
Count Date: 05/15/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**97**	**1903**	**329**	**94**	**125**	**35**	**52**	**501**	**96**	**150**	**297**	**113**	**3792**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale Approved Project Trips	27	384	6	2	2	1	1	97	16	9	5	14	564
Vacant Building - 3689 Kifer	4	8	0	0	0	0	0	2	0	0	0	1	15
32ksf Office Credit	1	1	0	0	0	0	0	0	0	0	0	0	2
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	11	0	0	0	0	0	7	0	0	0	0	18
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	32	404	6	2	2	1	1	106	16	9	5	15	581
Background Conditions	**129**	**2307**	**335**	**96**	**127**	**36**	**53**	**607**	**112**	**159**	**302**	**128**	**4391**
145ksf Office Project Trips	4	8	0	0	0	0	0	2	0	0	0	1	15
Existing Plus Project Conditions	**102**	**1912**	**329**	**94**	**125**	**35**	**52**	**503**	**96**	**150**	**297**	**114**	**3809**
Background Plus Project Conditions	**133**	**2315**	**335**	**96**	**127**	**36**	**53**	**609**	**112**	**159**	**302**	**129**	**4406**
Pending Project Trips													
Santa Clara Pending Project Trips	0	27	0	0	0	0	0	16	0	0	0	0	43
Sunnyvale Pending Project Trips	16	126	0	0	0	0	0	114	2	1	0	8	267
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	0	0	0	0	0	0	10	0	10
Total Pending Trips	16	153	0	0	0	0	0	130	2	1	10	8	320
Cumulative No Project Conditions	**145**	**2460**	**335**	**96**	**127**	**36**	**53**	**737**	**114**	**160**	**312**	**136**	**4711**
Cumulative with Project Conditions	**149**	**2468**	**335**	**96**	**127**	**36**	**53**	**739**	**114**	**160**	**312**	**137**	**4726**

Intersection Number: 15
Traffix Node Number: 103
Intersection Name: Wolfe Road and Reed Avenue-Old San Francisco Road
Peak Hour: PM
Count Date: 05/15/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**225**	**1589**	**178**	**51**	**206**	**137**	**132**	**475**	**76**	**89**	**343**	**207**	**3708**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	139	0	0	0	0	0	45	0	184
Sunnyvale Approved Project Trips	4	187	7	8	3	2	2	71	2	2	6	3	297
Vacant Building - 3689 Kifer	4	4	0	0	4	4	1	1	0	0	1	1	20
32ksf Office Credit	1	1	0	0	1	1	0	0	0	0	0	0	4
NSJ Phase I Project Trips	0	0	0	0	2	0	0	0	0	0	7	0	9
3000 Bowers	0	0	0	0	3	0	0	0	0	0	1	0	4
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	11	7	10	10	15	0	0	0	15	0	68
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	9	192	18	15	162	17	18	72	2	2	75	4	514
Background Conditions	**234**	**1781**	**196**	**66**	**368**	**154**	**150**	**547**	**78**	**91**	**418**	**211**	**4294**
145ksf Office Project Trips	4	4	0	0	4	4	1	1	0	0	1	1	20
Existing Plus Project Conditions	**230**	**1594**	**178**	**51**	**211**	**142**	**133**	**476**	**76**	**89**	**344**	**208**	**3732**
Background Plus Project Conditions	**238**	**1785**	**196**	**66**	**372**	**158**	**151**	**548**	**78**	**91**	**419**	**212**	**4314**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	27	16	33	21	36	0	0	0	48	0	181
Sunnyvale Pending Project Trips	3	124	1	1	8	0	0	96	0	0	31	19	283
NSJ Phase II Project Trips	0	0	0	0	2	0	0	0	0	0	7	0	9
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	20	0	0	0	0	0	10	0	30
Total Pending Trips	3	124	28	17	63	21	36	96	0	0	96	19	503
Cumulative No Project Conditions	**237**	**1905**	**224**	**83**	**431**	**175**	**186**	**643**	**78**	**91**	**514**	**230**	**4797**
Cumulative with Project Conditions	**241**	**1909**	**224**	**83**	**435**	**179**	**187**	**644**	**78**	**91**	**515**	**231**	**4817**

Intersection Number: 16
Traffix Node Number: 999
Intersection Name: Semiconductor Drive and Tahoe Way (unsignalized)
Peak Hour: PM
Count Date: 06/02/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**29**	**0**	**1**	**0**	**1**	**1**	**10**	**0**	**1**	**0**	**0**	**43**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	0	0	0	0	0	117	7	0	0	0	0	0	124
32ksf Office Credit	0	0	0	0	0	19	1	0	0	0	0	0	20
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	136	8	0	0	0	0	0	144
Background Conditions	**0**	**29**	**0**	**1**	**0**	**137**	**9**	**10**	**0**	**1**	**0**	**0**	**187**
145ksf Office Project Trips	0	0	0	0	0	120	7	0	0	0	0	0	127
Existing Plus Project Conditions	**0**	**29**	**0**	**1**	**0**	**140**	**9**	**10**	**0**	**1**	**0**	**0**	**190**
Background Plus Project Conditions	**0**	**29**	**0**	**1**	**0**	**257**	**16**	**10**	**0**	**1**	**0**	**0**	**314**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	**0**	**29**	**0**	**1**	**0**	**137**	**9**	**10**	**0**	**1**	**0**	**0**	**187**
Cumulative with Project Conditions	**0**	**29**	**0**	**1**	**0**	**257**	**16**	**10**	**0**	**1**	**0**	**0**	**314**

Intersection Number: 17
Traffix Node Number: 888
Intersection Name: San Ysidro Way and Kifer Road (unsignalized)
Peak Hour: PM
Count Date: 06/02/15

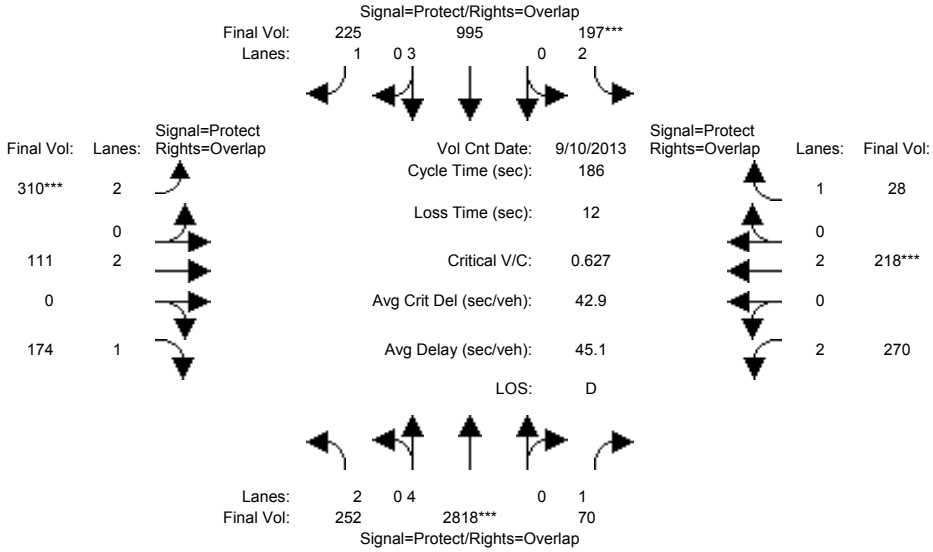
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1**	**0**	**1**	**3**	**429**	**0**	**0**	**0**	**0**	**0**	**1003**	**0**	**1437**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	8	0	0	0	0	0	2	0	10
Sunnyvale Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Building - 3689 Kifer	5	0	41	27	3	0	0	0	0	0	96	0	172
32ksf Office Credit	1	0	7	4	0	0	0	0	0	0	16	0	28
NSJ Phase I Project Trips	0	0	0	0	7	0	0	0	0	0	-4	0	3
3000 Bowers	0	0	0	0	0	7	0	0	0	0	0	0	7
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe St	0	0	0	0	1	1	0	0	0	0	2	0	4
3303 Scott Blvd	0	0	0	0	2	0	0	0	0	0	0	0	2
3333 Scott Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	0	48	31	21	8	0	0	0	0	112	0	213
Background Conditions	**7**	**0**	**49**	**34**	**450**	**8**	**0**	**0**	**0**	**0**	**1115**	**0**	**1663**
145ksf Office Project Trips	5	0	43	27	3	0	0	0	0	0	99	1	178
Existing Plus Project Conditions	**7**	**0**	**51**	**34**	**432**	**0**	**0**	**0**	**0**	**0**	**1118**	**1**	**1643**
Background Plus Project Conditions	**12**	**0**	**92**	**61**	**453**	**8**	**0**	**0**	**0**	**0**	**1214**	**1**	**1841**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	36	0	0	0	0	0	60	0	96
Sunnyvale Pending Project Trips	0	0	0	0	103	0	0	0	0	0	62	0	165
NSJ Phase II Project Trips	0	0	0	0	7	0	0	0	0	0	-4	0	3
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	5	0	0	0	0	0	5	0	10
Total Pending Trips	0	0	0	0	151	0	0	0	0	0	123	0	274
Cumulative No Project Conditions	**7**	**0**	**49**	**34**	**601**	**8**	**0**	**0**	**0**	**0**	**1238**	**0**	**1937**
Cumulative with Project Conditions	**12**	**0**	**92**	**61**	**604**	**8**	**0**	**0**	**0**	**0**	**1337**	**1**	**2115**

Appendix C

Level of Service Calculations

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

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	31	97	97	28	92	92	26	44	44	17	35	35
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	252	2818	70	197	1144	225	310	111	174	270	218	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	2818	70	197	1144	225	310	111	174	270	218	28
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:	252	2818	70	197	1144	225	310	111	174	270	218	28
User Adj:	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	2818	70	197	995	225	310	111	174	270	218	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	2818	70	197	995	225	310	111	174	270	218	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	2818	70	197	995	225	310	111	174	270	218	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.04	0.06	0.17	0.13	0.10	0.03	0.10	0.09	0.06	0.02
Crit Moves:		****		****			****				****	
Green Time:	29.6	91.1	107.1	26.3	87.8	112.3	24.4	41.3	70.9	16.0	32.9	59.2
Volume/Cap:	0.50	0.76	0.07	0.44	0.37	0.21	0.75	0.13	0.26	1.00	0.32	0.05
Delay/Veh:	76.9	32.9	11.7	78.6	27.1	10.2	90.3	61.8	42.3	144.7	71.5	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	32.9	11.7	78.6	27.1	10.2	90.3	61.8	42.3	144.7	71.5	46.8
LOS by Move:	E	C	B	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	14	44	2	12	17	7	22	5	14	24	11	2

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

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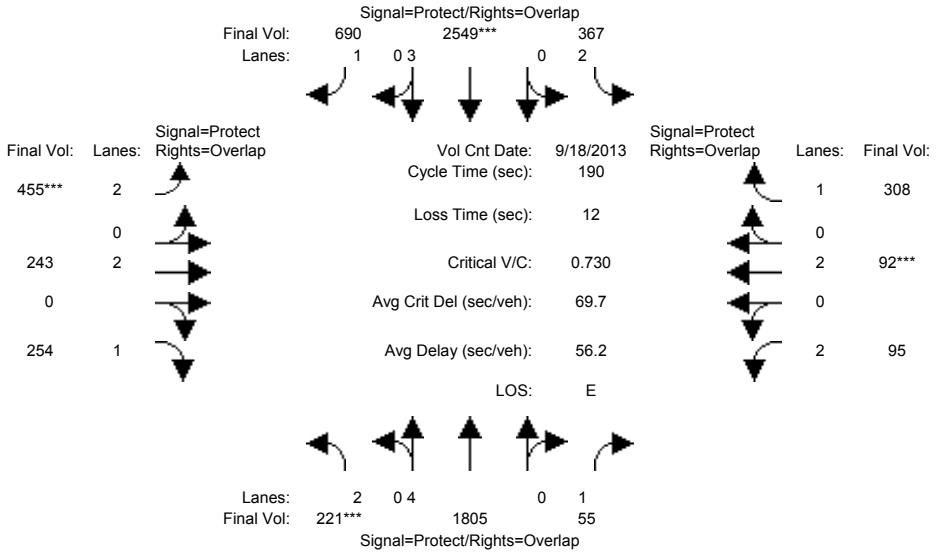
Lawrence Station Office

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

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	22	87	87	27	92	92	40	57	57	18	35	35
Y+R:	4.0	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: 18 Sep 2013 <<												
Base Vol:	221	1805	55	367	3109	690	455	243	254	95	92	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1805	55	367	3109	690	455	243	254	95	92	308
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:	221	1805	55	367	3109	690	455	243	254	95	92	308
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1805	55	367	2549	690	455	243	254	95	92	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1805	55	367	2549	690	455	243	254	95	92	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1805	55	367	2549	690	455	243	254	95	92	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.03	0.12	0.45	0.39	0.14	0.06	0.15	0.03	0.02	0.18
Crit Moves:	****				****		****				****	
Green Time:	20.8	82.2	99.3	25.5	87.0	124.8	37.8	53.9	74.7	17.0	33.1	58.6
Volume/Cap:	0.64	0.55	0.06	0.87	0.98	0.60	0.73	0.23	0.37	0.34	0.14	0.57
Delay/Veh:	89.8	36.6	17.3	102.3	66.2	20.4	79.6	55.2	43.6	86.6	70.3	59.8
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:	89.8	36.6	17.3	102.3	66.2	20.4	79.6	55.2	43.6	86.6	70.3	59.8
LOS by Move:	F	D	B	F	E	C	E	E	D	F	E	E
HCM2k95thQ:	14	29	2	25	84	42	29	11	21	7	5	29

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

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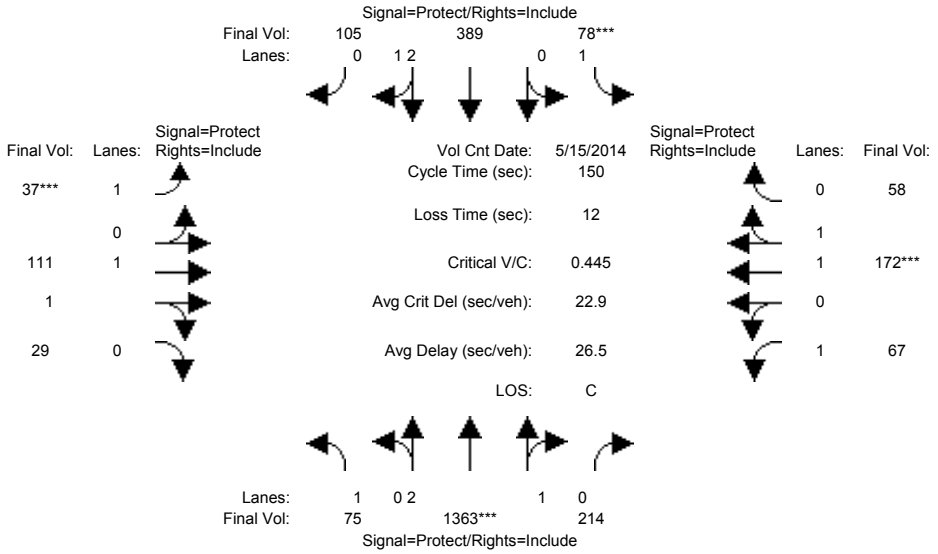
Lawrence Station Office

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

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	75	1363	214	78	389	105	37	111	29	67	172	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1363	214	78	389	105	37	111	29	67	172	58
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:	75	1363	214	78	389	105	37	111	29	67	172	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1363	214	78	389	105	37	111	29	67	172	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1363	214	78	389	105	37	111	29	67	172	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1363	214	78	389	105	37	111	29	67	172	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.58	0.42	1.00	2.34	0.66	1.00	1.57	0.43	1.00	1.48	0.52
Final Sat.:	1750	4839	760	1750	4408	1190	1750	2933	766	1750	2766	933
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.04	0.09	0.09	0.02	0.04	0.04	0.04	0.06	0.06
Crit Moves:		****		****			****				****	
Green Time:	38.0	94.9	94.9	15.0	71.9	71.9	7.1	16.5	16.5	11.6	21.0	21.0
Volume/Cap:	0.17	0.45	0.45	0.45	0.18	0.18	0.45	0.34	0.34	0.50	0.45	0.45
Delay/Veh:	43.8	14.2	14.2	65.4	22.3	22.3	73.3	62.2	62.2	69.3	59.8	59.8
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:	43.8	14.2	14.2	65.4	22.3	22.3	73.3	62.2	62.2	69.3	59.8	59.8
LOS by Move:	D	B	B	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	6	22	22	7	8	8	5	7	7	6	9	9

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

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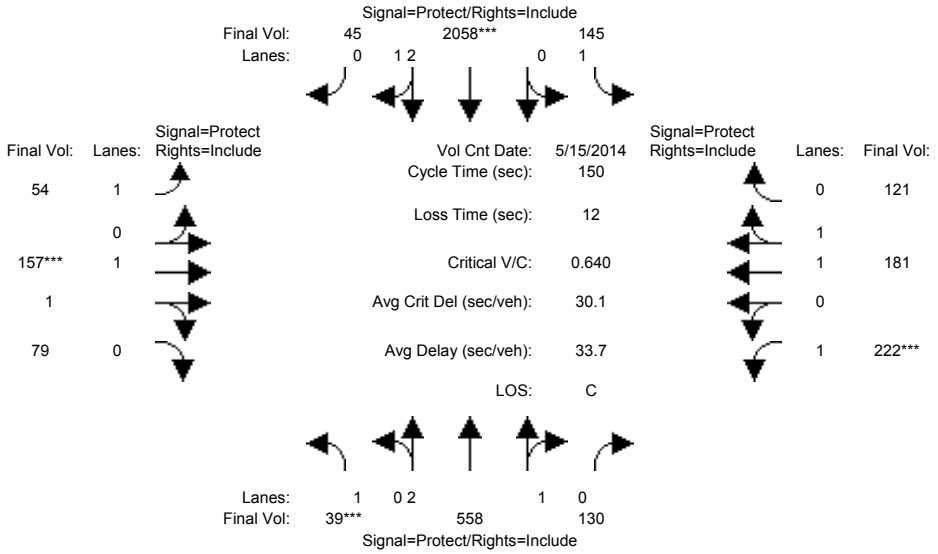
Lawrence Station Office

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

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	39	558	130	145	2058	45	54	157	79	222	181	121
Growth Adj:	1.00	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	558	130	145	2058	45	54	157	79	222	181	121
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	558	130	145	2058	45	54	157	79	222	181	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	558	130	145	2058	45	54	157	79	222	181	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	558	130	145	2058	45	54	157	79	222	181	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	558	130	145	2058	45	54	157	79	222	181	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.41	0.59	1.00	2.93	0.07	1.00	1.31	0.69	1.00	1.18	0.82
Final Sat.:	1750	4540	1058	1750	5480	120	1750	2461	1238	1750	2216	1482
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.08	0.38	0.38	0.03	0.06	0.06	0.13	0.08	0.08
Crit Moves:	****				****			****		****		
Green Time:	7.0	56.1	56.1	37.8	86.9	86.9	16.0	14.8	14.8	29.3	28.1	28.1
Volume/Cap:	0.48	0.33	0.33	0.33	0.65	0.65	0.29	0.65	0.65	0.65	0.44	0.44
Delay/Veh:	74.1	33.6	33.6	46.2	21.7	21.7	62.6	69.2	69.2	59.9	54.4	54.4
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:	74.1	33.6	33.6	46.2	21.7	21.7	62.6	69.2	69.2	59.9	54.4	54.4
LOS by Move:	E	C	C	D	C	C	E	E	E	E	D	D
HCM2k95thQ:	4	14	14	11	36	36	5	12	12	19	12	12

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

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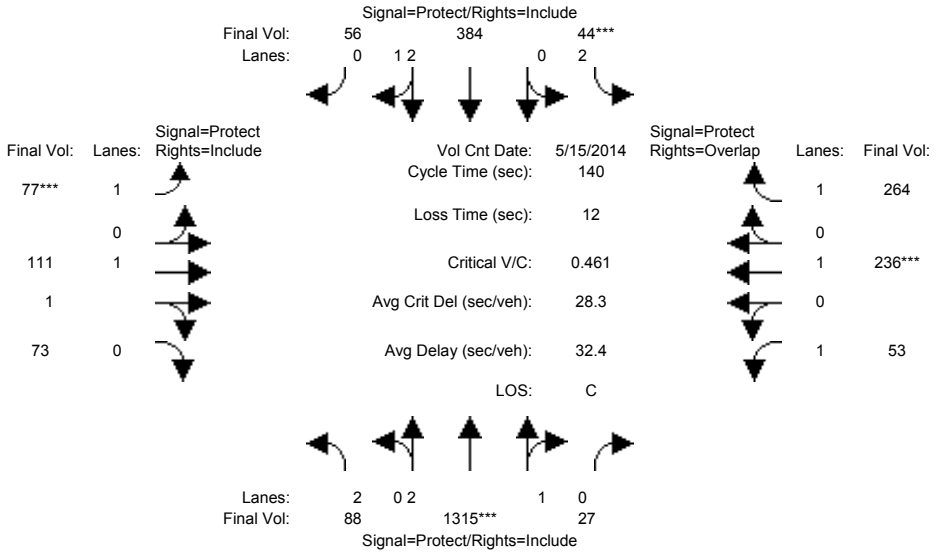
Lawrence Station Office

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

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	88	1315	27	44	384	56	77	111	73	53	236	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1315	27	44	384	56	77	111	73	53	236	264
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:	88	1315	27	44	384	56	77	111	73	53	236	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1315	27	44	384	56	77	111	73	53	236	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1315	27	44	384	56	77	111	73	53	236	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1315	27	44	384	56	77	111	73	53	236	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.94	0.06	2.00	2.60	0.40	1.00	1.18	0.82	1.00	1.00	1.00
Final Sat.:	3150	5487	113	3150	4886	713	1750	2231	1467	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.01	0.08	0.08	0.04	0.05	0.05	0.03	0.12	0.15
Crit Moves:		****		****			****				****	
Green Time:	30.4	71.1	71.1	7.0	47.7	47.7	13.1	29.4	29.4	20.5	36.8	43.8
Volume/Cap:	0.13	0.47	0.47	0.28	0.23	0.23	0.47	0.24	0.24	0.21	0.47	0.48
Delay/Veh:	44.2	22.4	22.4	65.0	33.1	33.1	62.4	46.2	46.2	53.0	44.1	39.6
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:	44.2	22.4	22.4	65.0	33.1	33.1	62.4	46.2	46.2	53.0	44.1	39.6
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	4	22	22	2	9	9	7	6	6	5	16	18

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

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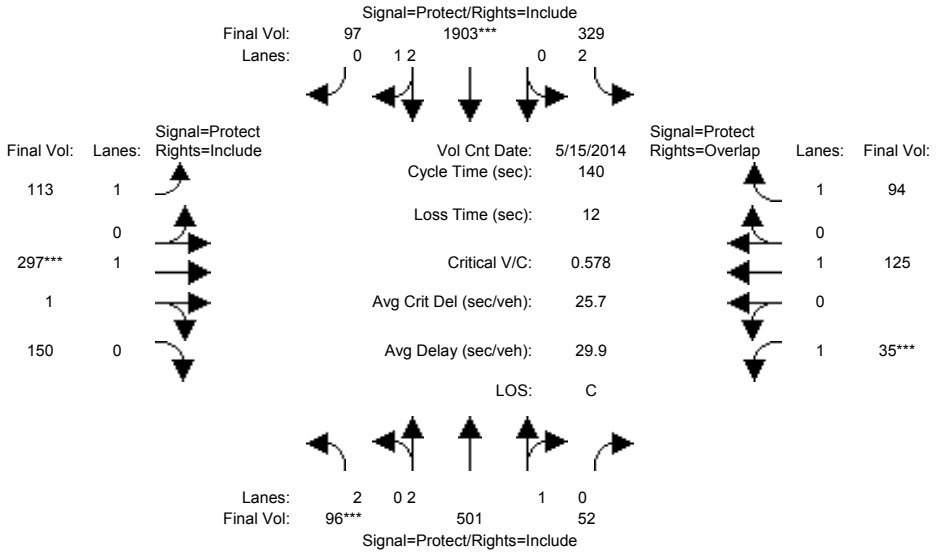
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	96	501	52	329	1903	97	113	297	150	35	125	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:	96	501	52	329	1903	97	113	297	150	35	125	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:	96	501	52	329	1903	97	113	297	150	35	125	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:	96	501	52	329	1903	97	113	297	150	35	125	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	501	52	329	1903	97	113	297	150	35	125	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
FinalVolume:	96	501	52	329	1903	97	113	297	150	35	125	94
Saturation Flow Module:												
at/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.71	0.29	2.00	2.85	0.15	1.00	1.31	0.69	1.00	1.00	1.00
Final Sat.:	3150	5073	527	3150	5328	272	1750	2457	1241	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.10	0.36	0.36	0.06	0.12	0.12	0.02	0.07	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.3	44.8	44.8	47.4	85.0	85.0	17.0	28.8	28.8	7.0	18.8	66.2
Volume/Cap:	0.59	0.31	0.31	0.31	0.59	0.59	0.53	0.59	0.59	0.40	0.49	0.11
Delay/Veh:	70.4	36.0	36.0	34.4	17.1	17.1	60.4	51.5	51.5	67.4	57.7	20.6
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:	70.4	36.0	36.0	34.4	17.1	17.1	60.4	51.5	51.5	67.4	57.7	20.6
LOS by Move:	E	D	D	C	B	B	E	D	D	E	E	C
HCM2k95thQ:	5	11	11	11	30	30	10	16	16	4	11	5

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

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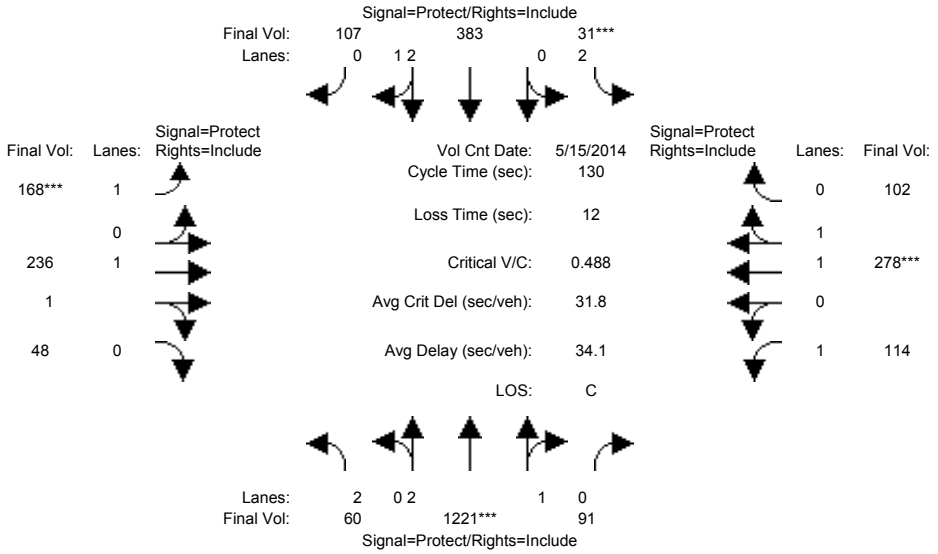
Lawrence Station Office

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

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	60	1221	91	31	383	107	168	236	48	114	278	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1221	91	31	383	107	168	236	48	114	278	102
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:	60	1221	91	31	383	107	168	236	48	114	278	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1221	91	31	383	107	168	236	48	114	278	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1221	91	31	383	107	168	236	48	114	278	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1221	91	31	383	107	168	236	48	114	278	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.78	0.22	2.00	2.32	0.68	1.00	1.65	0.35	1.00	1.45	0.55
Final Sat.:	3150	5211	388	3150	4376	1222	1750	3074	625	1750	2706	993
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.01	0.09	0.09	0.10	0.08	0.08	0.07	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	25.5	60.1	60.1	7.0	41.5	41.5	24.6	27.6	27.6	23.4	26.3	26.3
Volume/Cap:	0.10	0.51	0.51	0.18	0.27	0.27	0.51	0.36	0.36	0.36	0.51	0.51
Delay/Veh:	42.9	24.7	24.7	59.3	33.1	33.1	48.5	44.0	44.0	47.5	46.6	46.6
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:	42.9	24.7	24.7	59.3	33.1	33.1	48.5	44.0	44.0	47.5	46.6	46.6
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	2	22	22	1	9	9	13	10	10	8	13	13

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

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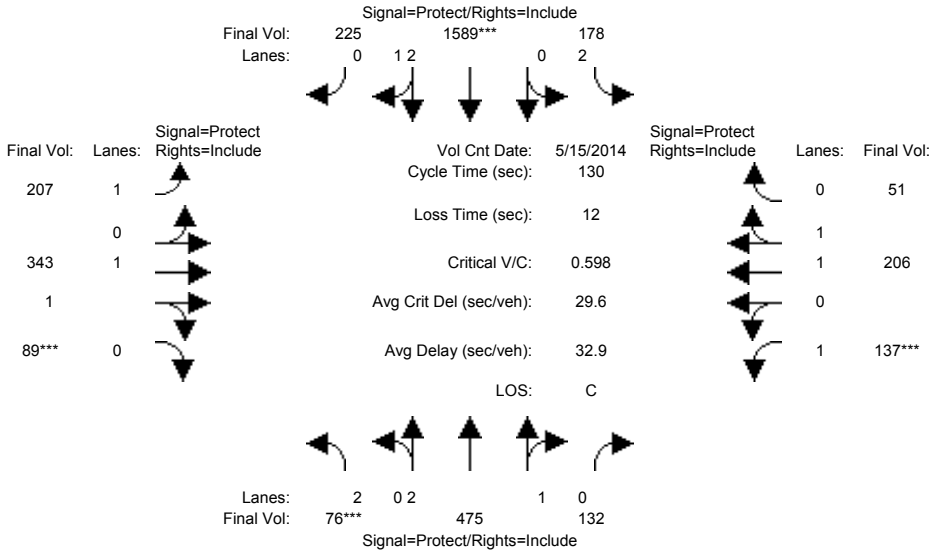
Lawrence Station Office

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

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	76	475	132	178	1589	225	207	343	89	137	206	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	475	132	178	1589	225	207	343	89	137	206	51
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:	76	475	132	178	1589	225	207	343	89	137	206	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	475	132	178	1589	225	207	343	89	137	206	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	475	132	178	1589	225	207	343	89	137	206	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	475	132	178	1589	225	207	343	89	137	206	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.32	0.68	2.00	2.61	0.39	1.00	1.58	0.42	1.00	1.59	0.41
Final Sat.:	3150	4381	1217	3150	4904	694	1750	2937	762	1750	2965	734
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.06	0.32	0.32	0.12	0.12	0.12	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.0	50.2	50.2	26.1	69.3	69.3	25.3	25.0	25.0	16.7	16.4	16.4
Volume/Cap:	0.45	0.28	0.28	0.28	0.61	0.61	0.61	0.61	0.61	0.61	0.55	0.55
Delay/Veh:	61.5	27.6	27.6	44.2	21.3	21.3	51.0	49.6	49.6	58.3	54.7	54.7
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:	61.5	27.6	27.6	44.2	21.3	21.3	51.0	49.6	49.6	58.3	54.7	54.7
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	11	11	7	29	29	17	16	16	11	9	9

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

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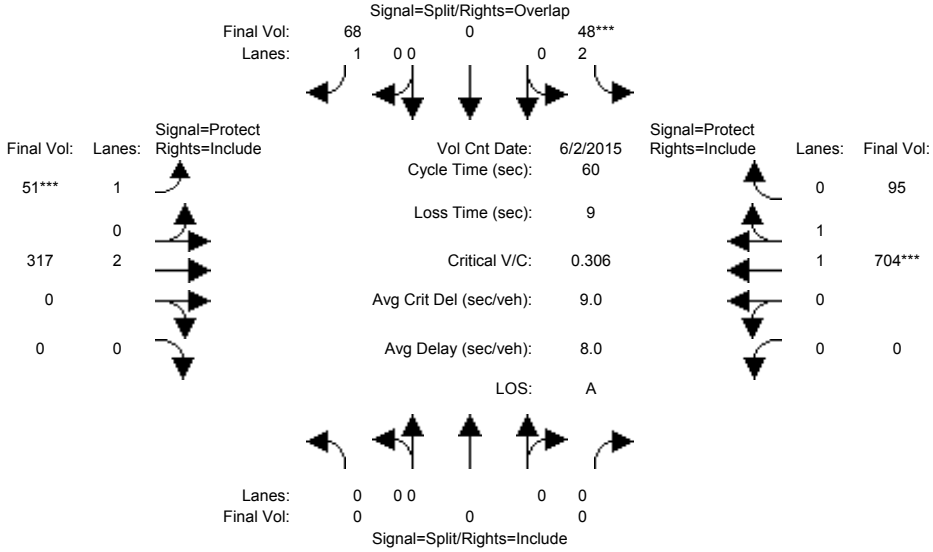
Lawrence Station Office

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

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	48	0	68	51	317	0	0	704	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	68	51	317	0	0	704	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	0	68	51	317	0	0	704	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	68	51	317	0	0	704	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	68	51	317	0	0	704	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	48	0	68	51	317	0	0	704	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3260	440
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.08	0.00	0.00	0.22	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.14	0.25	0.12	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	16.2	24.8	3.3	0.0	0.0	7.3	7.3
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:	0.0	0.0	0.0	21.2	0.0	16.2	24.8	3.3	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	2	2	2	0	0	8	8

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

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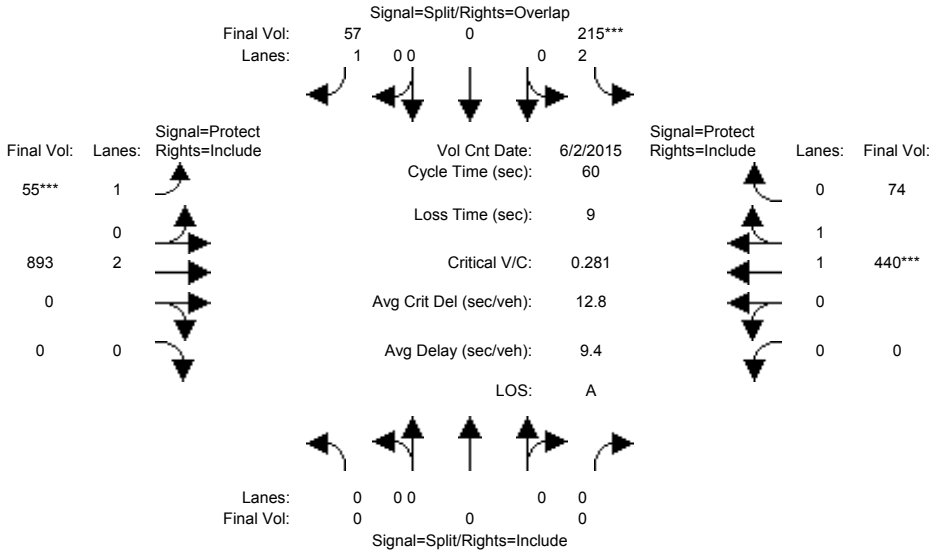
Lawrence Station Office

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

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	215	0	57	55	893	0	0	440	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	57	55	893	0	0	440	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	215	0	57	55	893	0	0	440	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:	0	0	0	215	0	57	55	893	0	0	440	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	57	55	893	0	0	440	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
FinalVolume:	0	0	0	215	0	57	55	893	0	0	440	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3167	533
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.03	0.24	0.00	0.00	0.14	0.14
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.5	0.0	21.5	7.0	36.5	0.0	0.0	29.5	29.5
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.09	0.27	0.39	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	18.7	0.0	12.8	24.9	6.1	0.0	0.0	9.1	9.1
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:	0.0	0.0	0.0	18.7	0.0	12.8	24.9	6.1	0.0	0.0	9.1	9.1
LOS by Move:	A	A	A	B	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	1	2	8	0	0	6	6

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

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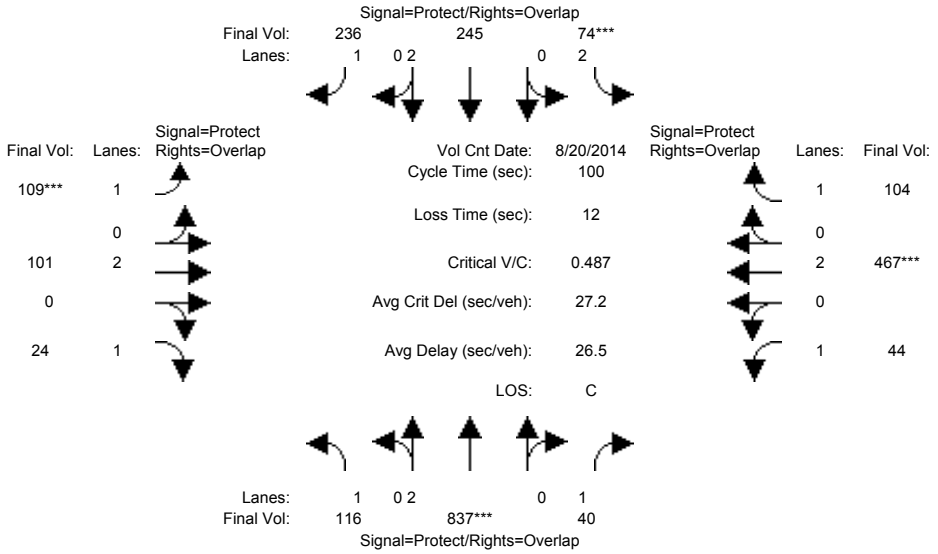
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	116	837	40	74	245	236	109	101	24	44	467	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	837	40	74	245	236	109	101	24	44	467	104
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:	116	837	40	74	245	236	109	101	24	44	467	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	837	40	74	245	236	109	101	24	44	467	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	837	40	74	245	236	109	101	24	44	467	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	837	40	74	245	236	109	101	24	44	467	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.02	0.02	0.06	0.13	0.06	0.03	0.01	0.03	0.12	0.06
Crit Moves:		****		****			****				****	
Green Time:	21.0	44.0	59.2	7.0	30.0	42.4	12.4	21.8	42.8	15.2	24.6	31.6
Volume/Cap:	0.32	0.50	0.04	0.34	0.21	0.32	0.50	0.12	0.03	0.17	0.50	0.19
Delay/Veh:	33.9	20.3	8.5	45.2	26.3	19.4	42.7	31.5	16.6	37.1	32.9	25.1
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:	33.9	20.3	8.5	45.2	26.3	19.4	42.7	31.5	16.6	37.1	32.9	25.1
LOS by Move:	C	C	A	D	C	B	D	C	B	D	C	C
HCM2k95thQ:	6	17	1	3	5	10	7	2	1	3	13	5

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

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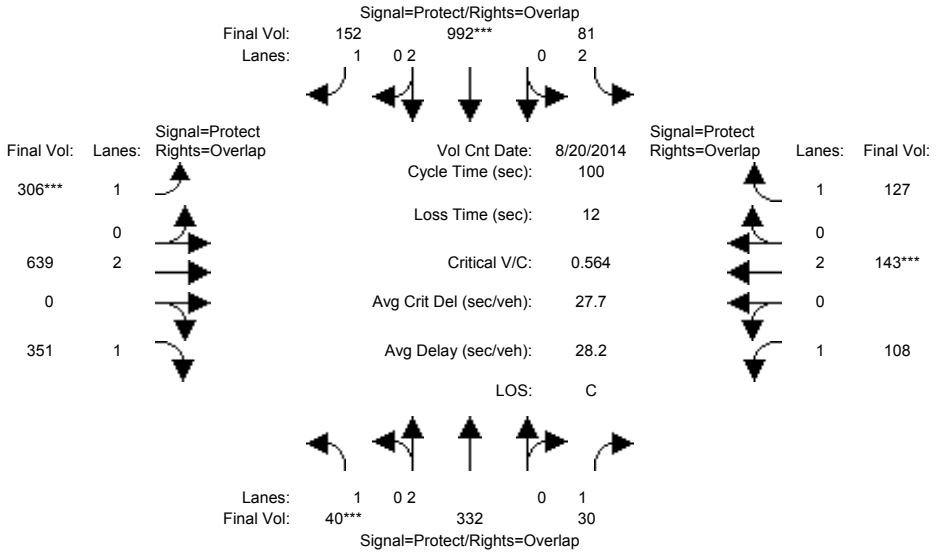
Lawrence Station Office

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

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	40	332	30	81	992	152	306	639	351	108	143	127
Growth Adj:	1.00	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	332	30	81	992	152	306	639	351	108	143	127
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	332	30	81	992	152	306	639	351	108	143	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	332	30	81	992	152	306	639	351	108	143	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	332	30	81	992	152	306	639	351	108	143	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	332	30	81	992	152	306	639	351	108	143	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.02	0.03	0.26	0.09	0.17	0.17	0.20	0.06	0.04	0.07
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.1	40.0	20.4	42.5	71.0	28.5	27.6	34.6	10.9	10.0	30.4
Volume/Cap:	0.33	0.30	0.04	0.13	0.61	0.12	0.61	0.61	0.58	0.57	0.38	0.24
Delay/Veh:	45.8	27.7	18.3	32.6	23.1	4.6	33.3	32.6	28.2	46.3	42.7	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	27.7	18.3	32.6	23.1	4.6	33.3	32.6	28.2	46.3	42.7	26.4
LOS by Move:	D	C	B	C	C	A	C	C	C	D	D	C
HCM2k95thQ:	3	8	1	2	20	3	16	16	17	8	5	6

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

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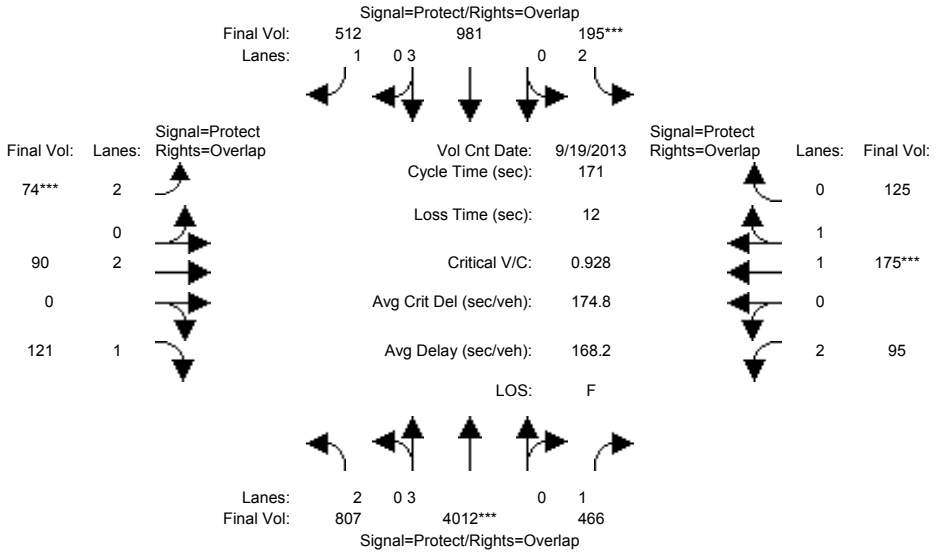
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	25	102	102	28	106	106	19	35	35	18	34	34
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	807	4612	466	195	1128	512	74	90	121	95	175	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	807	4612	466	195	1128	512	74	90	121	95	175	125
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:	807	4612	466	195	1128	512	74	90	121	95	175	125
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	807	4012	466	195	981	512	74	90	121	95	175	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	807	4012	466	195	981	512	74	90	121	95	175	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	807	4012	466	195	981	512	74	90	121	95	175	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.12	0.88
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2140	1528
Capacity Analysis Module:												
Vol/Sat:	0.26	0.70	0.27	0.06	0.17	0.29	0.02	0.02	0.07	0.03	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	21.8	89.9	105.6	24.4	92.5	109.1	16.6	30.5	52.3	15.7	29.7	54.1
Volume/Cap:	2.01	1.34	0.43	0.43	0.32	0.46	0.24	0.13	0.23	0.33	0.47	0.26
Delay/Veh:	548.1	189	10.7	77.4	17.5	8.9	82.3	67.8	50.9	84.0	73.5	50.0
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:	548.1	189	10.7	77.4	17.5	8.9	82.3	67.8	50.9	84.0	73.5	50.0
LOS by Move:	F	F	B	E	B	A	F	E	D	F	E	D
HCM2k95thQ:	87	173	14	12	13	16	5	4	11	6	15	12

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

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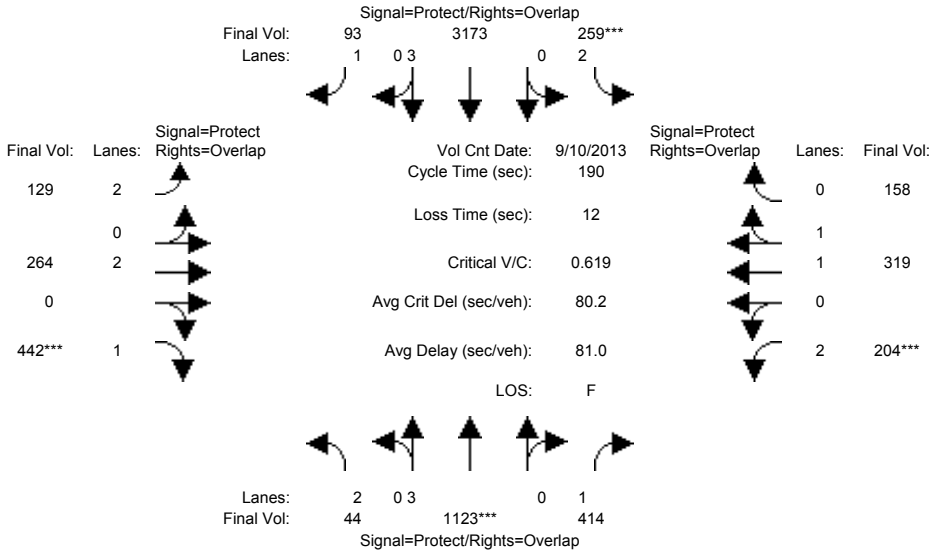
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	13	98	98	30	115	115	23	35	35	27	39	39
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	44	1459	414	259	3869	93	129	264	442	204	319	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1459	414	259	3869	93	129	264	442	204	319	158
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:	44	1459	414	259	3869	93	129	264	442	204	319	158
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1123	414	259	3173	93	129	264	442	204	319	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1123	414	259	3173	93	129	264	442	204	319	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1123	414	259	3173	93	129	264	442	204	319	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2462	1220
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.24	0.08	0.56	0.05	0.04	0.07	0.25	0.06	0.13	0.13
Crit Moves:		****		****					****	****		
Green Time:	12.2	92.2	117.6	28.2	108	129.8	21.6	32.9	45.1	25.4	36.7	64.9
Volume/Cap:	0.22	0.41	0.38	0.55	0.98	0.08	0.36	0.40	1.06	0.48	0.67	0.38
Delay/Veh:	94.3	54.4	40.3	90.5	90.6	26.1	83.3	74.6	138.8	81.9	78.1	50.5
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:	94.3	54.4	40.3	90.5	90.6	26.1	83.3	74.6	138.8	81.9	78.1	50.5
LOS by Move:	F	D	D	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	3	33	38	18	105	9	8	13	54	13	25	19

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

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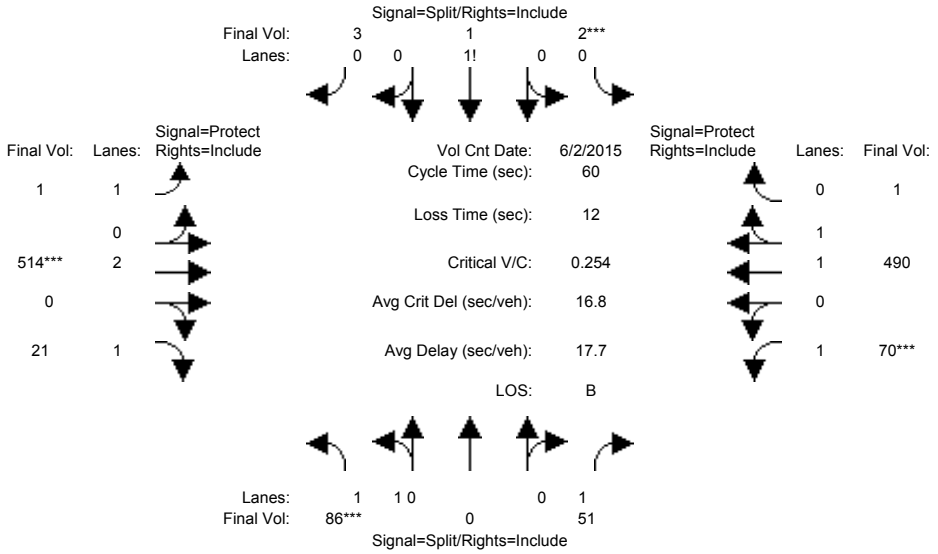
Lawrence Station Office

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

Intersection #666: Costco & Kifer Rd



Street Name:	Costco									Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	86	0	51	2	1	3	1	514	21	70	490	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:	86	0	51	2	1	3	1	514	21	70	490	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:	86	0	51	2	1	3	1	514	21	70	490	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:	86	0	51	2	1	3	1	514	21	70	490	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	51	2	1	3	1	514	21	70	490	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	51	2	1	3	1	514	21	70	490	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.33	0.17	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	583	292	875	1750	3800	1750	1750	3692	8
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.01	0.04	0.13	0.13
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.15	0.00	0.17	0.02	0.02	0.02	0.00	0.39	0.03	0.34	0.48	0.48
Delay/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	14.8	12.9	25.4	18.6	18.6
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:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	14.8	12.9	25.4	18.6	18.6
LOS by Move:	C	A	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	2	0	2	0	0	0	0	7	1	3	8	8

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

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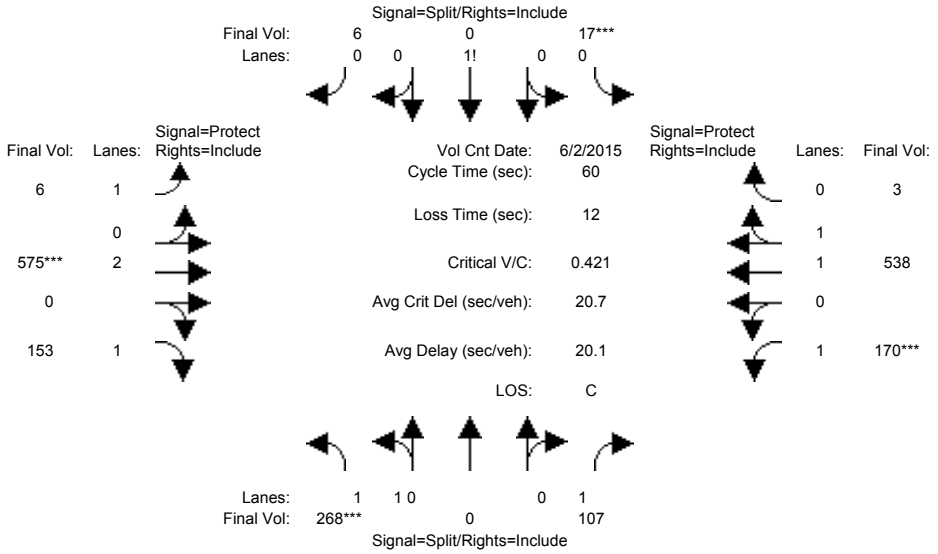
Lawrence Station Office

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

Intersection #666: Costco & Kifer Rd



Street Name:	Costco								Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	268	0	107	17	0	6	6	575	153	170	538	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	107	17	0	6	6	575	153	170	538	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	0	107	17	0	6	6	575	153	170	538	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:	268	0	107	17	0	6	6	575	153	170	538	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	107	17	0	6	6	575	153	170	538	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	0	107	17	0	6	6	575	153	170	538	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1293	0	457	1750	3800	1750	1750	3679	21
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.01	0.00	0.01	0.00	0.15	0.09	0.10	0.15	0.15
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	17.1	17.1	10.9	16.5	16.5
Volume/Cap:	0.45	0.00	0.37	0.08	0.00	0.08	0.02	0.53	0.31	0.53	0.53	0.53
Delay/Veh:	23.1	0.0	23.0	21.2	0.0	21.2	19.7	18.6	17.2	23.9	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	0.0	23.0	21.2	0.0	21.2	19.7	18.6	17.2	23.9	19.0	19.0
LOS by Move:	C	A	C	C	A	C	B	B	B	C	B	B
HCM2k95thQ:	6	0	5	1	0	1	0	9	5	6	9	9

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

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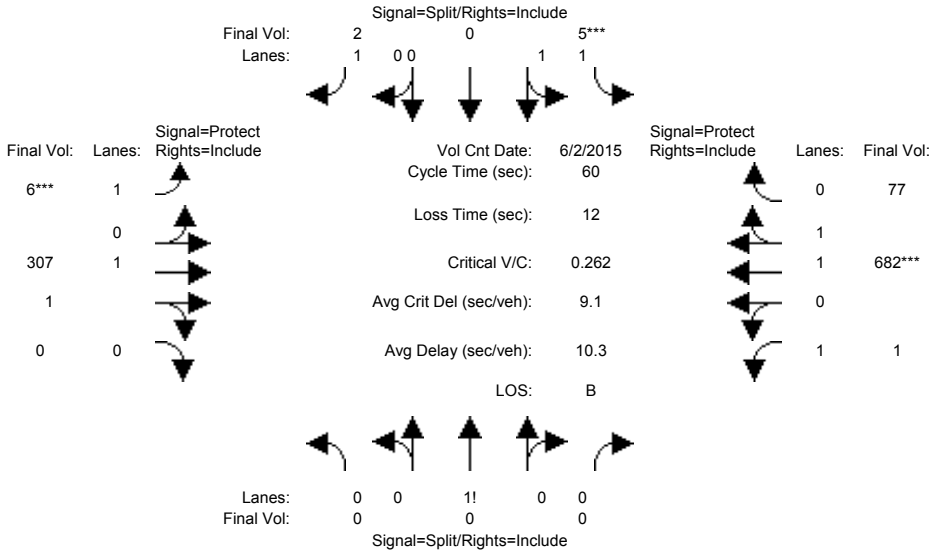
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	5	0	2	6	307	0	1	682	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	2	6	307	0	1	682	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	2	6	307	0	1	682	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	2	6	307	0	1	682	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	2	6	307	0	1	682	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	2	6	307	0	1	682	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	1.79	0.21
Final Sat.:	0	1750	0	3550	0	1750	1750	3700	0	1750	3324	375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	22.4	0.0	15.6	31.0	31.0
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.03	0.22	0.00	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	20.9	23.5	13.0	0.0	16.4	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.9	0.0	20.9	23.5	13.0	0.0	16.4	9.0	9.0
LOS by Move:	A	A	A	C	A	C	C	B	A	B	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	4	0	0	8	8

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

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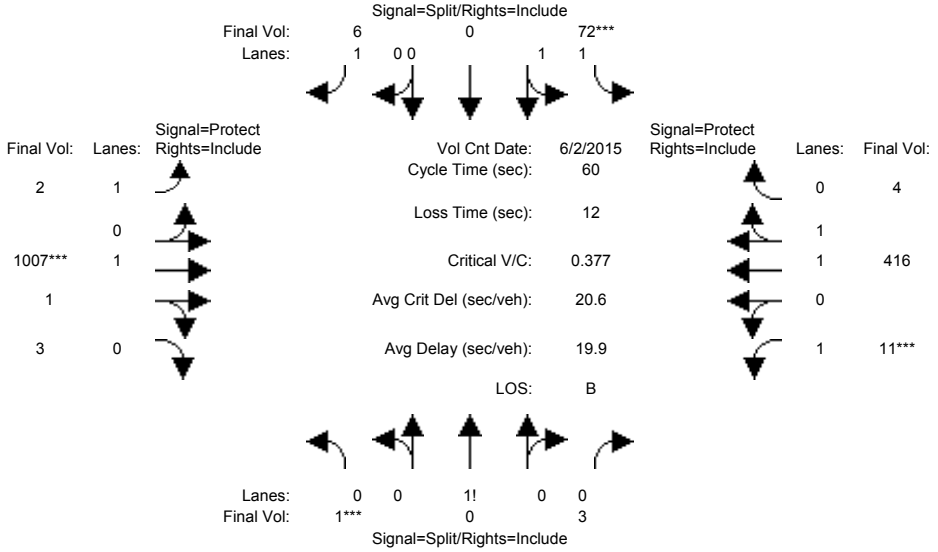
Lawrence Station Office

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

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	1	0	3	72	0	6	2	1007	3	11	416	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	3	72	0	6	2	1007	3	11	416	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	3	72	0	6	2	1007	3	11	416	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	3	72	0	6	2	1007	3	11	416	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	72	0	6	2	1007	3	11	416	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	3	72	0	6	2	1007	3	11	416	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.25	0.00	0.75	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	438	0	1313	3550	0	1750	1750	3689	11	1750	3665	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.27	0.27	0.01	0.11	0.11
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.01	0.00	0.01	0.12	0.00	0.02	0.01	0.78	0.78	0.05	0.41	0.41
Delay/Veh:	20.9	0.0	20.9	21.4	0.0	20.9	19.6	20.5	20.5	23.7	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	0.0	20.9	21.4	0.0	20.9	19.6	20.5	20.5	23.7	18.1	18.1
LOS by Move:	C	A	C	C	A	C	B	C	C	C	B	B
HCM2k95thQ:	0	0	0	1	0	0	0	16	16	0	6	6

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

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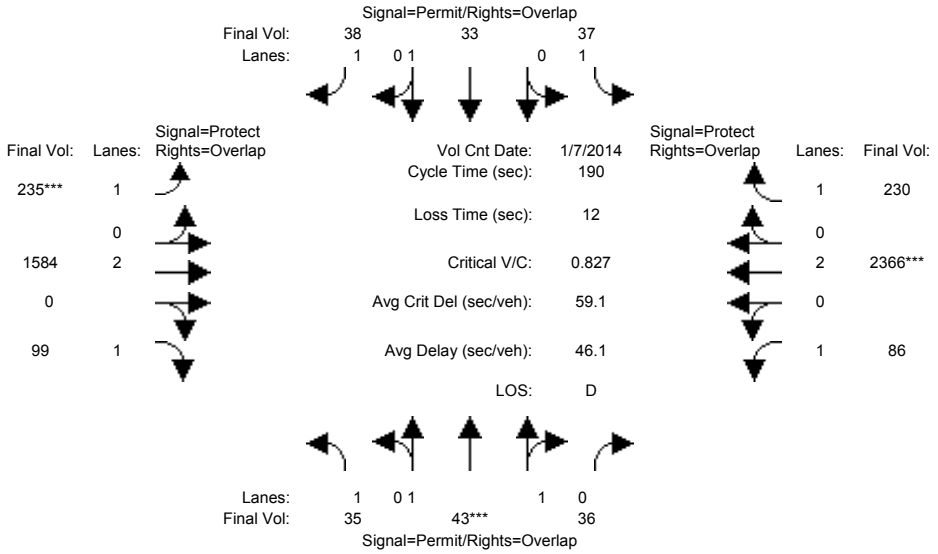
Lawrence Station Office

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

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	23	23	23	23	23	33	142	142	25	133	133
Y+R:	4.0	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: 7 Jan 2014 <<												
Base Vol:	35	43	36	37	33	38	235	1584	99	86	2366	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	36	37	33	38	235	1584	99	86	2366	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	36	37	33	38	235	1584	99	86	2366	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	36	37	33	38	235	1584	99	86	2366	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	36	37	33	38	235	1584	99	86	2366	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	36	37	33	38	235	1584	99	86	2366	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.06	0.94	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2013	1685	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.13	0.42	0.06	0.05	0.62	0.13
Crit Moves:		****					****				****	
Green Time:	21.6	21.6	45.1	21.6	21.6	52.7	31.0	134	133.6	23.5	126	126.0
Volume/Cap:	0.18	0.19	0.09	0.19	0.15	0.08	0.82	0.59	0.08	0.40	0.94	0.20
Delay/Veh:	81.4	81.3	60.0	81.5	81.0	54.0	98.8	25.8	15.7	82.8	54.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	81.3	60.0	81.5	81.0	54.0	98.8	25.8	15.7	82.8	54.4	20.4
LOS by Move:	F	F	E	F	F	D	F	C	B	F	D	C
HCM2k95thQ:	4	4	4	5	4	4	30	54	7	10	104	16

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

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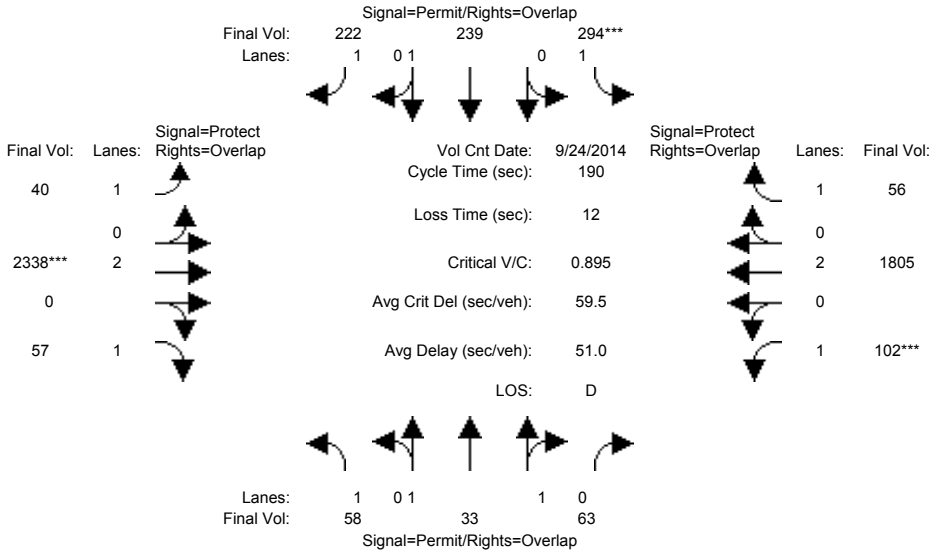
Lawrence Station Office

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

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	134	134	17	136	136
Y+R:	4.0	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 <<												
Base Vol:	58	33	63	294	239	222	40	2338	57	102	1805	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	33	63	294	239	222	40	2338	57	102	1805	56
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:	58	33	63	294	239	222	40	2338	57	102	1805	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	33	63	294	239	222	40	2338	57	102	1805	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	33	63	294	239	222	40	2338	57	102	1805	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	33	63	294	239	222	40	2338	57	102	1805	56
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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.17	0.13	0.13	0.02	0.62	0.03	0.06	0.48	0.03
Crit Moves:				****				****		****		
Green Time:	36.7	36.7	52.7	36.7	36.7	50.8	14.1	126	126.0	16.0	128	127.9
Volume/Cap:	0.17	0.09	0.13	0.87	0.65	0.47	0.31	0.93	0.05	0.69	0.71	0.05
Delay/Veh:	68.3	67.0	54.8	99.9	79.4	62.9	89.9	52.5	18.2	103.2	33.1	17.5
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:	68.3	67.0	54.8	99.9	79.4	62.9	89.9	52.5	18.2	103.2	33.1	17.5
LOS by Move:	E	E	D	F	E	E	F	D	B	F	C	B
HCM2k95thQ:	6	3	6	36	25	22	6	105	4	13	68	4

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

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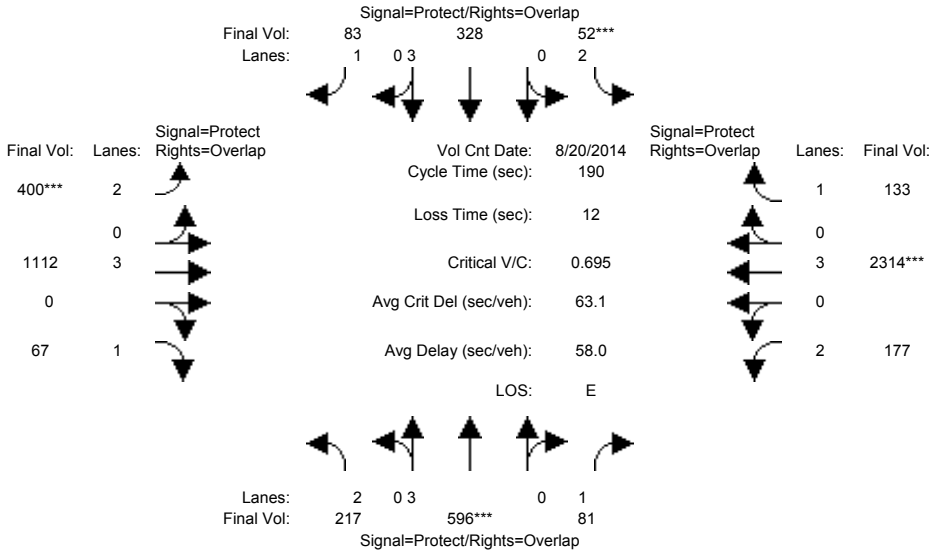
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	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: 20 Aug 2014 <<												
Base Vol:	217	596	81	52	328	83	400	1112	67	177	2314	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	596	81	52	328	83	400	1112	67	177	2314	133
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:	217	596	81	52	328	83	400	1112	67	177	2314	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	596	81	52	328	83	400	1112	67	177	2314	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	596	81	52	328	83	400	1112	67	177	2314	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	596	81	52	328	83	400	1112	67	177	2314	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.05	0.02	0.06	0.05	0.13	0.20	0.04	0.06	0.41	0.08
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.65	0.46	0.13	0.26	0.31	0.14	0.80	0.37	0.06	0.47	0.83	0.14
Delay/Veh:	91.3	67.5	45.3	90.6	71.1	45.6	91.0	35.6	20.5	84.0	56.5	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	67.5	45.3	90.6	71.1	45.6	91.0	35.6	20.5	84.0	56.5	28.6
LOS by Move:	F	E	D	F	E	D	F	D	C	F	E	C
HCM2k95thQ:	15	19	7	4	11	7	26	28	5	13	68	11

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

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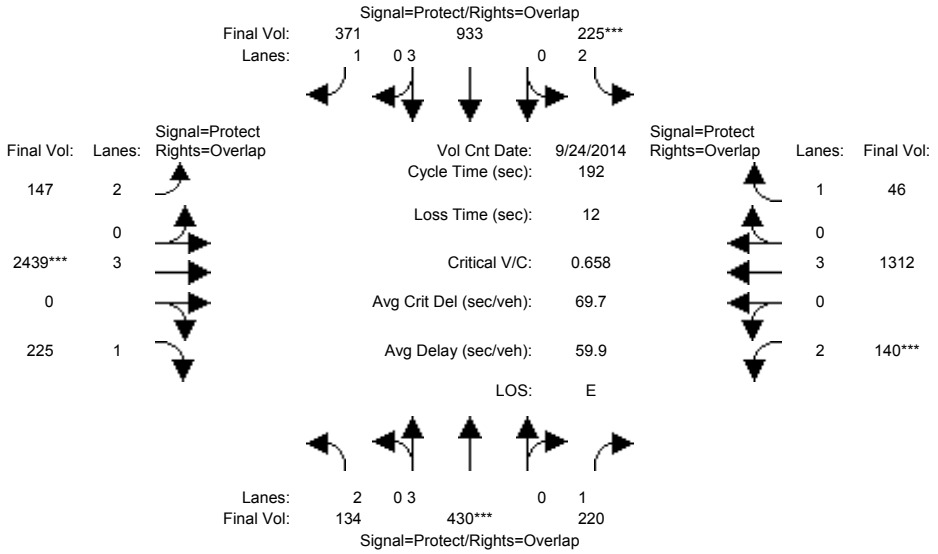
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	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 <<												
Base Vol:	134	430	220	225	933	371	147	2439	225	140	1312	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	430	220	225	933	371	147	2439	225	140	1312	46
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:	134	430	220	225	933	371	147	2439	225	140	1312	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	430	220	225	933	371	147	2439	225	140	1312	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	430	220	225	933	371	147	2439	225	140	1312	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	430	220	225	933	371	147	2439	225	140	1312	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.13	0.07	0.16	0.21	0.05	0.43	0.13	0.04	0.23	0.03
Crit Moves:		****		****				****		****		
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.43	0.38	0.45	0.66	0.79	0.71	0.50	0.78	0.20	0.53	0.42	0.04
Delay/Veh:	87.1	71.0	60.7	91.6	80.1	67.4	94.8	66.2	32.0	91.2	19.4	5.6
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:	87.1	71.0	60.7	91.6	80.1	67.4	94.8	66.2	32.0	91.2	19.4	5.6
LOS by Move:	F	E	E	F	F	E	F	E	C	F	B	A
HCM2k95thQ:	9	14	21	17	33	37	10	69	21	11	19	1

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

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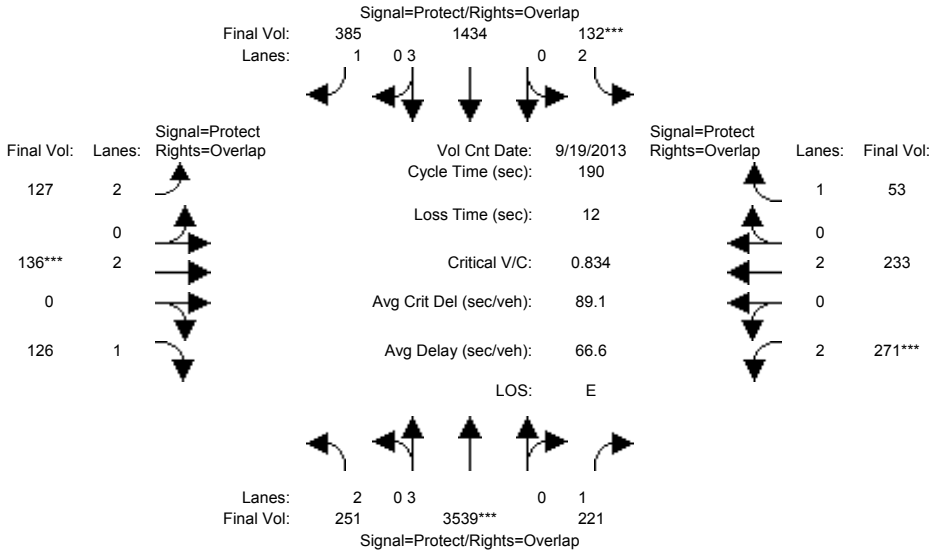
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	29	121	121	17	108	108	17	36	36	17	35	35
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	251	4068	221	132	1648	385	127	136	126	271	233	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	4068	221	132	1648	385	127	136	126	271	233	53
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:	251	4068	221	132	1648	385	127	136	126	271	233	53
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	3539	221	132	1434	385	127	136	126	271	233	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	3539	221	132	1434	385	127	136	126	271	233	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	3539	221	132	1434	385	127	136	126	271	233	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.62	0.13	0.04	0.25	0.22	0.04	0.04	0.08	0.09	0.06	0.03
Crit Moves:		****		****				****		****		
Green Time:	27.3	113	129.2	15.9	102	118.0	16.2	33.7	61.0	15.9	33.4	49.3
Volume/Cap:	0.55	1.04	0.19	0.50	0.47	0.35	0.47	0.20	0.24	1.03	0.35	0.12
Delay/Veh:	82.3	84.6	19.0	90.4	20.8	9.9	89.8	71.4	51.0	155.6	73.8	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:	82.3	84.6	19.0	90.4	20.8	9.9	89.8	71.4	51.0	155.6	73.8	57.5
LOS by Move:	F	F	B	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	17	123	16	9	23	12	10	7	12	25	12	5

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

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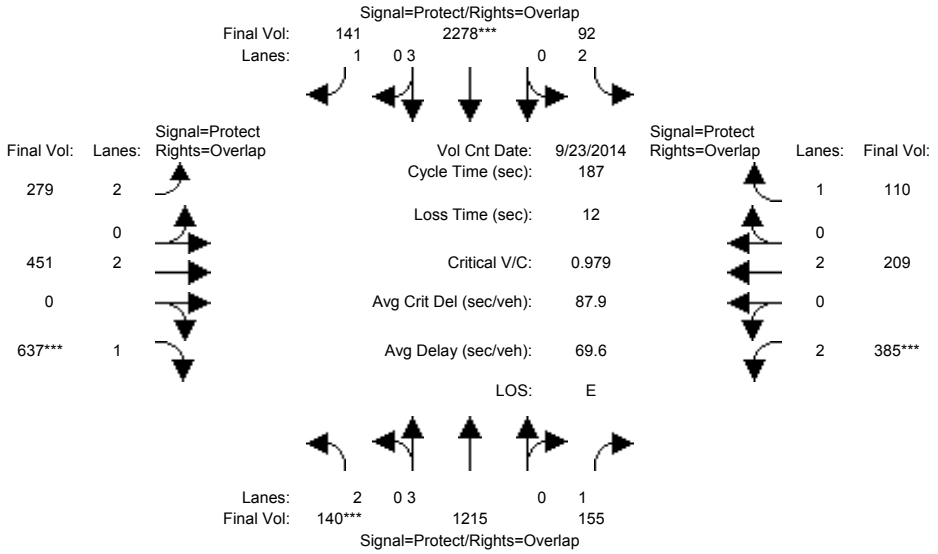
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	23	91	91	21	89	89	32	41	41	32	42	42
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	140	1538	155	92	2884	141	279	451	637	385	209	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:	140	1538	155	92	2884	141	279	451	637	385	209	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:	140	1538	155	92	2884	141	279	451	637	385	209	110
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1215	155	92	2278	141	279	451	637	385	209	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1215	155	92	2278	141	279	451	637	385	209	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
FinalVolume:	140	1215	155	92	2278	141	279	451	637	385	209	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.09	0.03	0.40	0.08	0.09	0.12	0.40	0.12	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	21.7	85.9	116.2	19.8	84.1	114.3	30.2	39.7	61.4	30.2	39.7	59.5
Volume/Cap:	0.38	0.46	0.14	0.28	0.89	0.13	0.55	0.56	1.21	0.76	0.26	0.20
Delay/Veh:	81.6	30.4	8.2	81.9	63.4	23.1	77.6	70.6	178.5	85.7	65.2	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	30.4	8.2	81.9	63.4	23.1	77.6	70.6	178.5	85.7	65.2	49.3
LOS by Move:	F	C	A	F	E	C	E	E	F	F	E	D
HCM2k95thQ:	9	23	4	6	64	10	18	22	88	26	10	10

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

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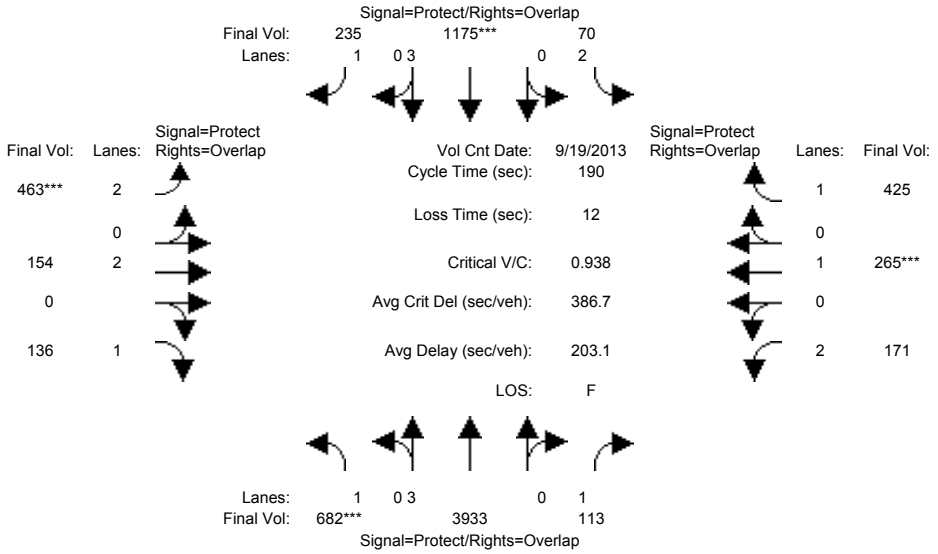
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	21	113	113	15	106	106	26	43	43	19	37	37
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	682	4521	113	70	1350	235	463	154	136	171	265	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	4521	113	70	1350	235	463	154	136	171	265	425
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:	682	4521	113	70	1350	235	463	154	136	171	265	425
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	3933	113	70	1175	235	463	154	136	171	265	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	3933	113	70	1175	235	463	154	136	171	265	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	682	3933	113	70	1175	235	463	154	136	171	265	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.69	0.06	0.02	0.21	0.13	0.15	0.04	0.08	0.05	0.14	0.24
Crit Moves:	****				****		****				****	
Green Time:	20.6	108	126.3	11.6	99.2	123.5	24.3	40.9	61.5	18.1	34.6	46.2
Volume/Cap:	3.60	1.21	0.10	0.36	0.39	0.21	1.15	0.19	0.24	0.57	0.77	1.00
Delay/Veh:	1272	126	4.8	92.7	21.4	6.4	180.1	65.3	50.6	90.5	88.7	119.9
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:	1272	126	4.8	92.7	21.4	6.4	180.1	65.3	50.6	90.5	88.7	119.9
LOS by Move:	F	F	A	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	165	161	2	5	18	5	38	7	12	12	28	52

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

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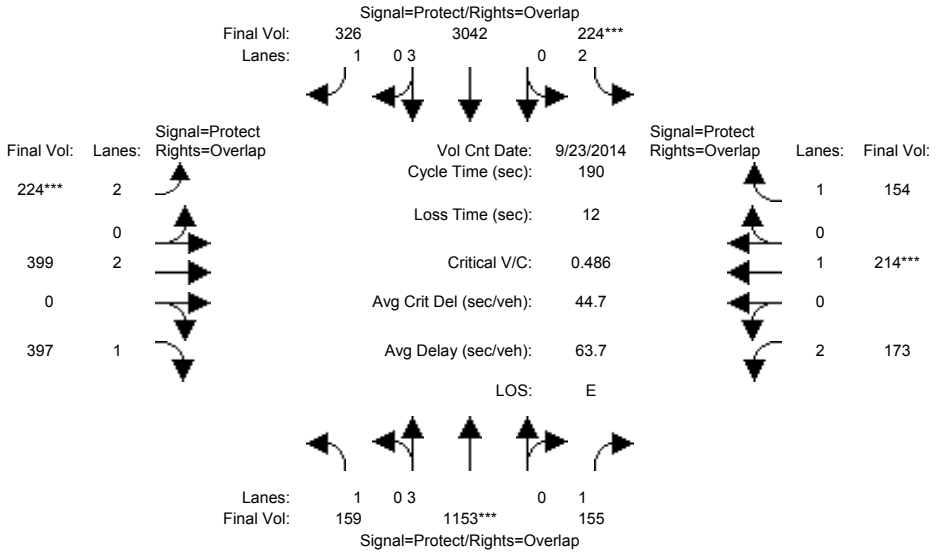
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	22	106	106	24	108	108	20	38	38	22	40	40
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	159	1459	155	224	3851	326	224	399	397	173	214	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1459	155	224	3851	326	224	399	397	173	214	154
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:	159	1459	155	224	3851	326	224	399	397	173	214	154
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1153	155	224	3042	326	224	399	397	173	214	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1153	155	224	3042	326	224	399	397	173	214	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1153	155	224	3042	326	224	399	397	173	214	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.09	0.07	0.53	0.19	0.07	0.11	0.23	0.05	0.11	0.09
Crit Moves:		****		****			****				****	
Green Time:	20.7	99.7	120.4	22.6	102	120.4	18.8	35.7	56.4	20.7	37.6	60.2
Volume/Cap:	0.83	0.39	0.14	0.60	1.00	0.29	0.72	0.56	0.76	0.50	0.57	0.28
Delay/Veh:	114.1	20.9	7.3	87.1	76.2	24.6	96.1	75.4	71.2	86.1	75.3	52.0
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:	114.1	20.9	7.3	87.1	76.2	24.6	96.1	75.4	71.2	86.1	75.3	52.0
LOS by Move:	F	C	A	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	22	18	4	14	93	24	15	20	39	11	21	14

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

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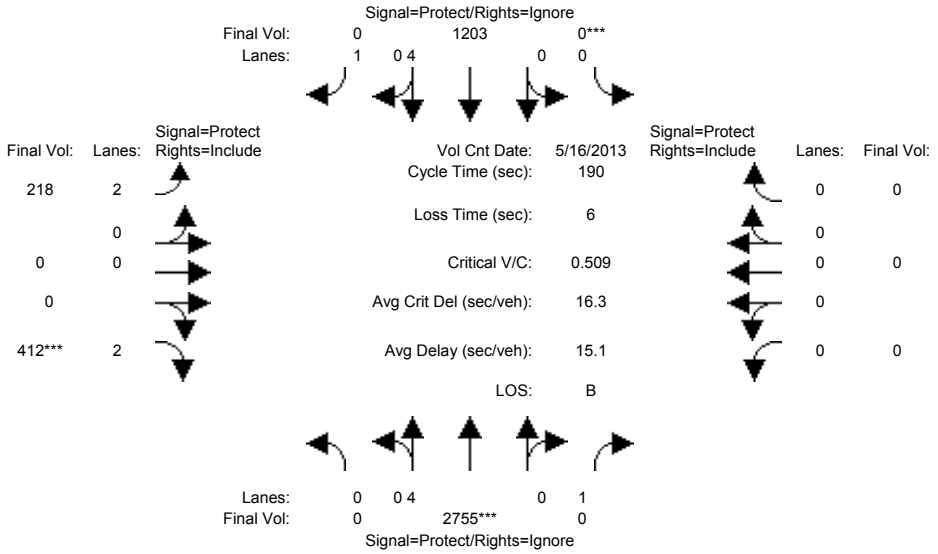
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	164	164	0	147	147	26	0	17	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	2755	86	0	1203	338	218	0	412	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2755	86	0	1203	338	218	0	412	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2755	86	0	1203	338	218	0	412	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2755	0	0	1203	0	218	0	412	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2755	0	0	1203	0	218	0	412	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2755	0	0	1203	0	218	0	412	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.16	0.00	0.07	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.00	0.19	0.00	0.52	0.00	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	80.4	0.0	125.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	80.4	0.0	125.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	15	0	32	0	0	0

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

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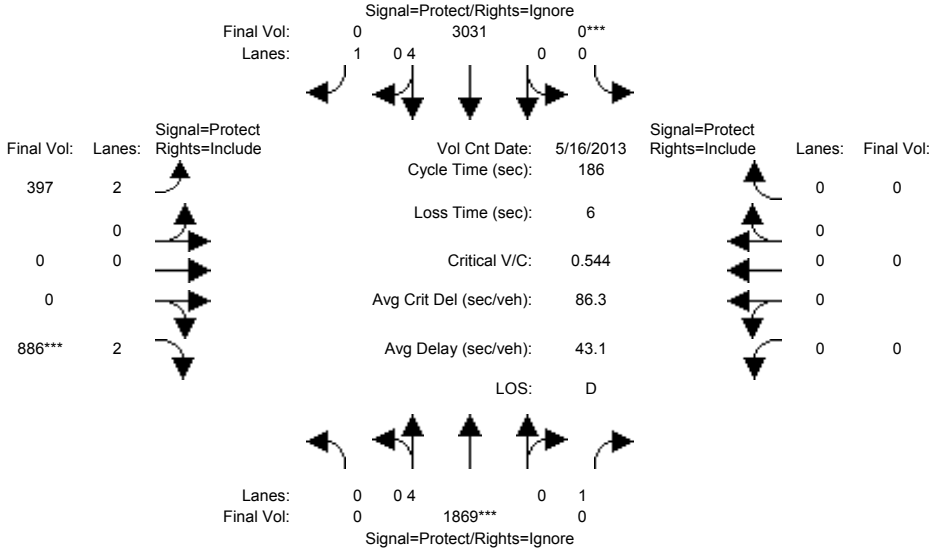
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	146	146	0	115	115	38	0	38	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	1869	552	0	3031	298	397	0	886	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1869	552	0	3031	298	397	0	886	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1869	552	0	3031	298	397	0	886	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1869	0	0	3031	0	397	0	886	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1869	0	0	3031	0	397	0	886	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1869	0	0	3031	0	397	0	886	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.40	0.00	0.13	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	143	0.0	0.0	143	0.0	37.2	0.0	37.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.32	0.00	0.00	0.52	0.00	0.63	0.00	1.41	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	71.6	0.0	268.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	71.6	0.0	268.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	3	0	23	0	78	0	0	0

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

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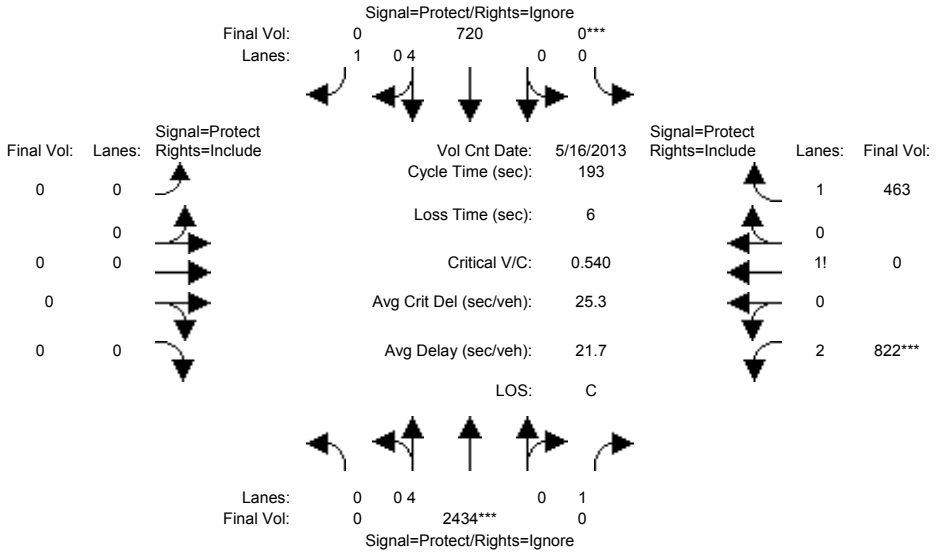
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	133	133	0	133	133	0	0	0	59	0	59
Y+R:	4.0	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: 16 May 2013 <<												
Base Vol:	0	2434	454	0	720	454	0	0	0	822	0	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2434	454	0	720	454	0	0	0	822	0	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2434	454	0	720	454	0	0	0	822	0	463
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2434	0	0	720	0	0	0	0	822	0	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2434	0	0	720	0	0	0	0	822	0	463
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2434	0	0	720	0	0	0	0	822	0	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.57	0.00	1.43
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4045	0	2506
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.20	0.00	0.18
Crit Moves:		****		****						****		
Green Time:	0.0	130	0.0	0.0	130	0.0	0.0	0.0	0.0	57.5	0.0	57.5
Volume/Cap:	0.00	0.48	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.68	0.00	0.62
Delay/Veh:	0.0	5.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	62.3	0.0	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:	0.0	5.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	62.3	0.0	60.4
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	14	0	0	3	0	0	0	0	34	0	31

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

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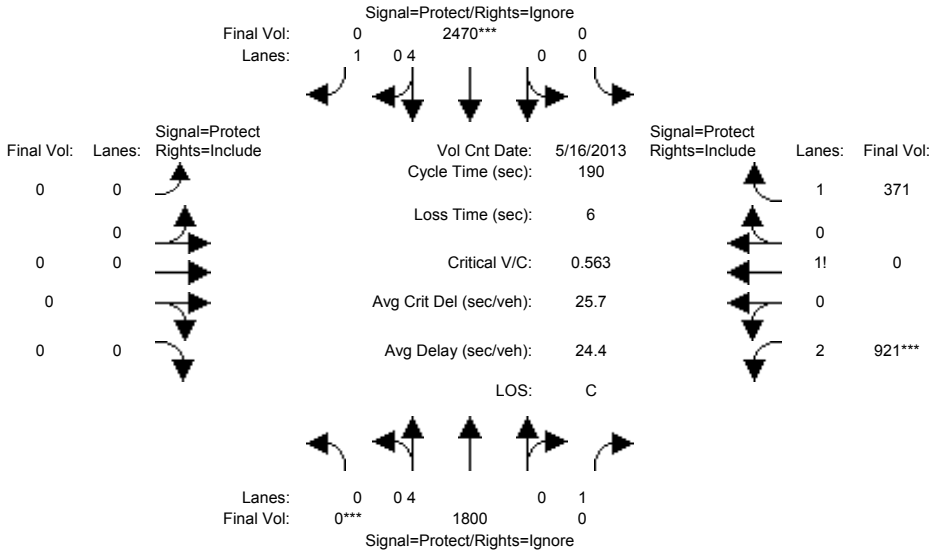
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps




```
Street Name:          Lawrence Expwy                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  129   129     0  130   130     0    0     0    61    0    61
Y+R:          4.0  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: 16 May 2013 <<
Base Vol:       0 1800   418     0 2470   331     0    0     0   921    0   371
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1800   418     0 2470   331     0    0     0   921    0   371
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1800   418     0 2470   331     0    0     0   921    0   371
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1800     0     0 2470     0     0    0     0   921    0   371
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1800     0     0 2470     0     0    0     0   921    0   371
PCE Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1800     0     0 2470     0     0    0     0   921    0   371
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  2.65 0.00  1.35
Final Sat.:     0 7600  1750     0 7600  1750     0    0     0  4172    0  2367
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.00  0.00 0.33  0.00  0.00 0.00  0.00  0.22 0.00  0.16
Crit Moves:  ****                 ****                          ****
Green Time:   0.0  125   0.0   0.0  125   0.0   0.0  0.0   0.0  58.8  0.0  58.8
Volume/Cap:  0.00 0.36  0.00  0.00 0.49  0.00  0.00 0.00  0.00  0.71 0.00  0.51
Delay/Veh:    0.0 22.9   0.0   0.0  6.9   0.0   0.0  0.0   0.0  61.6  0.0  55.8
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:   0.0 22.9   0.0   0.0  6.9   0.0   0.0  0.0   0.0  61.6  0.0  55.8
LOS by Move:    A    C     A     A    A     A     A    A     A     E    A     E
HCM2k95thQ:     0   30     0     0   15     0     0    0     0    37    0    25
Note: Queue reported is the number of cars per lane.
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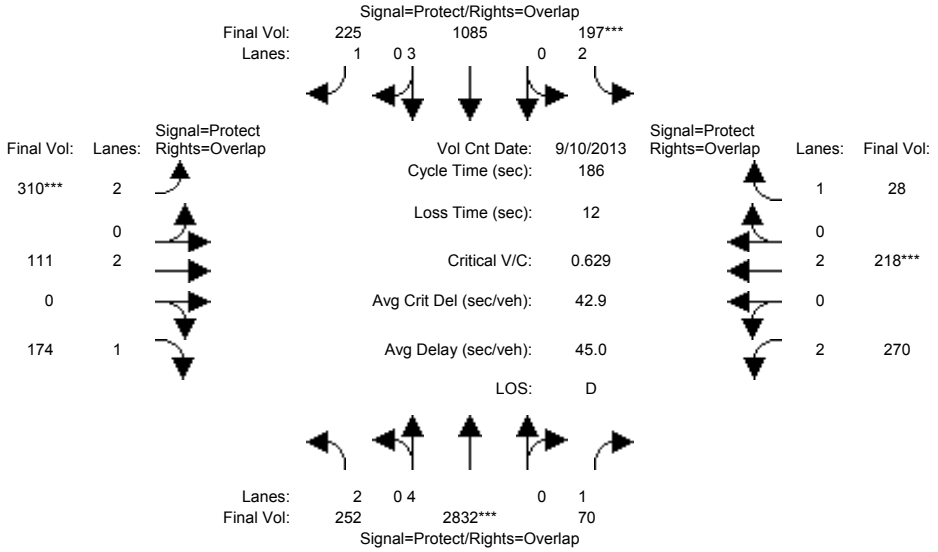
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	31	97	97	28	92	92	26	44	44	17	35	35
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	252	2818	70	197	1144	225	310	111	174	270	218	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	2818	70	197	1144	225	310	111	174	270	218	28
Added Vol:	0	14	0	0	103	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	2832	70	197	1247	225	310	111	174	270	218	28
User Adj:	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	2832	70	197	1085	225	310	111	174	270	218	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	2832	70	197	1085	225	310	111	174	270	218	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	2832	70	197	1085	225	310	111	174	270	218	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.04	0.06	0.19	0.13	0.10	0.03	0.10	0.09	0.06	0.02
Crit Moves:		****		****			****				****	
Green Time:	29.6	91.1	107.1	26.3	87.8	112.3	24.4	41.3	70.9	16.0	32.9	59.2
Volume/Cap:	0.50	0.76	0.07	0.44	0.40	0.21	0.75	0.13	0.26	1.00	0.32	0.05
Delay/Veh:	76.9	33.1	11.7	78.6	27.6	10.2	90.3	61.8	42.3	144.7	71.5	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	33.1	11.7	78.6	27.6	10.2	90.3	61.8	42.3	144.7	71.5	46.8
LOS by Move:	E	C	B	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	14	44	2	12	19	7	22	5	14	24	11	2

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

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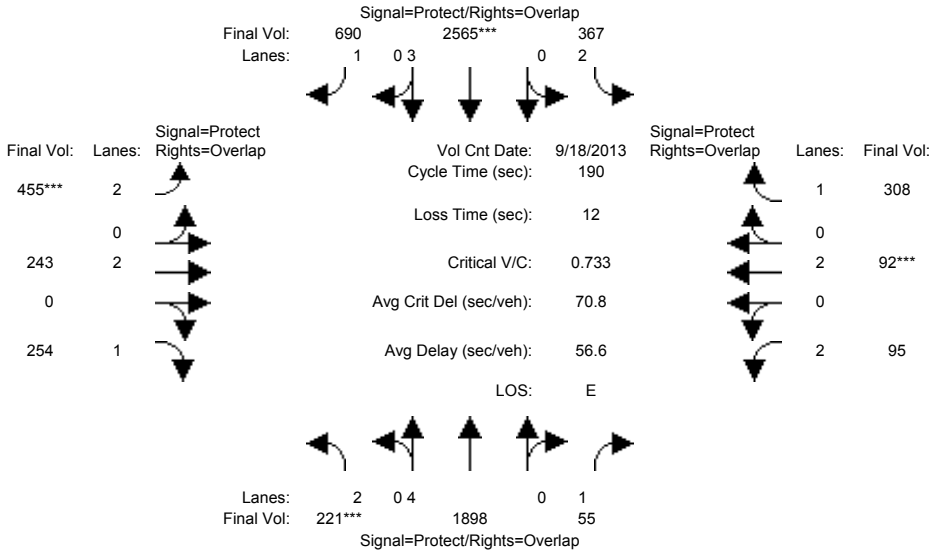
Lawrence Station Office

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

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	22	87	87	27	92	92	40	57	57	18	35	35
Y+R:	4.0	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: 18 Sep 2013 <<												
Base Vol:	221	1805	55	367	3109	690	455	243	254	95	92	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1805	55	367	3109	690	455	243	254	95	92	308
Added Vol:	0	93	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1898	55	367	3128	690	455	243	254	95	92	308
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1898	55	367	2565	690	455	243	254	95	92	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1898	55	367	2565	690	455	243	254	95	92	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1898	55	367	2565	690	455	243	254	95	92	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.03	0.12	0.45	0.39	0.14	0.06	0.15	0.03	0.02	0.18
Crit Moves:	****				****		****				****	
Green Time:	20.8	82.2	99.3	25.5	87.0	124.8	37.8	53.9	74.7	17.0	33.1	58.6
Volume/Cap:	0.64	0.58	0.06	0.87	0.98	0.60	0.73	0.23	0.37	0.34	0.14	0.57
Delay/Veh:	89.8	37.2	17.3	102.3	67.6	20.4	79.6	55.2	43.6	86.6	70.3	59.8
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:	89.8	37.2	17.3	102.3	67.6	20.4	79.6	55.2	43.6	86.6	70.3	59.8
LOS by Move:	F	D	B	F	E	C	E	E	D	F	E	E
HCM2k95thQ:	14	31	2	25	85	42	29	11	21	7	5	29

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

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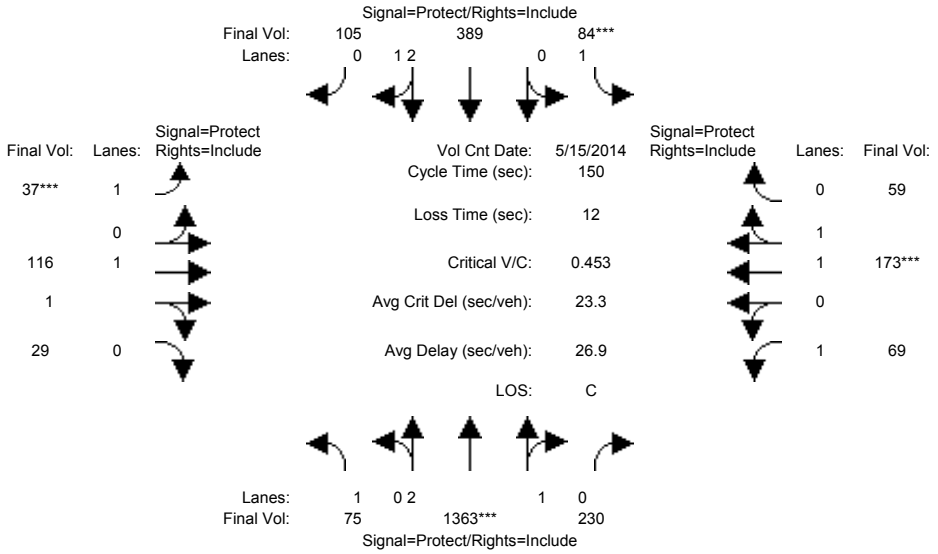
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	75	1363	214	78	389	105	37	111	29	67	172	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1363	214	78	389	105	37	111	29	67	172	58
Added Vol:	0	0	16	6	0	0	0	5	0	2	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1363	230	84	389	105	37	116	29	69	173	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1363	230	84	389	105	37	116	29	69	173	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1363	230	84	389	105	37	116	29	69	173	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1363	230	84	389	105	37	116	29	69	173	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.55	0.45	1.00	2.34	0.66	1.00	1.59	0.41	1.00	1.48	0.52
Final Sat.:	1750	4790	808	1750	4408	1190	1750	2959	740	1750	2758	941
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.05	0.09	0.09	0.02	0.04	0.04	0.04	0.06	0.06
Crit Moves:		****		****			****				****	
Green Time:	38.1	94.3	94.3	15.9	72.1	72.1	7.0	16.3	16.3	11.4	20.8	20.8
Volume/Cap:	0.17	0.45	0.45	0.45	0.18	0.18	0.45	0.36	0.36	0.52	0.45	0.45
Delay/Veh:	43.8	14.5	14.5	64.7	22.2	22.2	73.6	62.5	62.5	70.1	60.0	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:	43.8	14.5	14.5	64.7	22.2	22.2	73.6	62.5	62.5	70.1	60.0	60.0
LOS by Move:	D	B	B	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	6	22	22	8	8	8	5	7	7	7	10	10

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

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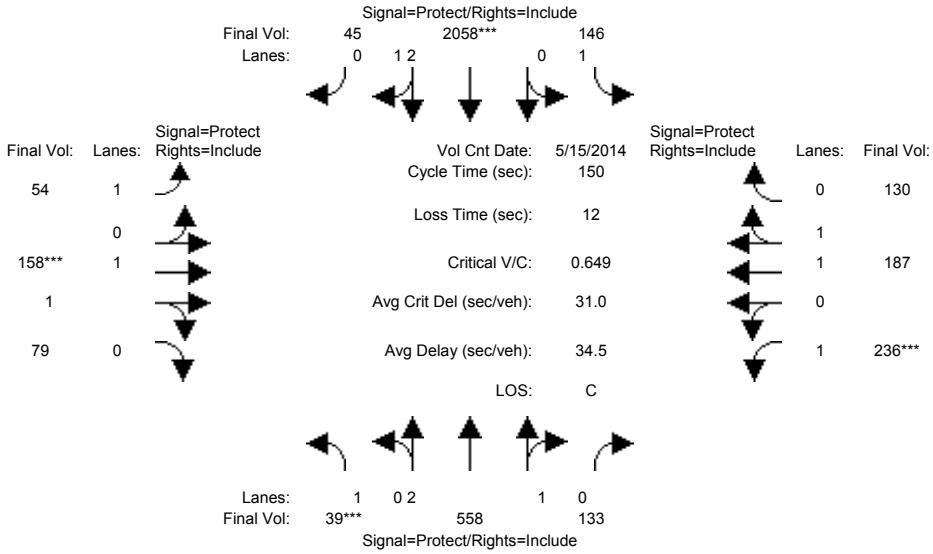
Lawrence Station Office

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

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	39	558	130	145	2058	45	54	157	79	222	181	121
Growth Adj:	1.00	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	558	130	145	2058	45	54	157	79	222	181	121
Added Vol:	0	0	3	1	0	0	0	1	0	14	6	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	558	133	146	2058	45	54	158	79	236	187	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	558	133	146	2058	45	54	158	79	236	187	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	558	133	146	2058	45	54	158	79	236	187	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	558	133	146	2058	45	54	158	79	236	187	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.40	0.60	1.00	2.93	0.07	1.00	1.32	0.68	1.00	1.16	0.84
Final Sat.:	1750	4521	1078	1750	5480	120	1750	2466	1233	1750	2182	1517
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.08	0.38	0.38	0.03	0.06	0.06	0.13	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.0	55.3	55.3	37.4	85.6	85.6	16.0	14.6	14.6	30.8	29.4	29.4
Volume/Cap:	0.48	0.33	0.33	0.33	0.66	0.66	0.29	0.66	0.66	0.66	0.44	0.44
Delay/Veh:	74.1	34.2	34.2	46.6	22.6	22.6	62.6	69.7	69.7	59.2	53.5	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	34.2	34.2	46.6	22.6	22.6	62.6	69.7	69.7	59.2	53.5	53.5
LOS by Move:	E	C	C	D	C	C	E	E	E	E	D	D
HCM2k95thQ:	4	14	14	11	36	36	5	12	12	20	12	12

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

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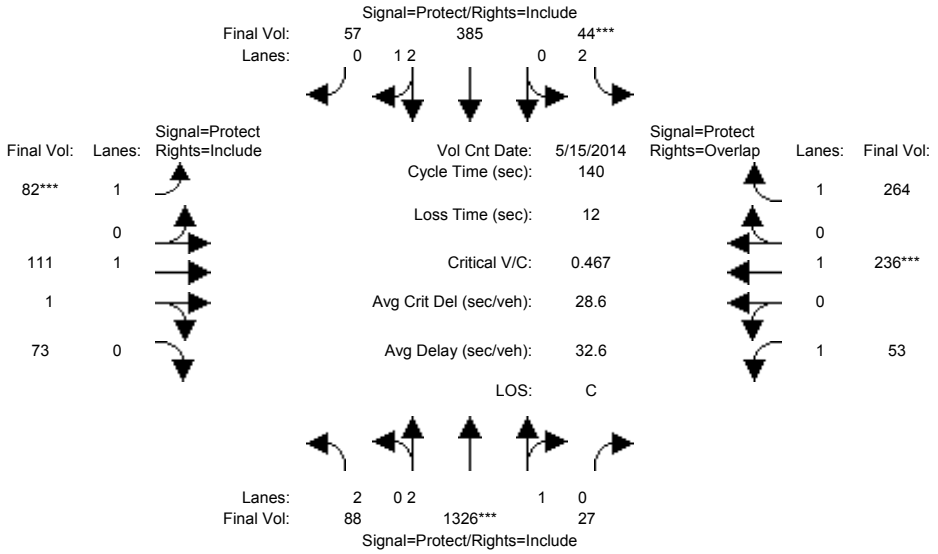
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	88	1315	27	44	384	56	77	111	73	53	236	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1315	27	44	384	56	77	111	73	53	236	264
Added Vol:	0	11	0	0	1	1	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1326	27	44	385	57	82	111	73	53	236	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1326	27	44	385	57	82	111	73	53	236	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1326	27	44	385	57	82	111	73	53	236	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1326	27	44	385	57	82	111	73	53	236	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.94	0.06	2.00	2.60	0.40	1.00	1.18	0.82	1.00	1.00	1.00
Final Sat.:	3150	5488	112	3150	4877	722	1750	2231	1467	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.01	0.08	0.08	0.05	0.05	0.05	0.03	0.12	0.15
Crit Moves:		****		****			****				****	
Green Time:	30.2	70.8	70.8	7.0	47.7	47.7	13.7	29.5	29.5	20.7	36.4	43.4
Volume/Cap:	0.13	0.48	0.48	0.28	0.23	0.23	0.48	0.24	0.24	0.21	0.48	0.49
Delay/Veh:	44.4	22.7	22.7	65.0	33.1	33.1	61.8	46.0	46.0	52.9	44.5	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:	44.4	22.7	22.7	65.0	33.1	33.1	61.8	46.0	46.0	52.9	44.5	39.9
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	4	22	22	2	9	9	7	6	6	5	16	18

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

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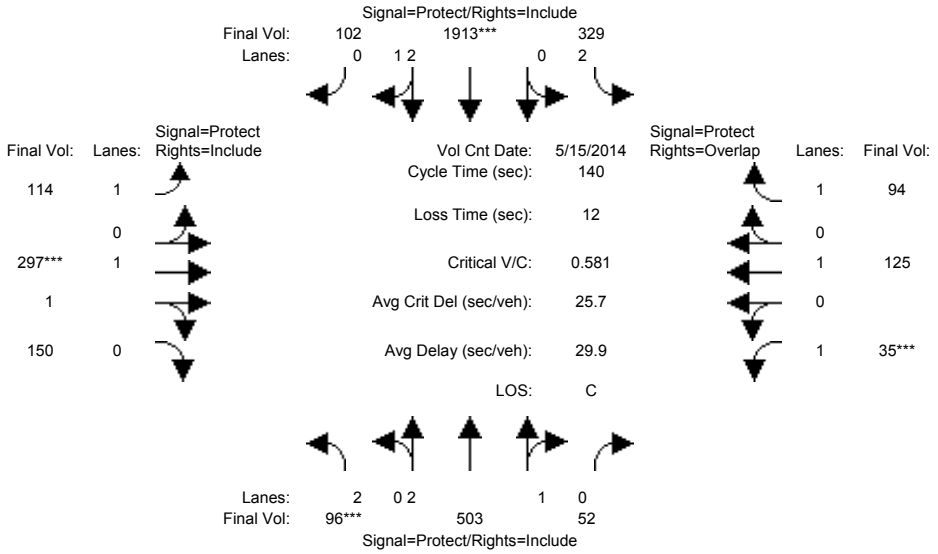
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	96	501	52	329	1903	97	113	297	150	35	125	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:	96	501	52	329	1903	97	113	297	150	35	125	94
Added Vol:	0	2	0	0	10	5	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	503	52	329	1913	102	114	297	150	35	125	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:	96	503	52	329	1913	102	114	297	150	35	125	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	503	52	329	1913	102	114	297	150	35	125	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
FinalVolume:	96	503	52	329	1913	102	114	297	150	35	125	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.71	0.29	2.00	2.84	0.16	1.00	1.31	0.69	1.00	1.00	1.00
Final Sat.:	3150	5075	525	3150	5316	283	1750	2457	1241	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.10	0.36	0.36	0.07	0.12	0.12	0.02	0.07	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.2	45.0	45.0	47.4	85.2	85.2	17.0	28.6	28.6	7.0	18.6	66.0
Volume/Cap:	0.59	0.31	0.31	0.31	0.59	0.59	0.54	0.59	0.59	0.40	0.49	0.11
Delay/Veh:	70.7	35.9	35.9	34.4	17.0	17.0	60.5	51.7	51.7	67.4	57.8	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	35.9	35.9	34.4	17.0	17.0	60.5	51.7	51.7	67.4	57.8	20.7
LOS by Move:	E	D	D	C	B	B	E	D	D	E	E	C
HCM2k95thQ:	5	11	11	11	30	30	10	16	16	4	11	5

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

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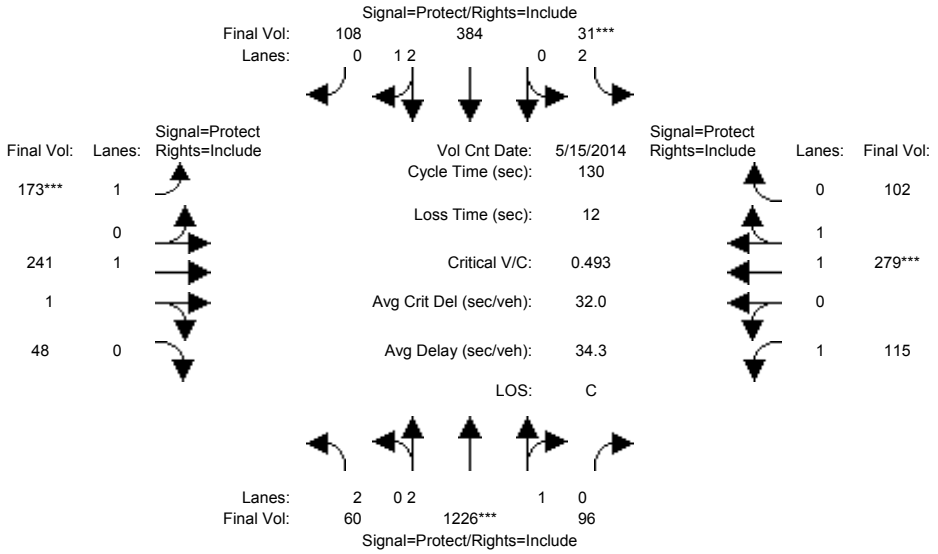
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	60	1221	91	31	383	107	168	236	48	114	278	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1221	91	31	383	107	168	236	48	114	278	102
Added Vol:	0	5	5	0	1	1	5	5	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1226	96	31	384	108	173	241	48	115	279	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1226	96	31	384	108	173	241	48	115	279	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1226	96	31	384	108	173	241	48	115	279	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1226	96	31	384	108	173	241	48	115	279	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.77	0.23	2.00	2.32	0.68	1.00	1.66	0.34	1.00	1.45	0.55
Final Sat.:	3150	5193	407	3150	4369	1229	1750	3085	614	1750	2709	990
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.09	0.09	0.10	0.08	0.08	0.07	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	25.4	59.8	59.8	7.0	41.4	41.4	25.1	27.8	27.8	23.4	26.1	26.1
Volume/Cap:	0.10	0.51	0.51	0.18	0.28	0.28	0.51	0.37	0.37	0.37	0.51	0.51
Delay/Veh:	43.0	25.0	25.0	59.3	33.2	33.2	48.4	43.9	43.9	47.5	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	25.0	25.0	59.3	33.2	33.2	48.4	43.9	43.9	47.5	46.9	46.9
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	2	22	22	1	9	9	13	10	10	8	13	13

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

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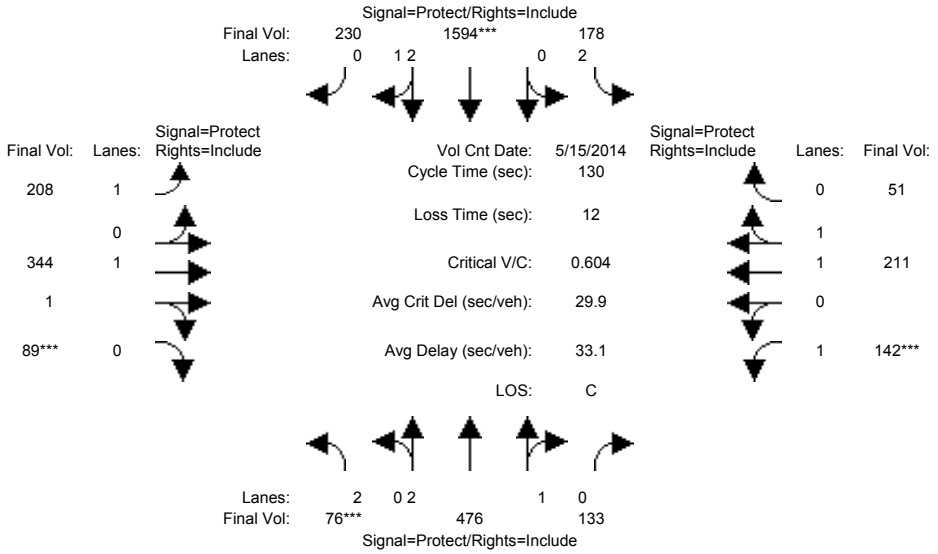
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	76	475	132	178	1589	225	207	343	89	137	206	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	475	132	178	1589	225	207	343	89	137	206	51
Added Vol:	0	1	1	0	5	5	1	1	0	5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	476	133	178	1594	230	208	344	89	142	211	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	476	133	178	1594	230	208	344	89	142	211	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	476	133	178	1594	230	208	344	89	142	211	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	476	133	178	1594	230	208	344	89	142	211	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.32	0.68	2.00	2.61	0.39	1.00	1.58	0.42	1.00	1.60	0.40
Final Sat.:	3150	4375	1223	3150	4893	706	1750	2939	760	1750	2979	720
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.06	0.33	0.33	0.12	0.12	0.12	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.0	50.0	50.0	26.0	69.0	69.0	25.5	24.8	24.8	17.2	16.5	16.5
Volume/Cap:	0.45	0.28	0.28	0.28	0.61	0.61	0.61	0.61	0.61	0.61	0.56	0.56
Delay/Veh:	61.5	27.7	27.7	44.4	21.6	21.6	50.8	49.8	49.8	58.1	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	27.7	27.7	44.4	21.6	21.6	50.8	49.8	49.8	58.1	54.8	54.8
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	11	11	7	29	29	17	16	16	11	10	10

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

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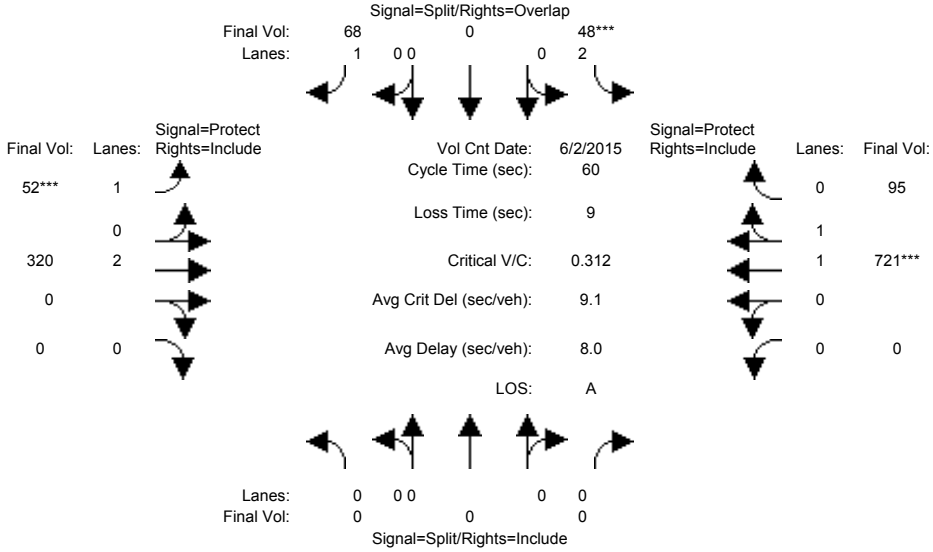
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	48	0	68	51	317	0	0	704	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	68	51	317	0	0	704	95
Added Vol:	0	0	0	0	0	0	1	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	0	68	52	320	0	0	721	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	68	52	320	0	0	721	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	68	52	320	0	0	721	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	48	0	68	52	320	0	0	721	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3269	431
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.08	0.00	0.00	0.22	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.14	0.25	0.12	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	16.2	24.8	3.3	0.0	0.0	7.3	7.3
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:	0.0	0.0	0.0	21.2	0.0	16.2	24.8	3.3	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	2	2	2	0	0	8	8

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

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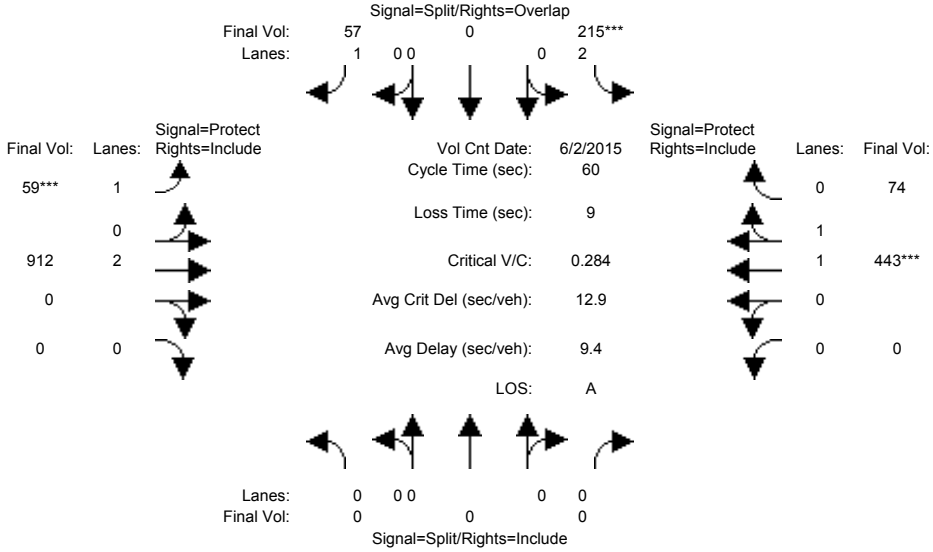
Lawrence Station Office

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

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	215	0	57	55	893	0	0	440	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	57	55	893	0	0	440	74
Added Vol:	0	0	0	0	0	0	4	19	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	215	0	57	59	912	0	0	443	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:	0	0	0	215	0	57	59	912	0	0	443	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	57	59	912	0	0	443	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
FinalVolume:	0	0	0	215	0	57	59	912	0	0	443	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3170	530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.03	0.24	0.00	0.00	0.14	0.14
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.4	0.0	21.5	7.1	36.6	0.0	0.0	29.5	29.5
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.09	0.28	0.39	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	18.8	0.0	12.8	24.9	6.1	0.0	0.0	9.1	9.1
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:	0.0	0.0	0.0	18.8	0.0	12.8	24.9	6.1	0.0	0.0	9.1	9.1
LOS by Move:	A	A	A	B	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	1	2	8	0	0	6	6

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

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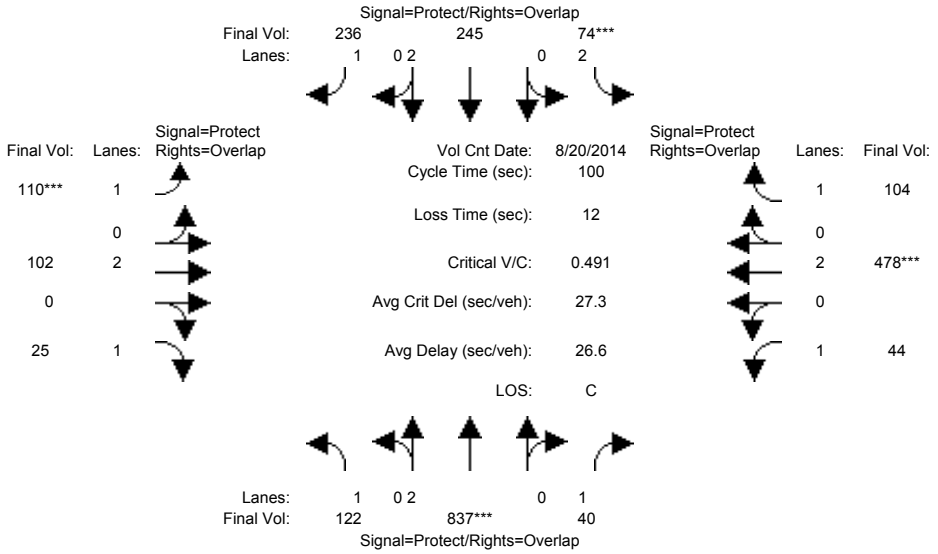
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	116	837	40	74	245	236	109	101	24	44	467	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	837	40	74	245	236	109	101	24	44	467	104
Added Vol:	6	0	0	0	0	0	1	1	1	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	837	40	74	245	236	110	102	25	44	478	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	837	40	74	245	236	110	102	25	44	478	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	837	40	74	245	236	110	102	25	44	478	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	837	40	74	245	236	110	102	25	44	478	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.02	0.02	0.06	0.13	0.06	0.03	0.01	0.03	0.13	0.06
Crit Moves:		****		****			****				****	
Green Time:	20.8	43.6	59.0	7.0	29.8	42.2	12.5	22.0	42.8	15.4	24.9	31.9
Volume/Cap:	0.33	0.50	0.04	0.34	0.22	0.32	0.50	0.12	0.03	0.16	0.50	0.19
Delay/Veh:	34.2	20.6	8.6	45.2	26.4	19.5	42.8	31.3	16.6	37.0	32.7	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	20.6	8.6	45.2	26.4	19.5	42.8	31.3	16.6	37.0	32.7	24.8
LOS by Move:	C	C	A	D	C	B	D	C	B	D	C	C
HCM2k95thQ:	7	17	1	3	5	10	7	2	1	3	13	5

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

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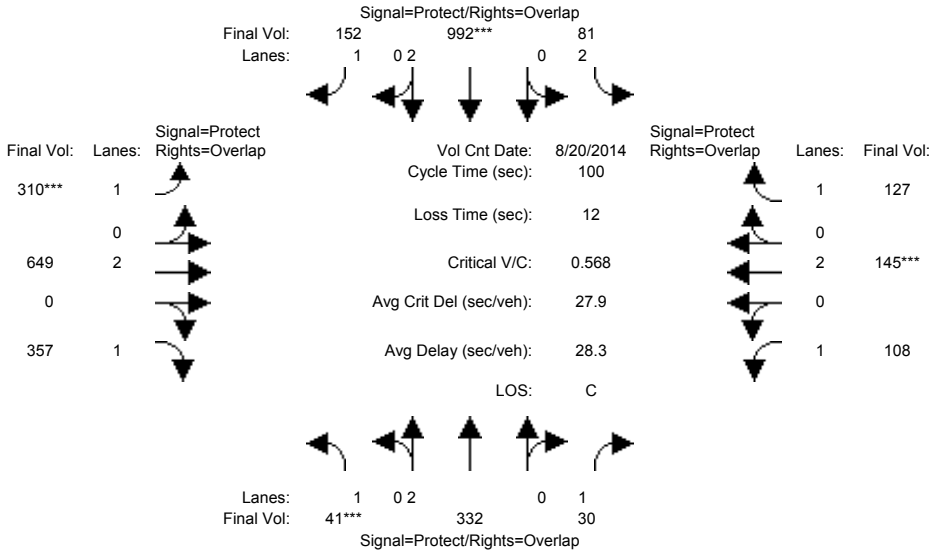
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	40	332	30	81	992	152	306	639	351	108	143	127
Growth Adj:	1.00	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	332	30	81	992	152	306	639	351	108	143	127
Added Vol:	1	0	0	0	0	0	4	10	6	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	332	30	81	992	152	310	649	357	108	145	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	332	30	81	992	152	310	649	357	108	145	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	332	30	81	992	152	310	649	357	108	145	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	332	30	81	992	152	310	649	357	108	145	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.02	0.03	0.26	0.09	0.18	0.17	0.20	0.06	0.04	0.07
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.0	39.8	20.3	42.3	71.0	28.7	27.9	34.9	10.8	10.0	30.3
Volume/Cap:	0.33	0.30	0.04	0.13	0.62	0.12	0.62	0.61	0.58	0.57	0.38	0.24
Delay/Veh:	45.9	27.8	18.5	32.7	23.3	4.6	33.2	32.4	28.1	46.5	42.7	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	27.8	18.5	32.7	23.3	4.6	33.2	32.4	28.1	46.5	42.7	26.4
LOS by Move:	D	C	B	C	C	A	C	C	C	D	D	C
HCM2k95thQ:	3	8	1	2	21	3	17	16	18	8	5	6

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

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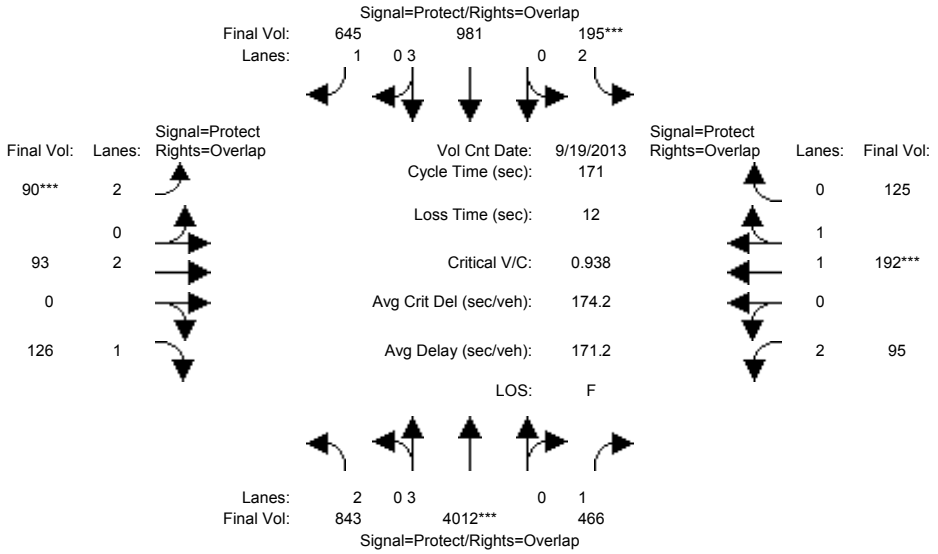
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	25	102	102	28	106	106	19	35	35	18	34	34
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	807	4612	466	195	1128	512	74	90	121	95	175	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	807	4612	466	195	1128	512	74	90	121	95	175	125
Added Vol:	36	0	0	0	0	133	16	3	5	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	843	4612	466	195	1128	645	90	93	126	95	192	125
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	843	4012	466	195	981	645	90	93	126	95	192	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	4012	466	195	981	645	90	93	126	95	192	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	843	4012	466	195	981	645	90	93	126	95	192	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.17	0.83
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2224	1448
Capacity Analysis Module:												
Vol/Sat:	0.27	0.70	0.27	0.06	0.17	0.37	0.03	0.02	0.07	0.03	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	21.8	89.9	105.6	24.4	92.5	109.1	16.6	30.5	52.3	15.7	29.7	54.1
Volume/Cap:	2.10	1.34	0.43	0.43	0.32	0.58	0.29	0.14	0.24	0.33	0.50	0.27
Delay/Veh:	588.1	189	10.7	77.4	17.5	10.4	82.8	67.9	51.1	84.0	73.9	50.3
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:	588.1	189	10.7	77.4	17.5	10.4	82.8	67.9	51.1	84.0	73.9	50.3
LOS by Move:	F	F	B	E	B	B	F	E	D	F	E	D
HCM2k95thQ:	93	173	14	12	13	23	6	5	11	6	16	13

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

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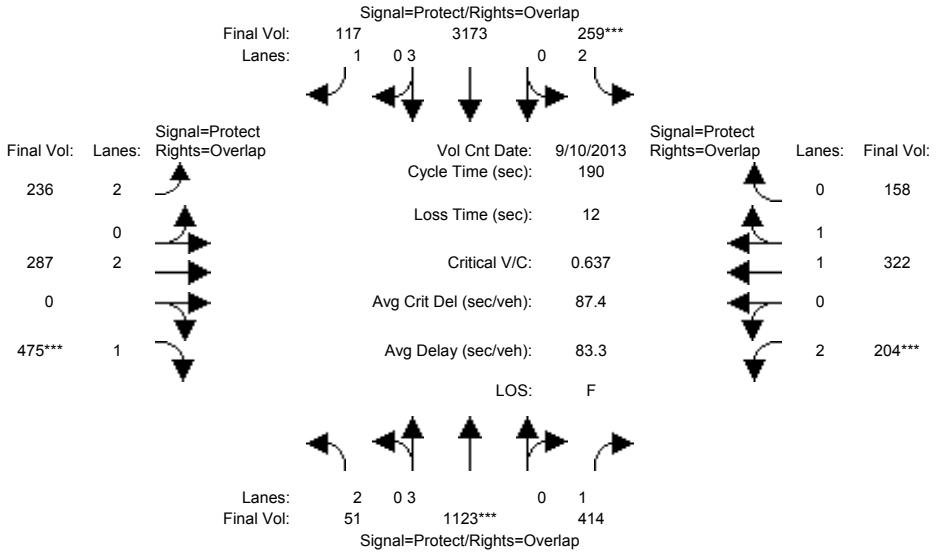
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	13	98	98	30	115	115	23	35	35	27	39	39
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	44	1459	414	259	3869	93	129	264	442	204	319	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1459	414	259	3869	93	129	264	442	204	319	158
Added Vol:	7	0	0	0	0	24	107	23	33	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1459	414	259	3869	117	236	287	475	204	322	158
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1123	414	259	3173	117	236	287	475	204	322	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1123	414	259	3173	117	236	287	475	204	322	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1123	414	259	3173	117	236	287	475	204	322	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2470	1212
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.24	0.08	0.56	0.07	0.07	0.08	0.27	0.06	0.13	0.13
Crit Moves:		****		****					****	****		
Green Time:	12.2	92.2	117.6	28.2	108	129.8	21.6	32.9	45.1	25.4	36.7	64.9
Volume/Cap:	0.25	0.41	0.38	0.55	0.98	0.10	0.66	0.44	1.14	0.48	0.68	0.38
Delay/Veh:	94.6	54.4	40.3	90.5	90.6	26.5	90.2	75.1	166.0	81.9	78.2	50.5
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:	94.6	54.4	40.3	90.5	90.6	26.5	90.2	75.1	166.0	81.9	78.2	50.5
LOS by Move:	F	D	D	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	4	33	38	18	105	11	15	14	62	13	25	19

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

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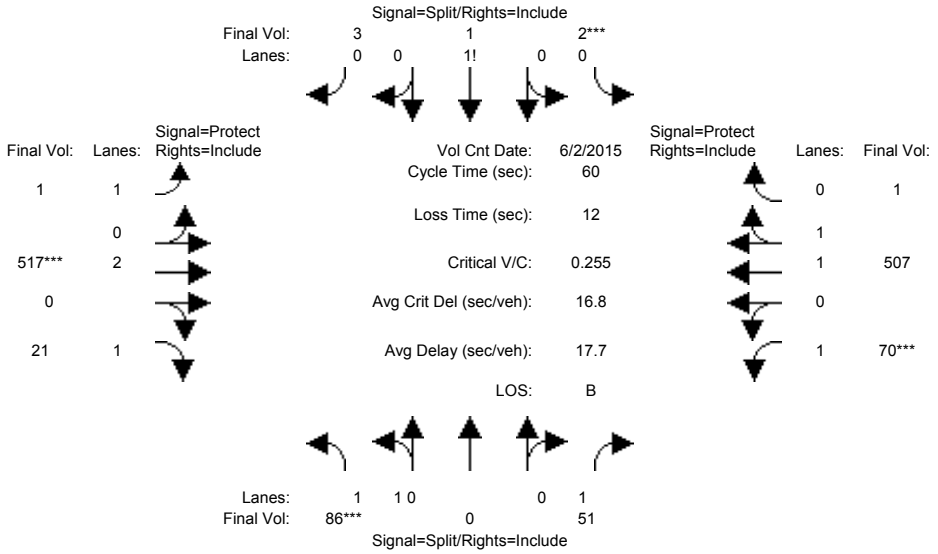
Lawrence Station Office

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

Intersection #666: Costco & Kifer Rd



Street Name:	Costco						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	86	0	51	2	1	3	1	514	21	70	490	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:	86	0	51	2	1	3	1	514	21	70	490	1
Added Vol:	0	0	0	0	0	0	0	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	0	51	2	1	3	1	517	21	70	507	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:	86	0	51	2	1	3	1	517	21	70	507	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	51	2	1	3	1	517	21	70	507	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	51	2	1	3	1	517	21	70	507	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.33	0.17	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	583	292	875	1750	3800	1750	1750	3693	7
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.01	0.04	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.15	0.00	0.17	0.02	0.02	0.02	0.00	0.39	0.03	0.34	0.50	0.50
Delay/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	14.9	12.9	25.4	18.7	18.7
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:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	14.9	12.9	25.4	18.7	18.7
LOS by Move:	C	A	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	2	0	2	0	0	0	0	7	1	3	8	8

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

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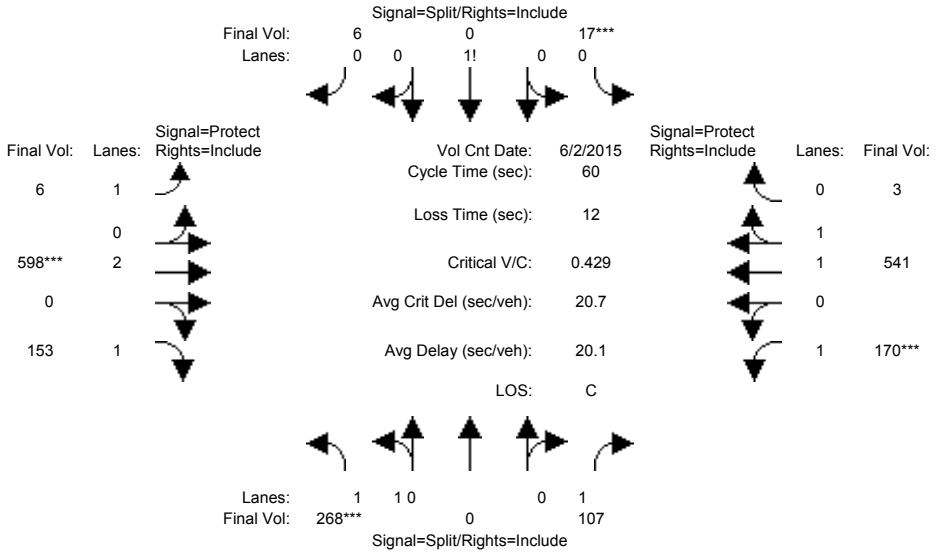
Lawrence Station Office

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

Intersection #666: Costco & Kifer Rd



Street Name:	Costco								Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	268	0	107	17	0	6	6	575	153	170	538	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	107	17	0	6	6	575	153	170	538	3
Added Vol:	0	0	0	0	0	0	0	23	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	0	107	17	0	6	6	598	153	170	541	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:	268	0	107	17	0	6	6	598	153	170	541	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	107	17	0	6	6	598	153	170	541	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	0	107	17	0	6	6	598	153	170	541	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1293	0	457	1750	3800	1750	1750	3680	20
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.01	0.00	0.01	0.00	0.16	0.09	0.10	0.15	0.15
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	17.3	17.3	10.7	16.5	16.5
Volume/Cap:	0.45	0.00	0.37	0.08	0.00	0.08	0.02	0.55	0.30	0.55	0.54	0.54
Delay/Veh:	23.1	0.0	23.0	21.2	0.0	21.2	19.7	18.6	17.0	24.5	19.1	19.1
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:	23.1	0.0	23.0	21.2	0.0	21.2	19.7	18.6	17.0	24.5	19.1	19.1
LOS by Move:	C	A	C	C	A	C	B	B	B	C	B	B
HCM2k95thQ:	6	0	5	1	0	1	0	9	5	6	9	9

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

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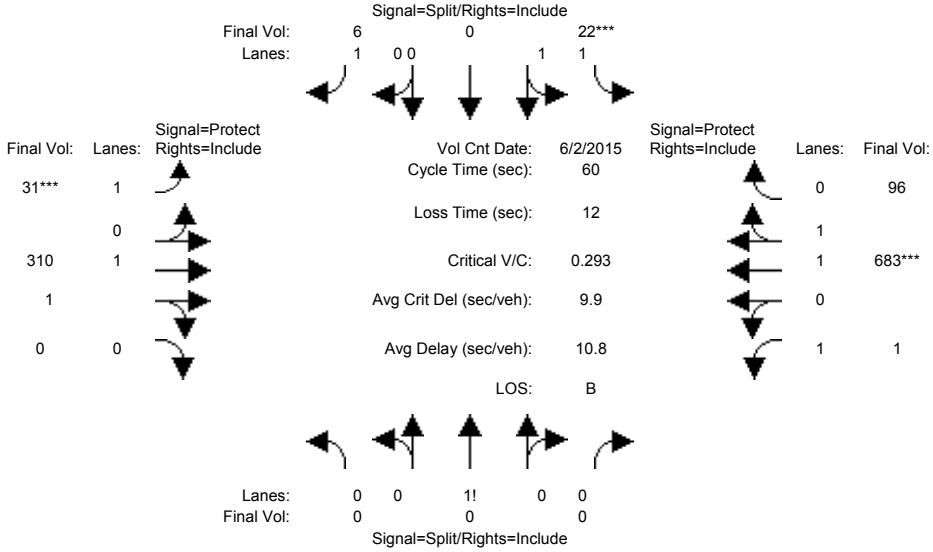
Lawrence Station Office

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

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	5	0	2	6	307	0	1	682	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	2	6	307	0	1	682	77
Added Vol:	0	0	0	17	0	4	25	3	0	0	1	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	6	31	310	0	1	683	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	6	31	310	0	1	683	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	6	31	310	0	1	683	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	6	31	310	0	1	683	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	1.75	0.25
Final Sat.:	0	1750	0	3550	0	1750	1750	3700	0	1750	3244	456
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.08	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	22.4	0.0	15.6	31.0	31.0
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.02	0.15	0.22	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	21.0	0.0	20.9	24.2	13.0	0.0	16.4	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.0	0.0	20.9	24.2	13.0	0.0	16.4	9.0	9.0
LOS by Move:	A	A	A	C	A	C	C	B	A	B	A	A
HCM2k95thQ:	0	0	0	0	0	0	1	4	0	0	9	9

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

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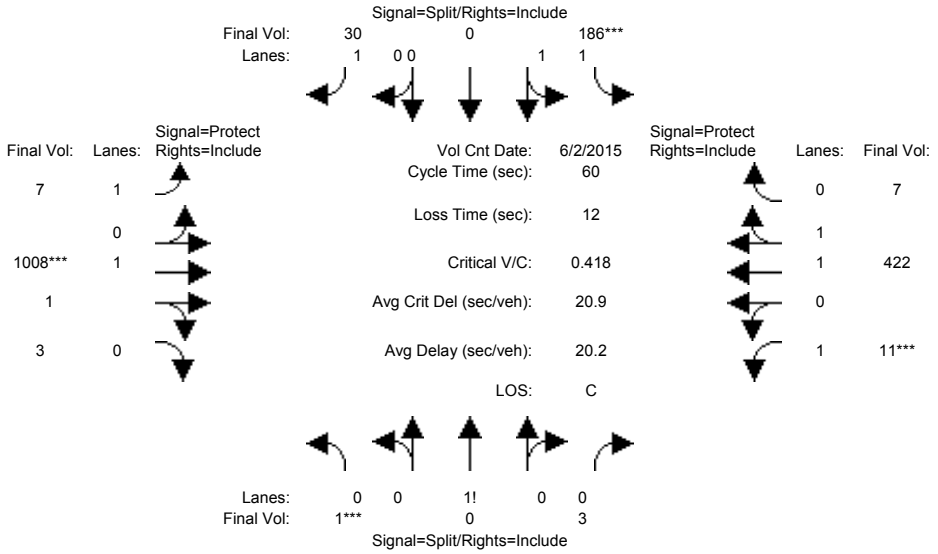
Lawrence Station Office

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

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	1	0	3	72	0	6	2	1007	3	11	416	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	3	72	0	6	2	1007	3	11	416	4
Added Vol:	0	0	0	114	0	24	5	1	0	0	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	3	186	0	30	7	1008	3	11	422	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:	1	0	3	186	0	30	7	1008	3	11	422	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	186	0	30	7	1008	3	11	422	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	3	186	0	30	7	1008	3	11	422	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.25	0.00	0.75	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	438	0	1313	3550	0	1750	1750	3689	11	1750	3640	60
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.00	0.27	0.27	0.01	0.12	0.12
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.01	0.00	0.01	0.31	0.00	0.10	0.02	0.78	0.78	0.05	0.42	0.42
Delay/Veh:	20.9	0.0	20.9	22.3	0.0	21.4	19.7	20.6	20.6	23.7	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	0.0	20.9	22.3	0.0	21.4	19.7	20.6	20.6	23.7	18.1	18.1
LOS by Move:	C	A	C	C	A	C	B	C	C	C	B	B
HCM2k95thQ:	0	0	0	4	0	1	0	16	16	0	6	6

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

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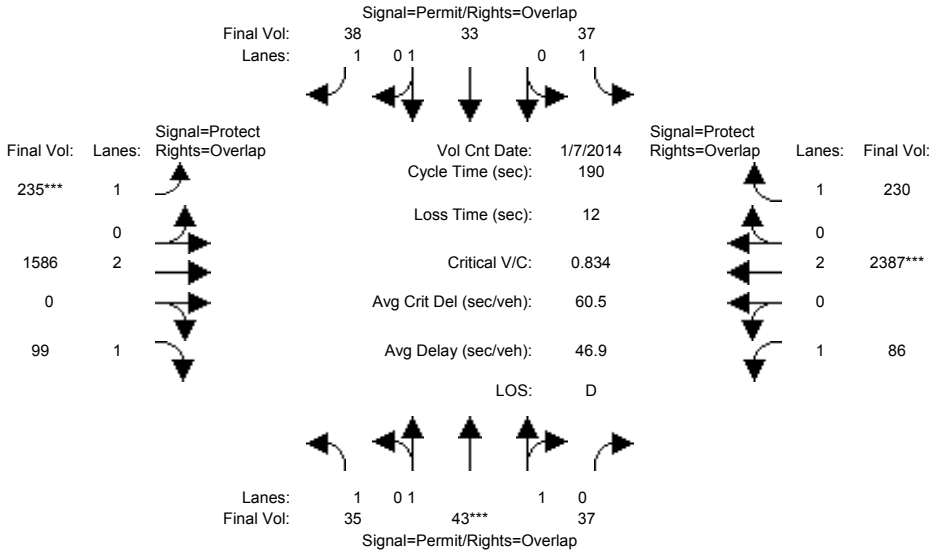
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	23	23	23	23	23	33	142	142	25	133	133
Y+R:	4.0	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: 7 Jan 2014 <<												
Base Vol:	35	43	36	37	33	38	235	1584	99	86	2366	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	36	37	33	38	235	1584	99	86	2366	230
Added Vol:	0	0	1	0	0	0	0	2	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	37	37	33	38	235	1586	99	86	2387	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	37	37	33	38	235	1586	99	86	2387	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	37	37	33	38	235	1586	99	86	2387	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	37	37	33	38	235	1586	99	86	2387	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.05	0.95	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1987	1710	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.13	0.42	0.06	0.05	0.63	0.13
Crit Moves:		****					****				****	
Green Time:	21.6	21.6	45.1	21.6	21.6	52.7	31.0	134	133.6	23.5	126	126.0
Volume/Cap:	0.18	0.19	0.09	0.19	0.15	0.08	0.82	0.59	0.08	0.40	0.95	0.20
Delay/Veh:	81.4	81.3	60.0	81.5	81.0	54.0	98.8	25.8	15.7	82.8	56.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	81.3	60.0	81.5	81.0	54.0	98.8	25.8	15.7	82.8	56.0	20.4
LOS by Move:	F	F	E	F	F	D	F	C	B	F	E	C
HCM2k95thQ:	4	4	4	5	4	4	30	54	7	10	106	16

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

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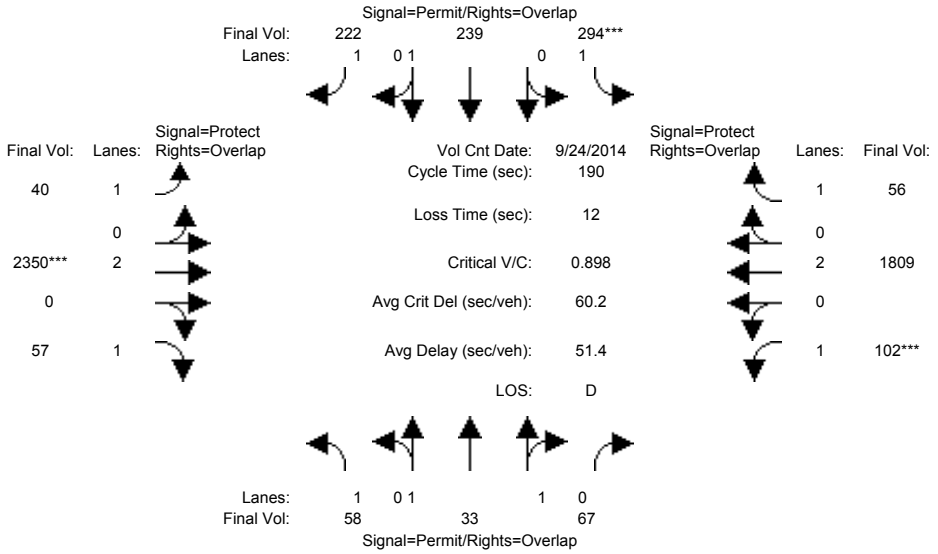
Lawrence Station Office

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

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	134	134	17	136	136
Y+R:	4.0	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 <<												
Base Vol:	58	33	63	294	239	222	40	2338	57	102	1805	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	33	63	294	239	222	40	2338	57	102	1805	56
Added Vol:	0	0	4	0	0	0	0	12	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	33	67	294	239	222	40	2350	57	102	1809	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	33	67	294	239	222	40	2350	57	102	1809	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	33	67	294	239	222	40	2350	57	102	1809	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	33	67	294	239	222	40	2350	57	102	1809	56
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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.17	0.13	0.13	0.02	0.62	0.03	0.06	0.48	0.03
Crit Moves:				****				****		****		
Green Time:	36.7	36.7	52.7	36.7	36.7	50.8	14.1	126	126.0	16.0	128	127.9
Volume/Cap:	0.17	0.09	0.14	0.87	0.65	0.47	0.31	0.93	0.05	0.69	0.71	0.05
Delay/Veh:	68.3	67.0	55.0	99.9	79.4	62.9	89.9	53.3	18.2	103.2	33.2	17.5
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:	68.3	67.0	55.0	99.9	79.4	62.9	89.9	53.3	18.2	103.2	33.2	17.5
LOS by Move:	E	E	D	F	E	E	F	D	B	F	C	B
HCM2k95thQ:	6	3	6	36	25	22	6	107	4	13	68	4

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

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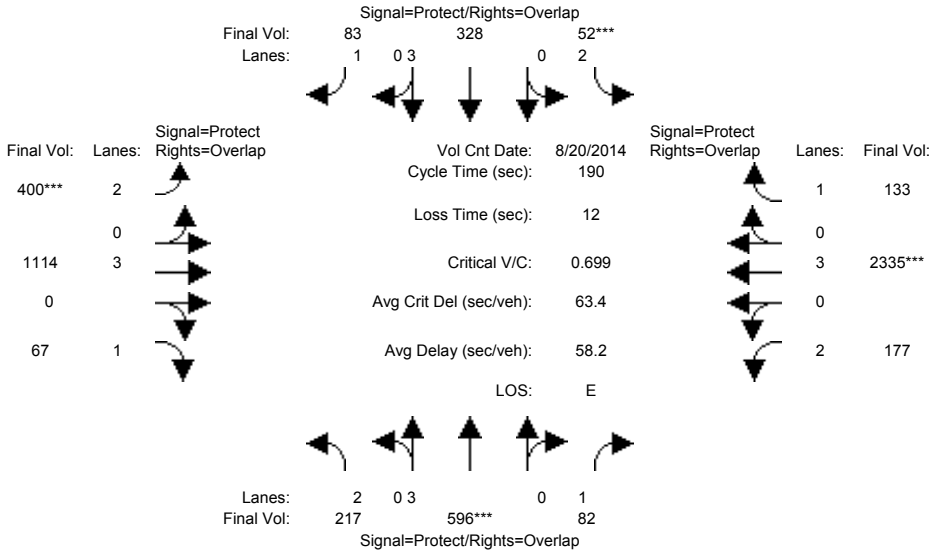
Lawrence Station Office

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

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	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: 20 Aug 2014 <<												
Base Vol:	217	596	81	52	328	83	400	1112	67	177	2314	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	596	81	52	328	83	400	1112	67	177	2314	133
Added Vol:	0	0	1	0	0	0	0	2	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	596	82	52	328	83	400	1114	67	177	2335	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	596	82	52	328	83	400	1114	67	177	2335	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	596	82	52	328	83	400	1114	67	177	2335	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	596	82	52	328	83	400	1114	67	177	2335	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.05	0.02	0.06	0.05	0.13	0.20	0.04	0.06	0.41	0.08
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.65	0.46	0.14	0.26	0.31	0.14	0.80	0.37	0.06	0.47	0.84	0.14
Delay/Veh:	91.3	67.5	45.4	90.6	71.1	45.6	91.0	35.6	20.5	84.0	57.0	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	67.5	45.4	90.6	71.1	45.6	91.0	35.6	20.5	84.0	57.0	28.6
LOS by Move:	F	E	D	F	E	D	F	D	C	F	E	C
HCM2k95thQ:	15	19	7	4	11	7	26	28	5	13	69	11

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

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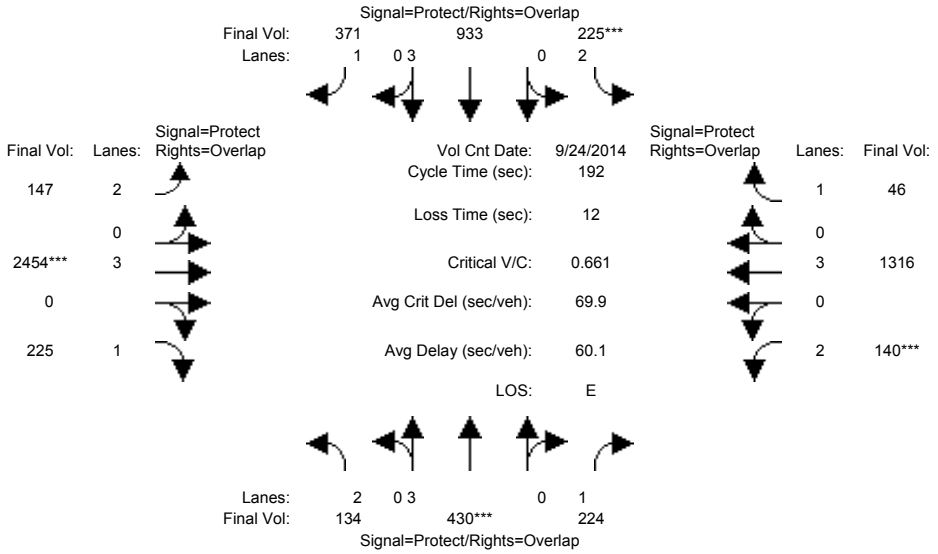
Lawrence Station Office

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

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	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 <<												
Base Vol:	134	430	220	225	933	371	147	2439	225	140	1312	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	430	220	225	933	371	147	2439	225	140	1312	46
Added Vol:	0	0	4	0	0	0	0	15	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	430	224	225	933	371	147	2454	225	140	1316	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	430	224	225	933	371	147	2454	225	140	1316	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	430	224	225	933	371	147	2454	225	140	1316	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	430	224	225	933	371	147	2454	225	140	1316	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.13	0.07	0.16	0.21	0.05	0.43	0.13	0.04	0.23	0.03
Crit Moves:		****		****				****		****		
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.43	0.38	0.46	0.66	0.79	0.71	0.50	0.78	0.20	0.53	0.43	0.04
Delay/Veh:	87.1	71.0	60.9	91.6	80.1	67.4	94.8	66.5	32.0	91.2	19.4	5.6
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:	87.1	71.0	60.9	91.6	80.1	67.4	94.8	66.5	32.0	91.2	19.4	5.6
LOS by Move:	F	E	E	F	F	E	F	E	C	F	B	A
HCM2k95thQ:	9	14	22	17	33	37	10	70	21	11	20	1

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

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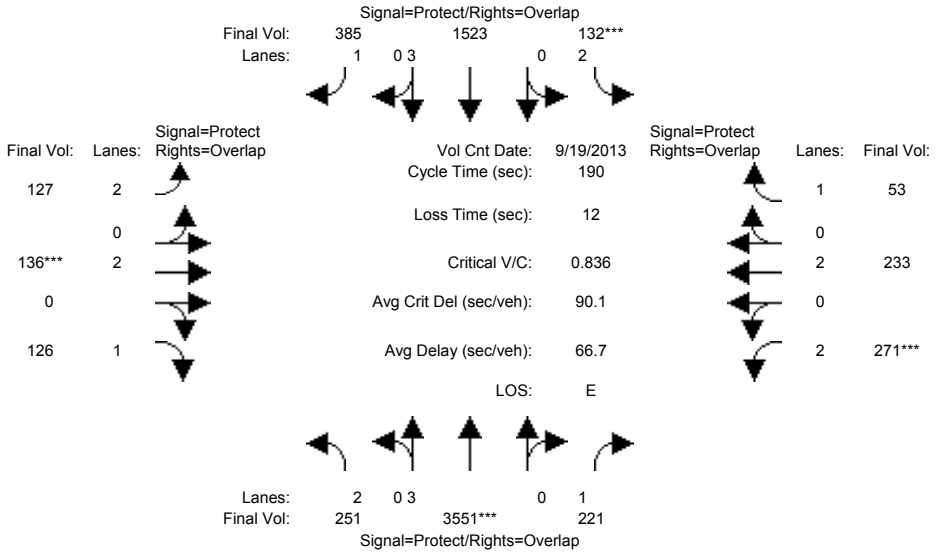
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	29	121	121	17	108	108	17	36	36	17	35	35
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	251	4068	221	132	1648	385	127	136	126	271	233	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	4068	221	132	1648	385	127	136	126	271	233	53
Added Vol:	0	14	0	0	103	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	4082	221	132	1751	385	127	136	126	271	233	53
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	3551	221	132	1523	385	127	136	126	271	233	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	3551	221	132	1523	385	127	136	126	271	233	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	3551	221	132	1523	385	127	136	126	271	233	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.62	0.13	0.04	0.27	0.22	0.04	0.04	0.08	0.09	0.06	0.03
Crit Moves:		****		****				****		****		
Green Time:	27.3	113	129.2	15.9	102	118.0	16.2	33.7	61.0	15.9	33.4	49.3
Volume/Cap:	0.55	1.05	0.19	0.50	0.50	0.35	0.47	0.20	0.24	1.03	0.35	0.12
Delay/Veh:	82.3	85.9	19.0	90.4	21.2	9.9	89.8	71.4	51.0	155.6	73.8	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:	82.3	85.9	19.0	90.4	21.2	9.9	89.8	71.4	51.0	155.6	73.8	57.5
LOS by Move:	F	F	B	F	C	A	F	E	D	F	E	E
HCM2k95thQ:	17	124	16	9	24	12	10	7	12	25	12	5

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

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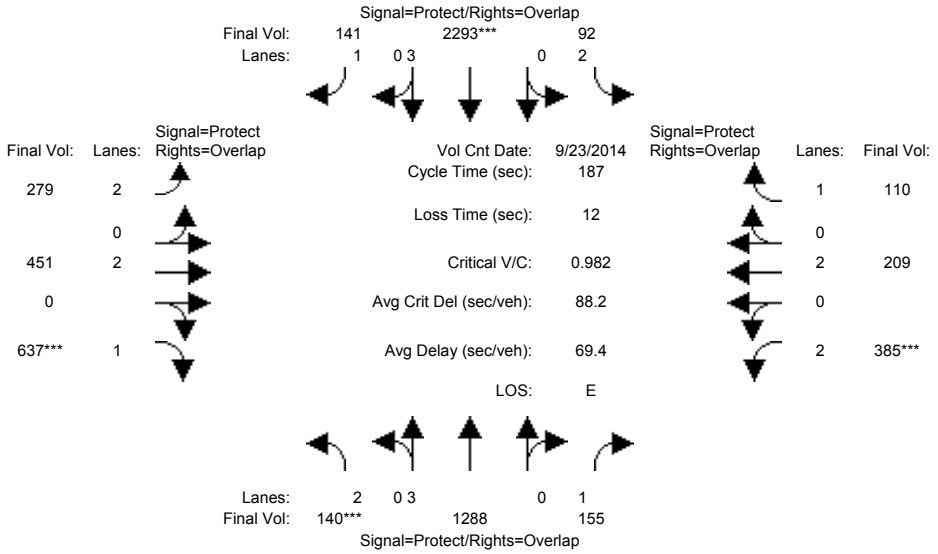
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	23	91	91	21	89	89	32	41	41	32	42	42
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	140	1538	155	92	2884	141	279	451	637	385	209	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:	140	1538	155	92	2884	141	279	451	637	385	209	110
Added Vol:	0	93	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1631	155	92	2903	141	279	451	637	385	209	110
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1288	155	92	2293	141	279	451	637	385	209	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1288	155	92	2293	141	279	451	637	385	209	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
FinalVolume:	140	1288	155	92	2293	141	279	451	637	385	209	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.09	0.03	0.40	0.08	0.09	0.12	0.40	0.12	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	21.7	85.9	116.2	19.8	84.1	114.3	30.2	39.7	61.4	30.2	39.7	59.5
Volume/Cap:	0.38	0.49	0.14	0.28	0.90	0.13	0.55	0.56	1.21	0.76	0.26	0.20
Delay/Veh:	81.6	30.9	8.2	81.9	63.9	23.1	77.6	70.6	178.5	85.7	65.2	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	30.9	8.2	81.9	63.9	23.1	77.6	70.6	178.5	85.7	65.2	49.3
LOS by Move:	F	C	A	F	E	C	E	E	F	F	E	D
HCM2k95thQ:	9	25	4	6	64	10	18	22	88	26	10	10

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

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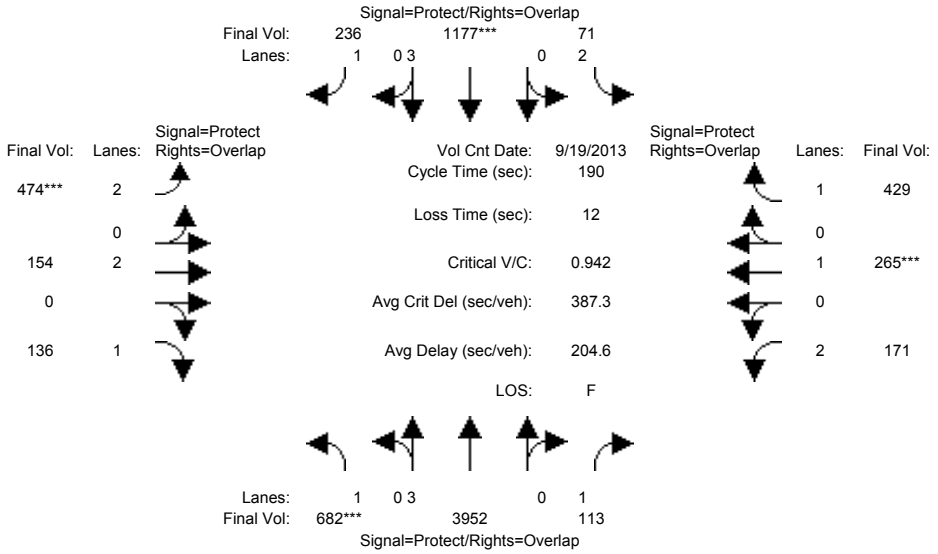
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	21	113	113	15	106	106	26	43	43	19	37	37
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	682	4521	113	70	1350	235	463	154	136	171	265	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	4521	113	70	1350	235	463	154	136	171	265	425
Added Vol:	0	21	0	1	3	1	11	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	682	4542	113	71	1353	236	474	154	136	171	265	429
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	3952	113	71	1177	236	474	154	136	171	265	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	3952	113	71	1177	236	474	154	136	171	265	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	682	3952	113	71	1177	236	474	154	136	171	265	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.69	0.06	0.02	0.21	0.13	0.15	0.04	0.08	0.05	0.14	0.25
Crit Moves:	****				****		****				****	
Green Time:	20.6	108	126.3	11.5	99.2	123.5	24.3	40.9	61.5	18.1	34.6	46.2
Volume/Cap:	3.60	1.22	0.10	0.37	0.40	0.21	1.17	0.19	0.24	0.57	0.77	1.01
Delay/Veh:	1272	129	4.8	92.8	21.4	6.4	190.4	65.3	50.6	90.5	88.7	122.7
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:	1272	129	4.8	92.8	21.4	6.4	190.4	65.3	50.6	90.5	88.7	122.7
LOS by Move:	F	F	A	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	165	163	2	5	18	5	39	7	12	12	28	53

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

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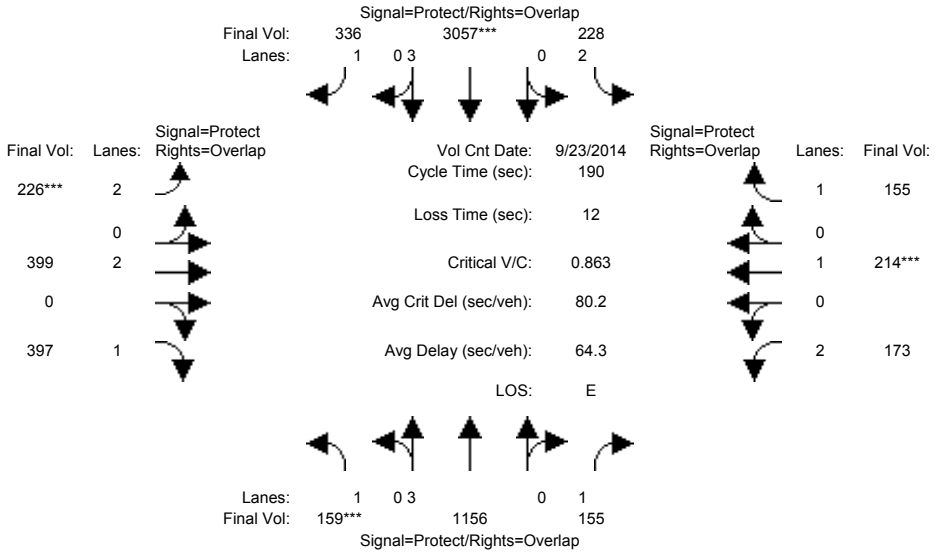
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	22	106	106	24	108	108	20	38	38	22	40	40
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	159	1459	155	224	3851	326	224	399	397	173	214	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1459	155	224	3851	326	224	399	397	173	214	154
Added Vol:	0	4	0	4	19	10	2	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	1463	155	228	3870	336	226	399	397	173	214	155
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1156	155	228	3057	336	226	399	397	173	214	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1156	155	228	3057	336	226	399	397	173	214	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1156	155	228	3057	336	226	399	397	173	214	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.09	0.07	0.54	0.19	0.07	0.11	0.23	0.05	0.11	0.09
Crit Moves:	****				****		****				****	
Green Time:	20.7	99.7	120.4	22.6	102	120.4	18.8	35.7	56.4	20.7	37.6	60.2
Volume/Cap:	0.83	0.39	0.14	0.61	1.00	0.30	0.72	0.56	0.76	0.50	0.57	0.28
Delay/Veh:	114.1	20.9	7.3	87.5	77.5	24.8	96.5	75.4	71.2	86.1	75.3	52.0
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:	114.1	20.9	7.3	87.5	77.5	24.8	96.5	75.4	71.2	86.1	75.3	52.0
LOS by Move:	F	C	A	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	22	18	4	14	94	24	15	20	39	11	21	14

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

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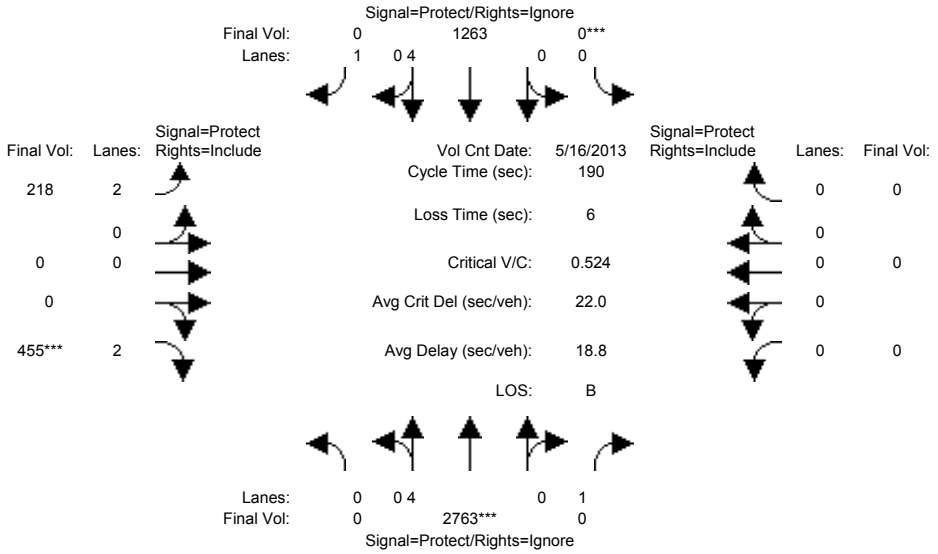
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	164	164	0	147	147	26	0	17	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	2755	86	0	1203	338	218	0	412	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2755	86	0	1203	338	218	0	412	0	0	0
Added Vol:	0	8	6	0	60	0	0	0	43	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2763	92	0	1263	338	218	0	455	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2763	0	0	1263	0	218	0	455	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2763	0	0	1263	0	218	0	455	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2763	0	0	1263	0	218	0	455	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.17	0.00	0.07	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.00	0.20	0.00	0.52	0.00	1.09	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	80.4	0.0	155.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	80.4	0.0	155.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	15	0	37	0	0	0

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

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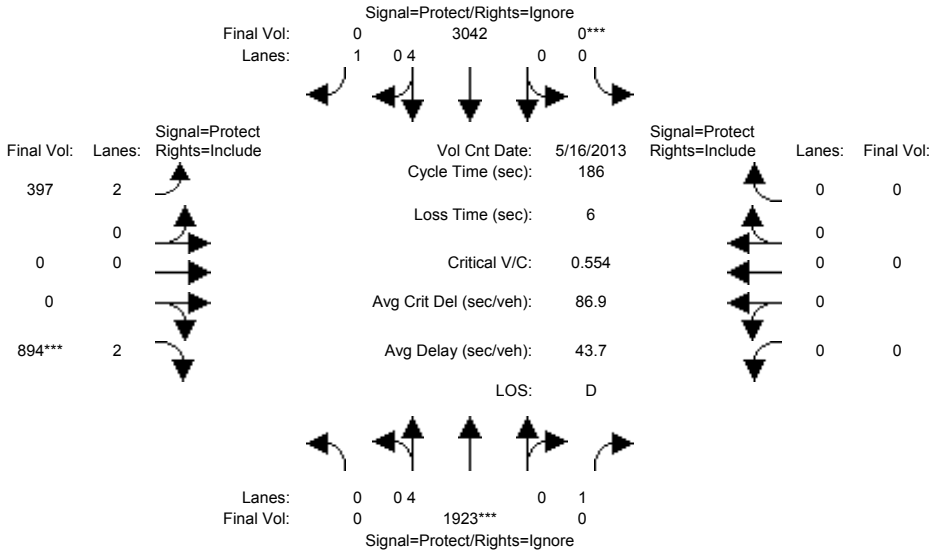
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	146	146	0	115	115	38	0	38	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	1869	552	0	3031	298	397	0	886	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1869	552	0	3031	298	397	0	886	0	0	0
Added Vol:	0	54	39	0	11	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1923	591	0	3042	298	397	0	894	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1923	0	0	3042	0	397	0	894	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1923	0	0	3042	0	397	0	894	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1923	0	0	3042	0	397	0	894	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.40	0.00	0.13	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	143	0.0	0.0	143	0.0	37.2	0.0	37.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.52	0.00	0.63	0.00	1.42	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	71.6	0.0	273.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	71.6	0.0	273.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	3	0	23	0	79	0	0	0

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

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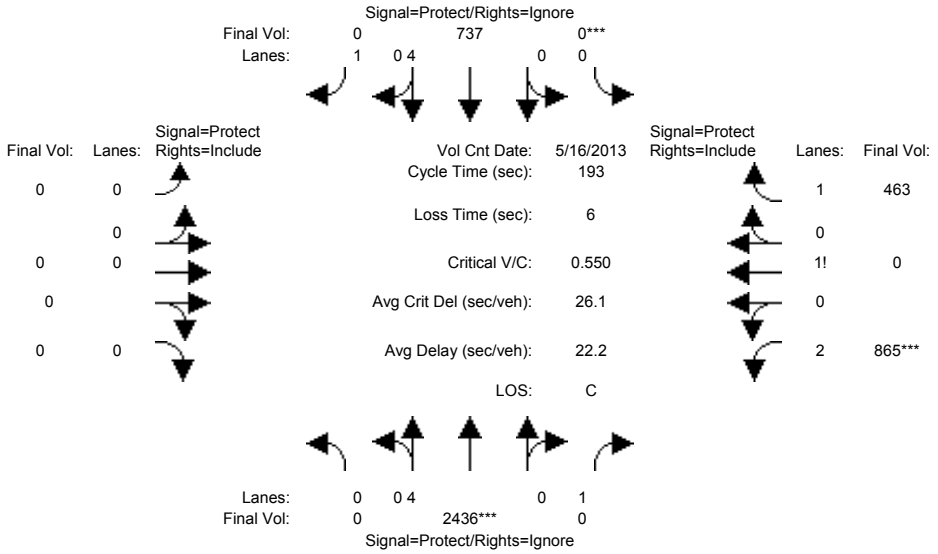
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	133	133	0	133	133	0	0	0	59	0	59
Y+R:	4.0	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: 16 May 2013 <<												
Base Vol:	0	2434	454	0	720	454	0	0	0	822	0	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2434	454	0	720	454	0	0	0	822	0	463
Added Vol:	0	2	6	0	17	0	0	0	0	43	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2436	460	0	737	454	0	0	0	865	0	463
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2436	0	0	737	0	0	0	0	865	0	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2436	0	0	737	0	0	0	0	865	0	463
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2436	0	0	737	0	0	0	0	865	0	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.58	0.00	1.42
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4071	0	2485
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	130	0.0	0.0	130	0.0	0.0	0.0	0.0	57.5	0.0	57.5
Volume/Cap:	0.00	0.48	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.71	0.00	0.63
Delay/Veh:	0.0	5.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	63.3	0.0	60.6
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:	0.0	5.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	63.3	0.0	60.6
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	14	0	0	3	0	0	0	0	36	0	32

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

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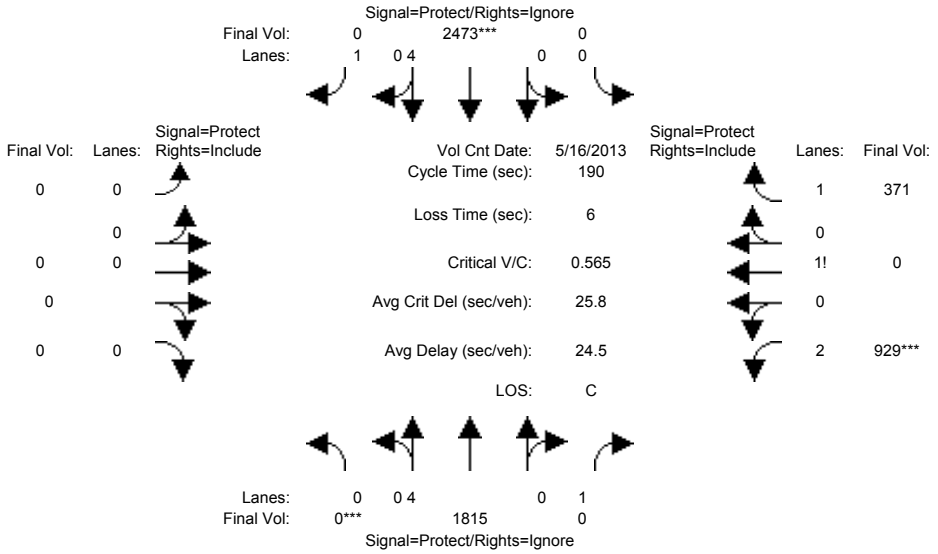
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps

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Street Name:          Lawrence Expwy                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  129   129     0  130   130     0    0     0    61    0    61
Y+R:          4.0  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: 16 May 2013 <<
Base Vol:       0 1800   418     0 2470   331     0    0     0   921    0   371
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1800   418     0 2470   331     0    0     0   921    0   371
Added Vol:      0   15    39     0    3     0     0    0     0     8    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1815   457     0 2473   331     0    0     0   929    0   371
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1815     0     0 2473     0     0    0     0   929    0   371
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1815     0     0 2473     0     0    0     0   929    0   371
PCE Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1815     0     0 2473     0     0    0     0   929    0   371
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  2.65 0.00  1.35
Final Sat.:     0 7600  1750     0 7600  1750     0    0     0  4176    0  2363
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.00  0.00 0.33  0.00  0.00 0.00  0.00  0.22 0.00  0.16
Crit Moves:  ****                 ****                          ****
Green Time:   0.0  125   0.0   0.0  125   0.0   0.0  0.0   0.0  58.8  0.0  58.8
Volume/Cap:  0.00 0.36  0.00  0.00 0.49  0.00  0.00 0.00  0.00  0.72 0.00  0.51
Delay/Veh:    0.0 23.0   0.0   0.0  6.9   0.0   0.0  0.0   0.0  61.8  0.0  55.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 23.0   0.0   0.0  6.9   0.0   0.0  0.0   0.0  61.8  0.0  55.9
LOS by Move:    A    C     A     A    A     A     A    A     A     E    A     E
HCM2k95thQ:     0   30     0     0   15     0     0    0     0    37    0    25
Note: Queue reported is the number of cars per lane.
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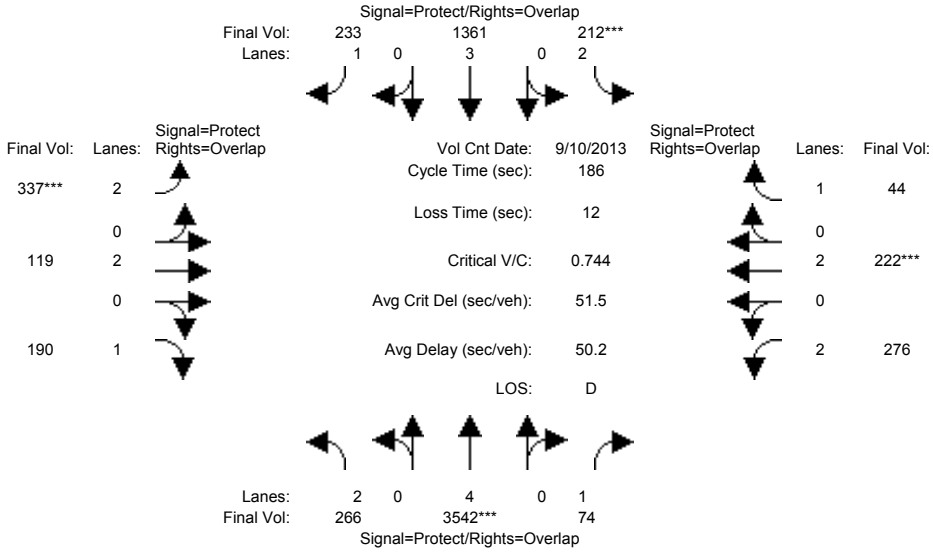
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	31	97	97	28	92	92	26	44	44	17	35	35
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	252	2818	70	197	1144	225	310	111	174	270	218	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	2818	70	197	1144	225	310	111	174	270	218	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	14	724	4	15	420	8	27	8	16	6	4	16
Initial Fut:	266	3542	74	212	1564	233	337	119	190	276	222	44
User Adj:	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	3542	74	212	1361	233	337	119	190	276	222	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	3542	74	212	1361	233	337	119	190	276	222	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	3542	74	212	1361	233	337	119	190	276	222	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.04	0.07	0.24	0.13	0.11	0.03	0.11	0.09	0.06	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	91.1	107.1	26.3	87.8	112.3	24.4	41.3	70.9	16.0	32.9	59.2
Volume/Cap:	0.53	0.95	0.07	0.48	0.51	0.22	0.81	0.14	0.28	1.02	0.33	0.08
Delay/Veh:	77.5	44.4	11.7	79.1	29.4	10.3	95.5	61.9	42.7	150.6	71.5	47.3
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:	77.5	44.4	11.7	79.1	29.4	10.3	95.5	61.9	42.7	150.6	71.5	47.3
LOS by Move:	E	D	B	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	15	71	2	13	26	7	25	6	16	25	11	4

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

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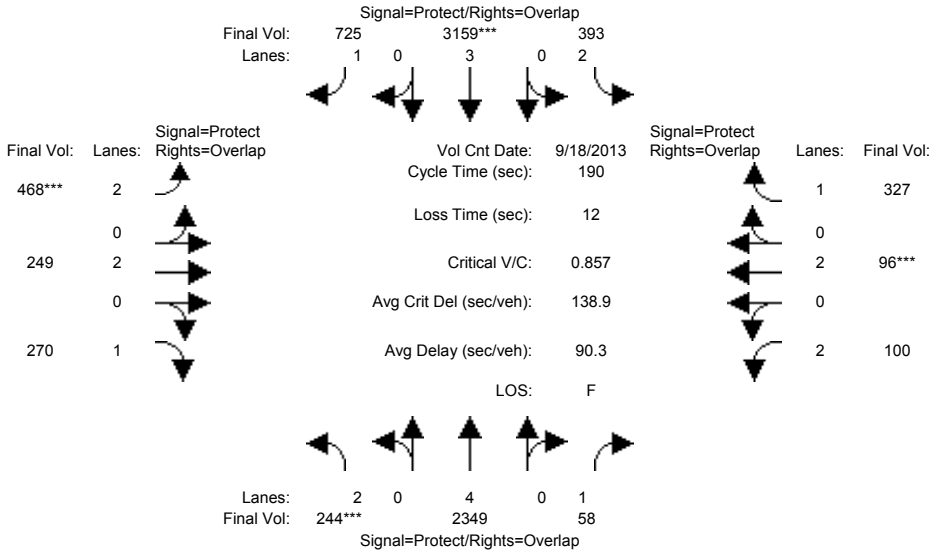
Lawrence Station Office

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

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	22	87	87	27	92	92	40	57	57	18	35	35
Y+R:	4.0	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: 18 Sep 2013 <<												
Base Vol:	221	1805	55	367	3109	690	455	243	254	95	92	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1805	55	367	3109	690	455	243	254	95	92	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	23	544	3	26	743	35	13	6	16	5	4	19
Initial Fut:	244	2349	58	393	3852	725	468	249	270	100	96	327
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2349	58	393	3159	725	468	249	270	100	96	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	2349	58	393	3159	725	468	249	270	100	96	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	2349	58	393	3159	725	468	249	270	100	96	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.03	0.12	0.55	0.41	0.15	0.07	0.15	0.03	0.03	0.19
Crit Moves:	****				****		****				****	
Green Time:	20.8	82.2	99.3	25.5	87.0	124.8	37.8	53.9	74.7	17.0	33.1	58.6
Volume/Cap:	0.71	0.71	0.06	0.93	1.21	0.63	0.75	0.23	0.39	0.35	0.15	0.61
Delay/Veh:	93.0	40.9	17.4	112.8	153	21.4	80.6	55.3	44.2	86.8	70.4	61.1
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:	93.0	40.9	17.4	112.8	153	21.4	80.6	55.3	44.2	86.8	70.4	61.1
LOS by Move:	F	D	B	F	F	C	F	E	D	F	E	E
HCM2k95thQ:	16	42	2	27	129	45	30	11	22	7	5	31

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

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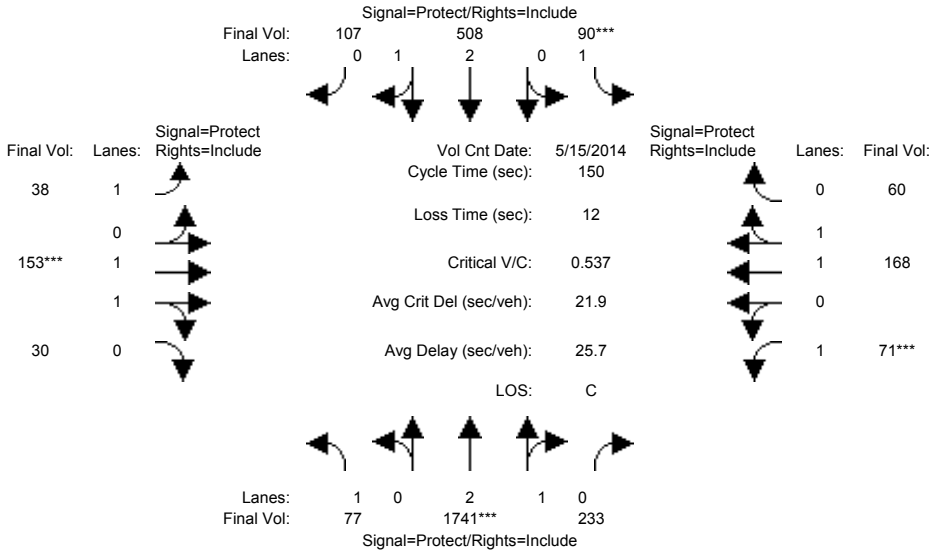
Lawrence Station Office

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

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	75	1363	214	78	389	105	37	111	29	67	172	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1363	214	78	389	105	37	111	29	67	172	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	378	19	12	119	2	1	42	1	4	-4	2
Initial Fut:	77	1741	233	90	508	107	38	153	30	71	168	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:	77	1741	233	90	508	107	38	153	30	71	168	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1741	233	90	508	107	38	153	30	71	168	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:	77	1741	233	90	508	107	38	153	30	71	168	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.63	0.37	1.00	2.46	0.54	1.00	1.66	0.34	1.00	1.46	0.54
Final Sat.:	1750	4938	661	1750	4624	974	1750	3093	606	1750	2726	973
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.05	0.11	0.11	0.02	0.05	0.05	0.04	0.06	0.06
Crit Moves:		****		****				****		****		
Green Time:	33.6	98.5	98.5	14.4	79.2	79.2	10.4	13.8	13.8	11.3	14.8	14.8
Volume/Cap:	0.20	0.54	0.54	0.54	0.21	0.21	0.31	0.54	0.54	0.54	0.62	0.62
Delay/Veh:	47.5	13.8	13.8	68.1	18.8	18.8	67.9	66.7	66.7	71.1	68.3	68.3
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:	47.5	13.8	13.8	68.1	18.8	18.8	67.9	66.7	66.7	71.1	68.3	68.3
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	E
HCM2k95thQ:	6	28	28	8	10	10	4	9	9	7	10	10

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

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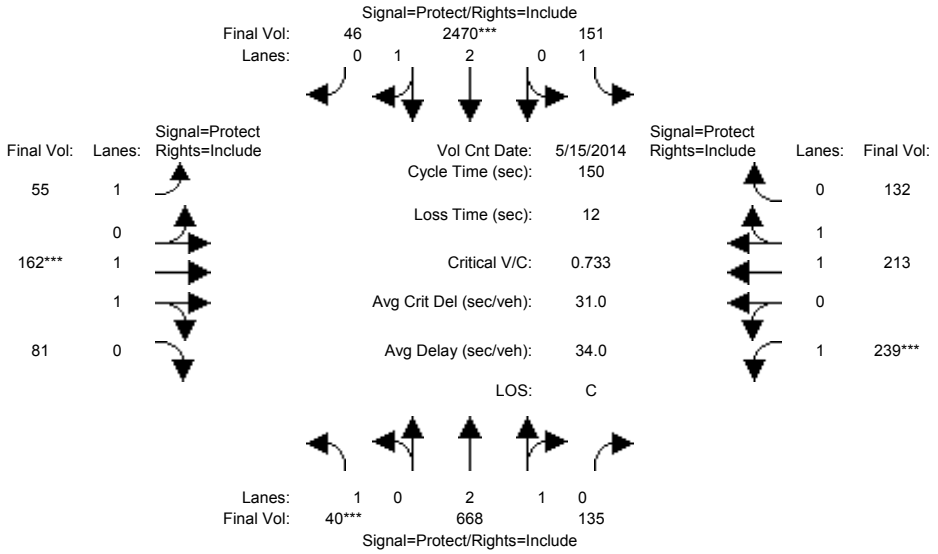
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	39	558	130	145	2058	45	54	157	79	222	181	121
Growth Adj:	1.00	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	558	130	145	2058	45	54	157	79	222	181	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	110	5	6	412	1	1	5	2	17	32	11
Initial Fut:	40	668	135	151	2470	46	55	162	81	239	213	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	668	135	151	2470	46	55	162	81	239	213	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	668	135	151	2470	46	55	162	81	239	213	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	668	135	151	2470	46	55	162	81	239	213	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.48	0.52	1.00	2.94	0.06	1.00	1.32	0.68	1.00	1.21	0.79
Final Sat.:	1750	4657	941	1750	5497	102	1750	2466	1233	1750	2283	1415
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.09	0.45	0.45	0.03	0.07	0.07	0.14	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.0	60.8	60.8	36.6	90.3	90.3	13.6	13.2	13.2	27.5	27.1	27.1
Volume/Cap:	0.49	0.35	0.35	0.35	0.75	0.75	0.35	0.75	0.75	0.75	0.52	0.52
Delay/Veh:	74.3	31.1	31.1	47.5	22.5	22.5	65.4	75.9	75.9	67.2	56.2	56.2
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:	74.3	31.1	31.1	47.5	22.5	22.5	65.4	75.9	75.9	67.2	56.2	56.2
LOS by Move:	E	C	C	D	C	C	E	E	E	E	E	E
HCM2k95thQ:	4	16	16	11	45	45	6	14	14	21	14	14

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

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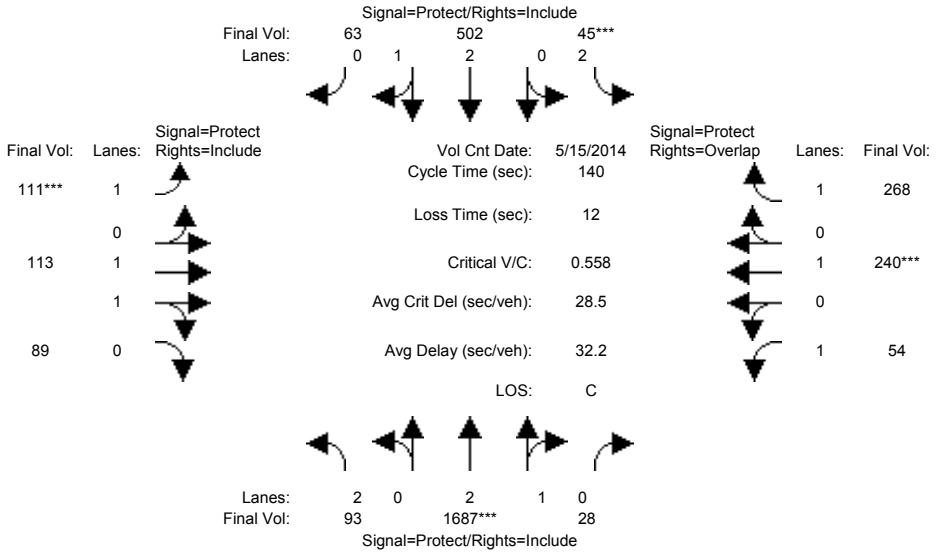
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	88	1315	27	44	384	56	77	111	73	53	236	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1315	27	44	384	56	77	111	73	53	236	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	372	1	1	118	7	34	2	16	1	4	4
Initial Fut:	93	1687	28	45	502	63	111	113	89	54	240	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1687	28	45	502	63	111	113	89	54	240	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1687	28	45	502	63	111	113	89	54	240	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1687	28	45	502	63	111	113	89	54	240	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.95	0.05	2.00	2.65	0.35	1.00	1.09	0.91	1.00	1.00	1.00
Final Sat.:	3150	5508	91	3150	4975	624	1750	2069	1629	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.10	0.10	0.06	0.05	0.05	0.03	0.13	0.15
Crit Moves:		****		****			****				****	
Green Time:	27.1	74.7	74.7	7.0	54.6	54.6	15.5	27.2	27.2	19.1	30.8	37.8
Volume/Cap:	0.15	0.57	0.57	0.29	0.26	0.26	0.57	0.28	0.28	0.23	0.57	0.57
Delay/Veh:	47.0	22.2	22.2	65.1	29.0	29.0	63.3	48.3	48.3	54.4	50.7	45.7
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:	47.0	22.2	22.2	65.1	29.0	29.0	63.3	48.3	48.3	54.4	50.7	45.7
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	4	28	28	2	10	10	10	7	7	5	18	20

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

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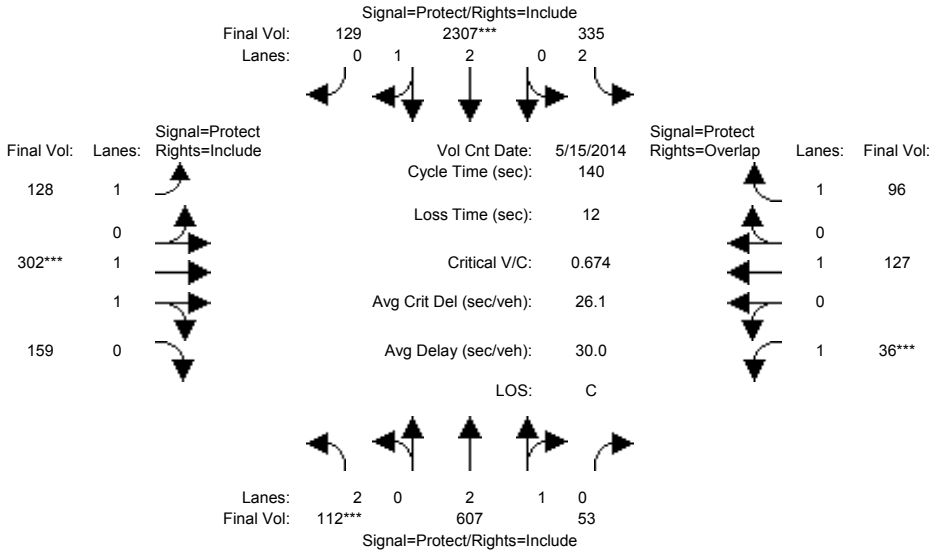
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	96	501	52	329	1903	97	113	297	150	35	125	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:	96	501	52	329	1903	97	113	297	150	35	125	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	16	106	1	6	404	32	15	5	9	1	2	2
Initial Fut:	112	607	53	335	2307	129	128	302	159	36	127	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	607	53	335	2307	129	128	302	159	36	127	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	607	53	335	2307	129	128	302	159	36	127	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	607	53	335	2307	129	128	302	159	36	127	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.75	0.25	2.00	2.84	0.16	1.00	1.29	0.71	1.00	1.00	1.00
Final Sat.:	3150	5150	450	3150	5303	297	1750	2423	1276	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.11	0.44	0.44	0.07	0.12	0.12	0.02	0.07	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.2	50.3	50.3	45.4	88.4	88.4	16.4	25.3	25.3	7.0	16.0	61.4
Volume/Cap:	0.69	0.33	0.33	0.33	0.69	0.69	0.63	0.69	0.69	0.41	0.59	0.13
Delay/Veh:	77.1	32.7	32.7	36.0	17.4	17.4	64.9	56.7	56.7	67.6	63.0	23.4
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:	77.1	32.7	32.7	36.0	17.4	17.4	64.9	56.7	56.7	67.6	63.0	23.4
LOS by Move:	E	C	C	D	B	B	E	E	E	E	E	C
HCM2k95thQ:	6	13	13	12	37	37	11	18	18	4	12	5

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

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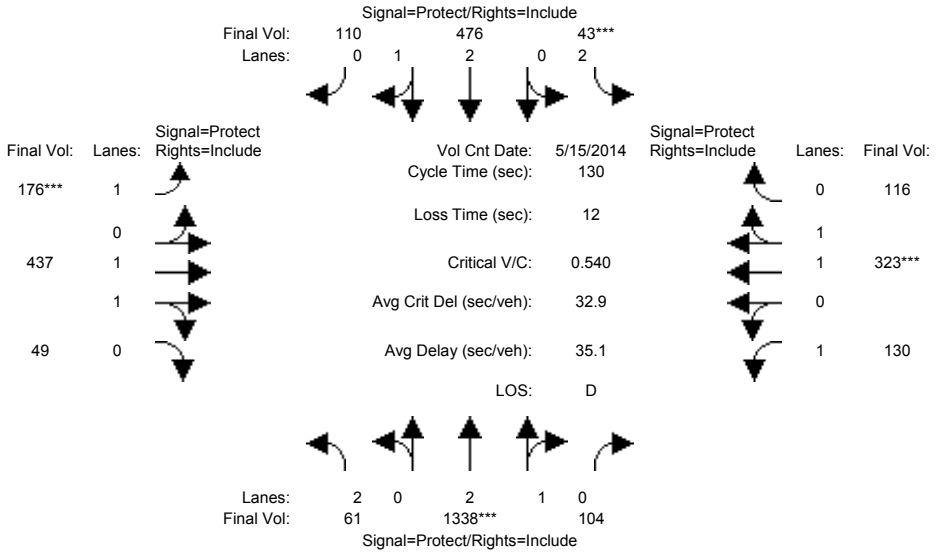
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	60	1221	91	31	383	107	168	236	48	114	278	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1221	91	31	383	107	168	236	48	114	278	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	117	13	12	93	3	8	201	1	16	45	14
Initial Fut:	61	1338	104	43	476	110	176	437	49	130	323	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1338	104	43	476	110	176	437	49	130	323	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1338	104	43	476	110	176	437	49	130	323	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1338	104	43	476	110	176	437	49	130	323	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.78	0.22	2.00	2.42	0.58	1.00	1.79	0.21	1.00	1.46	0.54
Final Sat.:	3150	5196	404	3150	4547	1051	1750	3327	373	1750	2722	977
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.01	0.10	0.10	0.10	0.13	0.13	0.07	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	22.7	60.0	60.0	7.0	44.2	44.2	23.4	32.6	32.6	18.4	27.6	27.6
Volume/Cap:	0.11	0.56	0.56	0.25	0.31	0.31	0.56	0.52	0.52	0.52	0.56	0.56
Delay/Veh:	45.2	25.7	25.7	59.8	31.7	31.7	50.8	42.5	42.5	53.7	46.6	46.6
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:	45.2	25.7	25.7	59.8	31.7	31.7	50.8	42.5	42.5	53.7	46.6	46.6
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	3	25	25	2	11	11	14	16	16	10	14	14

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

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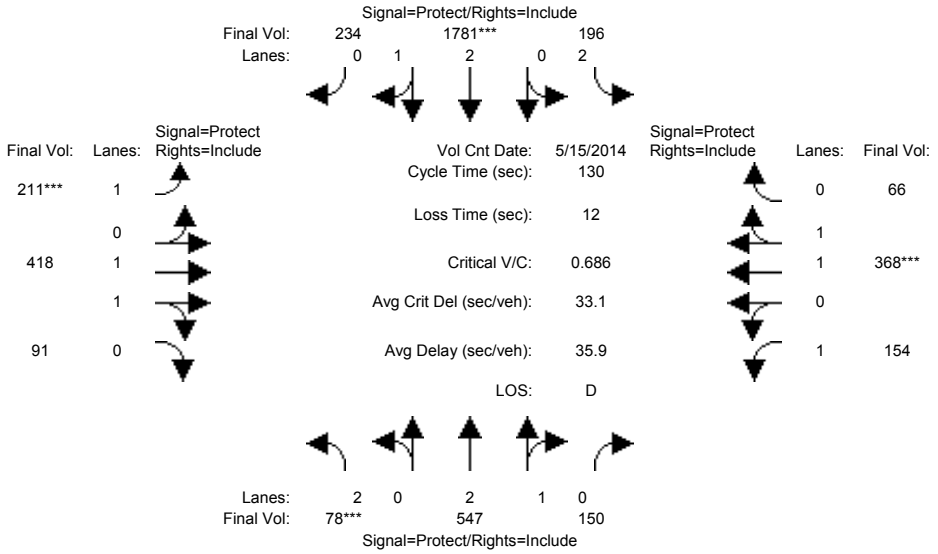
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	76	475	132	178	1589	225	207	343	89	137	206	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	475	132	178	1589	225	207	343	89	137	206	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	72	18	18	192	9	4	75	2	17	162	15
Initial Fut:	78	547	150	196	1781	234	211	418	91	154	368	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:	78	547	150	196	1781	234	211	418	91	154	368	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	547	150	196	1781	234	211	418	91	154	368	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
FinalVolume:	78	547	150	196	1781	234	211	418	91	154	368	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.33	0.67	2.00	2.64	0.36	1.00	1.63	0.37	1.00	1.69	0.31
Final Sat.:	3150	4393	1205	3150	4949	650	1750	3038	661	1750	3137	563
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.06	0.36	0.36	0.12	0.14	0.14	0.09	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	7.0	49.2	49.2	24.6	66.8	66.8	22.4	26.9	26.9	17.2	21.8	21.8
Volume/Cap:	0.46	0.33	0.33	0.33	0.70	0.70	0.70	0.66	0.66	0.66	0.70	0.70
Delay/Veh:	61.6	28.8	28.8	45.9	24.8	24.8	57.8	49.6	49.6	60.7	54.6	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	28.8	28.8	45.9	24.8	24.8	57.8	49.6	49.6	60.7	54.6	54.6
LOS by Move:	E	C	C	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	5	13	13	8	34	34	18	19	19	12	15	15

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

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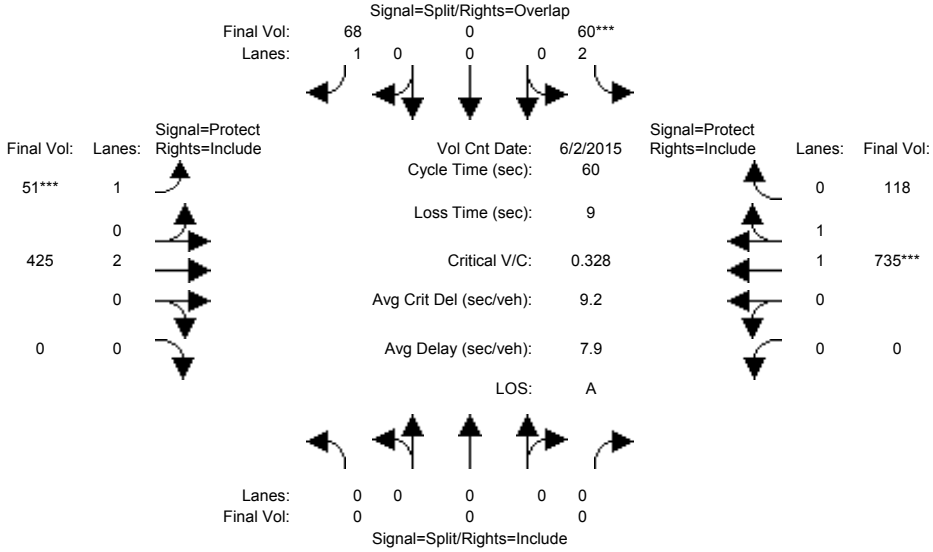
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	48	0	68	51	317	0	0	704	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	68	51	317	0	0	704	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	12	0	0	0	108	0	0	31	23
Initial Fut:	0	0	0	60	0	68	51	425	0	0	735	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	68	51	425	0	0	735	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	68	51	425	0	0	735	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	68	51	425	0	0	735	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3188	512
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.11	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.14	0.25	0.16	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	16.2	24.8	3.4	0.0	0.0	7.5	7.5
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:	0.0	0.0	0.0	21.3	0.0	16.2	24.8	3.4	0.0	0.0	7.5	7.5
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	2	2	3	0	0	9	9

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

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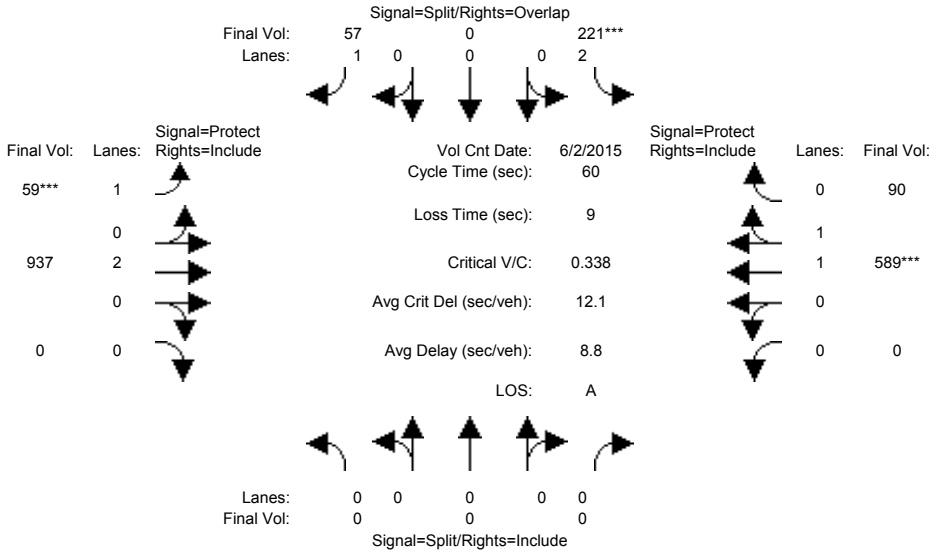
Lawrence Station Office

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

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	215	0	57	55	893	0	0	440	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	57	55	893	0	0	440	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	6	0	0	4	44	0	0	149	16
Initial Fut:	0	0	0	221	0	57	59	937	0	0	589	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	0	57	59	937	0	0	589	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	57	59	937	0	0	589	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	0	57	59	937	0	0	589	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.73	0.27
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3209	490
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.03	0.25	0.00	0.00	0.18	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.2	0.0	19.2	7.0	38.8	0.0	0.0	31.8	31.8
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.10	0.29	0.38	0.00	0.00	0.35	0.35
Delay/Veh:	0.0	0.0	0.0	20.8	0.0	14.4	25.0	5.1	0.0	0.0	8.2	8.2
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:	0.0	0.0	0.0	20.8	0.0	14.4	25.0	5.1	0.0	0.0	8.2	8.2
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	2	2	8	0	0	7	7

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

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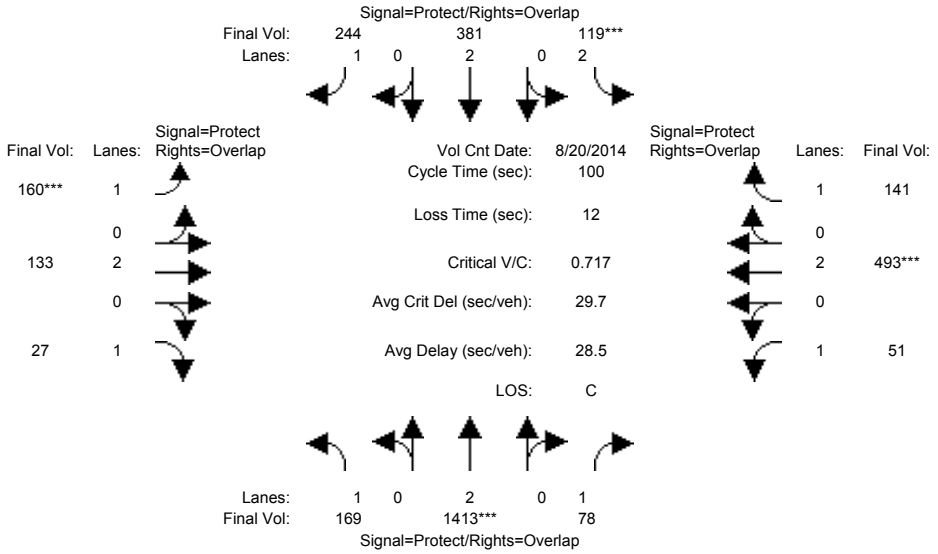
Lawrence Station Office

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

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	116	837	40	74	245	236	109	101	24	44	467	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	837	40	74	245	236	109	101	24	44	467	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	53	576	38	45	136	8	51	32	3	7	26	37
Initial Fut:	169	1413	78	119	381	244	160	133	27	51	493	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1413	78	119	381	244	160	133	27	51	493	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1413	78	119	381	244	160	133	27	51	493	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1413	78	119	381	244	160	133	27	51	493	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.04	0.04	0.10	0.14	0.09	0.04	0.02	0.03	0.13	0.08
Crit Moves:		****		****			****				****	
Green Time:	28.4	50.8	63.2	7.0	29.4	41.9	12.5	17.8	46.1	12.4	17.7	24.7
Volume/Cap:	0.34	0.73	0.07	0.54	0.34	0.33	0.73	0.20	0.03	0.23	0.73	0.33
Delay/Veh:	28.8	20.7	7.1	47.6	27.9	19.9	54.1	35.2	14.7	40.0	43.0	31.3
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:	28.8	20.7	7.1	47.6	27.9	19.9	54.1	35.2	14.7	40.0	43.0	31.3
LOS by Move:	C	C	A	D	C	B	D	D	B	D	D	C
HCM2k95thQ:	8	30	2	4	9	10	11	3	1	3	16	8

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

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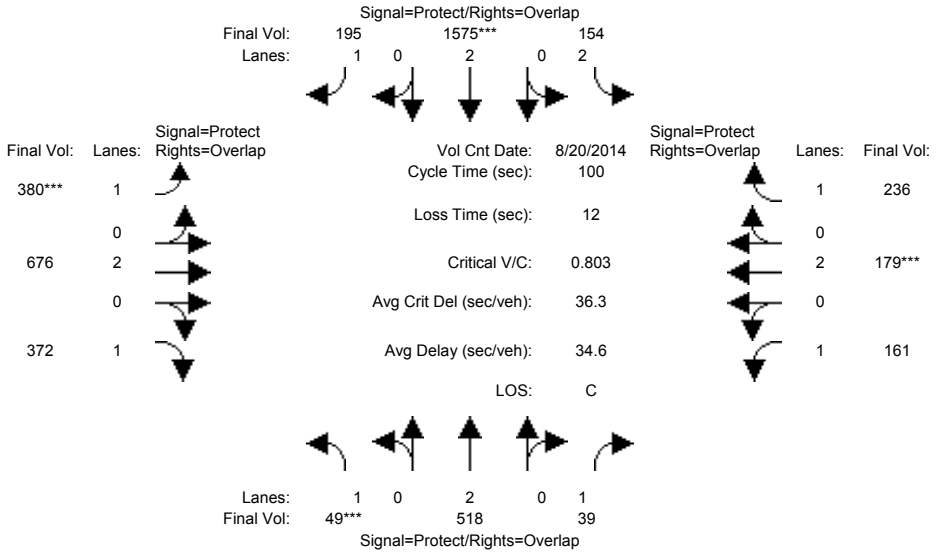
Lawrence Station Office

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

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	40	332	30	81	992	152	306	639	351	108	143	127
Growth Adj:	1.00	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	332	30	81	992	152	306	639	351	108	143	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	186	9	73	583	43	74	37	21	53	36	109
Initial Fut:	49	518	39	154	1575	195	380	676	372	161	179	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	518	39	154	1575	195	380	676	372	161	179	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	518	39	154	1575	195	380	676	372	161	179	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	518	39	154	1575	195	380	676	372	161	179	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.02	0.05	0.41	0.11	0.22	0.18	0.21	0.09	0.05	0.13
Crit Moves:	****				****		****				****	
Green Time:	7.0	35.4	46.8	18.2	46.6	71.0	24.4	23.0	30.0	11.4	10.0	28.2
Volume/Cap:	0.40	0.38	0.05	0.27	0.89	0.16	0.89	0.77	0.71	0.80	0.47	0.48
Delay/Veh:	46.6	24.3	14.5	35.4	30.4	4.8	56.4	40.5	35.6	63.7	43.4	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	24.3	14.5	35.4	30.4	4.8	56.4	40.5	35.6	63.7	43.4	30.5
LOS by Move:	D	C	B	D	C	A	E	D	D	E	D	C
HCM2k95thQ:	3	11	1	5	35	4	24	19	20	14	6	13

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

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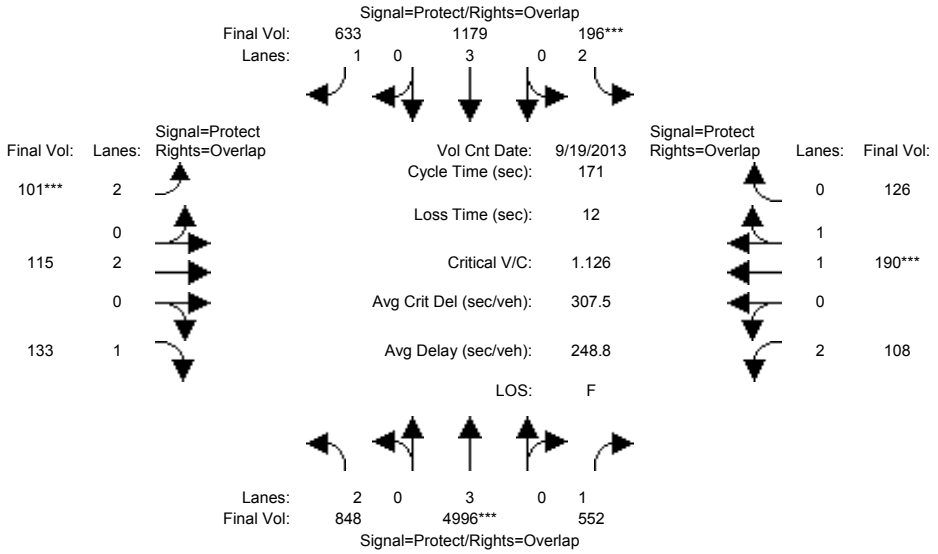
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	25	102	102	28	106	106	19	35	35	18	34	34
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	807	4612	466	195	1128	512	74	90	121	95	175	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	807	4612	466	195	1128	512	74	90	121	95	175	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	41	1131	86	1	227	121	27	25	12	13	15	1
Initial Fut:	848	5743	552	196	1355	633	101	115	133	108	190	126
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	848	4996	552	196	1179	633	101	115	133	108	190	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	848	4996	552	196	1179	633	101	115	133	108	190	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	848	4996	552	196	1179	633	101	115	133	108	190	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2207	1464
Capacity Analysis Module:												
Vol/Sat:	0.27	0.88	0.32	0.06	0.21	0.36	0.03	0.03	0.08	0.03	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	21.8	89.9	105.6	24.4	92.5	109.1	16.6	30.5	52.3	15.7	29.7	54.1
Volume/Cap:	2.11	1.67	0.51	0.44	0.38	0.57	0.33	0.17	0.25	0.37	0.50	0.27
Delay/Veh:	593.6	336	11.6	77.5	18.3	10.3	83.2	68.3	51.3	84.5	73.9	50.2
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:	593.6	336	11.6	77.5	18.3	10.3	83.2	68.3	51.3	84.5	73.9	50.2
LOS by Move:	F	F	B	E	B	B	F	E	D	F	E	D
HCM2k95thQ:	94	261	19	12	17	22	7	6	12	7	16	13

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

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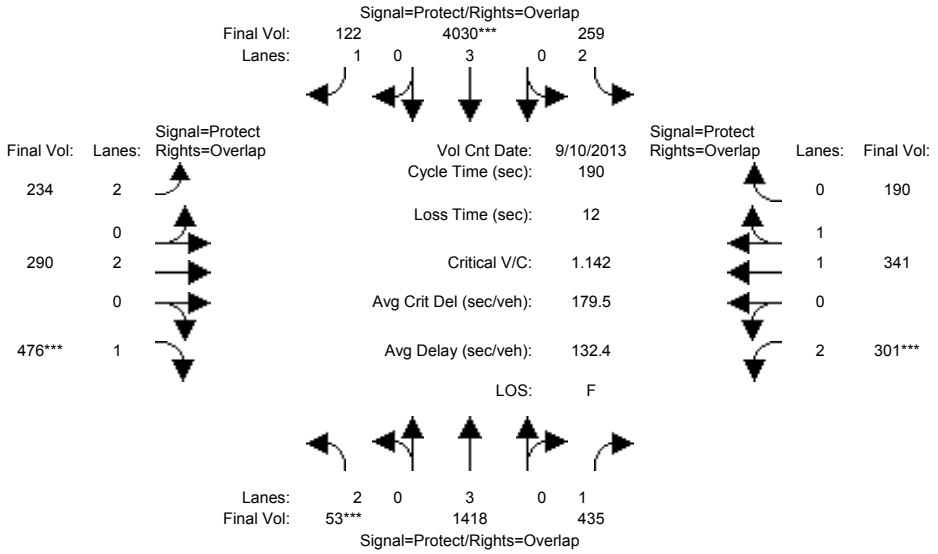
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	13	98	98	30	115	115	23	35	35	27	39	39
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	44	1459	414	259	3869	93	129	264	442	204	319	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1459	414	259	3869	93	129	264	442	204	319	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	382	21	0	1046	29	105	26	34	97	22	32
Initial Fut:	53	1841	435	259	4915	122	234	290	476	301	341	190
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1418	435	259	4030	122	234	290	476	301	341	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1418	435	259	4030	122	234	290	476	301	341	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1418	435	259	4030	122	234	290	476	301	341	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2362	1316
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.08	0.71	0.07	0.07	0.08	0.27	0.10	0.14	0.14
Crit Moves:	****				****				****	****		
Green Time:	12.2	92.9	118.3	28.4	109	130.4	21.3	32.9	45.1	25.4	36.1	64.5
Volume/Cap:	0.26	0.51	0.40	0.55	1.23	0.10	0.66	0.44	1.14	0.71	0.76	0.43
Delay/Veh:	94.7	57.7	40.5	90.3	189	26.3	90.7	75.2	166.9	89.6	82.3	51.7
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:	94.7	57.7	40.5	90.3	189	26.3	90.7	75.2	166.9	89.6	82.3	51.7
LOS by Move:	F	E	D	F	F	C	F	E	F	F	F	D
HCM2k95thQ:	4	41	39	18	168	12	15	14	62	20	28	22

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

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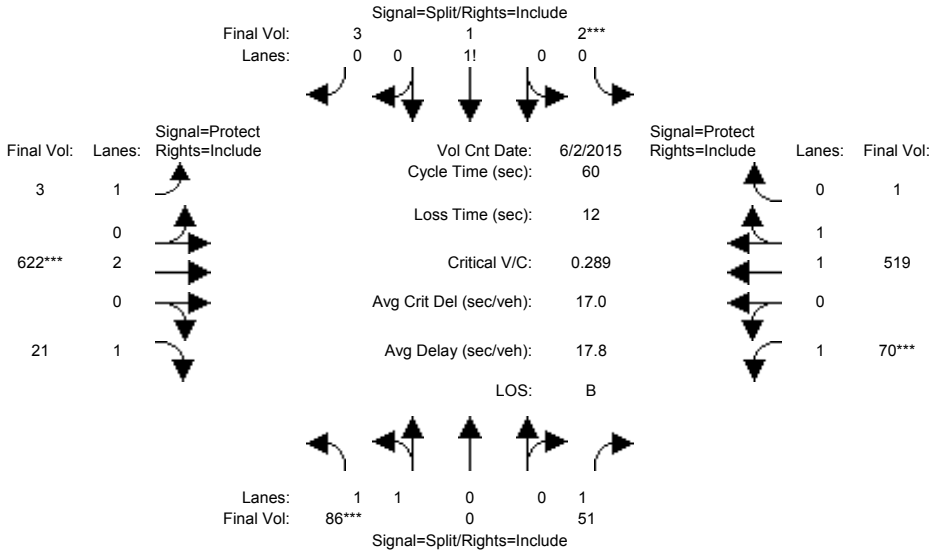
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #666: Costco & Kifer Rd



Street Name:	Costco									Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	86	0	51	2	1	3	1	514	21	70	490	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:	86	0	51	2	1	3	1	514	21	70	490	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	2	108	0	0	29	0
Initial Fut:	86	0	51	2	1	3	3	622	21	70	519	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:	86	0	51	2	1	3	3	622	21	70	519	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	51	2	1	3	3	622	21	70	519	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	51	2	1	3	3	622	21	70	519	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.33	0.17	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	583	292	875	1750	3800	1750	1750	3693	7
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.01	0.04	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.15	0.00	0.17	0.02	0.02	0.02	0.01	0.47	0.03	0.34	0.51	0.51
Delay/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	15.4	12.9	25.4	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	15.4	12.9	25.4	18.8	18.8
LOS by Move:	C	A	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	2	0	2	0	0	0	0	9	1	3	8	8

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

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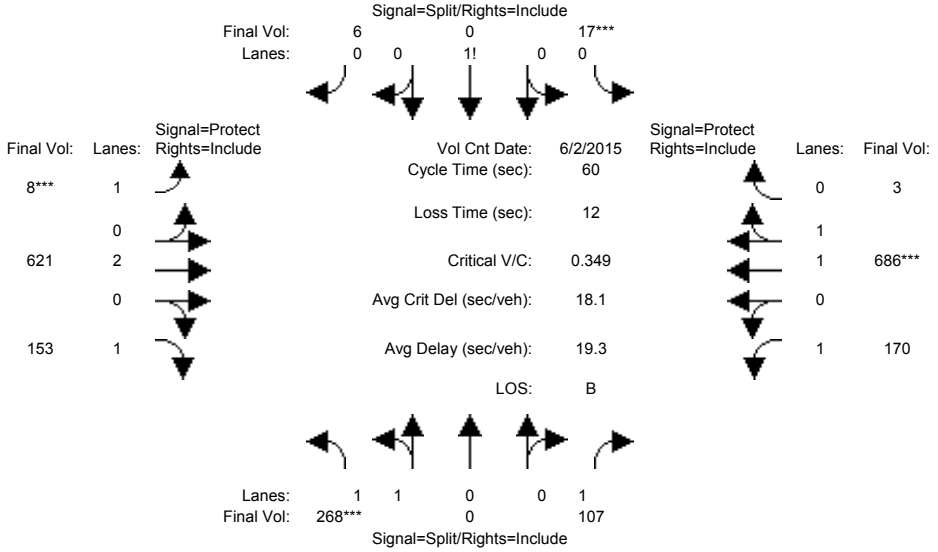
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #666: Costco & Kifer Rd



Street Name:	Costco									Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	268	0	107	17	0	6	6	575	153	170	538	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	107	17	0	6	6	575	153	170	538	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	2	46	0	0	148	0
Initial Fut:	268	0	107	17	0	6	8	621	153	170	686	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:	268	0	107	17	0	6	8	621	153	170	686	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	107	17	0	6	8	621	153	170	686	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	0	107	17	0	6	8	621	153	170	686	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1293	0	457	1750	3800	1750	1750	3684	16
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.01	0.00	0.01	0.00	0.16	0.09	0.10	0.19	0.19
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	16.5	16.5	11.5	21.0	21.0
Volume/Cap:	0.45	0.00	0.37	0.08	0.00	0.08	0.04	0.60	0.32	0.51	0.53	0.53
Delay/Veh:	23.1	0.0	23.0	21.2	0.0	21.2	23.6	19.8	17.7	22.9	16.0	16.0
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:	23.1	0.0	23.0	21.2	0.0	21.2	23.6	19.8	17.7	22.9	16.0	16.0
LOS by Move:	C	A	C	C	A	C	C	B	B	C	B	B
HCM2k95thQ:	6	0	5	1	0	1	0	10	5	6	10	10

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

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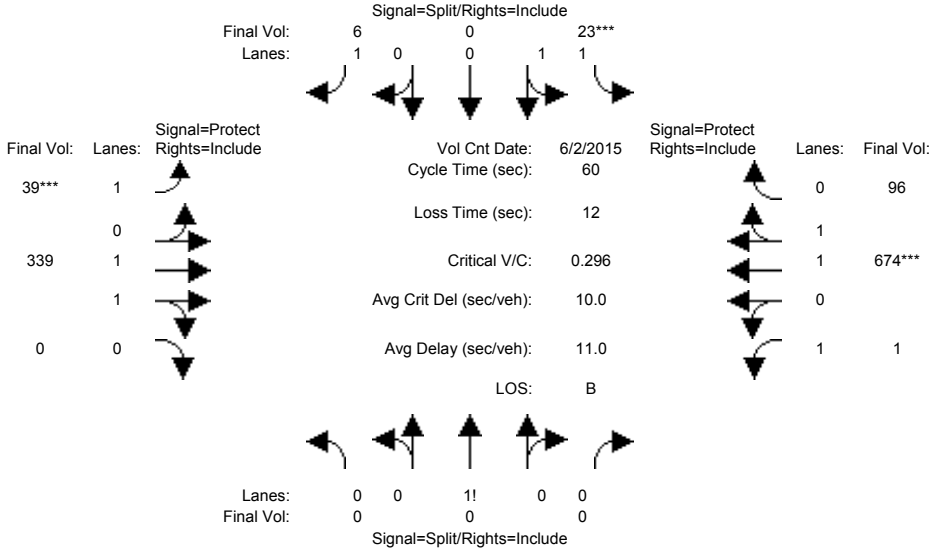
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	5	0	2	6	307	0	1	682	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	2	6	307	0	1	682	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	18	0	4	33	32	0	0	-8	19
Initial Fut:	0	0	0	23	0	6	39	339	0	1	674	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	6	39	339	0	1	674	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	6	39	339	0	1	674	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	0	6	39	339	0	1	674	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	1.74	0.26
Final Sat.:	0	1750	0	3550	0	1750	1750	3700	0	1750	3238	461
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.09	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	22.4	0.0	15.6	31.0	31.0
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.02	0.19	0.25	0.00	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	21.0	0.0	20.9	24.4	13.1	0.0	16.4	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.0	0.0	20.9	24.4	13.1	0.0	16.4	9.0	9.0
LOS by Move:	A	A	A	C	A	C	C	B	A	B	A	A
HCM2k95thQ:	0	0	0	0	0	0	1	4	0	0	9	9

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

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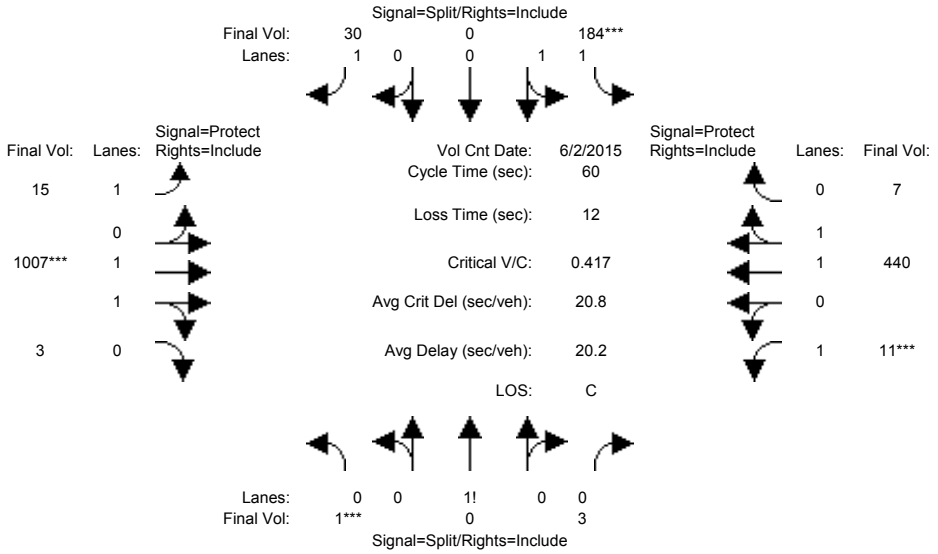
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	1	0	3	72	0	6	2	1007	3	11	416	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	3	72	0	6	2	1007	3	11	416	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	112	0	24	13	0	0	0	24	3
Initial Fut:	1	0	3	184	0	30	15	1007	3	11	440	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:	1	0	3	184	0	30	15	1007	3	11	440	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	184	0	30	15	1007	3	11	440	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	3	184	0	30	15	1007	3	11	440	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.25	0.00	0.75	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	438	0	1313	3550	0	1750	1750	3689	11	1750	3642	58
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.01	0.27	0.27	0.01	0.12	0.12
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.01	0.00	0.01	0.31	0.00	0.10	0.04	0.78	0.78	0.05	0.44	0.44
Delay/Veh:	20.9	0.0	20.9	22.3	0.0	21.4	19.8	20.5	20.5	23.7	18.3	18.3
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:	20.9	0.0	20.9	22.3	0.0	21.4	19.8	20.5	20.5	23.7	18.3	18.3
LOS by Move:	C	A	C	C	A	C	B	C	C	C	B	B
HCM2k95thQ:	0	0	0	4	0	1	0	16	16	0	7	7

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

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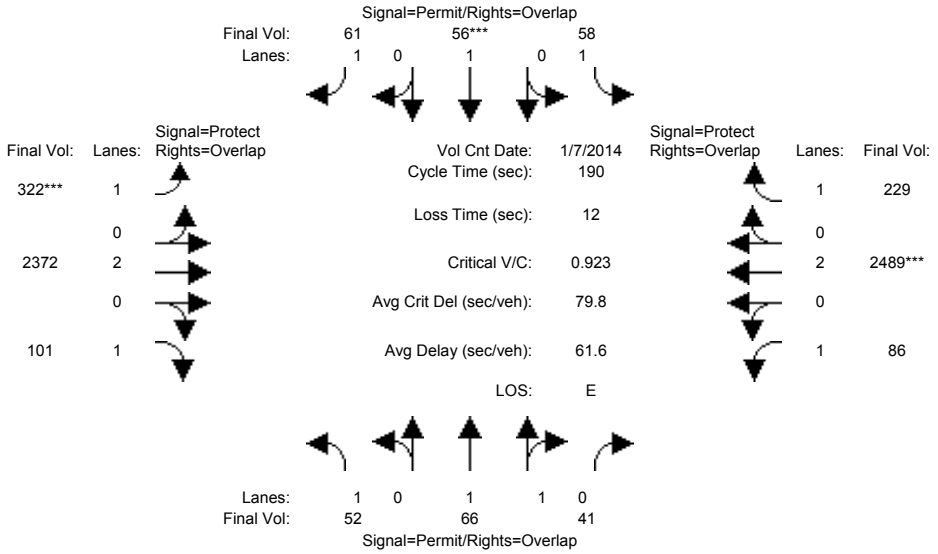
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	23	23	23	23	23	33	142	142	25	133	133
Y+R:	4.0	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: 7 Jan 2014 <<												
Base Vol:	35	43	36	37	33	38	235	1584	99	86	2366	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	36	37	33	38	235	1584	99	86	2366	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	23	5	21	23	23	87	788	2	0	123	-1
Initial Fut:	52	66	41	58	56	61	322	2372	101	86	2489	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	66	41	58	56	61	322	2372	101	86	2489	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	66	41	58	56	61	322	2372	101	86	2489	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	66	41	58	56	61	322	2372	101	86	2489	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.21	0.79	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2281	1417	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.18	0.62	0.06	0.05	0.66	0.13
Crit Moves:					****		****				****	
Green Time:	21.6	21.6	45.1	21.6	21.6	53.6	32.0	134	133.6	23.5	125	125.1
Volume/Cap:	0.26	0.25	0.12	0.29	0.26	0.12	1.09	0.89	0.08	0.40	0.99	0.20
Delay/Veh:	82.4	82.0	60.5	82.8	82.4	54.0	163.2	43.5	15.8	82.8	69.0	20.8
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:	82.4	82.0	60.5	82.8	82.4	54.0	163.2	43.5	15.8	82.8	69.0	20.8
LOS by Move:	F	F	E	F	F	D	F	D	B	F	E	C
HCM2k95thQ:	6	6	5	7	6	6	46	101	7	10	117	16

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

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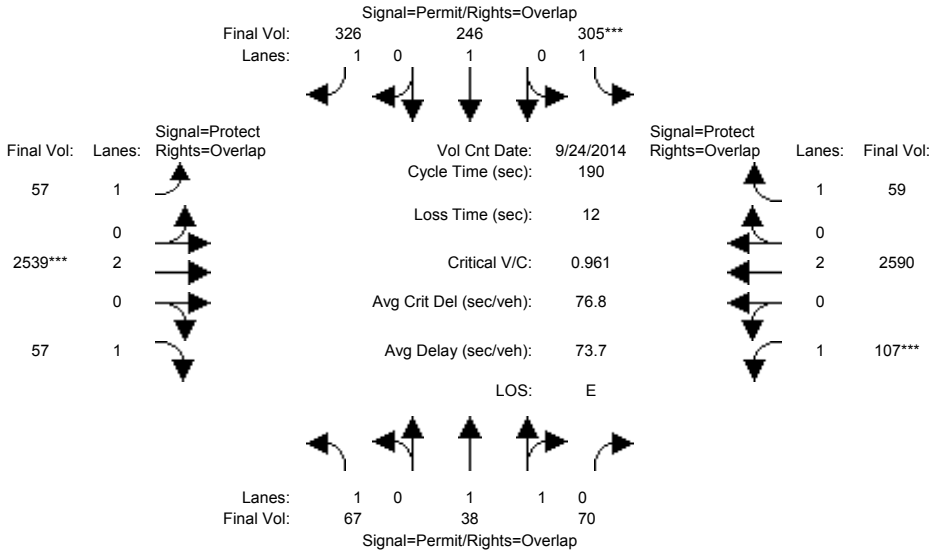
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	134	134	17	136	136
Y+R:	4.0	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 <<												
Base Vol:	58	33	63	294	239	222	40	2338	57	102	1805	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	33	63	294	239	222	40	2338	57	102	1805	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	5	7	11	7	104	17	201	0	5	785	3
Initial Fut:	67	38	70	305	246	326	57	2539	57	107	2590	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	38	70	305	246	326	57	2539	57	107	2590	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	38	70	305	246	326	57	2539	57	107	2590	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	38	70	305	246	326	57	2539	57	107	2590	59
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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.04	0.17	0.13	0.19	0.03	0.67	0.03	0.06	0.68	0.03
Crit Moves:				****				****		****		
Green Time:	36.7	36.7	52.7	36.7	36.7	50.8	14.1	126	126.0	16.0	128	127.9
Volume/Cap:	0.20	0.10	0.14	0.90	0.67	0.70	0.44	1.01	0.05	0.73	1.01	0.05
Delay/Veh:	68.7	67.2	55.0	105.8	80.3	71.2	91.8	72.1	18.2	106.8	72.6	17.5
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:	68.7	67.2	55.0	105.8	80.3	71.2	91.8	72.1	18.2	106.8	72.6	17.5
LOS by Move:	E	E	E	F	F	E	F	E	B	F	E	B
HCM2k95thQ:	7	4	7	38	26	34	8	127	4	14	130	4

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

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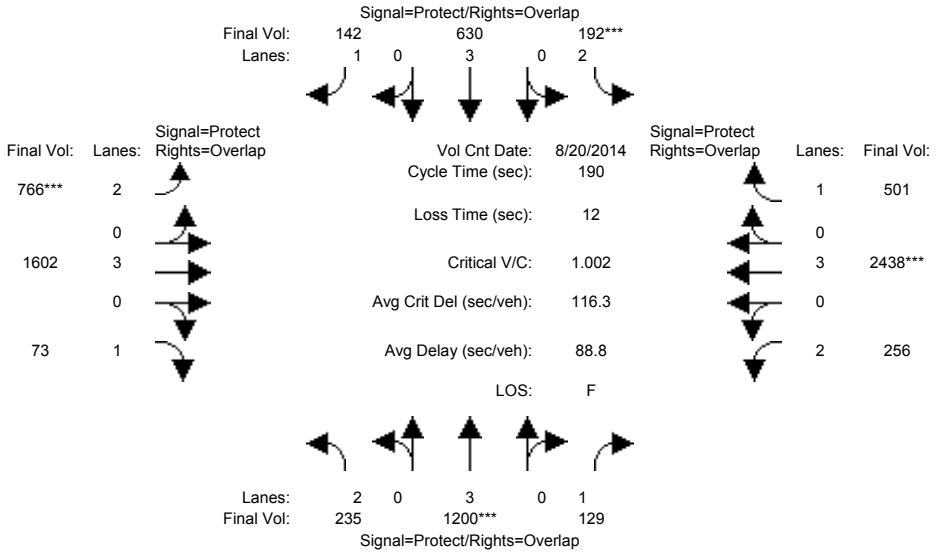
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	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: 20 Aug 2014 <<												
Base Vol:	217	596	81	52	328	83	400	1112	67	177	2314	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	596	81	52	328	83	400	1112	67	177	2314	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	604	48	140	302	59	366	490	6	79	124	368
Initial Fut:	235	1200	129	192	630	142	766	1602	73	256	2438	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	1200	129	192	630	142	766	1602	73	256	2438	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1200	129	192	630	142	766	1602	73	256	2438	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	1200	129	192	630	142	766	1602	73	256	2438	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.07	0.06	0.11	0.08	0.24	0.28	0.04	0.08	0.43	0.29
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.71	0.92	0.21	0.95	0.59	0.24	1.53	0.53	0.07	0.68	0.87	0.52
Delay/Veh:	94.0	87.6	46.7	142.9	76.1	47.4	335.3	39.9	20.6	90.5	59.7	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	87.6	46.7	142.9	76.1	47.4	335.3	39.9	20.6	90.5	59.7	37.5
LOS by Move:	F	F	D	F	E	D	F	D	C	F	E	D
HCM2k95thQ:	16	41	11	18	22	12	72	40	5	19	74	41

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

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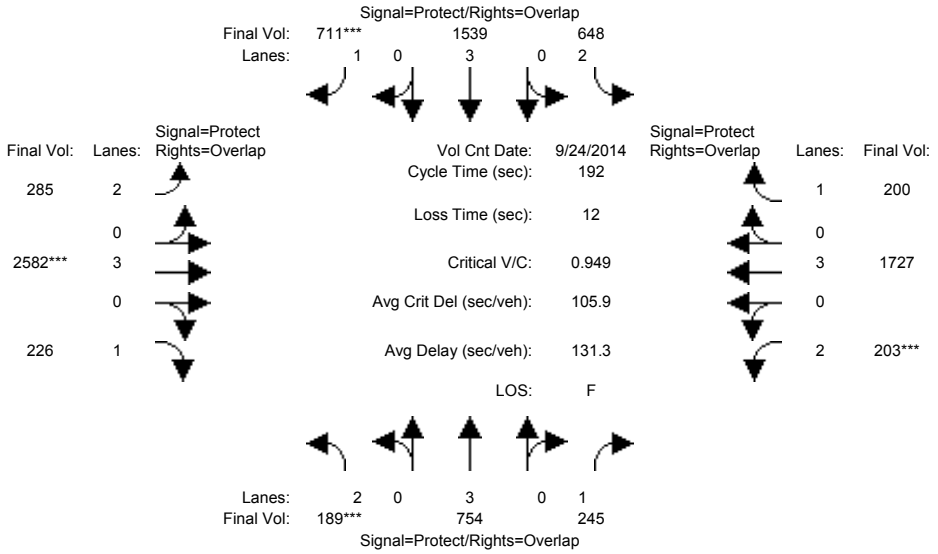
Lawrence Station Office

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

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	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 <<												
Base Vol:	134	430	220	225	933	371	147	2439	225	140	1312	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	430	220	225	933	371	147	2439	225	140	1312	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	55	324	25	423	606	340	138	143	1	63	415	154
Initial Fut:	189	754	245	648	1539	711	285	2582	226	203	1727	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	754	245	648	1539	711	285	2582	226	203	1727	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	754	245	648	1539	711	285	2582	226	203	1727	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	754	245	648	1539	711	285	2582	226	203	1727	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.14	0.21	0.27	0.41	0.09	0.45	0.13	0.06	0.30	0.11
Crit Moves:	****					****		****		****		
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.61	0.67	0.50	1.90	1.30	1.35	0.97	0.82	0.20	0.77	0.56	0.18
Delay/Veh:	91.2	77.0	61.8	506.0	224	241.9	141.4	69.7	32.0	104.0	21.5	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	77.0	61.8	506.0	224	241.9	141.4	69.7	32.0	104.0	21.5	6.2
LOS by Move:	F	E	E	F	F	F	F	E	C	F	C	A
HCM2k95thQ:	13	25	24	73	73	109	19	73	21	17	28	4

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

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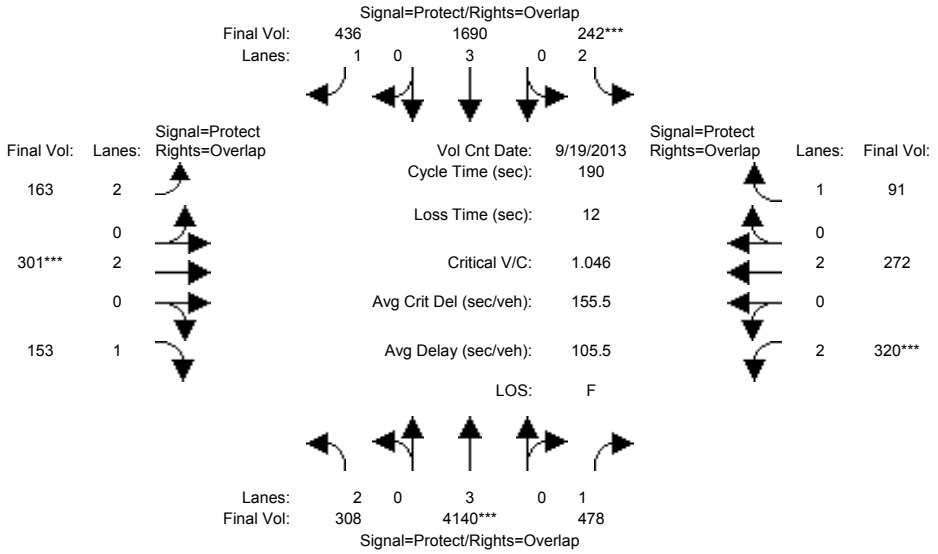
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	29	121	121	17	108	108	17	36	36	17	35	35
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	251	4068	221	132	1648	385	127	136	126	271	233	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	4068	221	132	1648	385	127	136	126	271	233	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	57	691	257	110	294	51	36	165	27	49	39	38
Initial Fut:	308	4759	478	242	1942	436	163	301	153	320	272	91
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	4140	478	242	1690	436	163	301	153	320	272	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	4140	478	242	1690	436	163	301	153	320	272	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	4140	478	242	1690	436	163	301	153	320	272	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.73	0.27	0.08	0.30	0.25	0.05	0.08	0.10	0.10	0.07	0.05
Crit Moves:		****		****				****		****		
Green Time:	27.3	113	129.2	15.9	102	118.0	16.2	33.7	61.0	15.9	33.4	49.3
Volume/Cap:	0.68	1.22	0.40	0.92	0.55	0.40	0.61	0.45	0.30	1.21	0.41	0.20
Delay/Veh:	86.6	158	23.0	126.8	22.2	10.4	93.5	75.1	52.0	218.7	74.7	58.9
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:	86.6	158	23.0	126.8	22.2	10.4	93.5	75.1	52.0	218.7	74.7	58.9
LOS by Move:	F	F	C	F	C	B	F	E	D	F	E	E
HCM2k95thQ:	22	171	34	18	28	14	13	16	14	32	14	9

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

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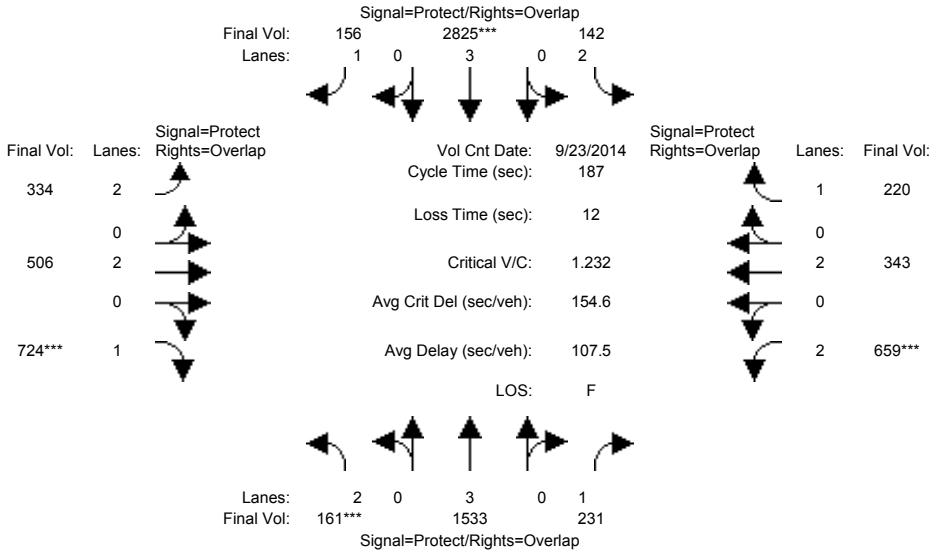
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	23	91	91	21	89	89	32	41	41	32	42	42
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	140	1538	155	92	2884	141	279	451	637	385	209	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:	140	1538	155	92	2884	141	279	451	637	385	209	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	21	402	76	50	692	15	55	55	87	274	134	110
Initial Fut:	161	1940	231	142	3576	156	334	506	724	659	343	220
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1533	231	142	2825	156	334	506	724	659	343	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1533	231	142	2825	156	334	506	724	659	343	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1533	231	142	2825	156	334	506	724	659	343	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.13	0.05	0.50	0.09	0.11	0.13	0.45	0.21	0.09	0.13
Crit Moves:	****				****				****	****		
Green Time:	21.7	85.9	116.2	19.8	84.1	114.3	30.2	39.7	61.4	30.2	39.7	59.5
Volume/Cap:	0.44	0.59	0.21	0.43	1.10	0.15	0.66	0.63	1.38	1.29	0.43	0.40
Delay/Veh:	82.3	32.9	8.6	83.7	117	23.4	80.9	72.5	248.0	229.5	67.9	53.1
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:	82.3	32.9	8.6	83.7	117	23.4	80.9	72.5	248.0	229.5	67.9	53.1
LOS by Move:	F	C	A	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	11	31	6	9	97	11	22	25	111	58	17	20

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

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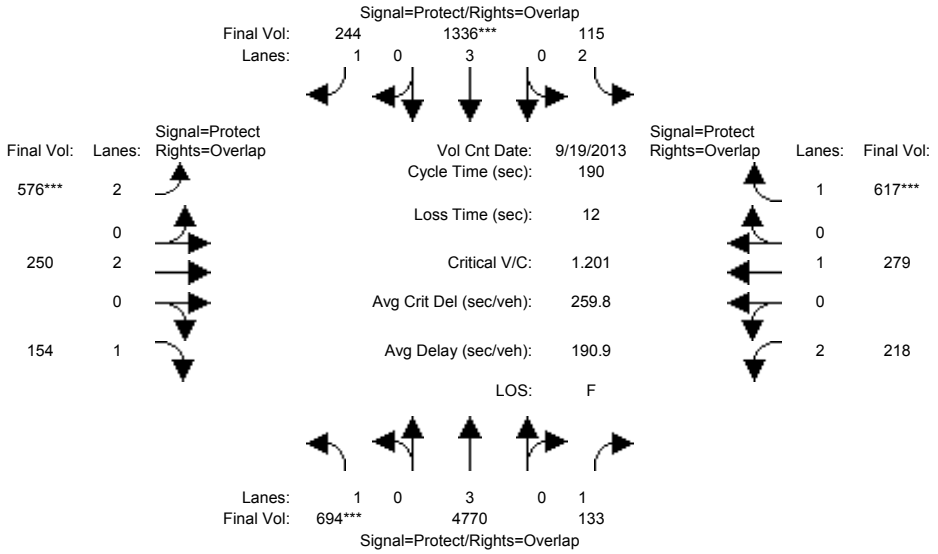
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	21	113	113	15	106	106	26	43	43	19	37	37
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	682	4521	113	70	1350	235	463	154	136	171	265	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	4521	113	70	1350	235	463	154	136	171	265	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	12	961	20	45	186	9	113	96	18	47	14	192
Initial Fut:	694	5482	133	115	1536	244	576	250	154	218	279	617
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	694	4770	133	115	1336	244	576	250	154	218	279	617
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	4770	133	115	1336	244	576	250	154	218	279	617
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	694	4770	133	115	1336	244	576	250	154	218	279	617
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.84	0.08	0.04	0.23	0.14	0.18	0.07	0.09	0.07	0.15	0.35
Crit Moves:	****				****		****					****
Green Time:	32.4	118	132.0	14.0	99.2	123.5	24.3	32.7	65.1	14.4	34.6	48.7
Volume/Cap:	2.32	1.35	0.11	0.49	0.45	0.21	1.43	0.38	0.26	0.91	0.81	1.38
Delay/Veh:	689.9	181	2.9	92.0	22.2	6.4	294.7	74.9	48.3	128.2	92.5	258.2
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:	689.9	181	2.9	92.0	22.2	6.4	294.7	74.9	48.3	128.2	92.5	258.2
LOS by Move:	F	F	A	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	147	217	2	8	22	6	54	13	13	17	30	96

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

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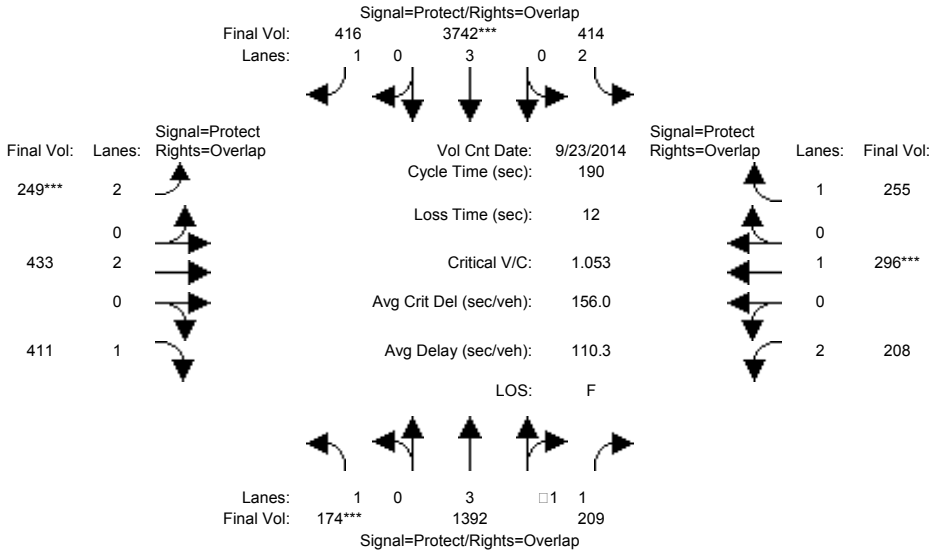
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	22	106	106	24	108	108	20	38	38	22	40	40
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	159	1459	155	224	3851	326	224	399	397	173	214	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1459	155	224	3851	326	224	399	397	173	214	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	15	303	54	190	886	90	25	34	14	35	82	101
Initial Fut:	174	1762	209	414	4737	416	249	433	411	208	296	255
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1392	209	414	3742	416	249	433	411	208	296	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1392	209	414	3742	416	249	433	411	208	296	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1392	209	414	3742	416	249	433	411	208	296	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.12	0.13	0.66	0.24	0.08	0.11	0.23	0.07	0.16	0.15
Crit Moves:	****				****		****				****	
Green Time:	20.7	99.7	120.4	22.6	102	120.4	18.8	35.7	56.4	20.7	37.6	60.2
Volume/Cap:	0.91	0.47	0.19	1.11	1.23	0.37	0.80	0.61	0.79	0.61	0.79	0.46
Delay/Veh:	130.5	22.0	7.6	167.0	166	26.3	102.4	76.6	73.3	89.0	87.5	55.8
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:	130.5	22.0	7.6	167.0	166	26.3	102.4	76.6	73.3	89.0	87.5	55.8
LOS by Move:	F	C	A	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	25	22	5	30	149	30	17	21	41	14	31	23

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

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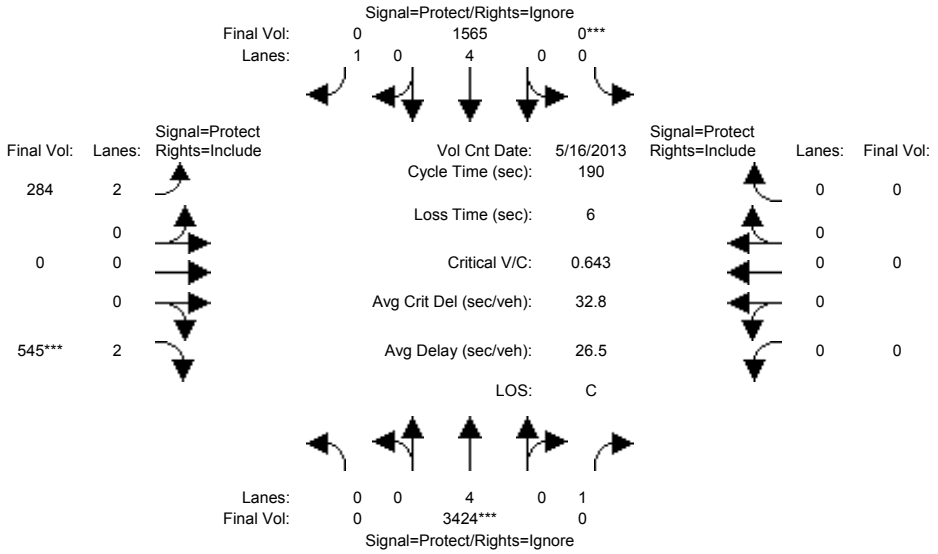
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	164	164	0	147	147	26	0	17	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	2755	86	0	1203	338	218	0	412	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2755	86	0	1203	338	218	0	412	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	669	92	0	362	35	66	0	133	0	0	0
Initial Fut:	0	3424	178	0	1565	373	284	0	545	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3424	0	0	1565	0	284	0	545	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3424	0	0	1565	0	284	0	545	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3424	0	0	1565	0	284	0	545	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.21	0.00	0.09	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.00	0.00	0.25	0.00	0.68	0.00	1.30	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	85.5	0.0	238.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	85.5	0.0	238.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	20	0	49	0	0	0

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

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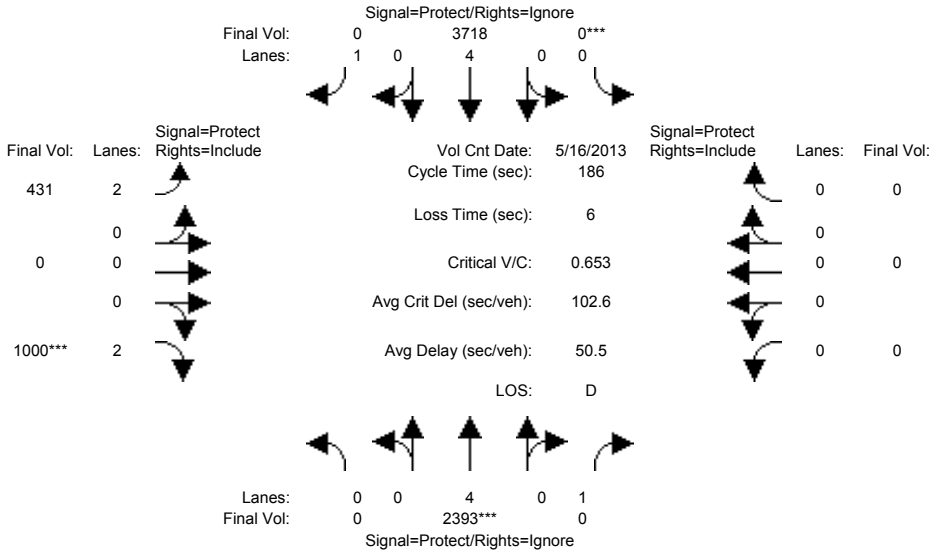
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	146	146	0	115	115	38	0	38	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	1869	552	0	3031	298	397	0	886	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1869	552	0	3031	298	397	0	886	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	524	105	0	687	13	34	0	114	0	0	0
Initial Fut:	0	2393	657	0	3718	311	431	0	1000	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2393	0	0	3718	0	431	0	1000	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2393	0	0	3718	0	431	0	1000	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2393	0	0	3718	0	431	0	1000	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.49	0.00	0.14	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	143	0.0	0.0	143	0.0	37.2	0.0	37.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.64	0.00	0.68	0.00	1.59	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	73.6	0.0	347.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	73.6	0.0	347.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	4	0	26	0	95	0	0	0

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

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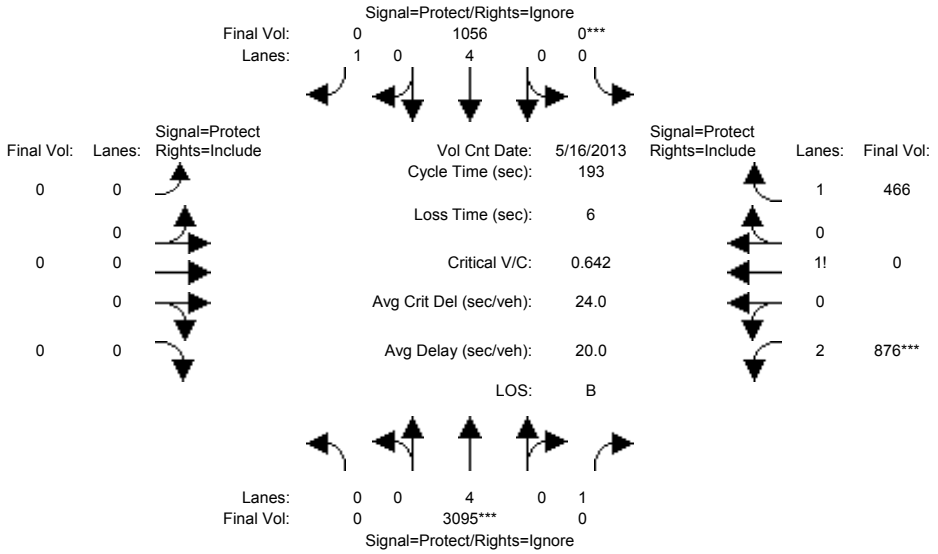
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps

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Street Name:          Lawrence Expwy                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  133   133     0  133   133     0    0     0    59    0    59
Y+R:          4.0  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: 16 May 2013 <<
Base Vol:       0 2434   454     0  720   454     0    0     0   822    0   463
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2434   454     0  720   454     0    0     0   822    0   463
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0  661    69     0  336    11     0    0     0    54    0     3
Initial Fut:    0 3095   523     0 1056   465     0    0     0   876    0   466
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3095     0     0 1056     0     0    0     0   876    0   466
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3095     0     0 1056     0     0    0     0   876    0   466
PCE Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 3095     0     0 1056     0     0    0     0   876    0   466
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  2.58 0.00  1.42
Final Sat.:     0 7600  1750     0 7600  1750     0    0     0  4074    0  2482
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.41  0.00  0.00 0.14  0.00  0.00 0.00  0.00  0.22 0.00  0.19
Crit Moves:       ****        ****                              ****
Green Time:   0.0  130   0.0   0.0  130   0.0   0.0  0.0   0.0  57.5  0.0  57.5
Volume/Cap:  0.00 0.61  0.00  0.00 0.21  0.00  0.00 0.00  0.00  0.72 0.00  0.63
Delay/Veh:    0.0  6.8   0.0   0.0  4.6   0.0   0.0  0.0   0.0  63.6  0.0  60.7
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:   0.0  6.8   0.0   0.0  4.6   0.0   0.0  0.0   0.0  63.6  0.0  60.7
LOS by Move:    A    A     A     A    A     A     A    A     A     E    A     E
HCM2k95thQ:     0   21     0     0    4     0     0    0     0    37    0    32
Note: Queue reported is the number of cars per lane.
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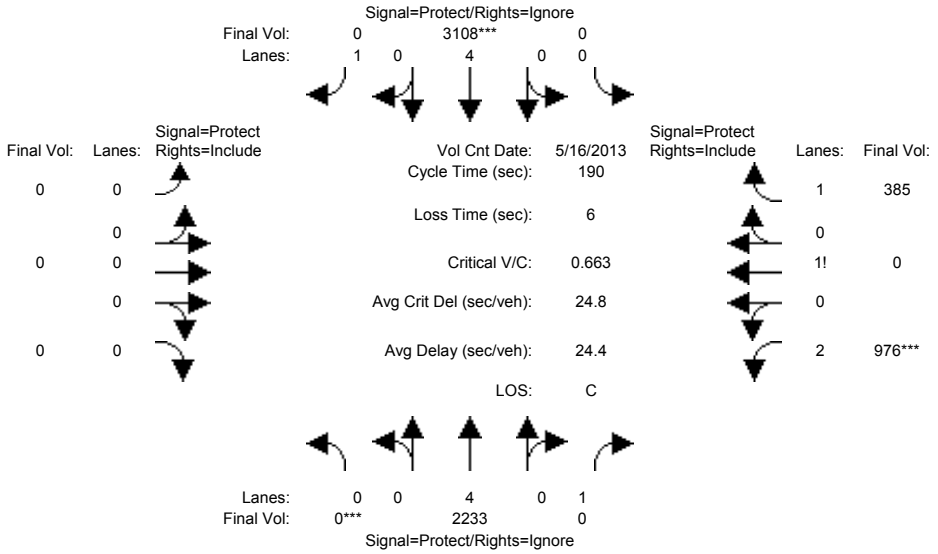
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps




```
Street Name:          Lawrence Expwy                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  129   129     0  130   130     0    0     0    61    0    61
Y+R:          4.0  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: 16 May 2013 <<
Base Vol:       0 1800   418     0 2470   331     0    0     0   921    0   371
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1800   418     0 2470   331     0    0     0   921    0   371
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0  433   116     0  638    60     0    0     0    55    0    14
Initial Fut:    0 2233   534     0 3108   391     0    0     0   976    0   385
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2233     0     0 3108     0     0    0     0   976    0   385
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2233     0     0 3108     0     0    0     0   976    0   385
PCE Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 2233     0     0 3108     0     0    0     0   976    0   385
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  2.65 0.00  1.35
Final Sat.:     0 7600  1750     0 7600  1750     0    0     0  4181    0  2358
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.00  0.00 0.41  0.00  0.00 0.00  0.00  0.23 0.00  0.16
Crit Moves:  ****                 ****                          ****
Green Time:   0.0  125   0.0   0.0  125   0.0   0.0  0.0   0.0  58.8  0.0  58.8
Volume/Cap:  0.00 0.45  0.00  0.00 0.62  0.00  0.00 0.00  0.00  0.75 0.00  0.53
Delay/Veh:    0.0 24.8   0.0   0.0  8.1   0.0   0.0  0.0   0.0  63.1  0.0  56.3
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:   0.0 24.8   0.0   0.0  8.1   0.0   0.0  0.0   0.0  63.1  0.0  56.3
LOS by Move:    A    C     A     A    A     A     A    A     A     E    A     E
HCM2k95thQ:     0   37     0     0   23     0     0    0     0    40    0    27
Note: Queue reported is the number of cars per lane.
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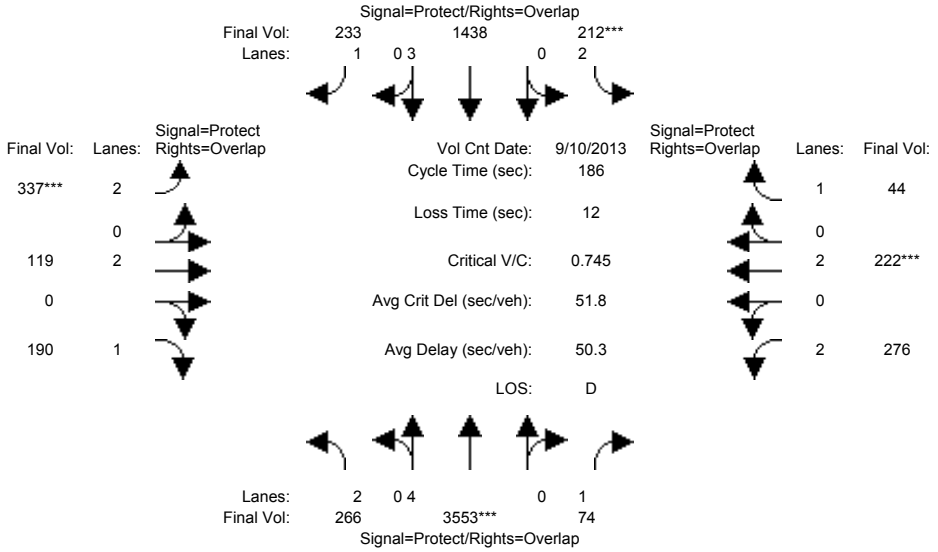
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	31	97	97	28	92	92	26	44	44	17	35	35
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	252	2818	70	197	1144	225	310	111	174	270	218	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	2818	70	197	1144	225	310	111	174	270	218	28
Added Vol:	0	11	0	0	88	0	0	0	0	0	0	0
PasserByVol:	14	724	4	15	420	8	27	8	16	6	4	16
Initial Fut:	266	3553	74	212	1652	233	337	119	190	276	222	44
User Adj:	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	3553	74	212	1438	233	337	119	190	276	222	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	3553	74	212	1438	233	337	119	190	276	222	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	3553	74	212	1438	233	337	119	190	276	222	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.04	0.07	0.25	0.13	0.11	0.03	0.11	0.09	0.06	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	91.1	107.1	26.3	87.8	112.3	24.4	41.3	70.9	16.0	32.9	59.2
Volume/Cap:	0.53	0.95	0.07	0.48	0.53	0.22	0.81	0.14	0.28	1.02	0.33	0.08
Delay/Veh:	77.5	44.8	11.7	79.1	30.0	10.3	95.5	61.9	42.7	150.6	71.5	47.3
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:	77.5	44.8	11.7	79.1	30.0	10.3	95.5	61.9	42.7	150.6	71.5	47.3
LOS by Move:	E	D	B	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	15	72	2	13	28	7	25	6	16	25	11	4

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

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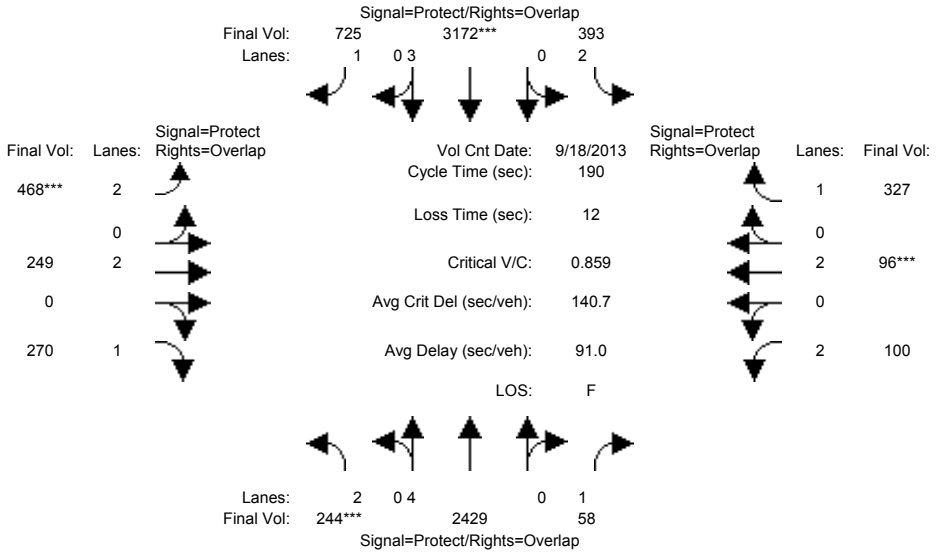
Lawrence Station Office

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

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	22	87	87	27	92	92	40	57	57	18	35	35
Y+R:	4.0	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: 18 Sep 2013 <<												
Base Vol:	221	1805	55	367	3109	690	455	243	254	95	92	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1805	55	367	3109	690	455	243	254	95	92	308
Added Vol:	0	80	0	0	16	0	0	0	0	0	0	0
PasserByVol:	23	544	3	26	743	35	13	6	16	5	4	19
Initial Fut:	244	2429	58	393	3868	725	468	249	270	100	96	327
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2429	58	393	3172	725	468	249	270	100	96	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	2429	58	393	3172	725	468	249	270	100	96	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	2429	58	393	3172	725	468	249	270	100	96	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.03	0.12	0.56	0.41	0.15	0.07	0.15	0.03	0.03	0.19
Crit Moves:	****				****		****				****	
Green Time:	20.8	82.2	99.3	25.5	87.0	124.8	37.8	53.9	74.7	17.0	33.1	58.6
Volume/Cap:	0.71	0.74	0.06	0.93	1.22	0.63	0.75	0.23	0.39	0.35	0.15	0.61
Delay/Veh:	93.0	41.7	17.4	112.8	155	21.4	80.6	55.3	44.2	86.8	70.4	61.1
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:	93.0	41.7	17.4	112.8	155	21.4	80.6	55.3	44.2	86.8	70.4	61.1
LOS by Move:	F	D	B	F	F	C	F	E	D	F	E	E
HCM2k95thQ:	16	44	2	27	130	45	30	11	22	7	5	31

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

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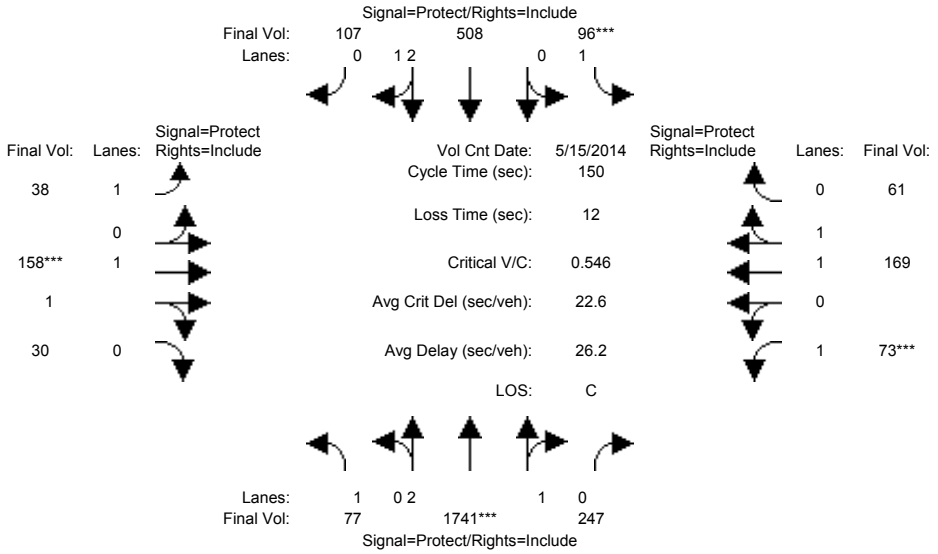
Lawrence Station Office

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

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	75	1363	214	78	389	105	37	111	29	67	172	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1363	214	78	389	105	37	111	29	67	172	58
Added Vol:	0	0	14	6	0	0	0	5	0	2	1	1
PasserByVol:	2	378	19	12	119	2	1	42	1	4	-4	2
Initial Fut:	77	1741	247	96	508	107	38	158	30	73	169	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1741	247	96	508	107	38	158	30	73	169	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1741	247	96	508	107	38	158	30	73	169	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1741	247	96	508	107	38	158	30	73	169	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.61	0.39	1.00	2.46	0.54	1.00	1.67	0.33	1.00	1.45	0.55
Final Sat.:	1750	4903	696	1750	4624	974	1750	3109	590	1750	2718	981
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.05	0.11	0.11	0.02	0.05	0.05	0.04	0.06	0.06
Crit Moves:		****		****				****		****		
Green Time:	33.6	97.5	97.5	15.1	79.0	79.0	10.5	14.0	14.0	11.5	14.9	14.9
Volume/Cap:	0.20	0.55	0.55	0.55	0.21	0.21	0.31	0.55	0.55	0.55	0.62	0.62
Delay/Veh:	47.5	14.4	14.4	67.8	18.9	18.9	67.8	66.8	66.8	71.4	68.1	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	14.4	14.4	67.8	18.9	18.9	67.8	66.8	66.8	71.4	68.1	68.1
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	E
HCM2k95thQ:	6	28	28	9	10	10	4	10	10	7	10	10

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

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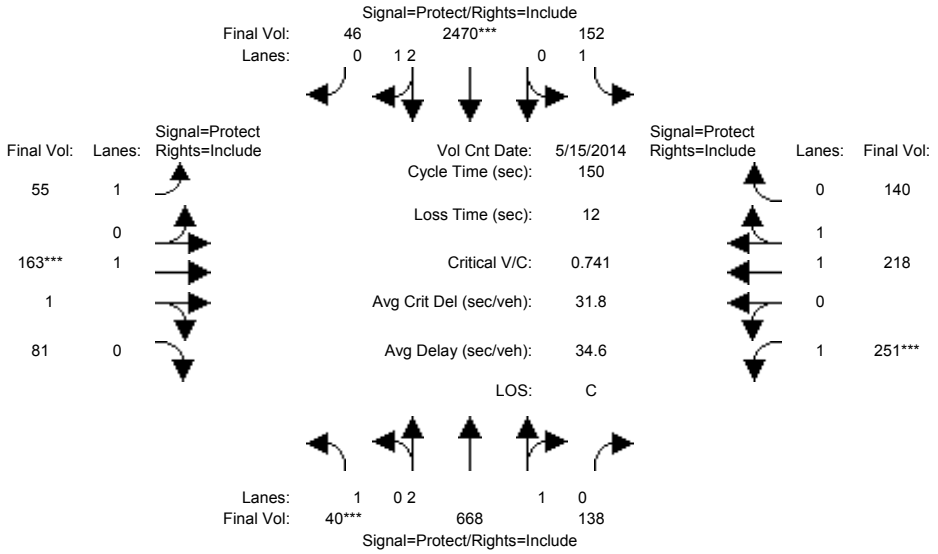
Lawrence Station Office

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

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	39	558	130	145	2058	45	54	157	79	222	181	121
Growth Adj:	1.00	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	558	130	145	2058	45	54	157	79	222	181	121
Added Vol:	0	0	3	1	0	0	0	1	0	12	5	8
PasserByVol:	1	110	5	6	412	1	1	5	2	17	32	11
Initial Fut:	40	668	138	152	2470	46	55	163	81	251	218	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	668	138	152	2470	46	55	163	81	251	218	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	668	138	152	2470	46	55	163	81	251	218	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	668	138	152	2470	46	55	163	81	251	218	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.47	0.53	1.00	2.94	0.06	1.00	1.32	0.68	1.00	1.20	0.80
Final Sat.:	1750	4640	959	1750	5497	102	1750	2471	1228	1750	2252	1446
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.09	0.45	0.45	0.03	0.07	0.07	0.14	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	7.0	60.1	60.1	36.3	89.4	89.4	13.5	13.1	13.1	28.5	28.1	28.1
Volume/Cap:	0.49	0.36	0.36	0.36	0.75	0.75	0.35	0.75	0.75	0.75	0.52	0.52
Delay/Veh:	74.3	31.6	31.6	47.8	23.3	23.3	65.4	76.5	76.5	66.8	55.5	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	31.6	31.6	47.8	23.3	23.3	65.4	76.5	76.5	66.8	55.5	55.5
LOS by Move:	E	C	C	D	C	C	E	E	E	E	E	E
HCM2k95thQ:	4	16	16	11	45	45	6	14	14	22	14	14

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

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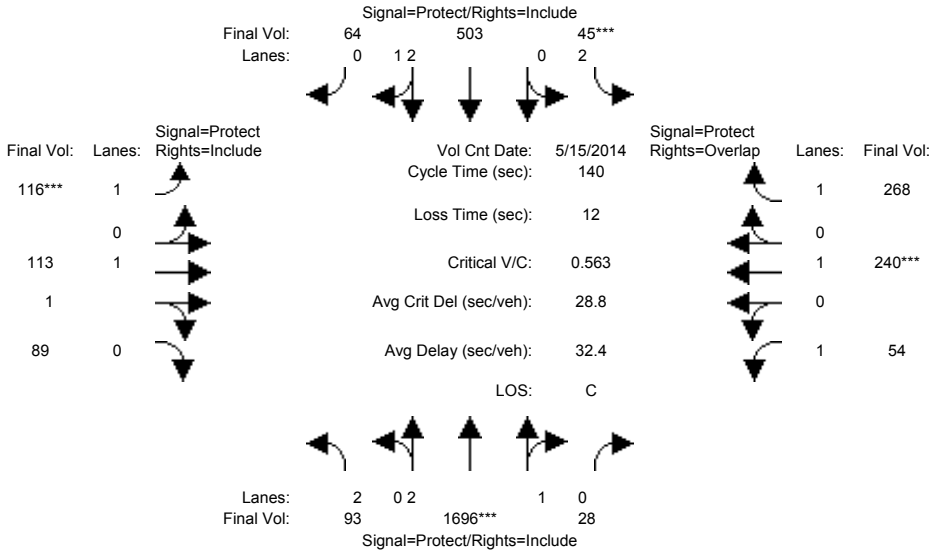
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	88	1315	27	44	384	56	77	111	73	53	236	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1315	27	44	384	56	77	111	73	53	236	264
Added Vol:	0	9	0	0	1	1	5	0	0	0	0	0
PasserByVol:	5	372	1	1	118	7	34	2	16	1	4	4
Initial Fut:	93	1696	28	45	503	64	116	113	89	54	240	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1696	28	45	503	64	116	113	89	54	240	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1696	28	45	503	64	116	113	89	54	240	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1696	28	45	503	64	116	113	89	54	240	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.95	0.05	2.00	2.65	0.35	1.00	1.09	0.91	1.00	1.00	1.00
Final Sat.:	3150	5509	91	3150	4967	632	1750	2069	1629	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.10	0.10	0.07	0.05	0.05	0.03	0.13	0.15
Crit Moves:		****		****			****				****	
Green Time:	26.9	74.4	74.4	7.0	54.5	54.5	16.0	27.4	27.4	19.2	30.5	37.5
Volume/Cap:	0.15	0.58	0.58	0.29	0.26	0.26	0.58	0.28	0.28	0.23	0.58	0.57
Delay/Veh:	47.2	22.5	22.5	65.1	29.1	29.1	63.0	48.1	48.1	54.3	51.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	22.5	22.5	65.1	29.1	29.1	63.0	48.1	48.1	54.3	51.0	46.0
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	4	29	29	2	10	10	10	7	7	5	18	20

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

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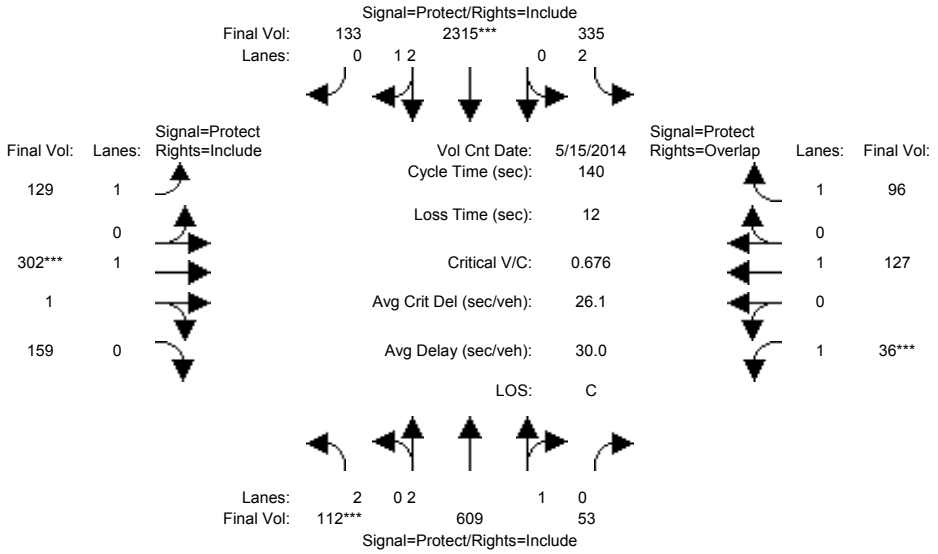
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	96	501	52	329	1903	97	113	297	150	35	125	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:	96	501	52	329	1903	97	113	297	150	35	125	94
Added Vol:	0	2	0	0	8	4	1	0	0	0	0	0
PasserByVol:	16	106	1	6	404	32	15	5	9	1	2	2
Initial Fut:	112	609	53	335	2315	133	129	302	159	36	127	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	609	53	335	2315	133	129	302	159	36	127	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	609	53	335	2315	133	129	302	159	36	127	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	609	53	335	2315	133	129	302	159	36	127	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.75	0.25	2.00	2.83	0.17	1.00	1.29	0.71	1.00	1.00	1.00
Final Sat.:	3150	5151	448	3150	5295	304	1750	2423	1276	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.11	0.44	0.44	0.07	0.12	0.12	0.02	0.07	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.2	50.4	50.4	45.3	88.6	88.6	16.4	25.2	25.2	7.0	15.9	61.2
Volume/Cap:	0.69	0.33	0.33	0.33	0.69	0.69	0.63	0.69	0.69	0.41	0.59	0.13
Delay/Veh:	77.3	32.6	32.6	36.0	17.4	17.4	65.1	56.8	56.8	67.6	63.2	23.5
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:	77.3	32.6	32.6	36.0	17.4	17.4	65.1	56.8	56.8	67.6	63.2	23.5
LOS by Move:	E	C	C	D	B	B	E	E	E	E	E	C
HCM2k95thQ:	6	13	13	12	37	37	11	18	18	4	12	5

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

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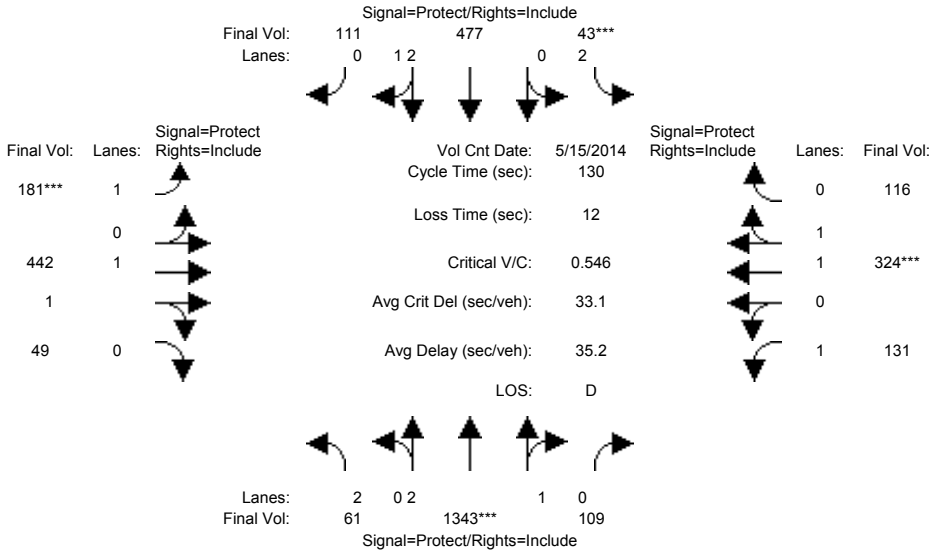
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	60	1221	91	31	383	107	168	236	48	114	278	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1221	91	31	383	107	168	236	48	114	278	102
Added Vol:	0	5	5	0	1	1	5	5	0	1	1	0
PasserByVol:	1	117	13	12	93	3	8	201	1	16	45	14
Initial Fut:	61	1343	109	43	477	111	181	442	49	131	324	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1343	109	43	477	111	181	442	49	131	324	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1343	109	43	477	111	181	442	49	131	324	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1343	109	43	477	111	181	442	49	131	324	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.77	0.23	2.00	2.41	0.59	1.00	1.79	0.21	1.00	1.46	0.54
Final Sat.:	3150	5179	420	3150	4541	1057	1750	3330	369	1750	2724	975
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.01	0.11	0.11	0.10	0.13	0.13	0.07	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	22.6	59.8	59.8	7.0	44.1	44.1	23.8	32.8	32.8	18.5	27.4	27.4
Volume/Cap:	0.11	0.56	0.56	0.25	0.31	0.31	0.56	0.53	0.53	0.53	0.56	0.56
Delay/Veh:	45.3	25.9	25.9	59.8	31.8	31.8	50.7	42.5	42.5	53.8	46.9	46.9
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:	45.3	25.9	25.9	59.8	31.8	31.8	50.7	42.5	42.5	53.8	46.9	46.9
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	3	25	25	2	11	11	15	17	17	10	14	14

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

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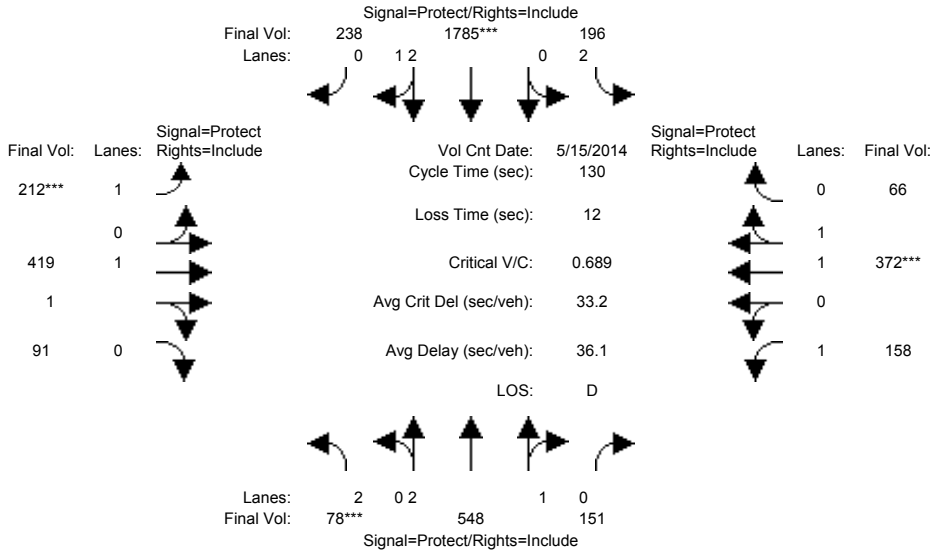
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	76	475	132	178	1589	225	207	343	89	137	206	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	475	132	178	1589	225	207	343	89	137	206	51
Added Vol:	0	1	1	0	4	4	1	1	0	4	4	0
PasserByVol:	2	72	18	18	192	9	4	75	2	17	162	15
Initial Fut:	78	548	151	196	1785	238	212	419	91	158	372	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:	78	548	151	196	1785	238	212	419	91	158	372	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	548	151	196	1785	238	212	419	91	158	372	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
FinalVolume:	78	548	151	196	1785	238	212	419	91	158	372	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.33	0.67	2.00	2.63	0.37	1.00	1.63	0.37	1.00	1.69	0.31
Final Sat.:	3150	4389	1209	3150	4940	659	1750	3039	660	1750	3142	557
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.06	0.36	0.36	0.12	0.14	0.14	0.09	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	7.0	49.2	49.2	24.5	66.7	66.7	22.4	26.7	26.7	17.5	21.9	21.9
Volume/Cap:	0.46	0.33	0.33	0.33	0.70	0.70	0.70	0.67	0.67	0.67	0.70	0.70
Delay/Veh:	61.6	28.8	28.8	46.0	24.9	24.9	58.0	49.9	49.9	60.8	54.7	54.7
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:	61.6	28.8	28.8	46.0	24.9	24.9	58.0	49.9	49.9	60.8	54.7	54.7
LOS by Move:	E	C	C	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	5	13	13	8	34	34	18	19	19	12	15	15

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

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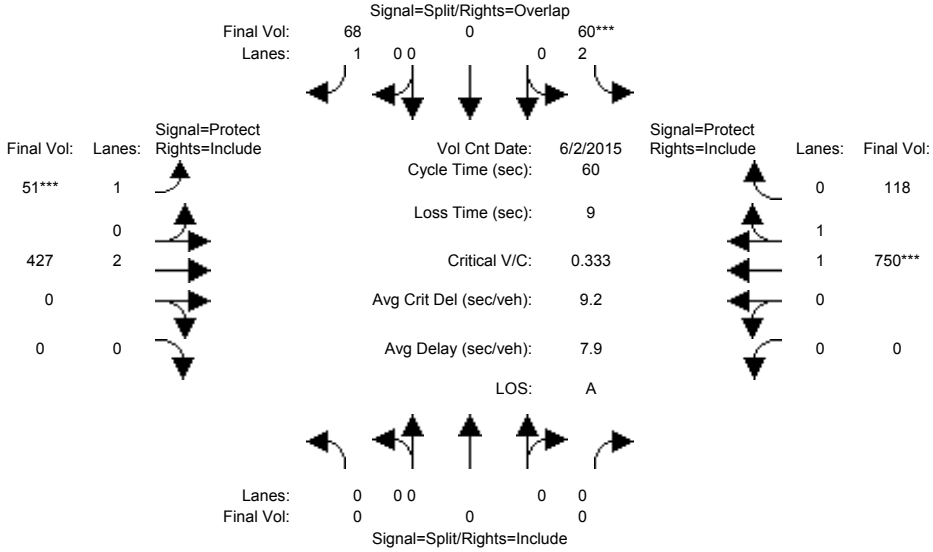
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	48	0	68	51	317	0	0	704	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	68	51	317	0	0	704	95
Added Vol:	0	0	0	0	0	0	0	2	0	0	15	0
PasserByVol:	0	0	0	12	0	0	0	108	0	0	31	23
Initial Fut:	0	0	0	60	0	68	51	427	0	0	750	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	68	51	427	0	0	750	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	68	51	427	0	0	750	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	68	51	427	0	0	750	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3197	503
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.11	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.14	0.25	0.16	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	16.2	24.8	3.4	0.0	0.0	7.5	7.5
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:	0.0	0.0	0.0	21.3	0.0	16.2	24.8	3.4	0.0	0.0	7.5	7.5
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	2	2	3	0	0	9	9

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

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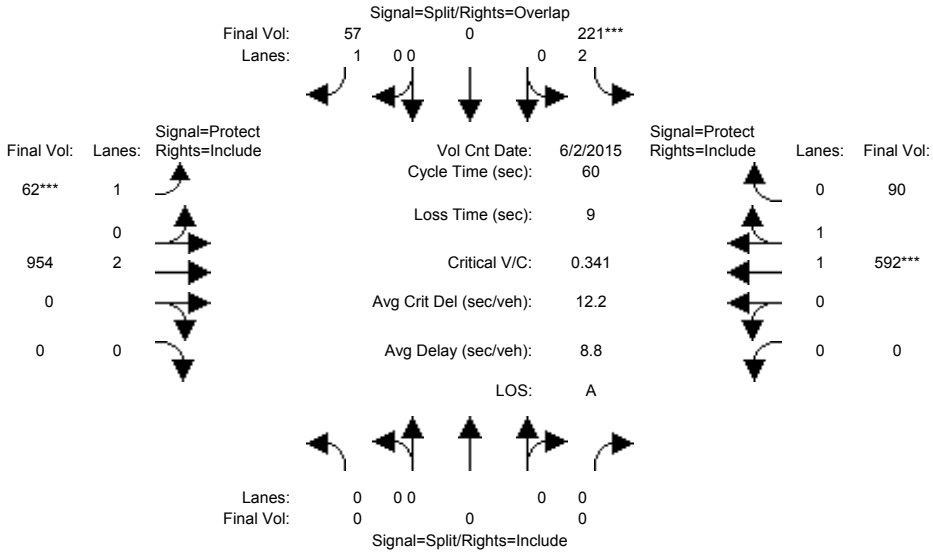
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	215	0	57	55	893	0	0	440	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	57	55	893	0	0	440	74
Added Vol:	0	0	0	0	0	0	3	17	0	0	3	0
PasserByVol:	0	0	0	6	0	0	4	44	0	0	149	16
Initial Fut:	0	0	0	221	0	57	62	954	0	0	592	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	0	57	62	954	0	0	592	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	57	62	954	0	0	592	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	0	57	62	954	0	0	592	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.73	0.27
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3211	488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.04	0.25	0.00	0.00	0.18	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.1	0.0	19.1	7.0	38.9	0.0	0.0	31.9	31.9
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.10	0.30	0.39	0.00	0.00	0.35	0.35
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	14.5	25.1	5.1	0.0	0.0	8.2	8.2
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:	0.0	0.0	0.0	20.9	0.0	14.5	25.1	5.1	0.0	0.0	8.2	8.2
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	2	2	8	0	0	7	7

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

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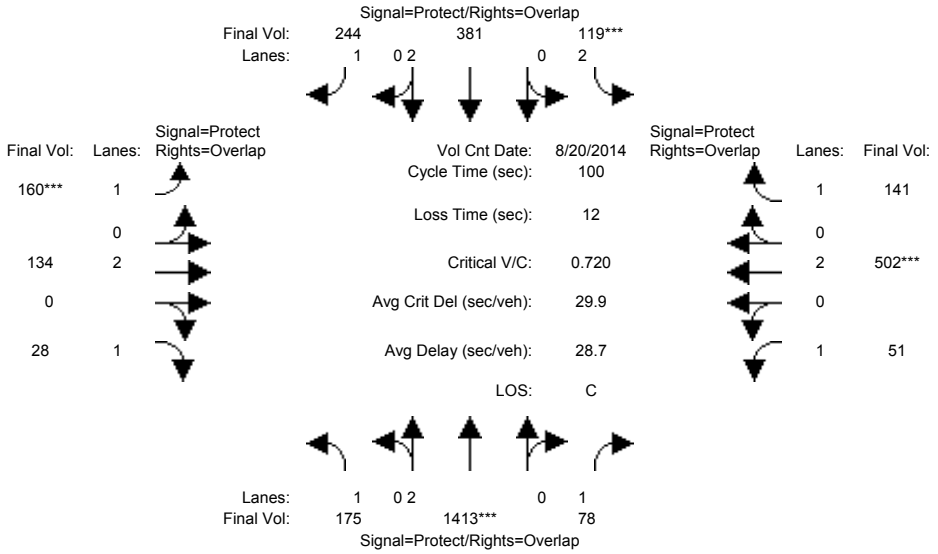
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	116	837	40	74	245	236	109	101	24	44	467	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	837	40	74	245	236	109	101	24	44	467	104
Added Vol:	6	0	0	0	0	0	0	1	1	0	9	0
PasserByVol:	53	576	38	45	136	8	51	32	3	7	26	37
Initial Fut:	175	1413	78	119	381	244	160	134	28	51	502	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1413	78	119	381	244	160	134	28	51	502	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1413	78	119	381	244	160	134	28	51	502	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1413	78	119	381	244	160	134	28	51	502	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.04	0.04	0.10	0.14	0.09	0.04	0.02	0.03	0.13	0.08
Crit Moves:		****		****			****				****	
Green Time:	28.8	50.6	63.1	7.0	28.8	41.3	12.4	17.9	46.7	12.5	18.0	25.0
Volume/Cap:	0.35	0.74	0.07	0.54	0.35	0.34	0.74	0.20	0.03	0.23	0.74	0.32
Delay/Veh:	28.6	20.9	7.1	47.6	28.3	20.3	54.5	35.1	14.5	40.0	42.9	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	20.9	7.1	47.6	28.3	20.3	54.5	35.1	14.5	40.0	42.9	31.0
LOS by Move:	C	C	A	D	C	C	D	D	B	D	D	C
HCM2k95thQ:	9	30	2	4	9	10	11	3	1	3	17	8

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

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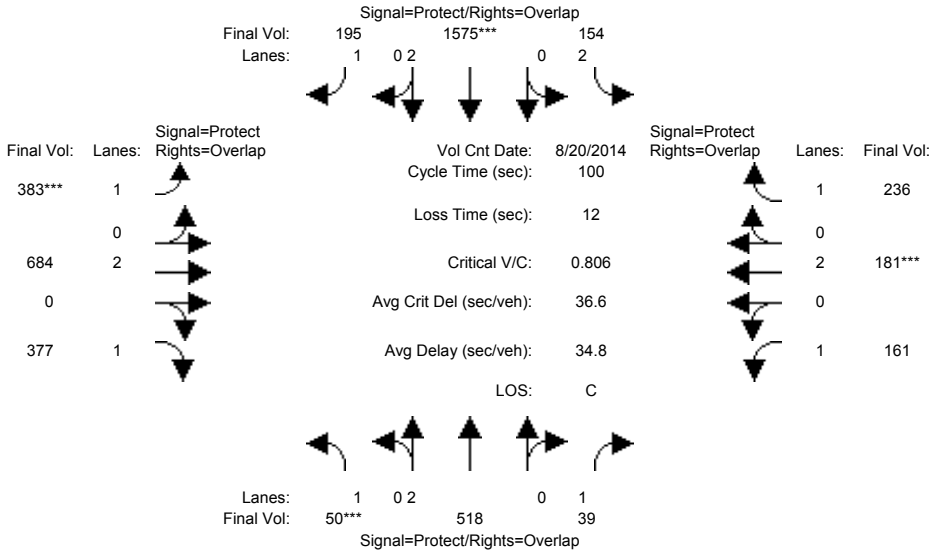
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	40	332	30	81	992	152	306	639	351	108	143	127
Growth Adj:	1.00	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	332	30	81	992	152	306	639	351	108	143	127
Added Vol:	1	0	0	0	0	0	3	8	5	0	2	0
PasserByVol:	9	186	9	73	583	43	74	37	21	53	36	109
Initial Fut:	50	518	39	154	1575	195	383	684	377	161	181	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	518	39	154	1575	195	383	684	377	161	181	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	518	39	154	1575	195	383	684	377	161	181	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	518	39	154	1575	195	383	684	377	161	181	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.02	0.05	0.41	0.11	0.22	0.18	0.22	0.09	0.05	0.13
Crit Moves:	****				****		****				****	
Green Time:	7.0	35.3	46.7	18.1	46.5	71.0	24.5	23.1	30.1	11.4	10.0	28.1
Volume/Cap:	0.41	0.39	0.05	0.27	0.89	0.16	0.89	0.78	0.71	0.81	0.48	0.48
Delay/Veh:	46.7	24.4	14.5	35.5	30.7	4.8	56.7	40.5	35.7	64.3	43.5	30.6
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:	46.7	24.4	14.5	35.5	30.7	4.8	56.7	40.5	35.7	64.3	43.5	30.6
LOS by Move:	D	C	B	D	C	A	E	D	D	E	D	C
HCM2k95thQ:	3	11	1	5	35	4	24	19	21	14	6	13

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

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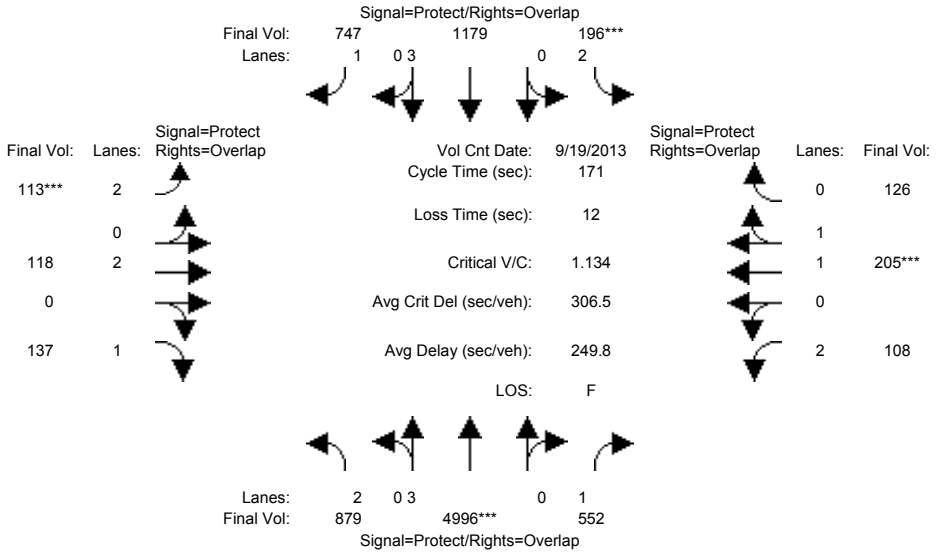
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	25	102	102	28	106	106	19	35	35	18	34	34
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	807	4612	466	195	1128	512	74	90	121	95	175	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	807	4612	466	195	1128	512	74	90	121	95	175	125
Added Vol:	31	0	0	0	0	114	12	3	4	0	15	0
PasserByVol:	41	1131	86	1	227	121	27	25	12	13	15	1
Initial Fut:	879	5743	552	196	1355	747	113	118	137	108	205	126
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	879	4996	552	196	1179	747	113	118	137	108	205	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	879	4996	552	196	1179	747	113	118	137	108	205	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	879	4996	552	196	1179	747	113	118	137	108	205	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.20	0.80
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2275	1398
Capacity Analysis Module:												
Vol/Sat:	0.28	0.88	0.32	0.06	0.21	0.43	0.04	0.03	0.08	0.03	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	21.8	89.9	105.6	24.4	92.5	109.1	16.6	30.5	52.3	15.7	29.7	54.1
Volume/Cap:	2.19	1.67	0.51	0.44	0.38	0.67	0.37	0.17	0.26	0.37	0.52	0.28
Delay/Veh:	628.1	336	11.6	77.5	18.3	12.2	83.7	68.4	51.4	84.5	74.3	50.5
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:	628.1	336	11.6	77.5	18.3	12.2	83.7	68.4	51.4	84.5	74.3	50.5
LOS by Move:	F	F	B	E	B	B	F	E	D	F	E	D
HCM2k95thQ:	98	261	19	12	17	30	7	6	12	7	17	13

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

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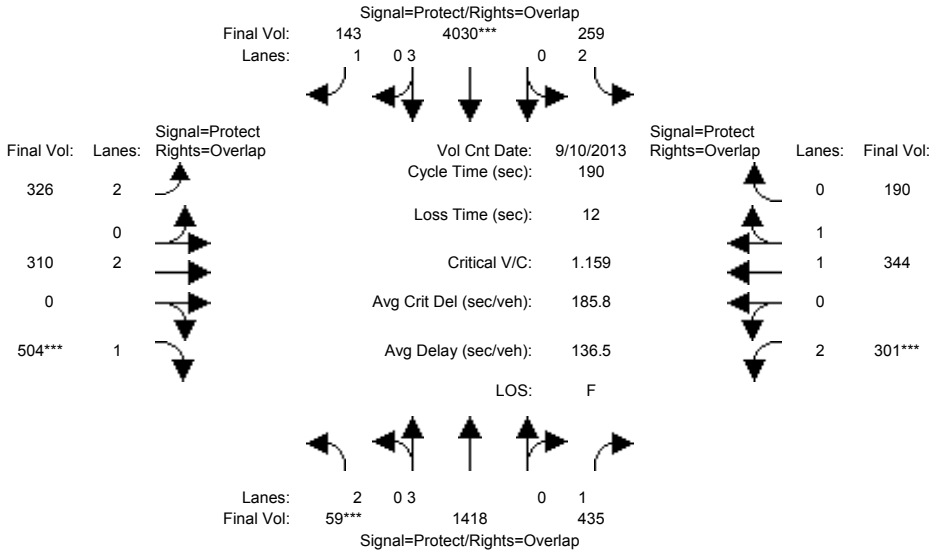
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	13	98	98	30	115	115	23	35	35	27	39	39
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	44	1459	414	259	3869	93	129	264	442	204	319	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1459	414	259	3869	93	129	264	442	204	319	158
Added Vol:	6	0	0	0	0	21	92	20	28	0	3	0
PasserByVol:	9	382	21	0	1046	29	105	26	34	97	22	32
Initial Fut:	59	1841	435	259	4915	143	326	310	504	301	344	190
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1418	435	259	4030	143	326	310	504	301	344	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1418	435	259	4030	143	326	310	504	301	344	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1418	435	259	4030	143	326	310	504	301	344	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2369	1309
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.08	0.71	0.08	0.10	0.08	0.29	0.10	0.15	0.15
Crit Moves:	****				****				****	****		
Green Time:	12.2	92.2	117.6	28.2	108	129.8	21.6	32.9	45.1	25.4	36.7	64.9
Volume/Cap:	0.29	0.51	0.40	0.55	1.24	0.12	0.91	0.47	1.21	0.71	0.75	0.43
Delay/Veh:	95.0	58.2	40.9	90.5	193	27.0	114.6	75.7	192.8	89.6	81.5	51.5
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:	95.0	58.2	40.9	90.5	193	27.0	114.6	75.7	192.8	89.6	81.5	51.5
LOS by Move:	F	E	D	F	F	C	F	E	F	F	F	D
HCM2k95thQ:	4	42	39	18	169	13	22	15	69	20	28	22

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

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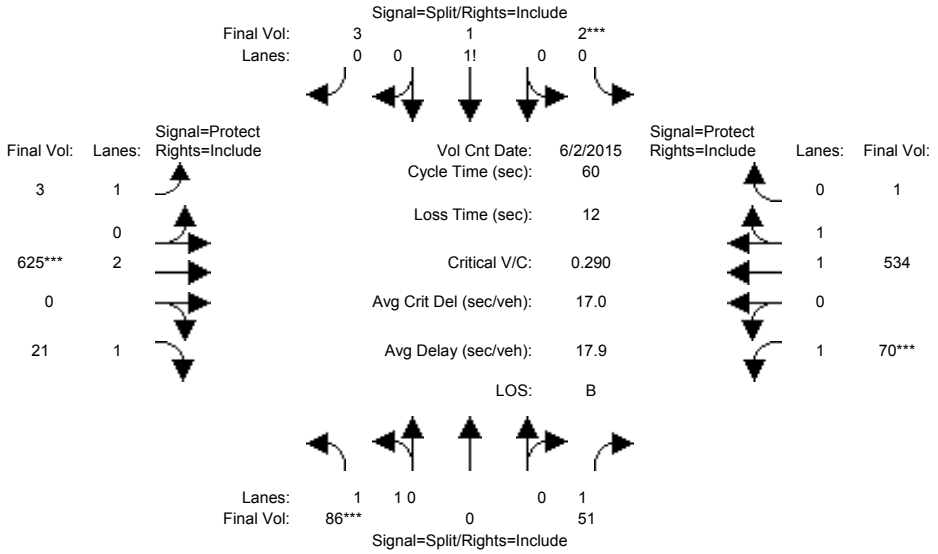
Lawrence Station Office

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

Intersection #666: Costco & Kifer Rd



Street Name:	Costco						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	86	0	51	2	1	3	1	514	21	70	490	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:	86	0	51	2	1	3	1	514	21	70	490	1
Added Vol:	0	0	0	0	0	0	0	3	0	0	15	0
PasserByVol:	0	0	0	0	0	0	2	108	0	0	29	0
Initial Fut:	86	0	51	2	1	3	3	625	21	70	534	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:	86	0	51	2	1	3	3	625	21	70	534	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	51	2	1	3	3	625	21	70	534	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	51	2	1	3	3	625	21	70	534	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.33	0.17	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	583	292	875	1750	3800	1750	1750	3693	7
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.01	0.04	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.15	0.00	0.17	0.02	0.02	0.02	0.01	0.47	0.03	0.34	0.53	0.53
Delay/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	15.4	12.9	25.4	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	19.6	15.4	12.9	25.4	19.0	19.0
LOS by Move:	C	A	C	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	2	0	2	0	0	0	0	9	1	3	8	8

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

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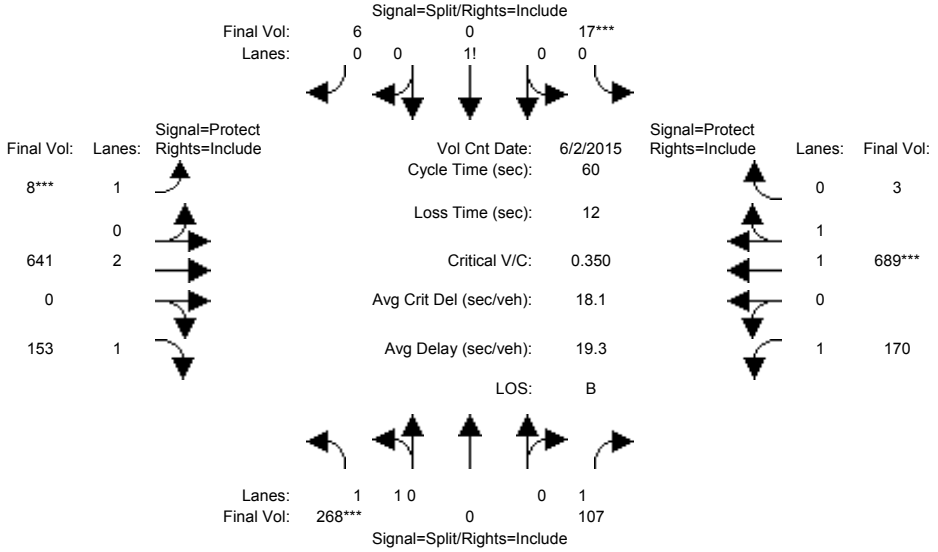
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #666: Costco & Kifer Rd



Street Name:	Costco						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	268	0	107	17	0	6	6	575	153	170	538	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	107	17	0	6	6	575	153	170	538	3
Added Vol:	0	0	0	0	0	0	0	20	0	0	3	0
PasserByVol:	0	0	0	0	0	0	2	46	0	0	148	0
Initial Fut:	268	0	107	17	0	6	8	641	153	170	689	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:	268	0	107	17	0	6	8	641	153	170	689	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	107	17	0	6	8	641	153	170	689	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	0	107	17	0	6	8	641	153	170	689	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1293	0	457	1750	3800	1750	1750	3684	16
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.01	0.00	0.01	0.00	0.17	0.09	0.10	0.19	0.19
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	16.6	16.6	11.4	21.0	21.0
Volume/Cap:	0.45	0.00	0.37	0.08	0.00	0.08	0.04	0.61	0.32	0.51	0.53	0.53
Delay/Veh:	23.1	0.0	23.0	21.2	0.0	21.2	23.6	20.0	17.6	23.1	16.0	16.0
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:	23.1	0.0	23.0	21.2	0.0	21.2	23.6	20.0	17.6	23.1	16.0	16.0
LOS by Move:	C	A	C	C	A	C	C	B	B	C	B	B
HCM2k95thQ:	6	0	5	1	0	1	0	10	5	6	10	10

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

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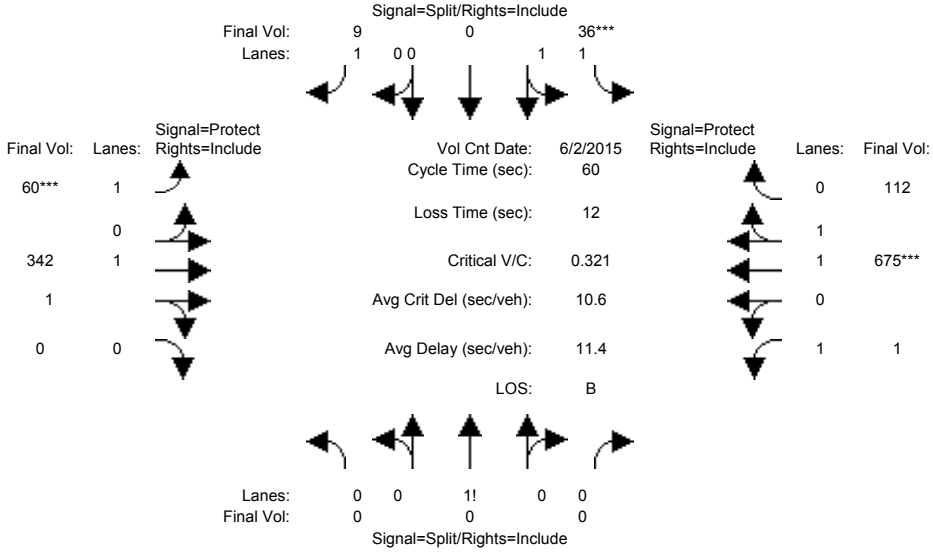
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	5	0	2	6	307	0	1	682	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	2	6	307	0	1	682	77
Added Vol:	0	0	0	13	0	3	21	3	0	0	1	16
PasserByVol:	0	0	0	18	0	4	33	32	0	0	-8	19
Initial Fut:	0	0	0	36	0	9	60	342	0	1	675	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	9	60	342	0	1	675	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	9	60	342	0	1	675	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	9	60	342	0	1	675	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	1.71	0.29
Final Sat.:	0	1750	0	3550	0	1750	1750	3700	0	1750	3173	526
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.03	0.09	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	22.4	0.0	15.6	31.0	31.0
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.03	0.29	0.25	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	21.0	25.0	13.1	0.0	16.4	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.1	0.0	21.0	25.0	13.1	0.0	16.4	9.0	9.0
LOS by Move:	A	A	A	C	A	C	C	B	A	B	A	A
HCM2k95thQ:	0	0	0	1	0	0	2	4	0	0	9	9

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

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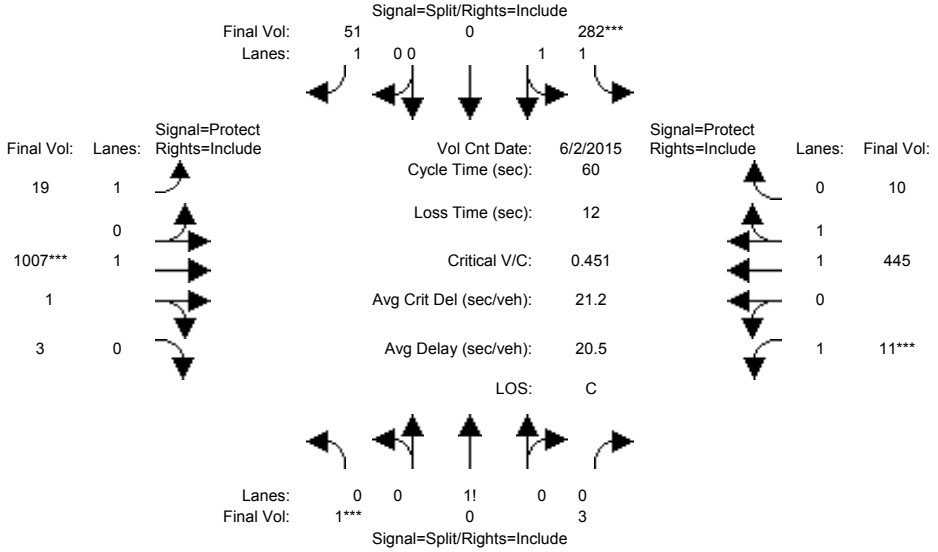
Lawrence Station Office

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

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	1	0	3	72	0	6	2	1007	3	11	416	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	3	72	0	6	2	1007	3	11	416	4
Added Vol:	0	0	0	98	0	21	4	0	0	0	5	3
PasserByVol:	0	0	0	112	0	24	13	0	0	0	24	3
Initial Fut:	1	0	3	282	0	51	19	1007	3	11	445	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:	1	0	3	282	0	51	19	1007	3	11	445	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	3	282	0	51	19	1007	3	11	445	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:	1	0	3	282	0	51	19	1007	3	11	445	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.25	0.00	0.75	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	438	0	1313	3550	0	1750	1750	3689	11	1750	3619	81
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.01	0.27	0.27	0.01	0.12	0.12
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.01	0.00	0.01	0.48	0.00	0.17	0.06	0.78	0.78	0.05	0.45	0.45
Delay/Veh:	20.9	0.0	20.9	23.2	0.0	21.7	19.9	20.5	20.5	23.7	18.3	18.3
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:	20.9	0.0	20.9	23.2	0.0	21.7	19.9	20.5	20.5	23.7	18.3	18.3
LOS by Move:	C	A	C	C	A	C	B	C	C	C	B	B
HCM2k95thQ:	0	0	0	6	0	2	1	16	16	0	7	7

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

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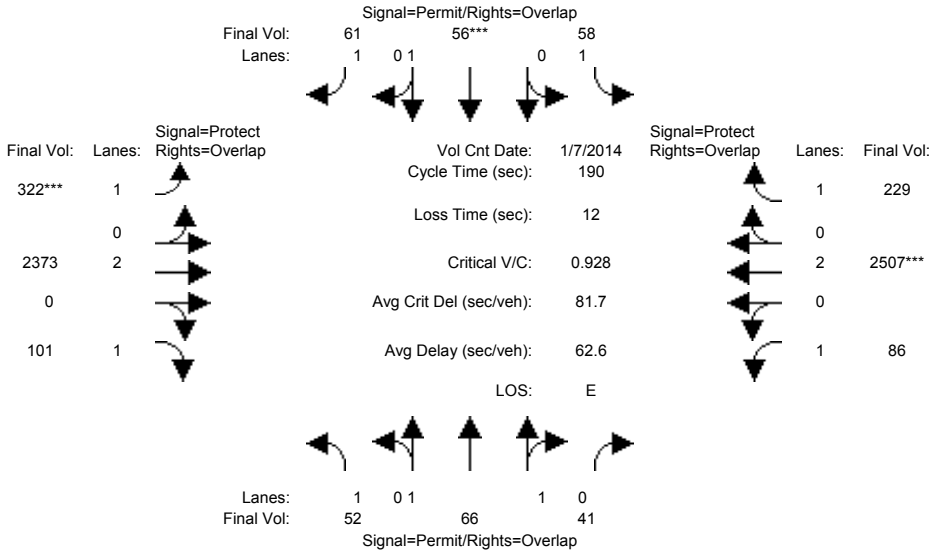
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	23	23	23	23	23	33	142	142	25	133	133
Y+R:	4.0	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: 7 Jan 2014 <<												
Base Vol:	35	43	36	37	33	38	235	1584	99	86	2366	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	36	37	33	38	235	1584	99	86	2366	230
Added Vol:	0	0	0	0	0	0	0	1	0	0	18	0
PasserByVol:	17	23	5	21	23	23	87	788	2	0	123	-1
Initial Fut:	52	66	41	58	56	61	322	2373	101	86	2507	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	66	41	58	56	61	322	2373	101	86	2507	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	66	41	58	56	61	322	2373	101	86	2507	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	66	41	58	56	61	322	2373	101	86	2507	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.21	0.79	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2281	1417	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.18	0.62	0.06	0.05	0.66	0.13
Crit Moves:					****		****				****	
Green Time:	21.6	21.6	45.1	21.6	21.6	53.6	32.0	134	133.6	23.5	125	125.1
Volume/Cap:	0.26	0.25	0.12	0.29	0.26	0.12	1.09	0.89	0.08	0.40	1.00	0.20
Delay/Veh:	82.4	82.0	60.5	82.8	82.4	54.0	163.2	43.5	15.8	82.8	71.2	20.8
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:	82.4	82.0	60.5	82.8	82.4	54.0	163.2	43.5	15.8	82.8	71.2	20.8
LOS by Move:	F	F	E	F	F	D	F	D	B	F	E	C
HCM2k95thQ:	6	6	5	7	6	6	46	101	7	10	119	16

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

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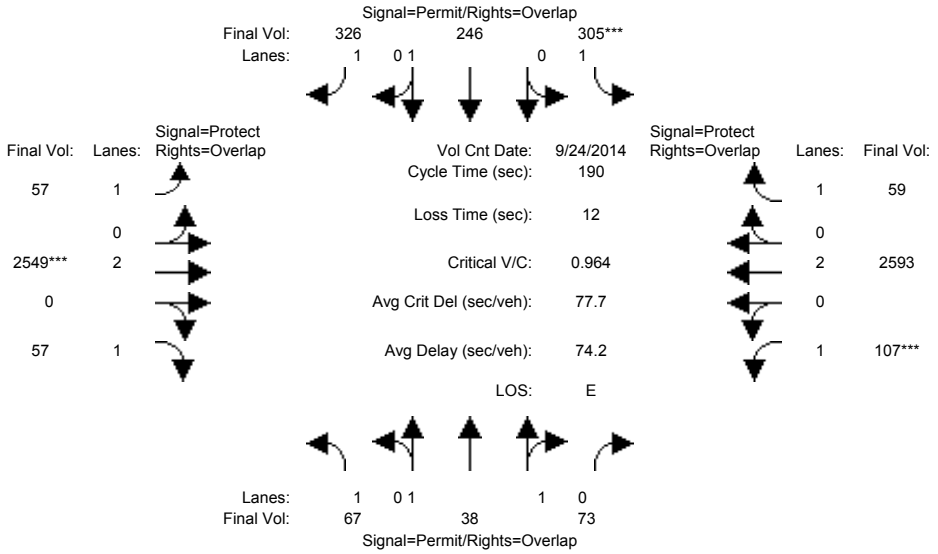
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	134	134	17	136	136
Y+R:	4.0	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 <<												
Base Vol:	58	33	63	294	239	222	40	2338	57	102	1805	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	33	63	294	239	222	40	2338	57	102	1805	56
Added Vol:	0	0	3	0	0	0	0	10	0	0	3	0
PasserByVol:	9	5	7	11	7	104	17	201	0	5	785	3
Initial Fut:	67	38	73	305	246	326	57	2549	57	107	2593	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	38	73	305	246	326	57	2549	57	107	2593	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	38	73	305	246	326	57	2549	57	107	2593	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	38	73	305	246	326	57	2549	57	107	2593	59
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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.04	0.17	0.13	0.19	0.03	0.67	0.03	0.06	0.68	0.03
Crit Moves:				****				****		****		
Green Time:	36.7	36.7	52.7	36.7	36.7	50.8	14.1	126	126.0	16.0	128	127.9
Volume/Cap:	0.20	0.10	0.15	0.90	0.67	0.70	0.44	1.01	0.05	0.73	1.01	0.05
Delay/Veh:	68.7	67.1	55.2	105.8	80.3	71.2	91.8	73.1	18.2	106.8	72.9	17.5
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:	68.7	67.1	55.2	105.8	80.3	71.2	91.8	73.1	18.2	106.8	72.9	17.5
LOS by Move:	E	E	E	F	F	E	F	E	B	F	E	B
HCM2k95thQ:	7	4	7	38	26	34	8	128	4	14	131	4

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

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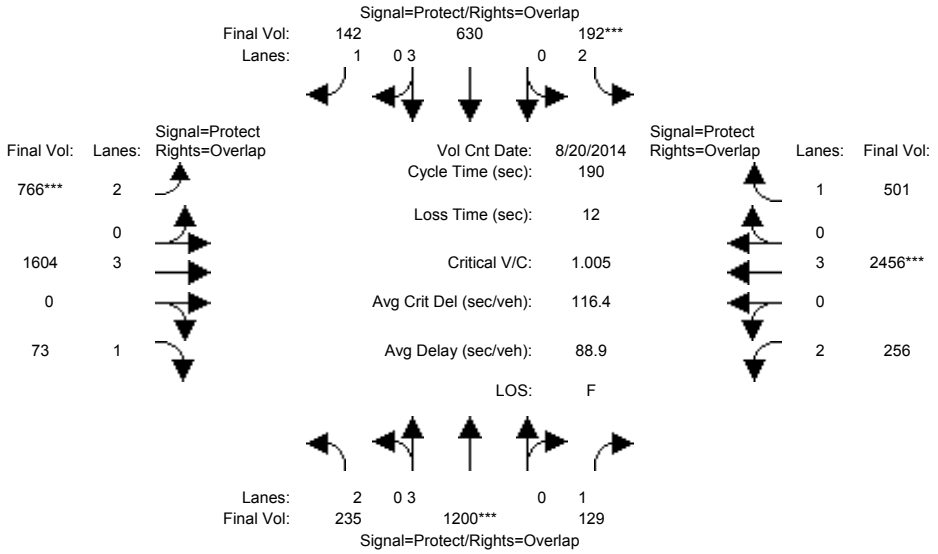
Lawrence Station Office

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

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	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: 20 Aug 2014 <<												
Base Vol:	217	596	81	52	328	83	400	1112	67	177	2314	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	596	81	52	328	83	400	1112	67	177	2314	133
Added Vol:	0	0	0	0	0	0	0	2	0	0	18	0
PasserByVol:	18	604	48	140	302	59	366	490	6	79	124	368
Initial Fut:	235	1200	129	192	630	142	766	1604	73	256	2456	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	1200	129	192	630	142	766	1604	73	256	2456	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1200	129	192	630	142	766	1604	73	256	2456	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	1200	129	192	630	142	766	1604	73	256	2456	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.07	0.06	0.11	0.08	0.24	0.28	0.04	0.08	0.43	0.29
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.71	0.92	0.21	0.95	0.59	0.24	1.53	0.53	0.07	0.68	0.88	0.52
Delay/Veh:	94.0	87.6	46.7	142.9	76.1	47.4	335.3	39.9	20.6	90.5	60.2	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	87.6	46.7	142.9	76.1	47.4	335.3	39.9	20.6	90.5	60.2	37.5
LOS by Move:	F	F	D	F	E	D	F	D	C	F	E	D
HCM2k95thQ:	16	41	11	18	22	12	72	40	5	19	75	41

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

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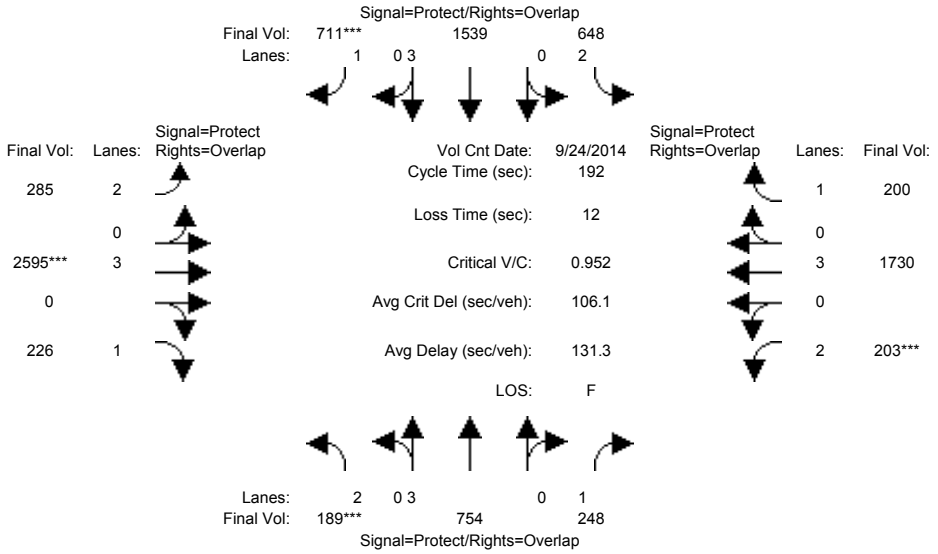
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	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 <<												
Base Vol:	134	430	220	225	933	371	147	2439	225	140	1312	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	430	220	225	933	371	147	2439	225	140	1312	46
Added Vol:	0	0	3	0	0	0	0	13	0	0	3	0
PasserByVol:	55	324	25	423	606	340	138	143	1	63	415	154
Initial Fut:	189	754	248	648	1539	711	285	2595	226	203	1730	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	754	248	648	1539	711	285	2595	226	203	1730	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	754	248	648	1539	711	285	2595	226	203	1730	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	754	248	648	1539	711	285	2595	226	203	1730	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.14	0.21	0.27	0.41	0.09	0.46	0.13	0.06	0.30	0.11
Crit Moves:	****					****		****		****		
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.61	0.67	0.50	1.90	1.31	1.35	0.97	0.83	0.20	0.77	0.56	0.18
Delay/Veh:	91.2	77.0	62.0	506.0	224	241.9	141.4	70.1	32.0	104.0	21.5	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	77.0	62.0	506.0	224	241.9	141.4	70.1	32.0	104.0	21.5	6.2
LOS by Move:	F	E	E	F	F	F	F	E	C	F	C	A
HCM2k95thQ:	13	25	24	73	73	109	19	73	21	17	29	4

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

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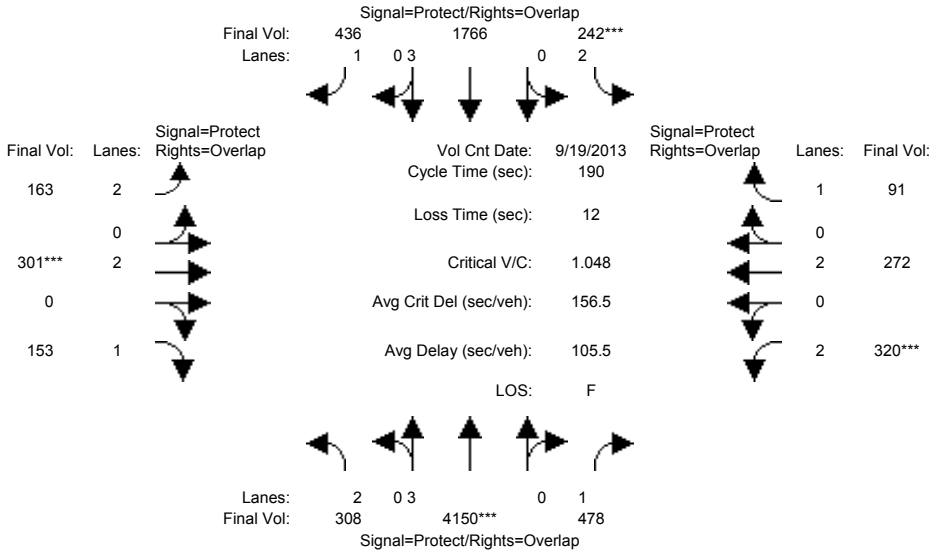
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	29	121	121	17	108	108	17	36	36	17	35	35
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	251	4068	221	132	1648	385	127	136	126	271	233	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	4068	221	132	1648	385	127	136	126	271	233	53
Added Vol:	0	11	0	0	88	0	0	0	0	0	0	0
PasserByVol:	57	691	257	110	294	51	36	165	27	49	39	38
Initial Fut:	308	4770	478	242	2030	436	163	301	153	320	272	91
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	4150	478	242	1766	436	163	301	153	320	272	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	4150	478	242	1766	436	163	301	153	320	272	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	4150	478	242	1766	436	163	301	153	320	272	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.73	0.27	0.08	0.31	0.25	0.05	0.08	0.10	0.10	0.07	0.05
Crit Moves:		****		****				****		****		
Green Time:	27.3	113	129.2	15.9	102	118.0	16.2	33.7	61.0	15.9	33.4	49.3
Volume/Cap:	0.68	1.22	0.40	0.92	0.58	0.40	0.61	0.45	0.30	1.21	0.41	0.20
Delay/Veh:	86.6	159	23.0	126.8	22.7	10.4	93.5	75.1	52.0	218.7	74.7	58.9
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:	86.6	159	23.0	126.8	22.7	10.4	93.5	75.1	52.0	218.7	74.7	58.9
LOS by Move:	F	F	C	F	C	B	F	E	D	F	E	E
HCM2k95thQ:	22	171	34	18	30	14	13	16	14	32	14	9

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

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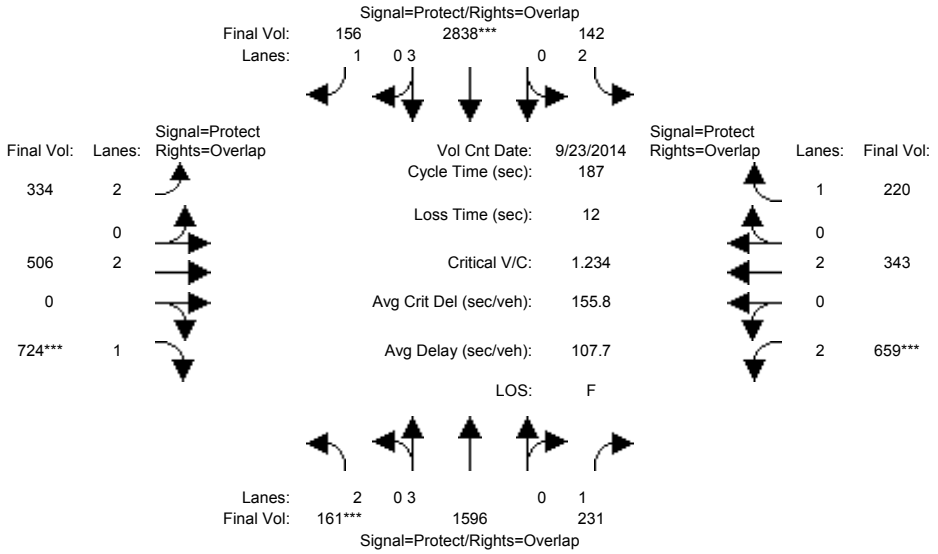
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	23	91	91	21	89	89	32	41	41	32	42	42
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	140	1538	155	92	2884	141	279	451	637	385	209	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:	140	1538	155	92	2884	141	279	451	637	385	209	110
Added Vol:	0	80	0	0	16	0	0	0	0	0	0	0
PasserByVol:	21	402	76	50	692	15	55	55	87	274	134	110
Initial Fut:	161	2020	231	142	3592	156	334	506	724	659	343	220
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1596	231	142	2838	156	334	506	724	659	343	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1596	231	142	2838	156	334	506	724	659	343	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1596	231	142	2838	156	334	506	724	659	343	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.13	0.05	0.50	0.09	0.11	0.13	0.45	0.21	0.09	0.13
Crit Moves:	****				****				****	****		
Green Time:	21.7	85.9	116.2	19.8	84.1	114.3	30.2	39.7	61.4	30.2	39.7	59.5
Volume/Cap:	0.44	0.61	0.21	0.43	1.11	0.15	0.66	0.63	1.38	1.29	0.43	0.40
Delay/Veh:	82.3	33.5	8.6	83.7	119	23.4	80.9	72.5	248.0	229.5	67.9	53.1
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:	82.3	33.5	8.6	83.7	119	23.4	80.9	72.5	248.0	229.5	67.9	53.1
LOS by Move:	F	C	A	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	11	33	6	9	98	11	22	25	111	58	17	20

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

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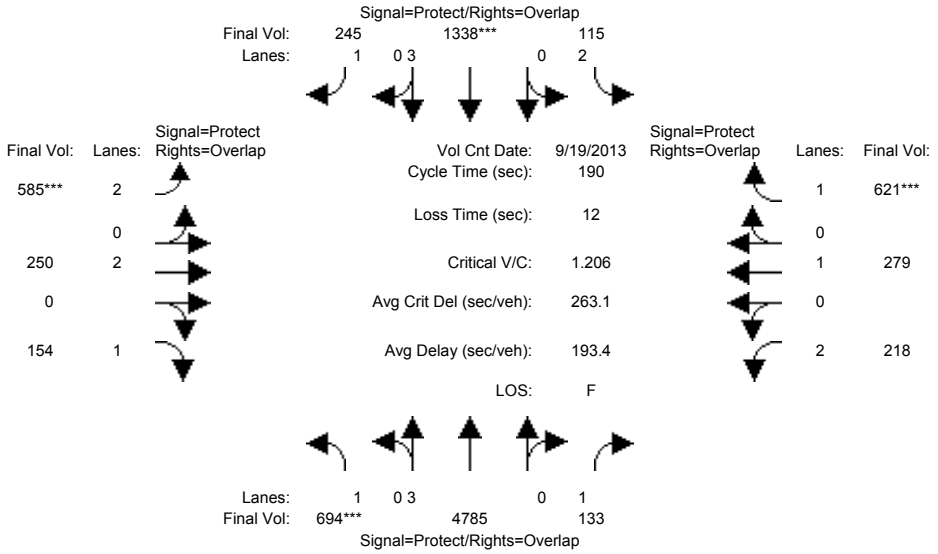
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	21	113	113	15	106	106	26	43	43	19	37	37
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	682	4521	113	70	1350	235	463	154	136	171	265	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	4521	113	70	1350	235	463	154	136	171	265	425
Added Vol:	0	18	0	0	2	1	9	0	0	0	0	4
PasserByVol:	12	961	20	45	186	9	113	96	18	47	14	192
Initial Fut:	694	5500	133	115	1538	245	585	250	154	218	279	621
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	694	4785	133	115	1338	245	585	250	154	218	279	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	4785	133	115	1338	245	585	250	154	218	279	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	694	4785	133	115	1338	245	585	250	154	218	279	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.84	0.08	0.04	0.23	0.14	0.19	0.07	0.09	0.07	0.15	0.35
Crit Moves:	****				****		****					****
Green Time:	32.3	118	132.0	14.0	99.2	123.5	24.3	32.8	65.1	14.5	34.6	48.7
Volume/Cap:	2.33	1.36	0.11	0.49	0.45	0.22	1.45	0.38	0.26	0.91	0.81	1.38
Delay/Veh:	693.5	183	2.9	92.0	22.2	6.4	304.3	74.8	48.3	127.6	92.5	262.1
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:	693.5	183	2.9	92.0	22.2	6.4	304.3	74.8	48.3	127.6	92.5	262.1
LOS by Move:	F	F	A	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	147	219	2	8	22	6	55	13	13	17	30	97

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

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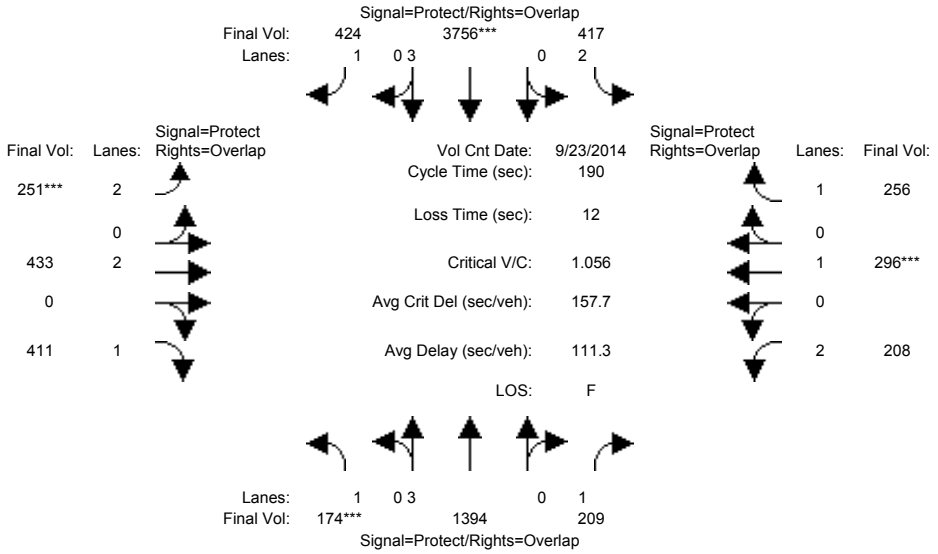
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	22	106	106	24	108	108	20	38	38	22	40	40
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	159	1459	155	224	3851	326	224	399	397	173	214	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1459	155	224	3851	326	224	399	397	173	214	154
Added Vol:	0	3	0	3	17	8	2	0	0	0	0	1
PasserByVol:	15	303	54	190	886	90	25	34	14	35	82	101
Initial Fut:	174	1765	209	417	4754	424	251	433	411	208	296	256
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1394	209	417	3756	424	251	433	411	208	296	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1394	209	417	3756	424	251	433	411	208	296	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1394	209	417	3756	424	251	433	411	208	296	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.12	0.13	0.66	0.24	0.08	0.11	0.23	0.07	0.16	0.15
Crit Moves:	****				****		****				****	
Green Time:	20.7	99.7	120.4	22.6	102	120.4	18.8	35.7	56.4	20.7	37.6	60.2
Volume/Cap:	0.91	0.47	0.19	1.11	1.23	0.38	0.80	0.61	0.79	0.61	0.79	0.46
Delay/Veh:	130.5	22.1	7.6	169.7	168	26.4	103.0	76.6	73.3	89.0	87.5	55.8
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:	130.5	22.1	7.6	169.7	168	26.4	103.0	76.6	73.3	89.0	87.5	55.8
LOS by Move:	F	C	A	F	F	C	F	E	E	F	F	E
HCM2k95thQ:	25	22	5	30	151	31	17	21	41	14	31	24

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

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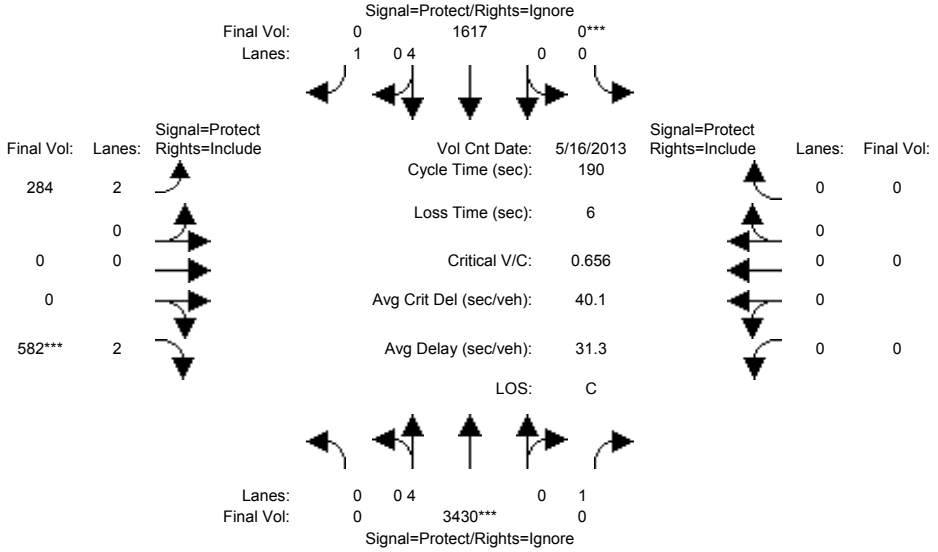
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	164	164	0	147	147	26	0	17	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	2755	86	0	1203	338	218	0	412	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2755	86	0	1203	338	218	0	412	0	0	0
Added Vol:	0	6	4	0	52	0	0	0	37	0	0	0
PasserByVol:	0	669	92	0	362	35	66	0	133	0	0	0
Initial Fut:	0	3430	182	0	1617	373	284	0	582	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3430	0	0	1617	0	284	0	582	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3430	0	0	1617	0	284	0	582	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3430	0	0	1617	0	284	0	582	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.21	0.00	0.09	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.00	0.00	0.25	0.00	0.68	0.00	1.39	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	85.5	0.0	275.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	85.5	0.0	275.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	20	0	55	0	0	0

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

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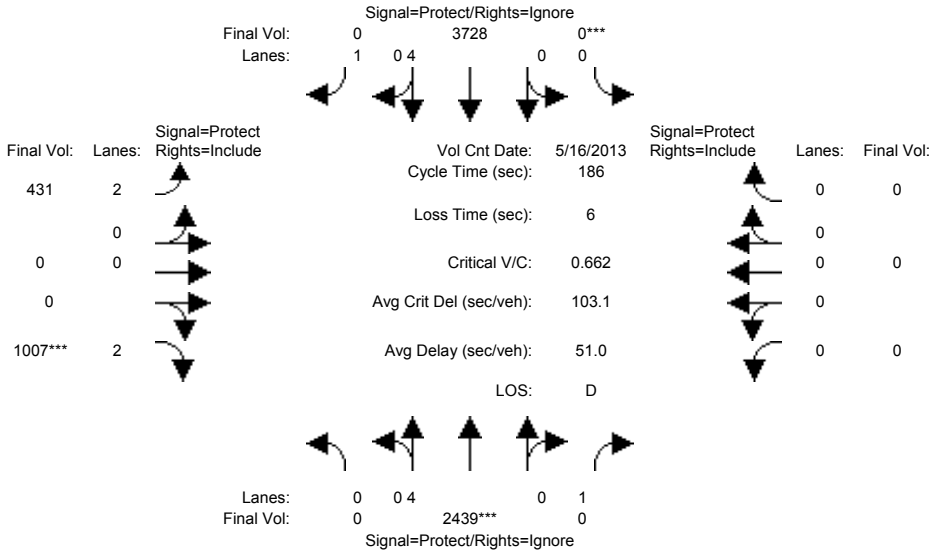
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	146	146	0	115	115	38	0	38	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	1869	552	0	3031	298	397	0	886	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1869	552	0	3031	298	397	0	886	0	0	0
Added Vol:	0	46	33	0	10	0	0	0	7	0	0	0
PasserByVol:	0	524	105	0	687	13	34	0	114	0	0	0
Initial Fut:	0	2439	690	0	3728	311	431	0	1007	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2439	0	0	3728	0	431	0	1007	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2439	0	0	3728	0	431	0	1007	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2439	0	0	3728	0	431	0	1007	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.49	0.00	0.14	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	143	0.0	0.0	143	0.0	37.2	0.0	37.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.64	0.00	0.68	0.00	1.60	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	73.6	0.0	352.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	73.6	0.0	352.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	4	0	26	0	96	0	0	0

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

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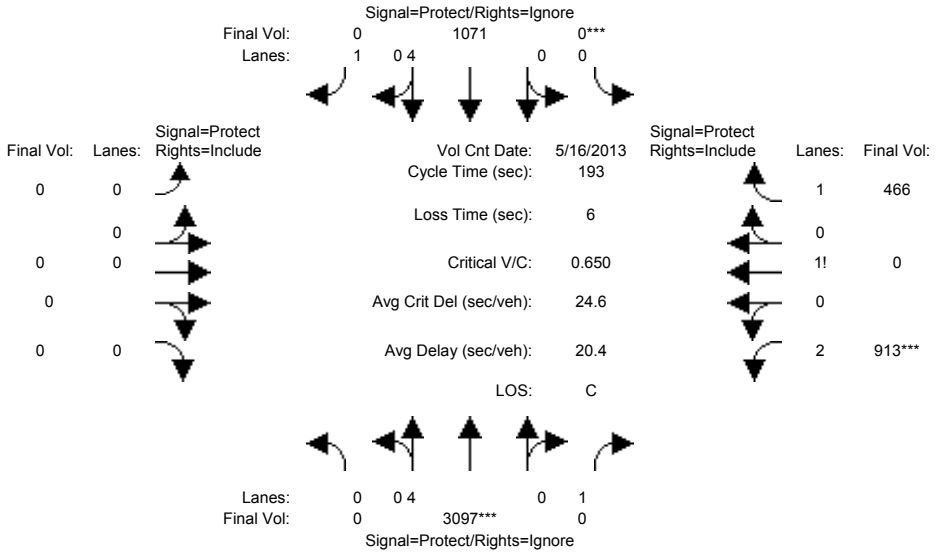
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	133	133	0	133	133	0	0	0	59	0	59
Y+R:	4.0	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: 16 May 2013 <<												
Base Vol:	0	2434	454	0	720	454	0	0	0	822	0	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2434	454	0	720	454	0	0	0	822	0	463
Added Vol:	0	2	4	0	15	0	0	0	0	37	0	0
PasserByVol:	0	661	69	0	336	11	0	0	0	54	0	3
Initial Fut:	0	3097	527	0	1071	465	0	0	0	913	0	466
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3097	0	0	1071	0	0	0	0	913	0	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3097	0	0	1071	0	0	0	0	913	0	466
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3097	0	0	1071	0	0	0	0	913	0	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.59	0.00	1.41
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4094	0	2465
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.22	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	130	0.0	0.0	130	0.0	0.0	0.0	0.0	57.5	0.0	57.5
Volume/Cap:	0.00	0.61	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.75	0.00	0.63
Delay/Veh:	0.0	6.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	64.5	0.0	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:	0.0	6.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	64.5	0.0	60.8
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	21	0	0	4	0	0	0	0	39	0	32

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

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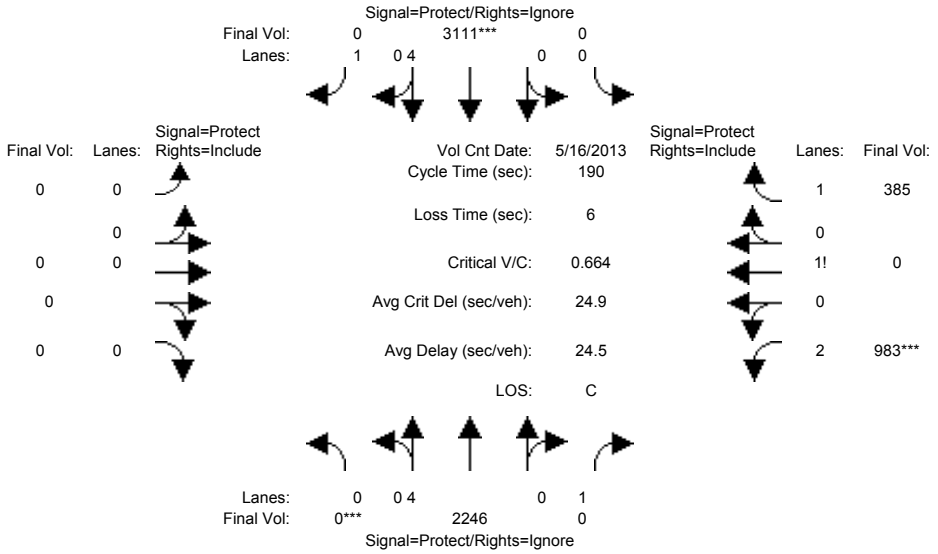
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #5893: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	129	129	0	130	130	0	0	0	61	0	61
Y+R:	4.0	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: 16 May 2013 <<												
Base Vol:	0	1800	418	0	2470	331	0	0	0	921	0	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	418	0	2470	331	0	0	0	921	0	371
Added Vol:	0	13	33	0	3	0	0	0	0	7	0	0
PasserByVol:	0	433	116	0	638	60	0	0	0	55	0	14
Initial Fut:	0	2246	567	0	3111	391	0	0	0	983	0	385
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2246	0	0	3111	0	0	0	0	983	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2246	0	0	3111	0	0	0	0	983	0	385
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2246	0	0	3111	0	0	0	0	983	0	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.65	0.00	1.35
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4185	0	2356
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.23	0.00	0.16
Crit Moves:	****				****					****		
Green Time:	0.0	125	0.0	0.0	125	0.0	0.0	0.0	0.0	58.8	0.0	58.8
Volume/Cap:	0.00	0.45	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.76	0.00	0.53
Delay/Veh:	0.0	24.8	0.0	0.0	8.1	0.0	0.0	0.0	0.0	63.3	0.0	56.3
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:	0.0	24.8	0.0	0.0	8.1	0.0	0.0	0.0	0.0	63.3	0.0	56.3
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	37	0	0	23	0	0	0	0	40	0	27

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

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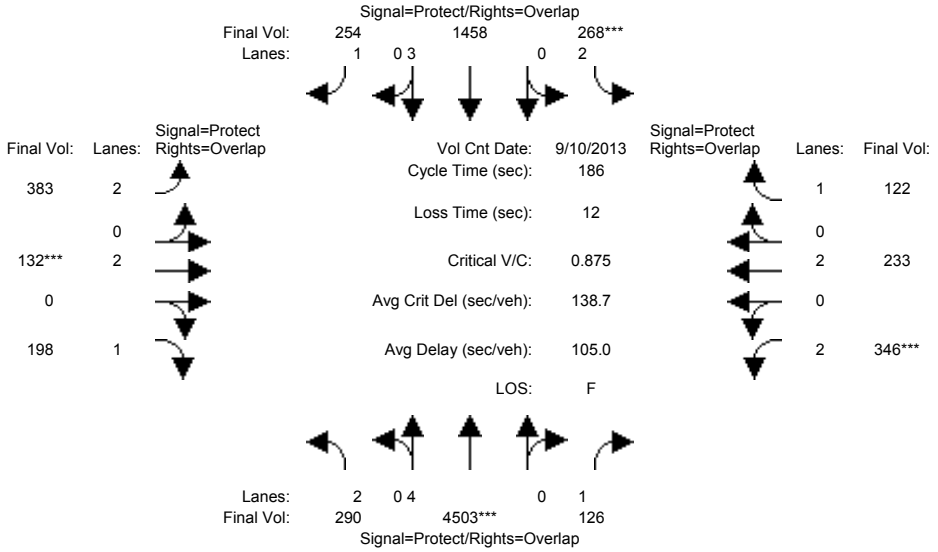
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	31	97	97	28	92	92	26	44	44	17	35	35
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	266	3542	74	212	1564	233	337	119	190	276	222	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	3542	74	212	1564	233	337	119	190	276	222	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	24	961	52	56	112	21	46	13	8	70	11	78
Initial Fut:	290	4503	126	268	1676	254	383	132	198	346	233	122
User Adj:	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	4503	126	268	1458	254	383	132	198	346	233	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	4503	126	268	1458	254	383	132	198	346	233	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	4503	126	268	1458	254	383	132	198	346	233	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.59	0.07	0.09	0.26	0.15	0.12	0.03	0.11	0.11	0.06	0.07
Crit Moves:		****		****				****		****		
Green Time:	29.6	91.1	107.1	26.3	87.8	112.3	24.4	41.3	70.9	16.0	32.9	59.2
Volume/Cap:	0.58	1.21	0.13	0.60	0.54	0.24	0.93	0.16	0.30	1.28	0.35	0.22
Delay/Veh:	78.8	136	12.1	82.1	30.1	10.4	111.7	62.1	43.0	241.6	71.8	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	136	12.1	82.1	30.1	10.4	111.7	62.1	43.0	241.6	71.8	49.7
LOS by Move:	E	F	B	F	C	B	F	E	D	F	E	D
HCM2k95thQ:	16	131	4	17	28	8	29	6	16	34	12	11

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

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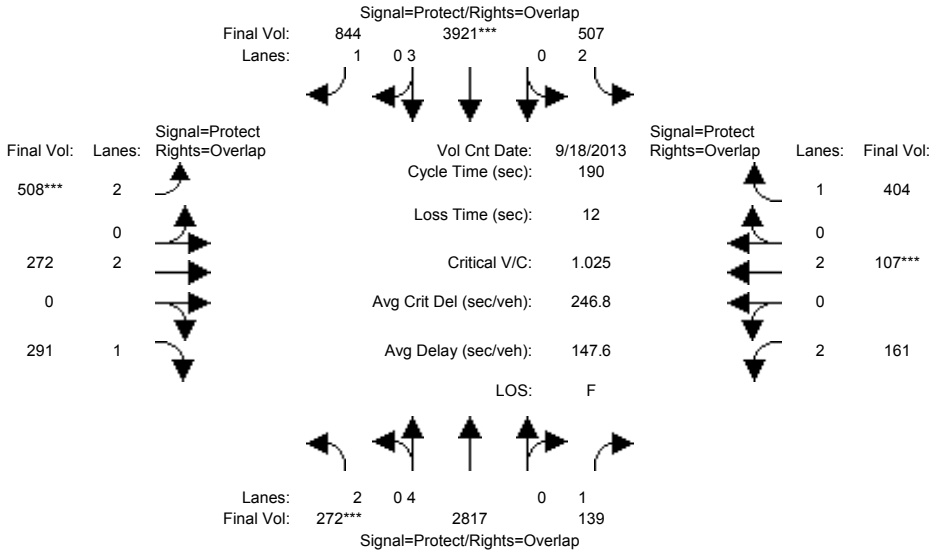
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	22	87	87	27	92	92	40	57	57	18	35	35
Y+R:	4.0	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: 18 Sep 2013 <<												
Base Vol:	244	2349	58	393	3852	725	468	249	270	100	96	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	2349	58	393	3852	725	468	249	270	100	96	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	28	468	81	114	930	119	40	23	21	61	11	77
Initial Fut:	272	2817	139	507	4782	844	508	272	291	161	107	404
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	2817	139	507	3921	844	508	272	291	161	107	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	2817	139	507	3921	844	508	272	291	161	107	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	2817	139	507	3921	844	508	272	291	161	107	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.08	0.16	0.69	0.48	0.16	0.07	0.17	0.05	0.03	0.23
Crit Moves:	****				****		****				****	
Green Time:	20.8	82.2	99.3	25.5	87.0	124.8	37.8	53.9	74.7	17.0	33.1	58.6
Volume/Cap:	0.79	0.86	0.15	1.20	1.50	0.73	0.81	0.25	0.42	0.57	0.16	0.75
Delay/Veh:	98.8	46.5	18.3	197.0	283	25.4	84.7	55.7	44.8	90.6	70.6	68.2
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:	98.8	46.5	18.3	197.0	283	25.4	84.7	55.7	44.8	90.6	70.6	68.2
LOS by Move:	F	D	B	F	F	C	F	E	D	F	E	E
HCM2k95thQ:	18	57	6	41	194	56	33	12	24	12	6	41

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

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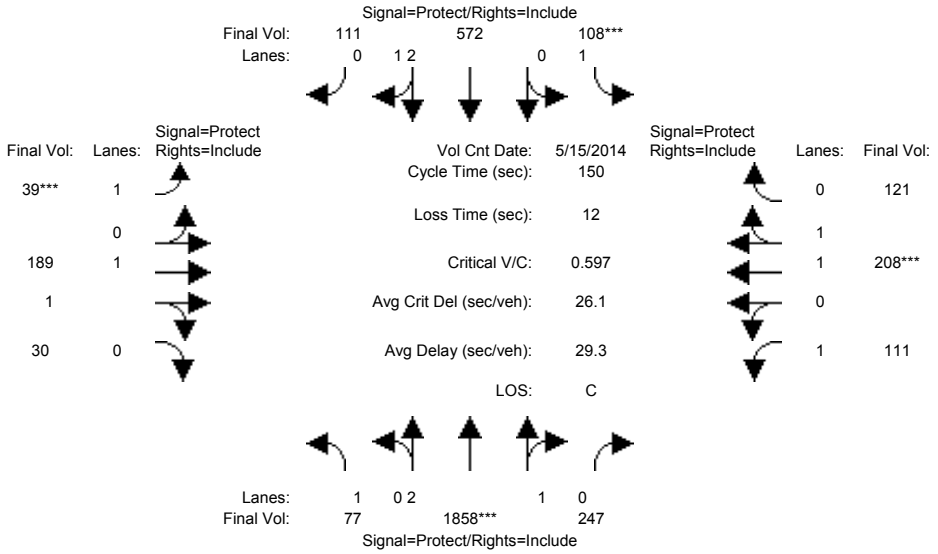
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	77	1741	233	90	508	107	38	153	30	71	168	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:	77	1741	233	90	508	107	38	153	30	71	168	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	117	14	18	64	4	1	36	0	40	40	61
Initial Fut:	77	1858	247	108	572	111	39	189	30	111	208	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1858	247	108	572	111	39	189	30	111	208	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1858	247	108	572	111	39	189	30	111	208	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1858	247	108	572	111	39	189	30	111	208	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.64	0.36	1.00	2.49	0.51	1.00	1.72	0.28	1.00	1.24	0.76
Final Sat.:	1750	4942	657	1750	4689	910	1750	3193	507	1750	2338	1360
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.06	0.12	0.12	0.02	0.06	0.06	0.06	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	30.1	93.5	93.5	15.4	78.7	78.7	7.0	14.9	14.9	14.2	22.1	22.1
Volume/Cap:	0.22	0.60	0.60	0.60	0.23	0.23	0.48	0.59	0.59	0.67	0.60	0.60
Delay/Veh:	50.4	17.3	17.3	70.1	19.3	19.3	74.1	67.3	67.3	75.8	61.7	61.7
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:	50.4	17.3	17.3	70.1	19.3	19.3	74.1	67.3	67.3	75.8	61.7	61.7
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	E
HCM2k95thQ:	6	33	33	10	11	11	5	11	11	10	14	14

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

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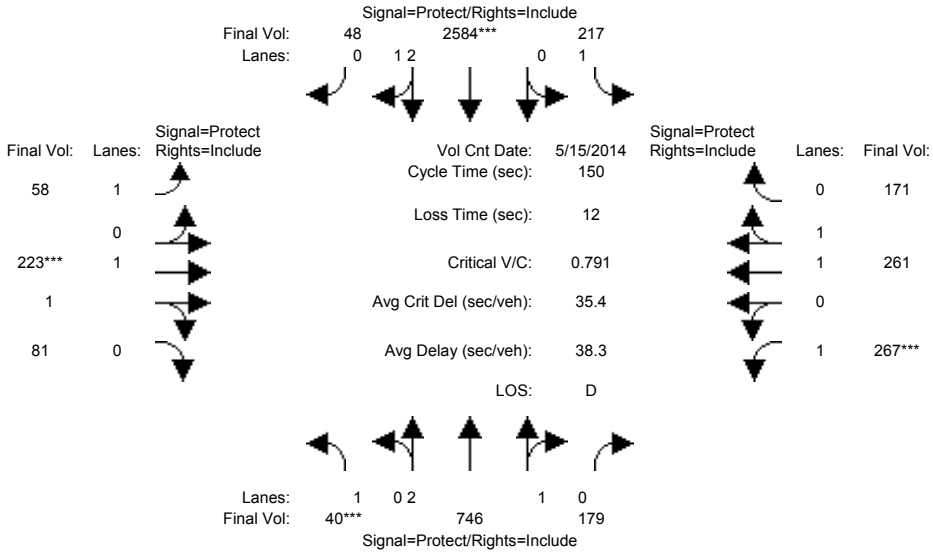
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	40	668	135	151	2470	46	55	162	81	239	213	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	668	135	151	2470	46	55	162	81	239	213	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	78	44	66	114	2	3	61	0	28	48	39
Initial Fut:	40	746	179	217	2584	48	58	223	81	267	261	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	746	179	217	2584	48	58	223	81	267	261	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	746	179	217	2584	48	58	223	81	267	261	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	746	179	217	2584	48	58	223	81	267	261	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.40	0.60	1.00	2.94	0.06	1.00	1.45	0.55	1.00	1.19	0.81
Final Sat.:	1750	4515	1083	1750	5498	102	1750	2713	986	1750	2234	1464
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.12	0.47	0.47	0.03	0.08	0.08	0.15	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	53.9	53.9	40.5	87.4	87.4	12.5	15.3	15.3	28.4	31.2	31.2
Volume/Cap:	0.49	0.46	0.46	0.46	0.81	0.81	0.40	0.81	0.81	0.81	0.56	0.56
Delay/Veh:	74.3	37.0	37.0	46.4	26.2	26.2	67.0	78.0	78.0	71.8	54.2	54.2
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:	74.3	37.0	37.0	46.4	26.2	26.2	67.0	78.0	78.0	71.8	54.2	54.2
LOS by Move:	E	D	D	D	C	C	E	E	E	E	D	D
HCM2k95thQ:	4	19	19	16	51	51	6	17	17	23	17	17

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

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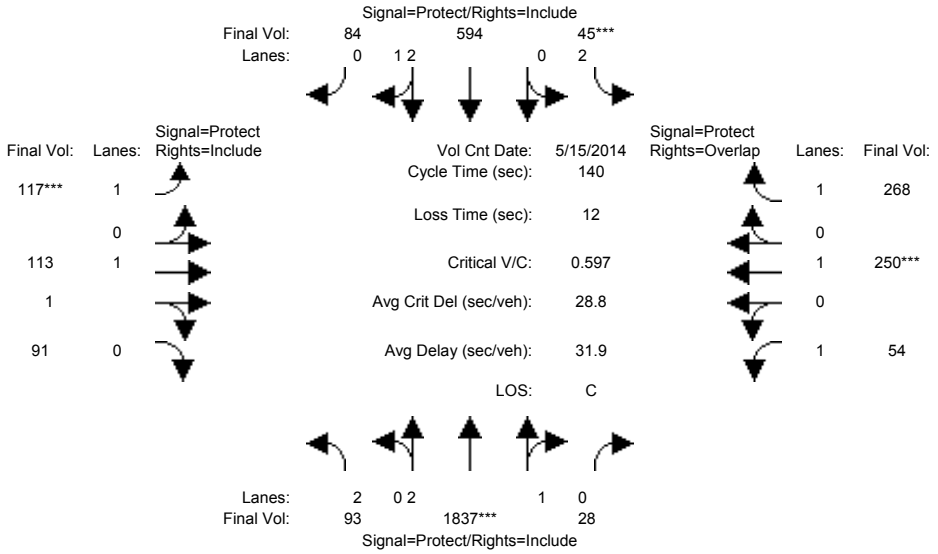
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	93	1687	28	45	502	63	111	113	89	54	240	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1687	28	45	502	63	111	113	89	54	240	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	150	0	0	92	21	6	0	2	0	10	0
Initial Fut:	93	1837	28	45	594	84	117	113	91	54	250	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1837	28	45	594	84	117	113	91	54	250	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1837	28	45	594	84	117	113	91	54	250	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1837	28	45	594	84	117	113	91	54	250	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.95	0.05	2.00	2.61	0.39	1.00	1.08	0.92	1.00	1.00	1.00
Final Sat.:	3150	5516	84	3150	4905	694	1750	2048	1650	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.01	0.12	0.12	0.07	0.06	0.06	0.03	0.13	0.15
Crit Moves:		****		****			****				****	
Green Time:	24.2	75.8	75.8	7.0	58.6	58.6	15.2	26.6	26.6	18.6	30.0	37.0
Volume/Cap:	0.17	0.61	0.61	0.29	0.29	0.29	0.61	0.29	0.29	0.23	0.61	0.58
Delay/Veh:	49.5	22.4	22.4	65.1	27.0	27.0	65.5	48.9	48.9	54.8	52.6	46.6
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:	49.5	22.4	22.4	65.1	27.0	27.0	65.5	48.9	48.9	54.8	52.6	46.6
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	4	31	31	2	12	12	10	7	7	5	19	20

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

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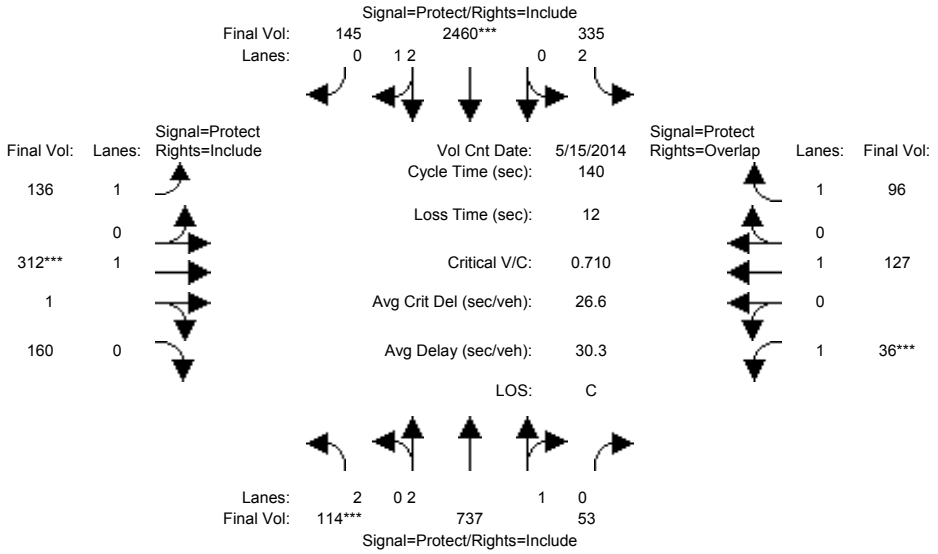
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	112	607	53	335	2307	129	128	302	159	36	127	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	607	53	335	2307	129	128	302	159	36	127	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	130	0	0	153	16	8	10	1	0	0	0
Initial Fut:	114	737	53	335	2460	145	136	312	160	36	127	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	737	53	335	2460	145	136	312	160	36	127	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	737	53	335	2460	145	136	312	160	36	127	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	737	53	335	2460	145	136	312	160	36	127	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.79	0.21	2.00	2.83	0.17	1.00	1.30	0.70	1.00	1.00	1.00
Final Sat.:	3150	5224	376	3150	5288	312	1750	2445	1254	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.11	0.47	0.47	0.08	0.13	0.13	0.02	0.07	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	55.0	55.0	41.5	89.5	89.5	16.4	24.5	24.5	7.0	15.1	56.6
Volume/Cap:	0.72	0.36	0.36	0.36	0.73	0.73	0.66	0.73	0.73	0.41	0.62	0.14
Delay/Veh:	80.8	30.1	30.1	39.0	17.8	17.8	66.9	58.7	58.7	67.6	65.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	30.1	30.1	39.0	17.8	17.8	66.9	58.7	58.7	67.6	65.4	26.4
LOS by Move:	F	C	C	D	B	B	E	E	E	E	E	C
HCM2k95thQ:	6	15	15	12	40	40	12	19	19	4	12	5

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

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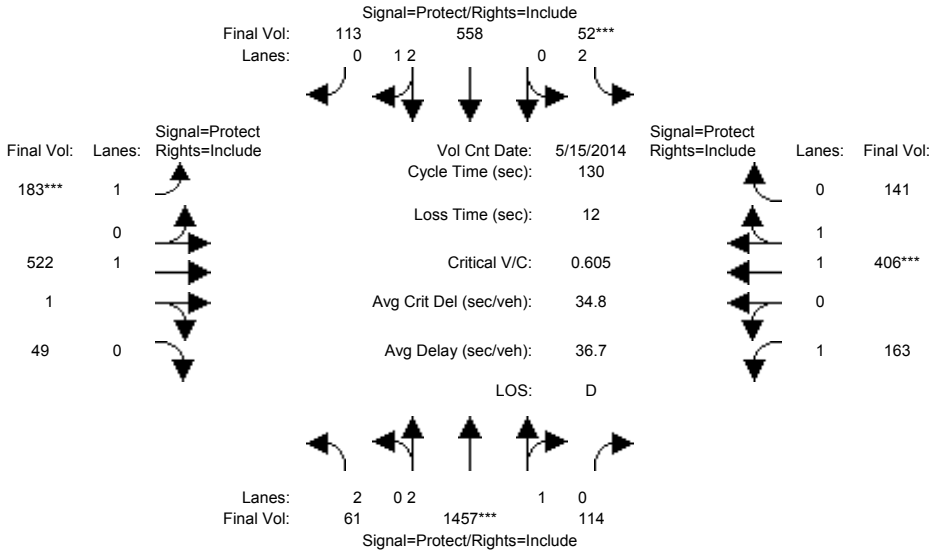
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	61	1338	104	43	476	110	176	437	49	130	323	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1338	104	43	476	110	176	437	49	130	323	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	119	10	9	82	3	7	85	0	33	83	25
Initial Fut:	61	1457	114	52	558	113	183	522	49	163	406	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1457	114	52	558	113	183	522	49	163	406	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1457	114	52	558	113	183	522	49	163	406	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1457	114	52	558	113	183	522	49	163	406	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.77	0.23	2.00	2.48	0.52	1.00	1.82	0.18	1.00	1.47	0.53
Final Sat.:	3150	5193	406	3150	4656	943	1750	3382	317	1750	2745	954
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.02	0.12	0.12	0.10	0.15	0.15	0.09	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	20.3	58.4	58.4	7.0	45.2	45.2	21.8	32.8	32.8	19.8	30.8	30.8
Volume/Cap:	0.12	0.62	0.62	0.31	0.35	0.35	0.62	0.61	0.61	0.61	0.62	0.62
Delay/Veh:	47.3	27.9	27.9	60.2	31.6	31.6	54.5	44.2	44.2	55.7	45.8	45.8
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:	47.3	27.9	27.9	60.2	31.6	31.6	54.5	44.2	44.2	55.7	45.8	45.8
LOS by Move:	D	C	C	E	C	C	D	D	D	E	D	D
HCM2k95thQ:	3	28	28	2	12	12	15	20	20	12	17	17

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

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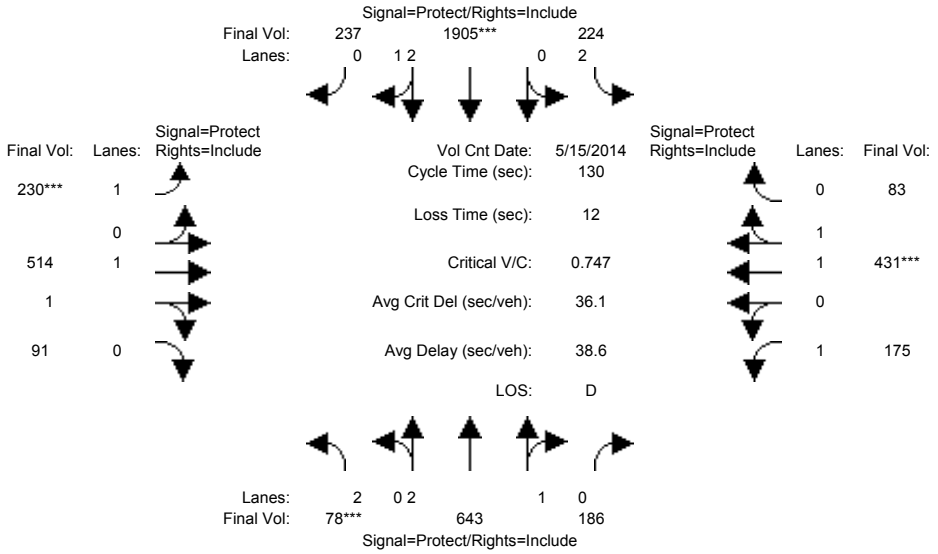
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	78	547	150	196	1781	234	211	418	91	154	368	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	547	150	196	1781	234	211	418	91	154	368	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	96	36	28	124	3	19	96	0	21	63	17
Initial Fut:	78	643	186	224	1905	237	230	514	91	175	431	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	643	186	224	1905	237	230	514	91	175	431	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	643	186	224	1905	237	230	514	91	175	431	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	643	186	224	1905	237	230	514	91	175	431	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.30	0.70	2.00	2.66	0.34	1.00	1.69	0.31	1.00	1.67	0.33
Final Sat.:	3150	4342	1256	3150	4980	620	1750	3143	556	1750	3102	597
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.07	0.38	0.38	0.13	0.16	0.16	0.10	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	48.7	48.7	23.4	65.0	65.0	22.3	28.5	28.5	17.4	23.6	23.6
Volume/Cap:	0.46	0.40	0.40	0.40	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76
Delay/Veh:	61.6	30.0	30.0	47.5	27.6	27.6	62.4	51.1	51.1	66.4	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	30.0	30.0	47.5	27.6	27.6	62.4	51.1	51.1	66.4	55.8	55.8
LOS by Move:	E	C	C	D	C	C	E	D	D	E	E	E
HCM2k95thQ:	5	15	15	9	38	38	20	23	23	13	17	17

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

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Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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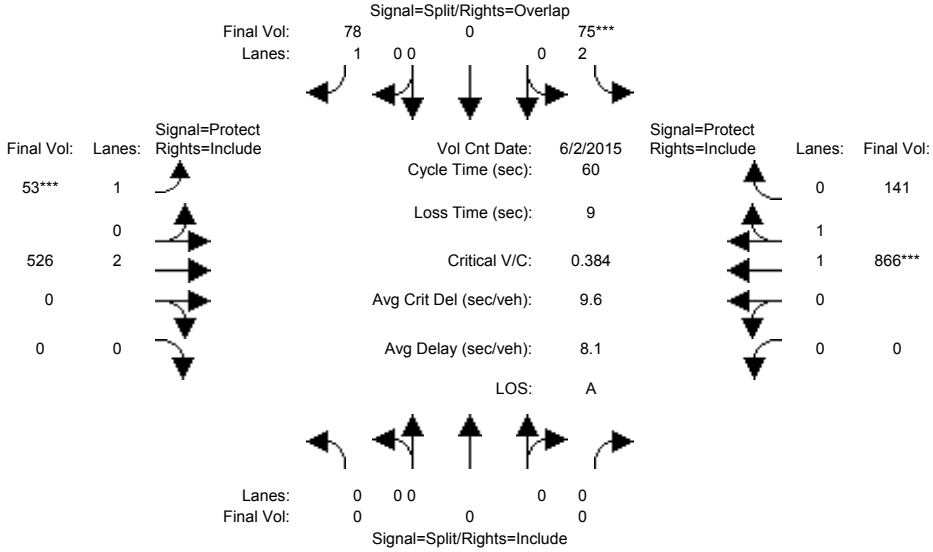
Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	60	0	68	51	425	0	0	735	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	68	51	425	0	0	735	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	15	0	10	2	101	0	0	131	23
Initial Fut:	0	0	0	75	0	78	53	526	0	0	866	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	78	53	526	0	0	866	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	78	53	526	0	0	866	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	78	53	526	0	0	866	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3182	518
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.14	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.20	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	16.3	24.8	3.5	0.0	0.0	7.9	7.9
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:	0.0	0.0	0.0	21.5	0.0	16.3	24.8	3.5	0.0	0.0	7.9	7.9
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	2	2	4	0	0	10	10

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

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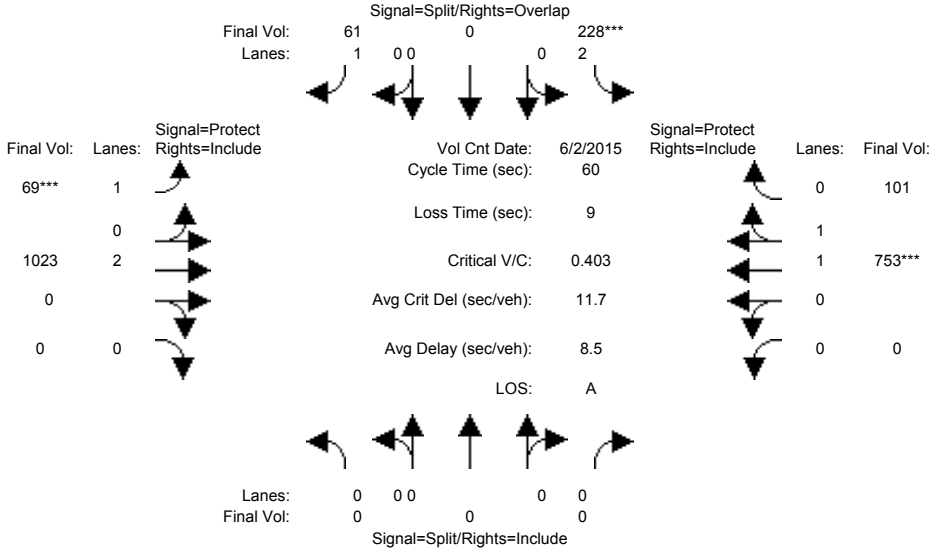
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	221	0	57	59	937	0	0	589	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	221	0	57	59	937	0	0	589	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	4	10	86	0	0	164	11
Initial Fut:	0	0	0	228	0	61	69	1023	0	0	753	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	228	0	61	69	1023	0	0	753	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	228	0	61	69	1023	0	0	753	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	228	0	61	69	1023	0	0	753	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3262	438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.04	0.27	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.5	0.0	17.5	7.0	40.5	0.0	0.0	33.5	33.5
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.12	0.34	0.40	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	22.5	0.0	15.7	25.4	4.4	0.0	0.0	7.7	7.7
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:	0.0	0.0	0.0	22.5	0.0	15.7	25.4	4.4	0.0	0.0	7.7	7.7
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	2	2	8	0	0	9	9

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

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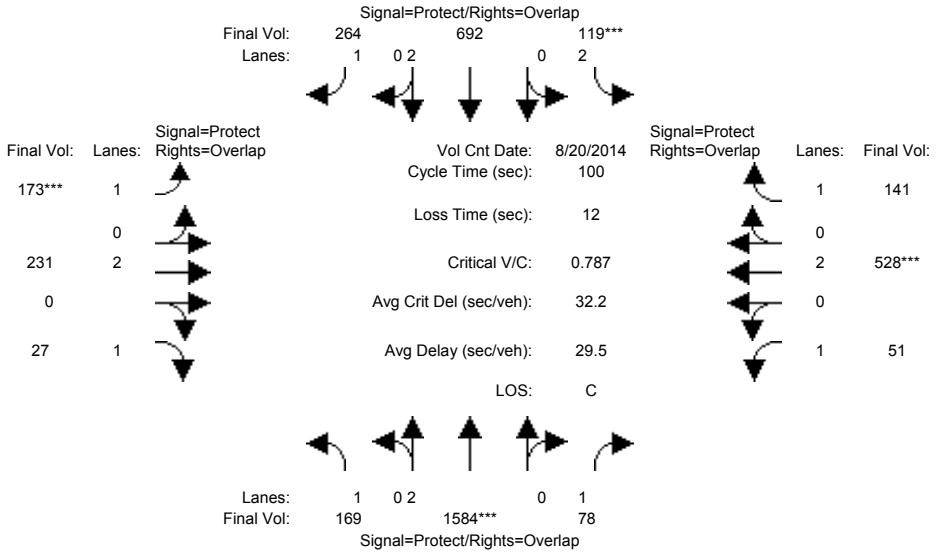
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	169	1413	78	119	381	244	160	133	27	51	493	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1413	78	119	381	244	160	133	27	51	493	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	171	0	0	311	20	13	98	0	0	35	0
Initial Fut:	169	1584	78	119	692	264	173	231	27	51	528	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1584	78	119	692	264	173	231	27	51	528	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1584	78	119	692	264	173	231	27	51	528	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1584	78	119	692	264	173	231	27	51	528	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.04	0.04	0.18	0.15	0.10	0.06	0.02	0.03	0.14	0.08
Crit Moves:		****		****			****				****	
Green Time:	20.3	51.6	63.7	7.0	38.3	50.5	12.2	17.3	37.6	12.1	17.2	24.2
Volume/Cap:	0.48	0.81	0.07	0.54	0.48	0.30	0.81	0.35	0.04	0.24	0.81	0.33
Delay/Veh:	36.2	22.7	6.9	47.6	23.5	14.6	62.7	36.7	19.8	40.4	47.2	31.7
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:	36.2	22.7	6.9	47.6	23.5	14.6	62.7	36.7	19.8	40.4	47.2	31.7
LOS by Move:	D	C	A	D	C	B	E	D	B	D	D	C
HCM2k95thQ:	10	35	2	4	14	9	12	6	1	3	19	8

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

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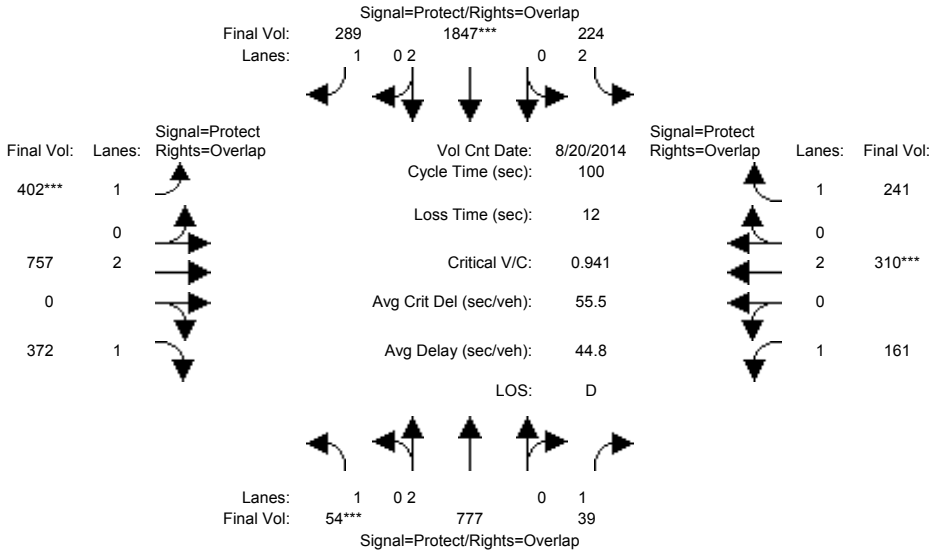
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	49	518	39	154	1575	195	380	676	372	161	179	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	518	39	154	1575	195	380	676	372	161	179	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	259	0	70	272	94	22	81	0	0	131	5
Initial Fut:	54	777	39	224	1847	289	402	757	372	161	310	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	777	39	224	1847	289	402	757	372	161	310	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	777	39	224	1847	289	402	757	372	161	310	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	777	39	224	1847	289	402	757	372	161	310	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.02	0.07	0.49	0.17	0.23	0.20	0.21	0.09	0.08	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	41.0	51.3	14.2	48.2	71.0	22.8	22.4	29.4	10.4	10.0	24.2
Volume/Cap:	0.44	0.50	0.04	0.50	1.01	0.23	1.01	0.89	0.72	0.89	0.82	0.57
Delay/Veh:	47.1	22.2	12.1	40.5	48.9	5.1	85.7	48.8	36.6	81.5	56.9	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	22.2	12.1	40.5	48.9	5.1	85.7	48.8	36.6	81.5	56.9	35.1
LOS by Move:	D	C	B	D	D	A	F	D	D	F	E	D
HCM2k95thQ:	4	16	1	7	47	6	30	23	20	16	13	14

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

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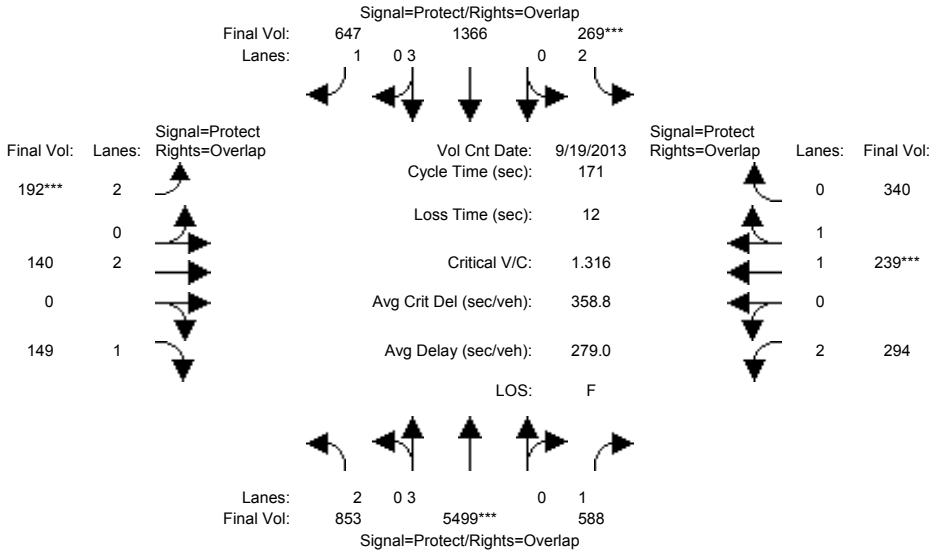
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	25	102	102	28	106	106	19	35	35	18	34	34
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	848	5743	552	196	1355	633	101	115	133	108	190	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	848	5743	552	196	1355	633	101	115	133	108	190	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	578	36	73	215	14	91	25	16	186	49	214
Initial Fut:	853	6321	588	269	1570	647	192	140	149	294	239	340
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	853	5499	588	269	1366	647	192	140	149	294	239	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	853	5499	588	269	1366	647	192	140	149	294	239	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	853	5499	588	269	1366	647	192	140	149	294	239	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.01	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1919	1695
Capacity Analysis Module:												
Vol/Sat:	0.27	0.96	0.34	0.09	0.24	0.37	0.06	0.04	0.09	0.09	0.12	0.20
Crit Moves:		****		****			****				****	
Green Time:	21.8	89.9	105.6	24.4	92.5	109.1	16.6	30.5	52.3	15.7	29.7	54.1
Volume/Cap:	2.12	1.84	0.54	0.60	0.44	0.58	0.63	0.21	0.28	1.02	0.72	0.63
Delay/Veh:	599.2	411	12.1	80.9	19.1	10.5	89.3	68.8	51.9	146.1	79.6	58.8
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:	599.2	411	12.1	80.9	19.1	10.5	89.3	68.8	51.9	146.1	79.6	58.8
LOS by Move:	F	F	B	F	B	B	F	E	D	F	E	E
HCM2k95thQ:	94	307	21	17	20	23	13	7	13	22	23	31

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

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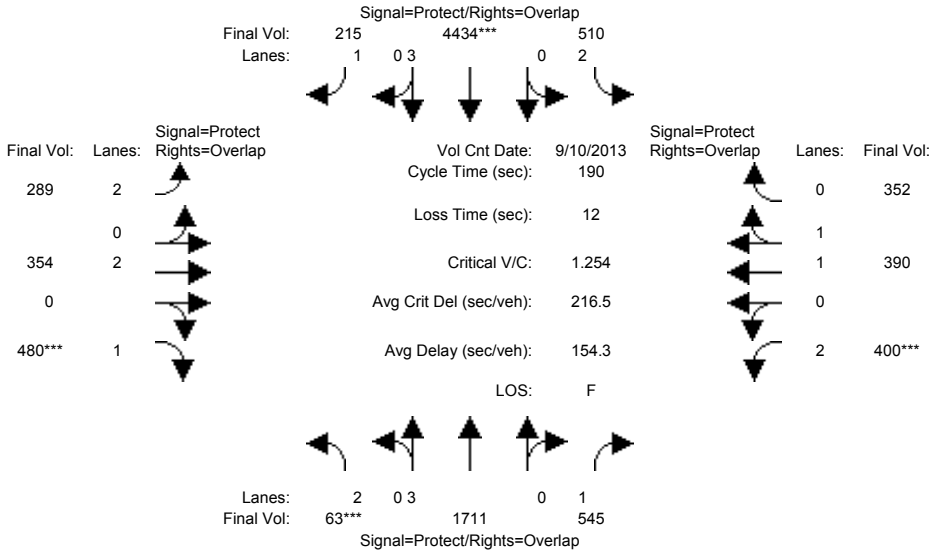
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	13	98	98	30	115	115	23	35	35	27	39	39
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	53	1841	435	259	4915	122	234	290	476	301	341	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1841	435	259	4915	122	234	290	476	301	341	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	381	110	251	492	93	55	64	4	99	49	162
Initial Fut:	63	2222	545	510	5407	215	289	354	480	400	390	352
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1711	545	510	4434	215	289	354	480	400	390	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1711	545	510	4434	215	289	354	480	400	390	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1711	545	510	4434	215	289	354	480	400	390	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.01	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1923	1735
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.31	0.16	0.78	0.12	0.09	0.09	0.27	0.13	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	12.2	92.5	117.9	30.9	111	131.0	19.9	32.9	45.1	25.4	35.5	66.3
Volume/Cap:	0.31	0.62	0.50	1.00	1.33	0.18	0.88	0.54	1.15	0.95	1.09	0.58
Delay/Veh:	95.2	62.5	44.5	134.4	232	27.6	111.2	77.0	170.5	118.1	142	54.4
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:	95.2	62.5	44.5	134.4	232	27.6	111.2	77.0	170.5	118.1	142	54.4
LOS by Move:	F	E	D	F	F	C	F	E	F	F	F	D
HCM2k95thQ:	4	50	49	39	199	20	19	17	62	27	45	30

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

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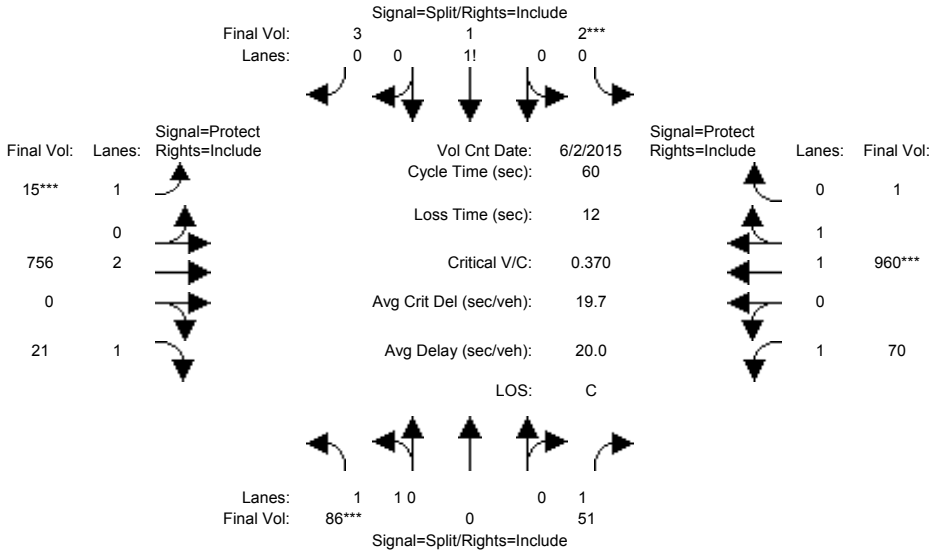
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #666: Costco & Kifer Rd



Street Name:	Costco									Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	86	0	51	2	1	3	3	622	21	70	519	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:	86	0	51	2	1	3	3	622	21	70	519	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	12	134	0	0	441	0
Initial Fut:	86	0	51	2	1	3	15	756	21	70	960	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:	86	0	51	2	1	3	15	756	21	70	960	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	51	2	1	3	15	756	21	70	960	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	51	2	1	3	15	756	21	70	960	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.33	0.17	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	583	292	875	1750	3800	1750	1750	3696	4
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.20	0.01	0.04	0.26	0.26
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	17.6	17.6	10.4	21.0	21.0
Volume/Cap:	0.15	0.00	0.17	0.02	0.02	0.02	0.07	0.68	0.04	0.23	0.74	0.74
Delay/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	23.8	20.3	15.2	21.8	19.5	19.5
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:	21.5	0.0	21.7	20.9	20.9	20.9	23.8	20.3	15.2	21.8	19.5	19.5
LOS by Move:	C	A	C	C	C	C	C	C	B	C	B	B
HCM2k95thQ:	2	0	2	0	0	0	1	12	1	2	15	15

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

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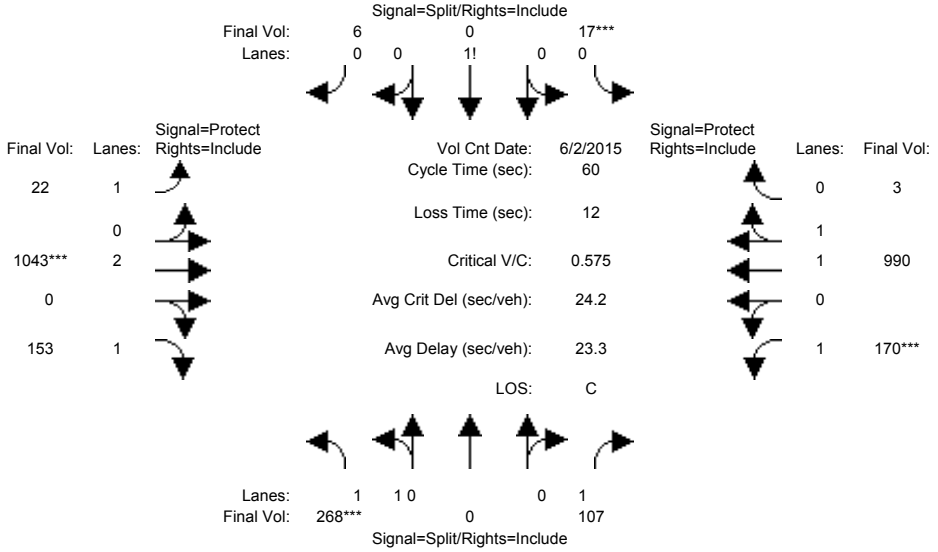
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #666: Costco & Kifer Rd



Street Name:	Costco								Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	268	0	107	17	0	6	8	621	153	170	686	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	107	17	0	6	8	621	153	170	686	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	14	422	0	0	304	0
Initial Fut:	268	0	107	17	0	6	22	1043	153	170	990	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:	268	0	107	17	0	6	22	1043	153	170	990	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	107	17	0	6	22	1043	153	170	990	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	0	107	17	0	6	22	1043	153	170	990	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1293	0	457	1750	3800	1750	1750	3689	11
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.01	0.00	0.01	0.01	0.27	0.09	0.10	0.27	0.27
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	8.5	20.7	20.7	7.3	19.5	19.5
Volume/Cap:	0.45	0.00	0.37	0.08	0.00	0.08	0.09	0.80	0.25	0.80	0.83	0.83
Delay/Veh:	23.1	0.0	23.0	21.2	0.0	21.2	22.6	21.3	14.3	44.1	23.5	23.5
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:	23.1	0.0	23.0	21.2	0.0	21.2	22.6	21.3	14.3	44.1	23.5	23.5
LOS by Move:	C	A	C	C	A	C	C	C	B	D	C	C
HCM2k95thQ:	6	0	5	1	0	1	1	17	4	7	17	17

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

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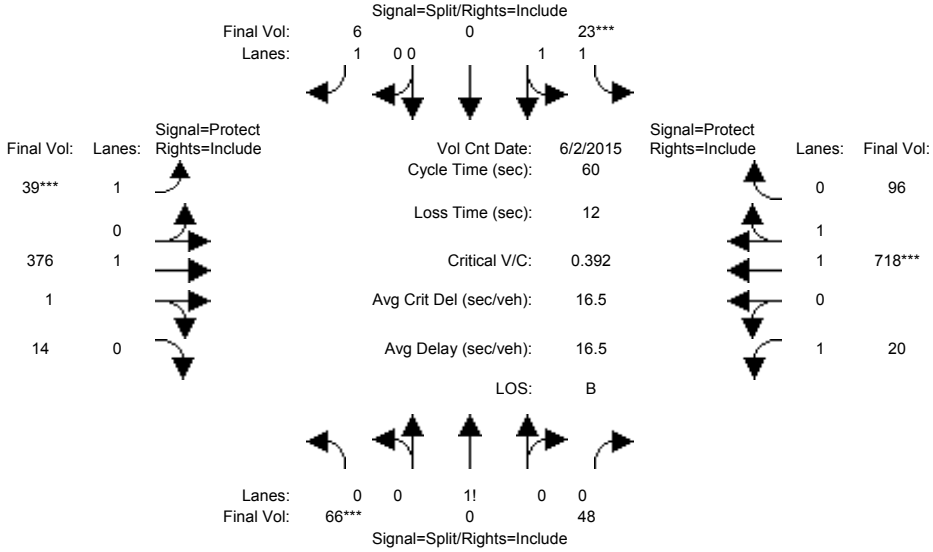
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	23	0	6	39	339	0	1	674	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	6	39	339	0	1	674	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	66	0	48	0	0	0	0	37	14	19	44	0
Initial Fut:	66	0	48	23	0	6	39	376	14	20	718	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	48	23	0	6	39	376	14	20	718	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	48	23	0	6	39	376	14	20	718	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	48	23	0	6	39	376	14	20	718	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.58	0.00	0.42	2.00	0.00	1.00	1.00	1.93	0.07	1.00	1.76	0.24
Final Sat.:	1013	0	737	3550	0	1750	1750	3567	133	1750	3263	436
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.01	0.00	0.00	0.02	0.11	0.11	0.01	0.22	0.22
Crit Moves:	****			****			****				****	
Green Time:	7.1	0.0	7.1	10.0	0.0	10.0	7.0	18.2	18.2	12.7	23.9	23.9
Volume/Cap:	0.55	0.00	0.55	0.04	0.00	0.02	0.19	0.35	0.35	0.05	0.55	0.55
Delay/Veh:	28.2	0.0	28.2	21.0	0.0	20.9	24.4	16.5	16.5	18.9	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	0.0	28.2	21.0	0.0	20.9	24.4	16.5	16.5	18.9	14.4	14.4
LOS by Move:	C	A	C	C	A	C	C	B	B	B	B	B
HCM2k95thQ:	6	0	6	0	0	0	1	6	6	1	11	11

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

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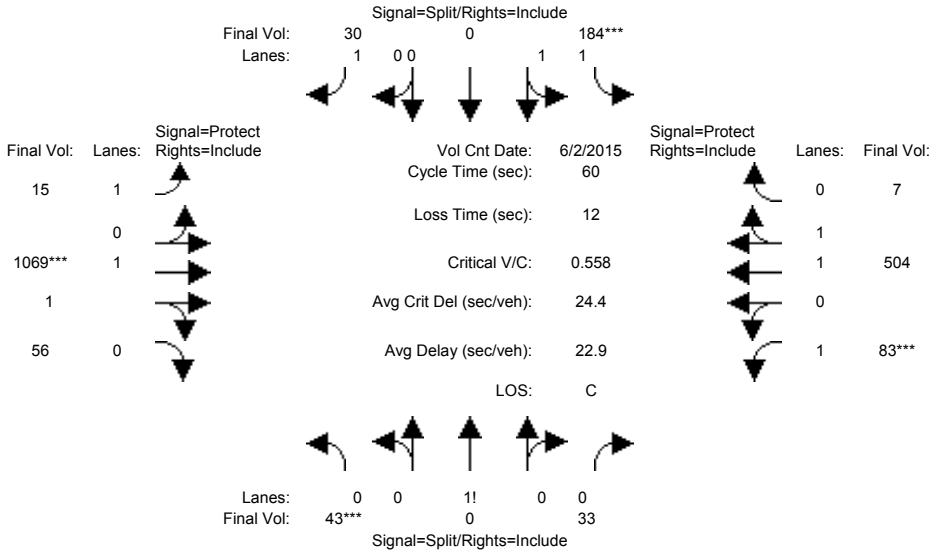
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	1	0	3	184	0	30	15	1007	3	11	440	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:	1	0	3	184	0	30	15	1007	3	11	440	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	42	0	30	0	0	0	0	62	53	72	64	0
Initial Fut:	43	0	33	184	0	30	15	1069	56	83	504	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:	43	0	33	184	0	30	15	1069	56	83	504	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	33	184	0	30	15	1069	56	83	504	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	33	184	0	30	15	1069	56	83	504	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.57	0.00	0.43	2.00	0.00	1.00	1.00	1.90	0.10	1.00	1.97	0.03
Final Sat.:	990	0	760	3550	0	1750	1750	3516	184	1750	3649	51
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.05	0.00	0.02	0.01	0.30	0.30	0.05	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.26	0.00	0.26	0.31	0.00	0.10	0.04	0.87	0.87	0.41	0.50	0.50
Delay/Veh:	22.3	0.0	22.3	22.3	0.0	21.4	19.8	24.8	24.8	25.9	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	0.0	22.3	22.3	0.0	21.4	19.8	24.8	24.8	25.9	18.7	18.7
LOS by Move:	C	A	C	C	A	C	B	C	C	C	B	B
HCM2k95thQ:	3	0	3	4	0	1	0	19	19	3	7	7

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

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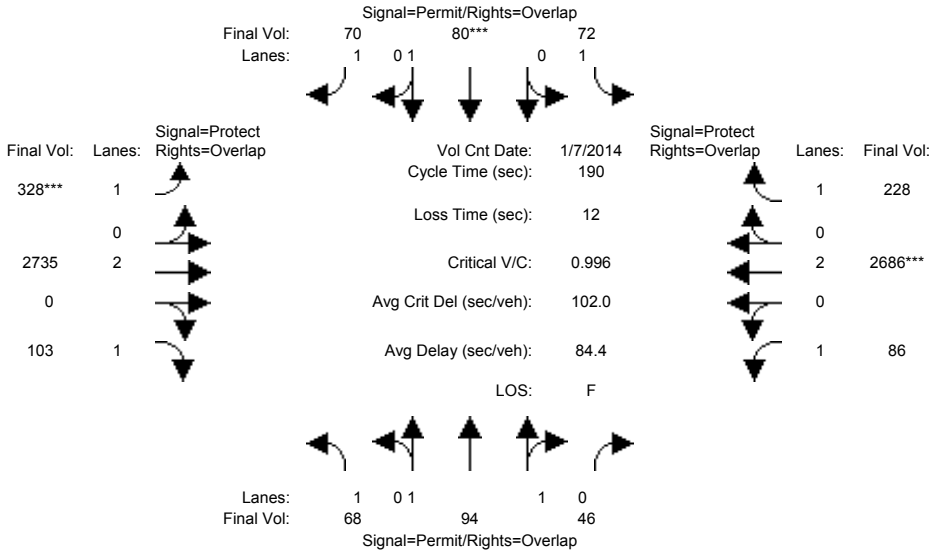
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	23	23	23	23	23	33	142	142	25	133	133
Y+R:	4.0	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: 7 Jan 2014 <<												
Base Vol:	52	66	41	58	56	61	322	2372	101	86	2489	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	66	41	58	56	61	322	2372	101	86	2489	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	16	28	5	14	24	9	6	363	2	0	197	-1
Initial Fut:	68	94	46	72	80	70	328	2735	103	86	2686	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	94	46	72	80	70	328	2735	103	86	2686	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	94	46	72	80	70	328	2735	103	86	2686	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	94	46	72	80	70	328	2735	103	86	2686	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.32	0.68	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2483	1215	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.04	0.19	0.72	0.06	0.05	0.71	0.13
Crit Moves:					****		****				****	
Green Time:	21.6	21.6	45.1	21.6	21.6	53.6	32.0	134	133.6	23.5	125	125.1
Volume/Cap:	0.34	0.33	0.16	0.36	0.37	0.14	1.11	1.02	0.08	0.40	1.07	0.20
Delay/Veh:	83.5	82.9	61.1	83.8	83.9	54.3	170.5	73.7	15.8	82.8	94.2	20.8
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:	83.5	82.9	61.1	83.8	83.9	54.3	170.5	73.7	15.8	82.8	94.2	20.8
LOS by Move:	F	F	E	F	F	D	F	E	B	F	F	C
HCM2k95thQ:	8	8	7	9	9	7	47	138	7	10	137	16

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

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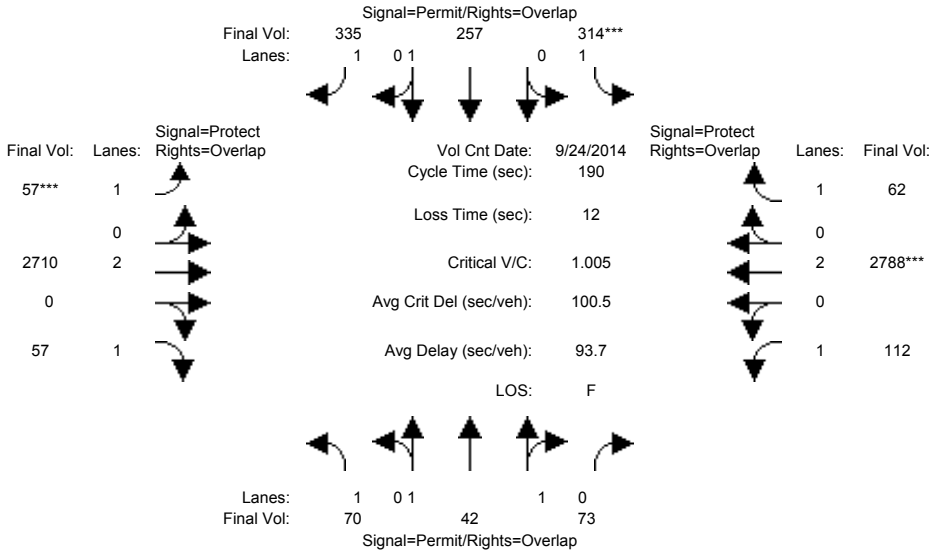
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	134	134	17	136	136
Y+R:	4.0	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 <<												
Base Vol:	67	38	70	305	246	326	57	2539	57	107	2590	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	38	70	305	246	326	57	2539	57	107	2590	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	4	3	9	11	9	0	171	0	5	198	3
Initial Fut:	70	42	73	314	257	335	57	2710	57	112	2788	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	42	73	314	257	335	57	2710	57	112	2788	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	42	73	314	257	335	57	2710	57	112	2788	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	42	73	314	257	335	57	2710	57	112	2788	62
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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.04	0.18	0.14	0.19	0.03	0.71	0.03	0.06	0.73	0.04
Crit Moves:				****			****				****	
Green Time:	36.7	36.7	52.7	36.7	36.7	50.8	14.1	126	126.0	16.0	128	127.9
Volume/Cap:	0.21	0.11	0.15	0.93	0.70	0.72	0.44	1.08	0.05	0.76	1.09	0.05
Delay/Veh:	68.8	67.3	55.2	111.5	82.0	72.3	91.8	94.4	18.2	110.9	99.4	17.6
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:	68.8	67.3	55.2	111.5	82.0	72.3	91.8	94.4	18.2	110.9	99.4	17.6
LOS by Move:	E	E	E	F	F	E	F	F	B	F	F	B
HCM2k95thQ:	7	4	7	40	27	35	8	145	4	14	151	4

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

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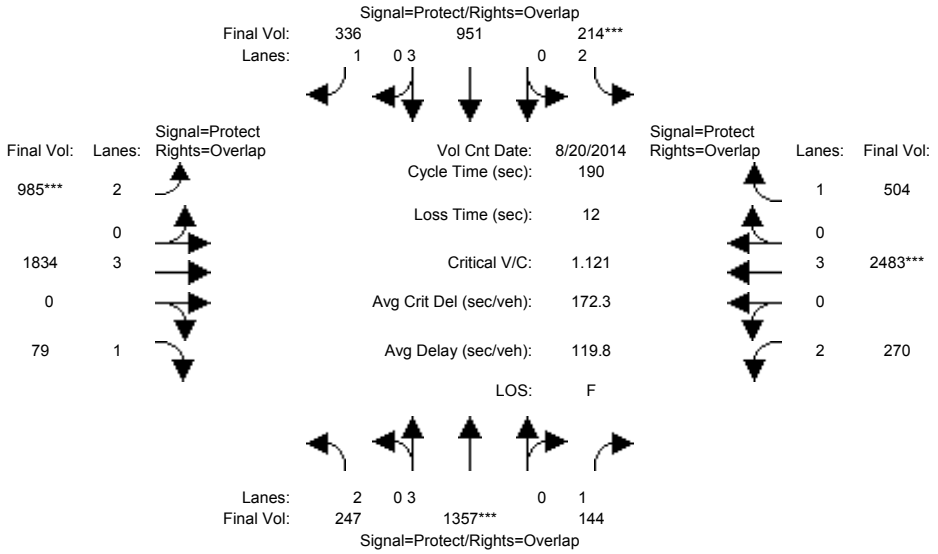
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	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: 20 Aug 2014 <<												
Base Vol:	235	1200	129	192	630	142	766	1602	73	256	2438	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1200	129	192	630	142	766	1602	73	256	2438	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	12	157	15	22	321	194	219	232	6	14	45	3
Initial Fut:	247	1357	144	214	951	336	985	1834	79	270	2483	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1357	144	214	951	336	985	1834	79	270	2483	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1357	144	214	951	336	985	1834	79	270	2483	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1357	144	214	951	336	985	1834	79	270	2483	504
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.08	0.07	0.17	0.19	0.31	0.32	0.05	0.09	0.44	0.29
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.74	1.05	0.24	1.06	0.90	0.56	1.97	0.61	0.07	0.72	0.89	0.52
Delay/Veh:	96.3	116	47.2	173.2	90.2	54.8	530.5	42.5	20.7	92.5	61.1	37.6
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:	96.3	116	47.2	173.2	90.2	54.8	530.5	42.5	20.7	92.5	61.1	37.6
LOS by Move:	F	F	D	F	F	D	F	D	C	F	E	D
HCM2k95thQ:	16	50	12	21	37	31	106	46	6	20	76	41

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

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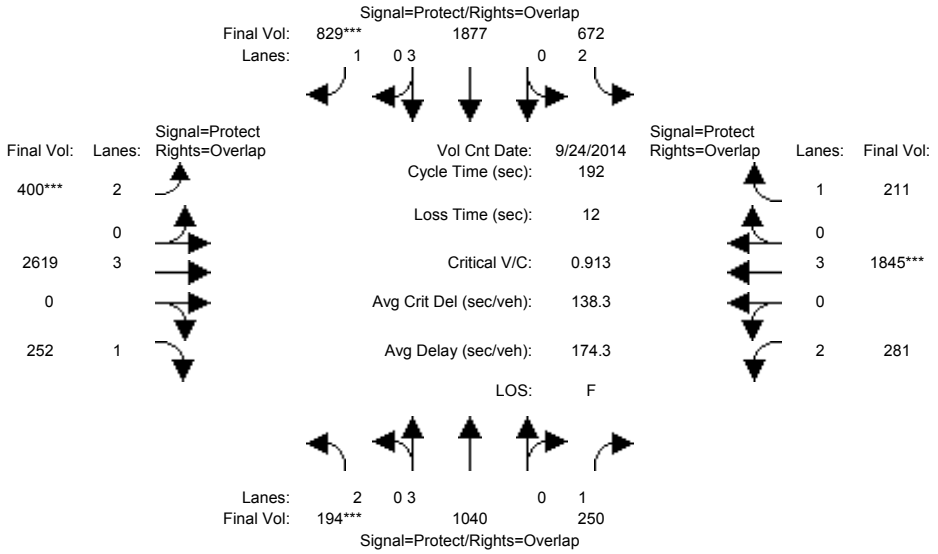
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	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 <<												
Base Vol:	189	754	245	648	1539	711	285	2582	226	203	1727	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	754	245	648	1539	711	285	2582	226	203	1727	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	286	5	24	338	118	115	37	26	78	118	11
Initial Fut:	194	1040	250	672	1877	829	400	2619	252	281	1845	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1040	250	672	1877	829	400	2619	252	281	1845	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1040	250	672	1877	829	400	2619	252	281	1845	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1040	250	672	1877	829	400	2619	252	281	1845	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.14	0.21	0.33	0.47	0.13	0.46	0.14	0.09	0.32	0.12
Crit Moves:	****					****	****				****	
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.63	0.93	0.51	1.97	1.59	1.58	1.36	0.83	0.22	1.07	0.60	0.19
Delay/Veh:	91.9	92.8	62.1	536.8	351	339.5	279.4	70.7	32.6	166.7	22.3	6.3
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:	91.9	92.8	62.1	536.8	351	339.5	279.4	70.7	32.6	166.7	22.3	6.3
LOS by Move:	F	F	E	F	F	F	F	E	C	F	C	A
HCM2k95thQ:	13	38	24	76	101	142	36	74	23	26	32	5

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

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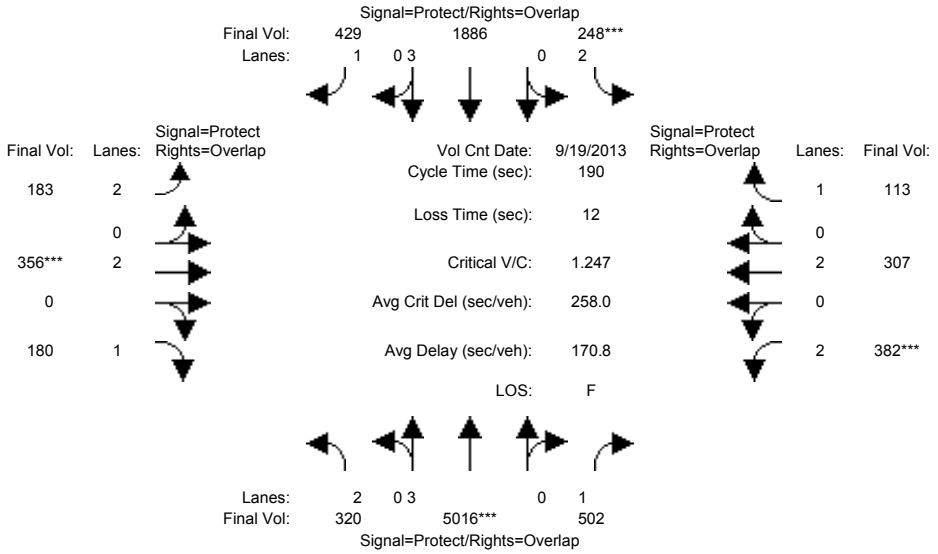
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	29	121	121	17	108	108	17	36	36	17	35	35
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	308	4759	478	242	1942	436	163	301	153	320	272	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	4759	478	242	1942	436	163	301	153	320	272	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	12	1006	24	6	226	-7	20	55	27	62	35	22
Initial Fut:	320	5765	502	248	2168	429	183	356	180	382	307	113
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	5016	502	248	1886	429	183	356	180	382	307	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	5016	502	248	1886	429	183	356	180	382	307	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	5016	502	248	1886	429	183	356	180	382	307	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.88	0.29	0.08	0.33	0.25	0.06	0.09	0.11	0.12	0.08	0.06
Crit Moves:		****		****				****		****		
Green Time:	27.3	113	129.2	15.9	102	118.0	16.2	33.7	61.0	15.9	33.4	49.3
Volume/Cap:	0.71	1.48	0.42	0.94	0.62	0.39	0.68	0.53	0.35	1.45	0.46	0.25
Delay/Veh:	87.8	273	23.4	131.9	23.5	10.3	97.1	76.6	53.1	314.7	75.5	59.8
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:	87.8	273	23.4	131.9	23.5	10.3	97.1	76.6	53.1	314.7	75.5	59.8
LOS by Move:	F	F	C	F	C	B	F	E	D	F	E	E
HCM2k95thQ:	23	247	36	19	33	14	15	19	17	40	16	11

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

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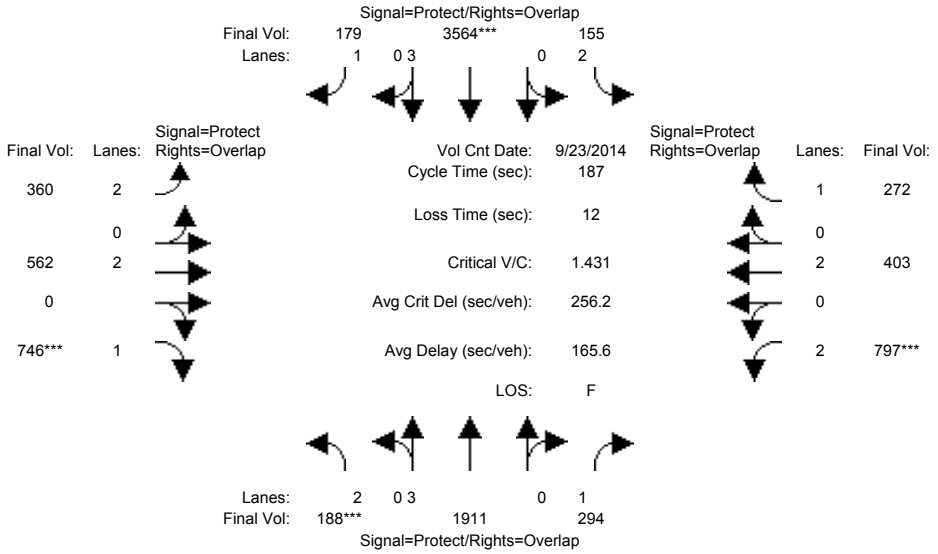
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	23	91	91	21	89	89	32	41	41	32	42	42
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	161	1940	231	142	3576	156	334	506	724	659	343	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1940	231	142	3576	156	334	506	724	659	343	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	27	479	63	13	936	23	26	56	22	138	60	52
Initial Fut:	188	2419	294	155	4512	179	360	562	746	797	403	272
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1911	294	155	3564	179	360	562	746	797	403	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1911	294	155	3564	179	360	562	746	797	403	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1911	294	155	3564	179	360	562	746	797	403	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.17	0.05	0.63	0.10	0.11	0.15	0.47	0.25	0.11	0.16
Crit Moves:	****				****				****	****		
Green Time:	21.7	85.9	116.2	19.8	84.1	114.3	30.2	39.7	61.4	30.2	39.7	59.5
Volume/Cap:	0.51	0.73	0.27	0.46	1.39	0.17	0.71	0.70	1.42	1.57	0.50	0.49
Delay/Veh:	83.5	36.9	9.0	84.2	243	23.7	83.1	74.8	266.1	346.9	69.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.5	36.9	9.0	84.2	243	23.7	83.1	74.8	266.1	346.9	69.2	55.2
LOS by Move:	F	D	A	F	F	C	F	E	F	F	E	E
HCM2k95thQ:	13	44	8	10	161	13	24	28	117	78	20	25

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

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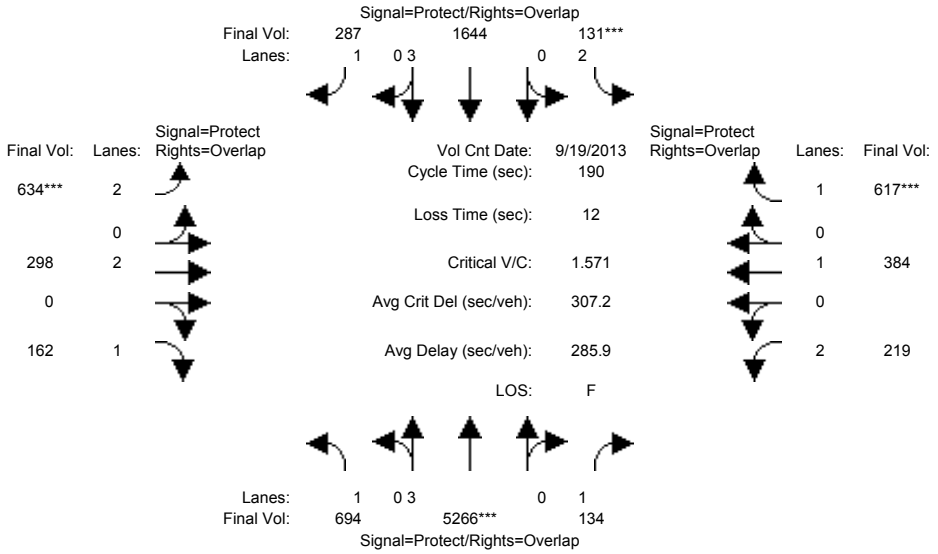
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	21	113	113	15	106	106	26	43	43	19	37	37
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	694	5482	133	115	1536	244	576	250	154	218	279	617
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	694	5482	133	115	1536	244	576	250	154	218	279	617
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	571	1	16	354	43	58	48	8	1	105	0
Initial Fut:	694	6053	134	131	1890	287	634	298	162	219	384	617
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	694	5266	134	131	1644	287	634	298	162	219	384	617
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	5266	134	131	1644	287	634	298	162	219	384	617
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	694	5266	134	131	1644	287	634	298	162	219	384	617
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.92	0.08	0.04	0.29	0.16	0.20	0.08	0.09	0.07	0.20	0.35
Crit Moves:		****		****			****					****
Green Time:	22.7	108	125.3	14.0	99.2	123.5	24.3	39.4	62.1	17.4	34.6	48.7
Volume/Cap:	3.32	1.63	0.12	0.56	0.55	0.25	1.57	0.38	0.28	0.76	1.11	1.38
Delay/Veh:	1146	312	5.2	94.0	24.0	6.6	357.4	69.5	50.9	101.0	164	258.5
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:	1146	312	5.2	94.0	24.0	6.6	357.4	69.5	50.9	101.0	164	258.5
LOS by Move:	F	F	A	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	165	279	3	9	29	7	62	14	14	16	48	96

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

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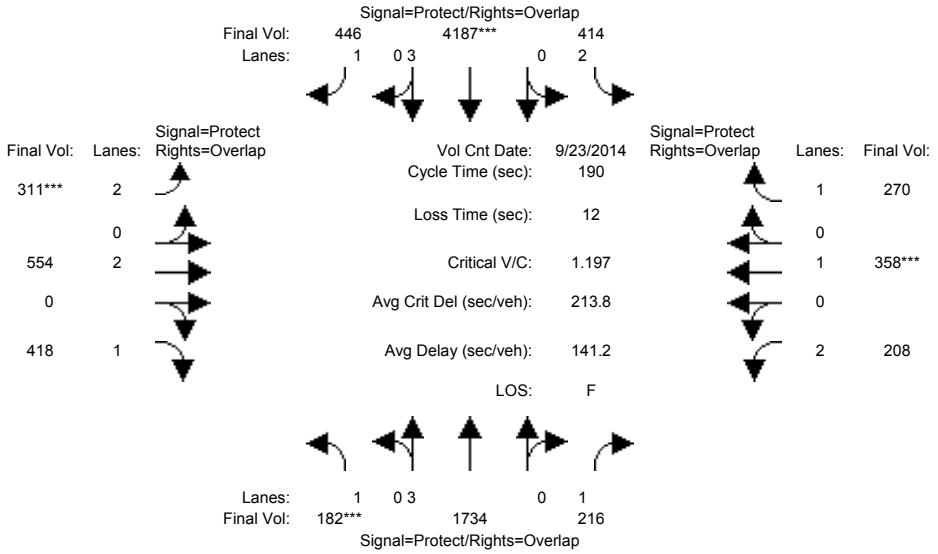
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	22	106	106	24	108	108	20	38	38	22	40	40
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	174	1762	209	414	4737	416	249	433	411	208	296	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1762	209	414	4737	416	249	433	411	208	296	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	433	7	0	563	30	62	121	7	0	62	15
Initial Fut:	182	2195	216	414	5300	446	311	554	418	208	358	270
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1734	216	414	4187	446	311	554	418	208	358	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1734	216	414	4187	446	311	554	418	208	358	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1734	216	414	4187	446	311	554	418	208	358	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.12	0.13	0.73	0.25	0.10	0.15	0.24	0.07	0.19	0.15
Crit Moves:	****				****		****				****	
Green Time:	20.7	99.7	120.4	22.6	102	120.4	18.8	35.7	56.4	20.7	37.6	60.2
Volume/Cap:	0.95	0.58	0.19	1.11	1.37	0.40	1.00	0.77	0.80	0.61	0.95	0.49
Delay/Veh:	141.6	24.1	7.6	167.3	231	26.9	141.1	83.3	74.4	89.0	114	56.4
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:	141.6	24.1	7.6	167.3	231	26.9	141.1	83.3	74.4	89.0	114	56.4
LOS by Move:	F	C	A	F	F	C	F	F	E	F	F	E
HCM2k95thQ:	27	31	5	30	189	32	23	28	42	14	40	25

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

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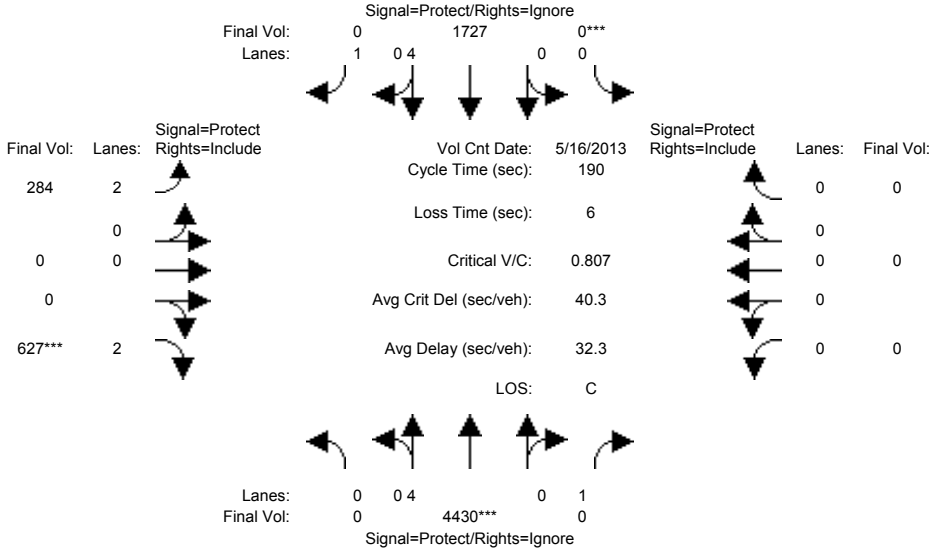
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	164	164	0	147	147	26	0	17	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	3424	178	0	1565	373	284	0	545	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3424	178	0	1565	373	284	0	545	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1006	88	0	162	0	0	0	82	0	0	0
Initial Fut:	0	4430	266	0	1727	373	284	0	627	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4430	0	0	1727	0	284	0	627	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4430	0	0	1727	0	284	0	627	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4430	0	0	1727	0	284	0	627	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.00	0.23	0.00	0.09	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.00	0.00	0.27	0.00	0.68	0.00	1.50	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	0.0	0.0	85.5	0.0	322.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.0	0.0	0.0	85.5	0.0	322.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	20	0	61	0	0	0

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

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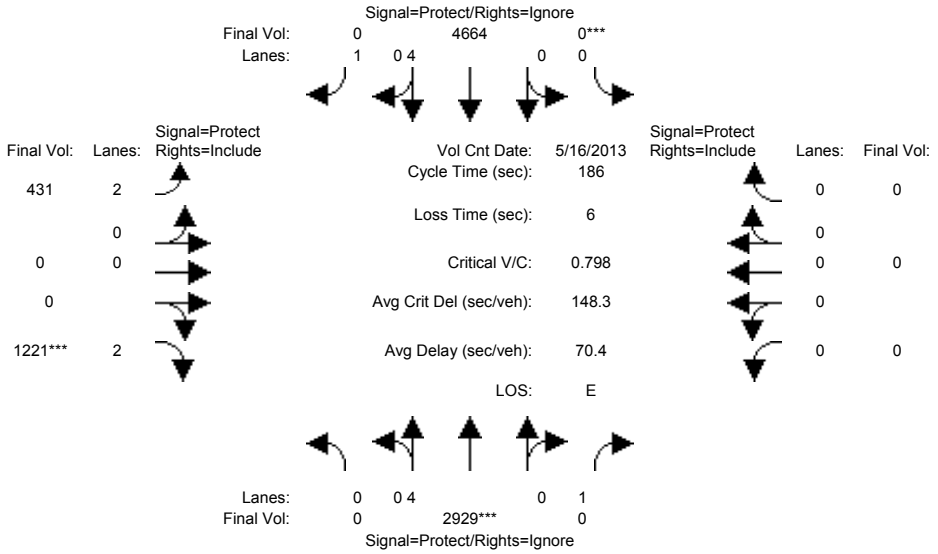
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	146	146	0	115	115	38	0	38	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	2393	657	0	3718	311	431	0	1000	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2393	657	0	3718	311	431	0	1000	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	536	95	0	946	15	0	0	221	0	0	0
Initial Fut:	0	2929	752	0	4664	326	431	0	1221	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2929	0	0	4664	0	431	0	1221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2929	0	0	4664	0	431	0	1221	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2929	0	0	4664	0	431	0	1221	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.61	0.00	0.14	0.00	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	143	0.0	0.0	143	0.0	37.2	0.0	37.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.80	0.00	0.68	0.00	1.94	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.8	0.0	73.6	0.0	504.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.8	0.0	73.6	0.0	504.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	6	0	26	0	129	0	0	0

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

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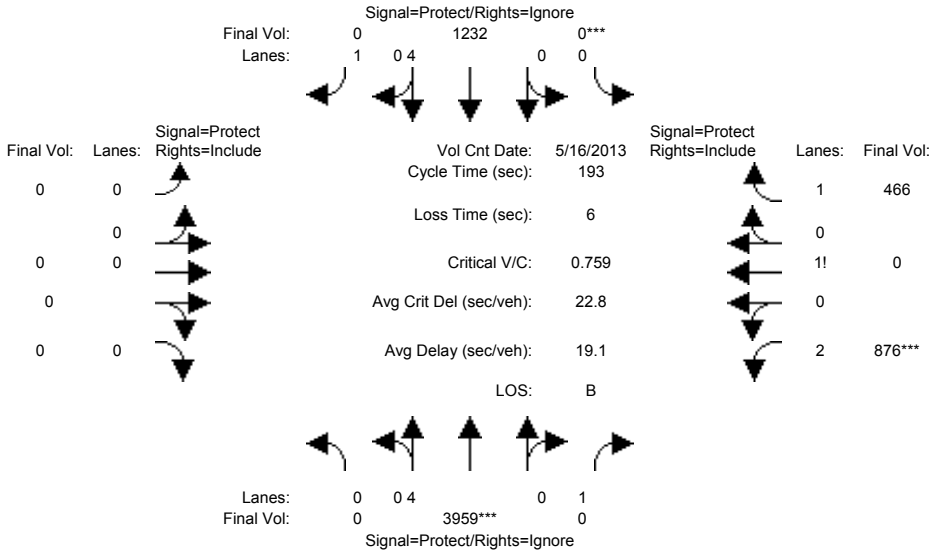
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #5893: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	133	133	0	133	133	0	0	0	59	0	59
Y+R:	4.0	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: 16 May 2013 <<												
Base Vol:	0	3095	523	0	1056	465	0	0	0	876	0	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3095	523	0	1056	465	0	0	0	876	0	466
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	864	25	0	176	10	0	0	0	0	0	0
Initial Fut:	0	3959	548	0	1232	475	0	0	0	876	0	466
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3959	0	0	1232	0	0	0	0	876	0	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3959	0	0	1232	0	0	0	0	876	0	466
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3959	0	0	1232	0	0	0	0	876	0	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.58	0.00	1.42
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4074	0	2482
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.22	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	130	0.0	0.0	130	0.0	0.0	0.0	0.0	57.5	0.0	57.5
Volume/Cap:	0.00	0.78	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.72	0.00	0.63
Delay/Veh:	0.0	8.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	63.6	0.0	60.7
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:	0.0	8.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	63.6	0.0	60.7
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	36	0	0	5	0	0	0	0	37	0	32

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

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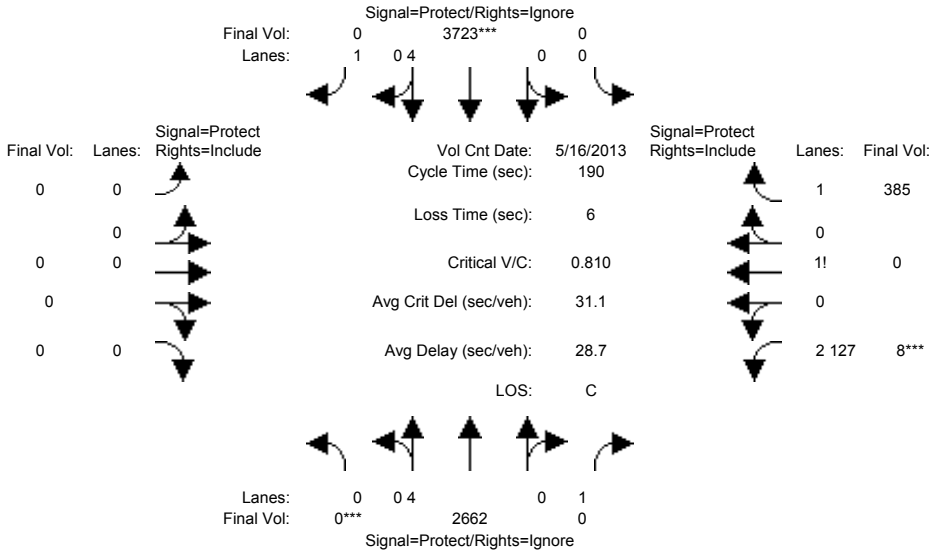
Lawrence Station Office

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #5893: Lawrence Expwy & US 101 NB Ramps

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Street Name:          Lawrence Expwy                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  129   129     0  130   130     0    0     0    61    0    61
Y+R:          4.0  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: 16 May 2013 <<
Base Vol:       0 2233   534     0 3108   391     0    0     0   976    0   385
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2233   534     0 3108   391     0    0     0   976    0   385
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0  429     0     0  615     0     0    0     0   302    0     0
Initial Fut:    0 2662   534     0 3723   391     0    0     0  1278    0   385
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2662     0     0 3723     0     0    0     0  1278    0   385
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2662     0     0 3723     0     0    0     0  1278    0   385
PCE Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 2662     0     0 3723     0     0    0     0  1278    0   385
------------|---------------||---------------||---------------||---------------|
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  0.84 1.00  0.92
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  2.71 0.00  1.29
Final Sat.:     0 7600  1750     0 7600  1750     0    0     0  4327    0  2261
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.00  0.00 0.49  0.00  0.00 0.00  0.00  0.30 0.00  0.17
Crit Moves:  ****                 ****                          ****
Green Time:   0.0  125   0.0   0.0  125   0.0   0.0  0.0   0.0  58.8  0.0  58.8
Volume/Cap:  0.00 0.53  0.00  0.00 0.74  0.00  0.00 0.00  0.00  0.95 0.00  0.55
Delay/Veh:    0.0 27.0   0.0   0.0  9.7   0.0   0.0  0.0   0.0  79.0  0.0  56.8
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:   0.0 27.0   0.0   0.0  9.7   0.0   0.0  0.0   0.0  79.0  0.0  56.8
LOS by Move:    A    C     A     A    A     A     A    A     A     E    A     E
HCM2k95thQ:     0   45     0     0   34     0     0    0     0    57    0    28
Note: Queue reported is the number of cars per lane.
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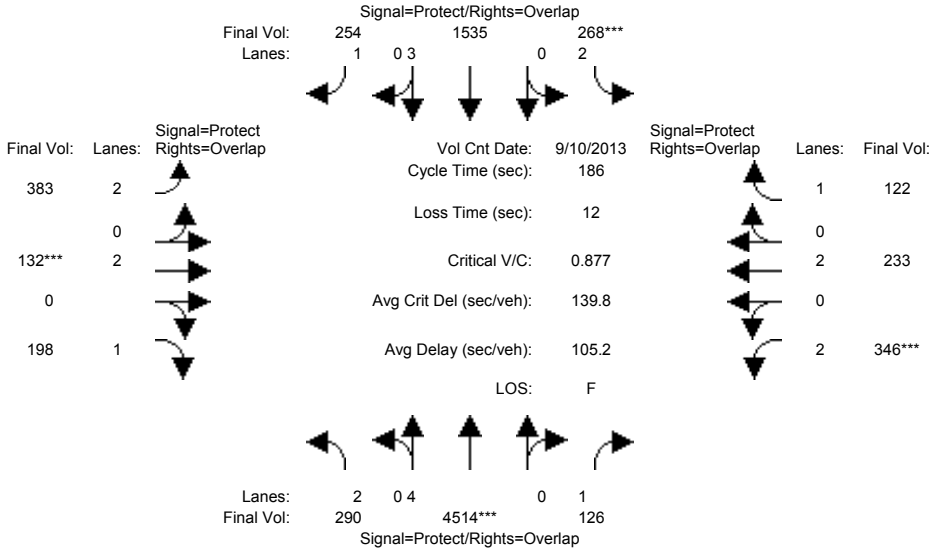
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project AM

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	31	97	97	28	92	92	26	44	44	17	35	35
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	266	3542	74	212	1564	233	337	119	190	276	222	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	3542	74	212	1564	233	337	119	190	276	222	44
Added Vol:	0	11	0	0	88	0	0	0	0	0	0	0
PasserByVol:	24	961	52	56	112	21	46	13	8	70	11	78
Initial Fut:	290	4514	126	268	1764	254	383	132	198	346	233	122
User Adj:	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	4514	126	268	1535	254	383	132	198	346	233	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	4514	126	268	1535	254	383	132	198	346	233	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	4514	126	268	1535	254	383	132	198	346	233	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.59	0.07	0.09	0.27	0.15	0.12	0.03	0.11	0.11	0.06	0.07
Crit Moves:		****		****				****		****		
Green Time:	29.6	91.1	107.1	26.3	87.8	112.3	24.4	41.3	70.9	16.0	32.9	59.2
Volume/Cap:	0.58	1.21	0.13	0.60	0.57	0.24	0.93	0.16	0.30	1.28	0.35	0.22
Delay/Veh:	78.8	138	12.1	82.1	30.8	10.4	111.7	62.1	43.0	241.6	71.8	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	138	12.1	82.1	30.8	10.4	111.7	62.1	43.0	241.6	71.8	49.7
LOS by Move:	E	F	B	F	C	B	F	E	D	F	E	D
HCM2k95thQ:	16	131	4	17	30	8	29	6	16	34	12	11

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

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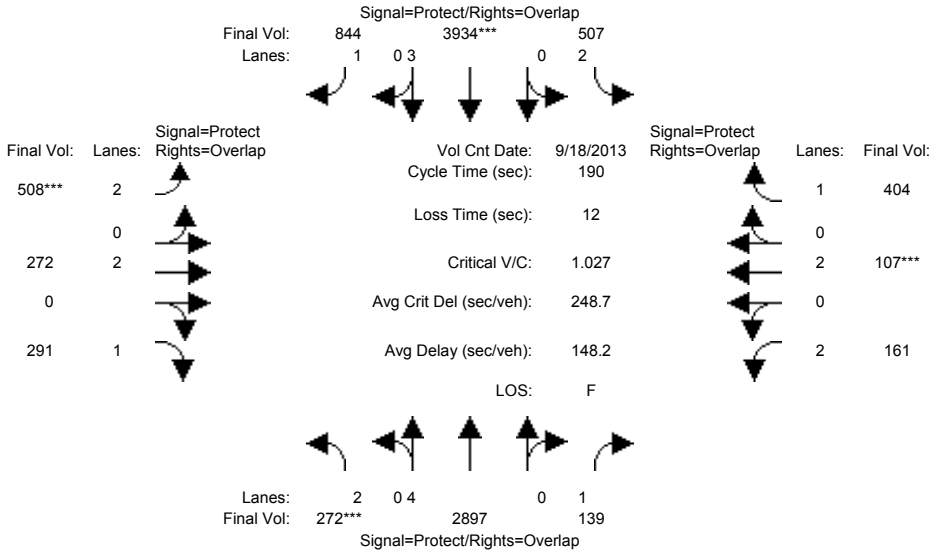
Lawrence Station Office

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

Intersection #94: Lawrence Expwy. & Oakmead Pkwy-Duane Ave



Street Name:	Lawrence Expwy.						Oakmead Pkwy-Duane 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:	22	87	87	27	92	92	40	57	57	18	35	35
Y+R:	4.0	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: 18 Sep 2013 <<												
Base Vol:	244	2349	58	393	3852	725	468	249	270	100	96	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	2349	58	393	3852	725	468	249	270	100	96	327
Added Vol:	0	80	0	0	16	0	0	0	0	0	0	0
PasserByVol:	28	468	81	114	930	119	40	23	21	61	11	77
Initial Fut:	272	2897	139	507	4798	844	508	272	291	161	107	404
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	2897	139	507	3934	844	508	272	291	161	107	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	2897	139	507	3934	844	508	272	291	161	107	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	2897	139	507	3934	844	508	272	291	161	107	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.08	0.16	0.69	0.48	0.16	0.07	0.17	0.05	0.03	0.23
Crit Moves:	****				****		****				****	
Green Time:	20.8	82.2	99.3	25.5	87.0	124.8	37.8	53.9	74.7	17.0	33.1	58.6
Volume/Cap:	0.79	0.88	0.15	1.20	1.51	0.73	0.81	0.25	0.42	0.57	0.16	0.75
Delay/Veh:	98.8	47.9	18.3	197.0	285	25.4	84.7	55.7	44.8	90.6	70.6	68.2
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:	98.8	47.9	18.3	197.0	285	25.4	84.7	55.7	44.8	90.6	70.6	68.2
LOS by Move:	F	D	B	F	F	C	F	E	D	F	E	E
HCM2k95thQ:	18	60	6	41	195	56	33	12	24	12	6	41

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

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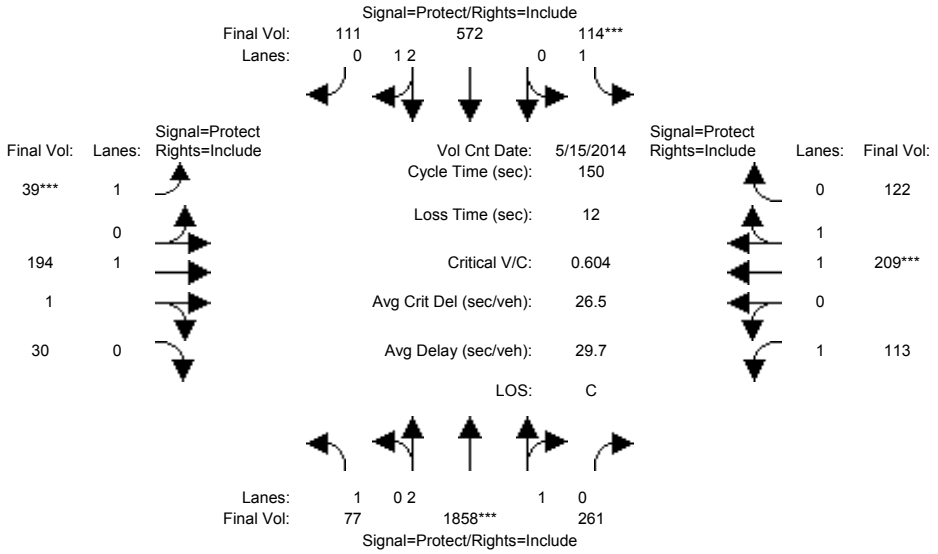
Lawrence Station Office

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

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	77	1741	233	90	508	107	38	153	30	71	168	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:	77	1741	233	90	508	107	38	153	30	71	168	60
Added Vol:	0	0	14	6	0	0	0	5	0	2	1	1
PasserByVol:	0	117	14	18	64	4	1	36	0	40	40	61
Initial Fut:	77	1858	261	114	572	111	39	194	30	113	209	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1858	261	114	572	111	39	194	30	113	209	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1858	261	114	572	111	39	194	30	113	209	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1858	261	114	572	111	39	194	30	113	209	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.62	0.38	1.00	2.49	0.51	1.00	1.72	0.28	1.00	1.24	0.76
Final Sat.:	1750	4909	690	1750	4689	910	1750	3204	495	1750	2335	1363
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.07	0.12	0.12	0.02	0.06	0.06	0.06	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	30.2	93.0	93.0	16.0	78.8	78.8	7.0	14.7	14.7	14.3	22.0	22.0
Volume/Cap:	0.22	0.61	0.61	0.61	0.23	0.23	0.48	0.62	0.62	0.68	0.61	0.61
Delay/Veh:	50.4	17.7	17.7	69.8	19.3	19.3	74.1	68.1	68.1	76.4	62.0	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	17.7	17.7	69.8	19.3	19.3	74.1	68.1	68.1	76.4	62.0	62.0
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	E
HCM2k95thQ:	6	33	33	11	11	11	5	12	12	11	14	14

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

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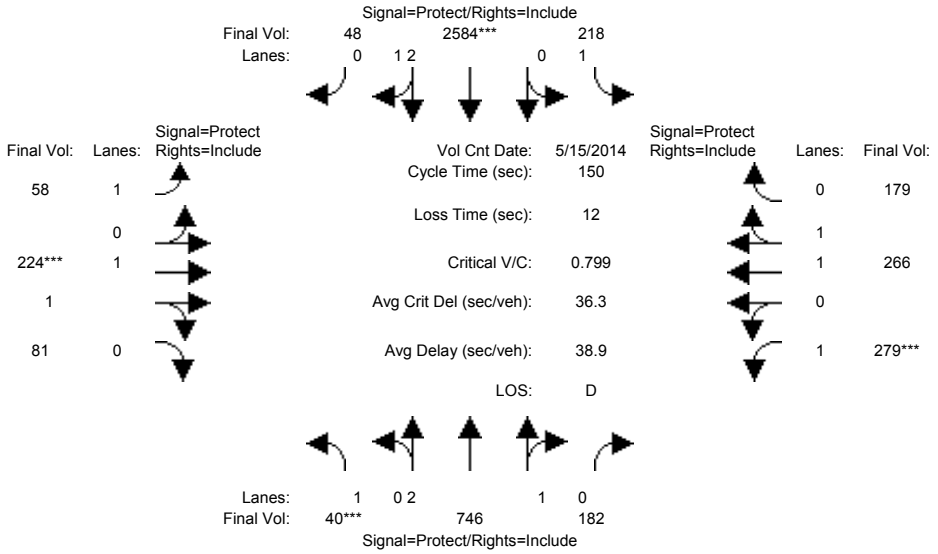
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project PM

Intersection #101: Wolfe Rd & Kifer Rd



Street Name:	Wolfe Rd						Kifer 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	40	668	135	151	2470	46	55	162	81	239	213	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	668	135	151	2470	46	55	162	81	239	213	132
Added Vol:	0	0	3	1	0	0	0	1	0	12	5	8
PasserByVol:	0	78	44	66	114	2	3	61	0	28	48	39
Initial Fut:	40	746	182	218	2584	48	58	224	81	279	266	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	746	182	218	2584	48	58	224	81	279	266	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	746	182	218	2584	48	58	224	81	279	266	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	746	182	218	2584	48	58	224	81	279	266	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.39	0.61	1.00	2.94	0.06	1.00	1.45	0.55	1.00	1.17	0.83
Final Sat.:	1750	4500	1098	1750	5498	102	1750	2717	982	1750	2211	1488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.12	0.47	0.47	0.03	0.08	0.08	0.16	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	53.4	53.4	40.1	86.5	86.5	12.4	15.2	15.2	29.3	32.1	32.1
Volume/Cap:	0.49	0.47	0.47	0.47	0.82	0.82	0.40	0.82	0.82	0.82	0.56	0.56
Delay/Veh:	74.3	37.5	37.5	46.7	27.1	27.1	67.0	79.0	79.0	71.7	53.6	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	37.5	37.5	46.7	27.1	27.1	67.0	79.0	79.0	71.7	53.6	53.6
LOS by Move:	E	D	D	D	C	C	E	E	E	E	D	D
HCM2k95thQ:	4	20	20	16	51	51	6	17	17	24	17	17

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

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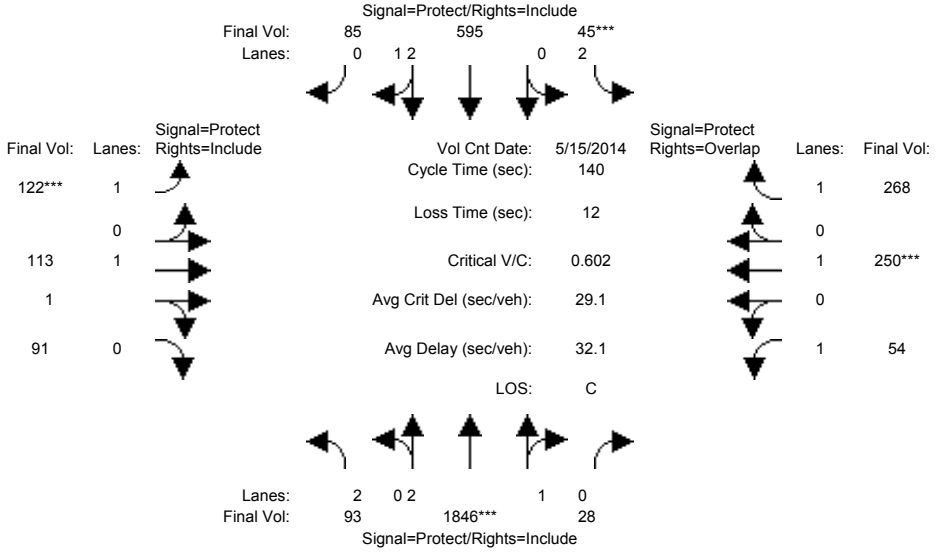
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project AM

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	93	1687	28	45	502	63	111	113	89	54	240	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1687	28	45	502	63	111	113	89	54	240	268
Added Vol:	0	9	0	0	1	1	5	0	0	0	0	0
PasserByVol:	0	150	0	0	92	21	6	0	2	0	10	0
Initial Fut:	93	1846	28	45	595	85	122	113	91	54	250	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1846	28	45	595	85	122	113	91	54	250	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1846	28	45	595	85	122	113	91	54	250	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1846	28	45	595	85	122	113	91	54	250	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.95	0.05	2.00	2.61	0.39	1.00	1.08	0.92	1.00	1.00	1.00
Final Sat.:	3150	5516	84	3150	4899	700	1750	2048	1650	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.01	0.12	0.12	0.07	0.06	0.06	0.03	0.13	0.15
Crit Moves:		****		****			****				****	
Green Time:	24.1	75.6	75.6	7.0	58.5	58.5	15.7	26.7	26.7	18.7	29.7	36.7
Volume/Cap:	0.17	0.62	0.62	0.29	0.29	0.29	0.62	0.29	0.29	0.23	0.62	0.58
Delay/Veh:	49.6	22.7	22.7	65.1	27.1	27.1	65.2	48.7	48.7	54.7	53.0	46.9
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:	49.6	22.7	22.7	65.1	27.1	27.1	65.2	48.7	48.7	54.7	53.0	46.9
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	4	31	31	2	12	12	11	7	7	5	19	20

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

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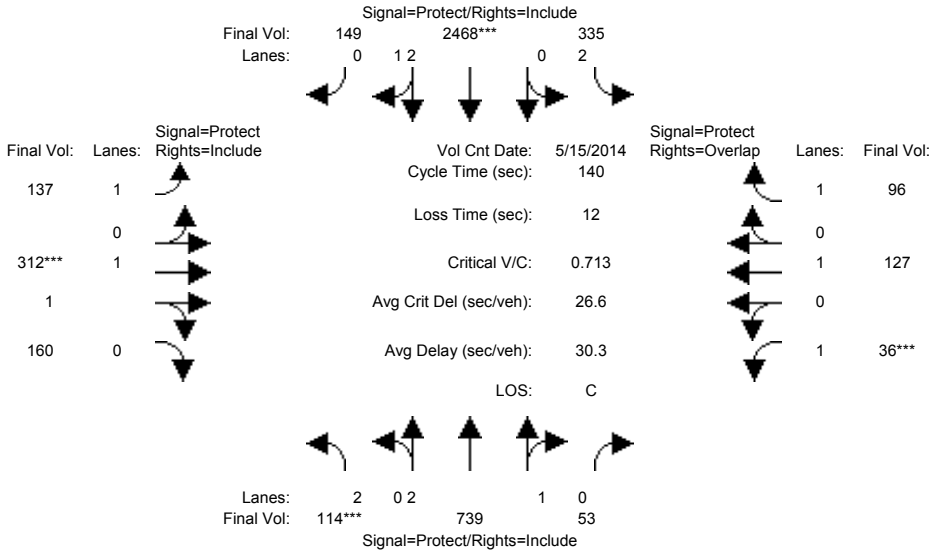
Lawrence Station Office

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

Intersection #102: Wolfe Rd & Evelyn Ave



Street Name:	Wolfe Rd						Evelyn 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: >> Count Date: 15 May 2014 <<												
Base Vol:	112	607	53	335	2307	129	128	302	159	36	127	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	607	53	335	2307	129	128	302	159	36	127	96
Added Vol:	0	2	0	0	8	4	1	0	0	0	0	0
PasserByVol:	2	130	0	0	153	16	8	10	1	0	0	0
Initial Fut:	114	739	53	335	2468	149	137	312	160	36	127	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	739	53	335	2468	149	137	312	160	36	127	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	739	53	335	2468	149	137	312	160	36	127	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	739	53	335	2468	149	137	312	160	36	127	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.79	0.21	2.00	2.82	0.18	1.00	1.30	0.70	1.00	1.00	1.00
Final Sat.:	3150	5225	375	3150	5281	319	1750	2445	1254	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.11	0.47	0.47	0.08	0.13	0.13	0.02	0.07	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	55.1	55.1	41.4	89.5	89.5	16.4	24.5	24.5	7.0	15.0	56.4
Volume/Cap:	0.72	0.36	0.36	0.36	0.73	0.73	0.67	0.73	0.73	0.41	0.62	0.14
Delay/Veh:	80.8	30.1	30.1	39.1	17.9	17.9	67.2	58.9	58.9	67.6	65.7	26.5
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:	80.8	30.1	30.1	39.1	17.9	17.9	67.2	58.9	58.9	67.6	65.7	26.5
LOS by Move:	F	C	C	D	B	B	E	E	E	E	E	C
HCM2k95thQ:	6	15	15	12	41	41	12	19	19	4	12	5

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

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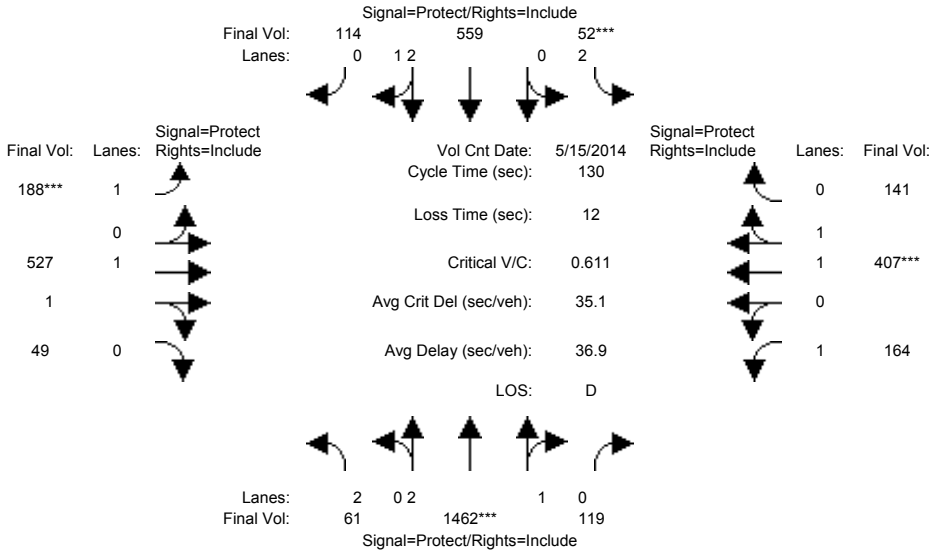
Lawrence Station Office

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

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	61	1338	104	43	476	110	176	437	49	130	323	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1338	104	43	476	110	176	437	49	130	323	116
Added Vol:	0	5	5	0	1	1	5	5	0	1	1	0
PasserByVol:	0	119	10	9	82	3	7	85	0	33	83	25
Initial Fut:	61	1462	119	52	559	114	188	527	49	164	407	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1462	119	52	559	114	188	527	49	164	407	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1462	119	52	559	114	188	527	49	164	407	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1462	119	52	559	114	188	527	49	164	407	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.77	0.23	2.00	2.47	0.53	1.00	1.83	0.17	1.00	1.47	0.53
Final Sat.:	3150	5178	421	3150	4650	948	1750	3385	315	1750	2746	953
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.02	0.12	0.12	0.11	0.16	0.16	0.09	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	20.2	58.3	58.3	7.0	45.1	45.1	22.2	32.9	32.9	19.8	30.5	30.5
Volume/Cap:	0.12	0.63	0.63	0.31	0.35	0.35	0.63	0.61	0.61	0.61	0.63	0.63
Delay/Veh:	47.4	28.1	28.1	60.2	31.6	31.6	54.4	44.2	44.2	55.8	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	28.1	28.1	60.2	31.6	31.6	54.4	44.2	44.2	55.8	46.1	46.1
LOS by Move:	D	C	C	E	C	C	D	D	D	E	D	D
HCM2k95thQ:	3	29	29	2	12	12	16	20	20	12	17	17

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

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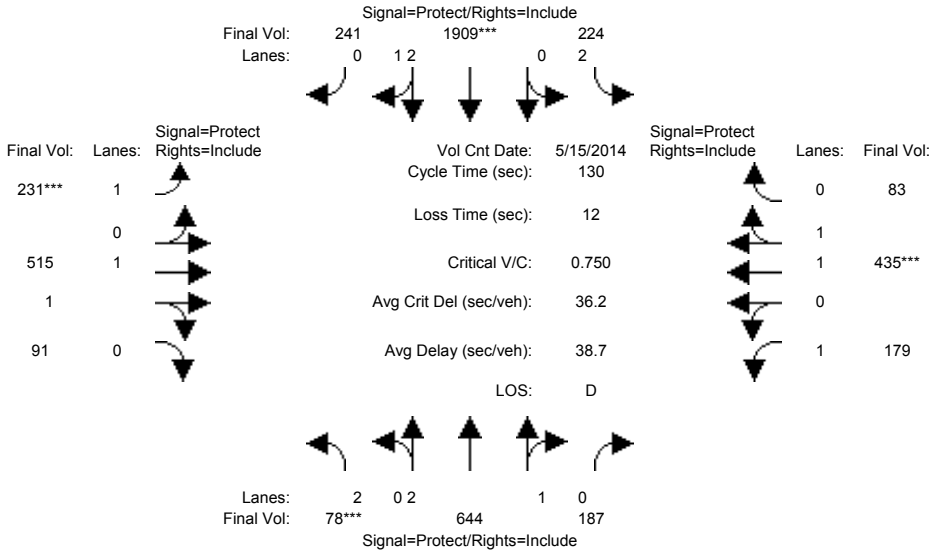
Lawrence Station Office

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

Intersection #103: Wolfe Rd & Reed Ave-Old San Francisco Rd



Street Name:	Wolfe Rd						Reed Ave-Old San Francisco 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	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2014 <<												
Base Vol:	78	547	150	196	1781	234	211	418	91	154	368	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	547	150	196	1781	234	211	418	91	154	368	66
Added Vol:	0	1	1	0	4	4	1	1	0	4	4	0
PasserByVol:	0	96	36	28	124	3	19	96	0	21	63	17
Initial Fut:	78	644	187	224	1909	241	231	515	91	179	435	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	644	187	224	1909	241	231	515	91	179	435	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	644	187	224	1909	241	231	515	91	179	435	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	644	187	224	1909	241	231	515	91	179	435	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	2.30	0.70	2.00	2.65	0.35	1.00	1.69	0.31	1.00	1.67	0.33
Final Sat.:	3150	4338	1260	3150	4971	628	1750	3144	556	1750	3107	593
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.07	0.38	0.38	0.13	0.16	0.16	0.10	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	48.7	48.7	23.3	65.0	65.0	22.3	28.3	28.3	17.7	23.7	23.7
Volume/Cap:	0.46	0.40	0.40	0.40	0.77	0.77	0.77	0.75	0.75	0.75	0.77	0.77
Delay/Veh:	61.6	30.0	30.0	47.6	27.7	27.7	62.7	51.5	51.5	66.6	55.9	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	30.0	30.0	47.6	27.7	27.7	62.7	51.5	51.5	66.6	55.9	55.9
LOS by Move:	E	C	C	D	C	C	E	D	D	E	E	E
HCM2k95thQ:	5	15	15	9	38	38	20	23	23	13	18	18

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

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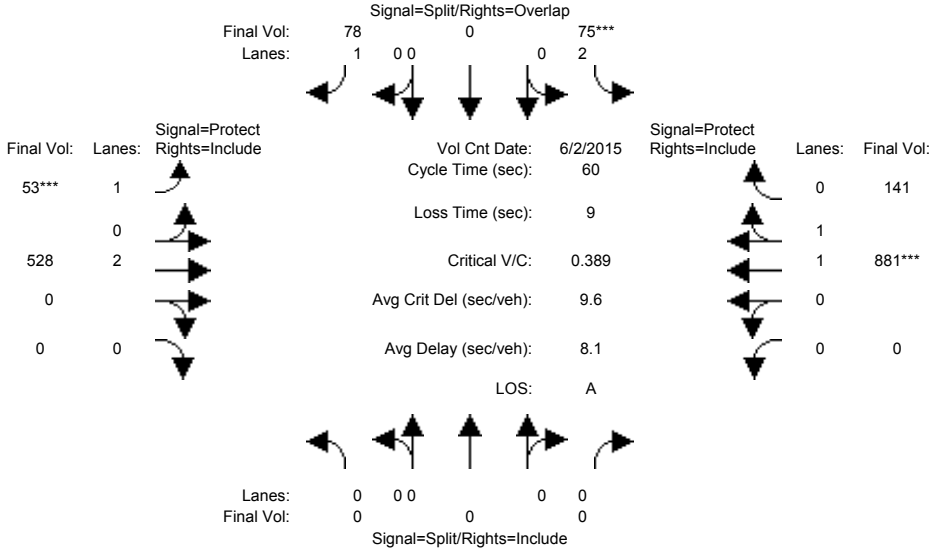
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project AM

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	60	0	68	51	425	0	0	735	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	68	51	425	0	0	735	118
Added Vol:	0	0	0	0	0	0	0	2	0	0	15	0
PasserByVol:	0	0	0	15	0	10	2	101	0	0	131	23
Initial Fut:	0	0	0	75	0	78	53	528	0	0	881	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	78	53	528	0	0	881	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	78	53	528	0	0	881	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	78	53	528	0	0	881	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3189	510
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.14	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.20	0.00	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	16.3	24.8	3.5	0.0	0.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	16.3	24.8	3.5	0.0	0.0	8.0	8.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	2	2	4	0	0	11	11

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

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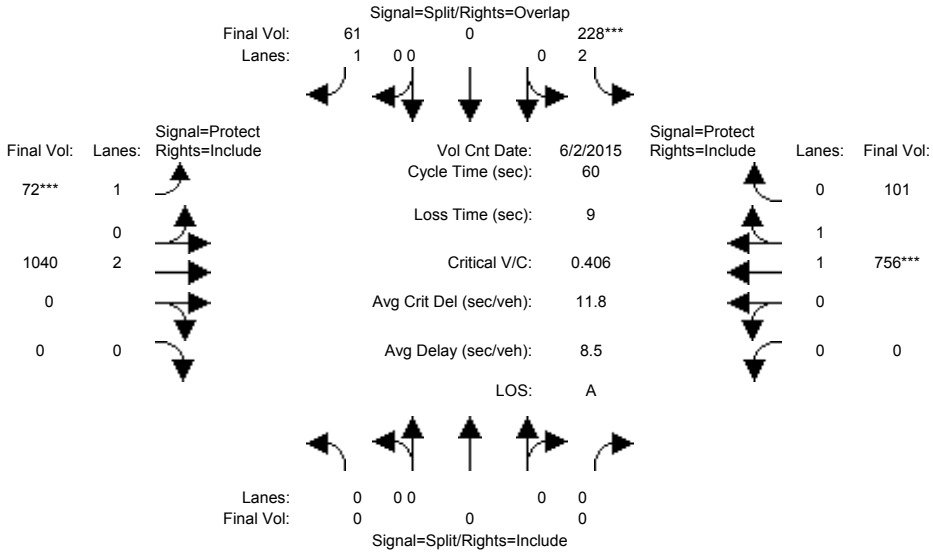
Lawrence Station Office

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

Intersection #196: Corvin Dr & Kifer Rd



Street Name:	Corvin Dr						Kifer 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:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	221	0	57	59	937	0	0	589	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	221	0	57	59	937	0	0	589	90
Added Vol:	0	0	0	0	0	0	3	17	0	0	3	0
PasserByVol:	0	0	0	7	0	4	10	86	0	0	164	11
Initial Fut:	0	0	0	228	0	61	72	1040	0	0	756	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	228	0	61	72	1040	0	0	756	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	228	0	61	72	1040	0	0	756	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	228	0	61	72	1040	0	0	756	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3264	436
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.04	0.27	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.5	0.0	17.5	7.0	40.5	0.0	0.0	33.5	33.5
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.12	0.35	0.41	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	22.5	0.0	15.7	25.5	4.5	0.0	0.0	7.7	7.7
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:	0.0	0.0	0.0	22.5	0.0	15.7	25.5	4.5	0.0	0.0	7.7	7.7
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	2	3	8	0	0	9	9

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

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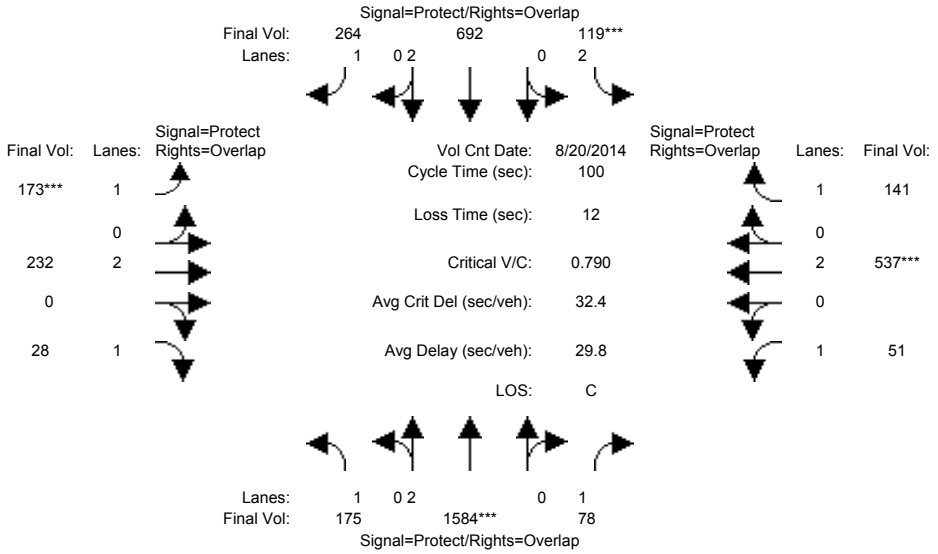
Lawrence Station Office

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

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	169	1413	78	119	381	244	160	133	27	51	493	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1413	78	119	381	244	160	133	27	51	493	141
Added Vol:	6	0	0	0	0	0	0	1	1	0	9	0
PasserByVol:	0	171	0	0	311	20	13	98	0	0	35	0
Initial Fut:	175	1584	78	119	692	264	173	232	28	51	537	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1584	78	119	692	264	173	232	28	51	537	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1584	78	119	692	264	173	232	28	51	537	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1584	78	119	692	264	173	232	28	51	537	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.04	0.04	0.18	0.15	0.10	0.06	0.02	0.03	0.14	0.08
Crit Moves:		****		****			****				****	
Green Time:	20.7	51.4	63.6	7.0	37.7	49.9	12.2	17.4	38.1	12.2	17.4	24.4
Volume/Cap:	0.48	0.81	0.07	0.54	0.48	0.30	0.81	0.35	0.04	0.24	0.81	0.33
Delay/Veh:	36.0	22.9	7.0	47.6	24.0	15.0	63.2	36.6	19.5	40.3	47.2	31.5
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:	36.0	22.9	7.0	47.6	24.0	15.0	63.2	36.6	19.5	40.3	47.2	31.5
LOS by Move:	D	C	A	D	C	B	E	D	B	D	D	C
HCM2k95thQ:	10	36	2	4	14	9	12	6	1	3	19	8

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

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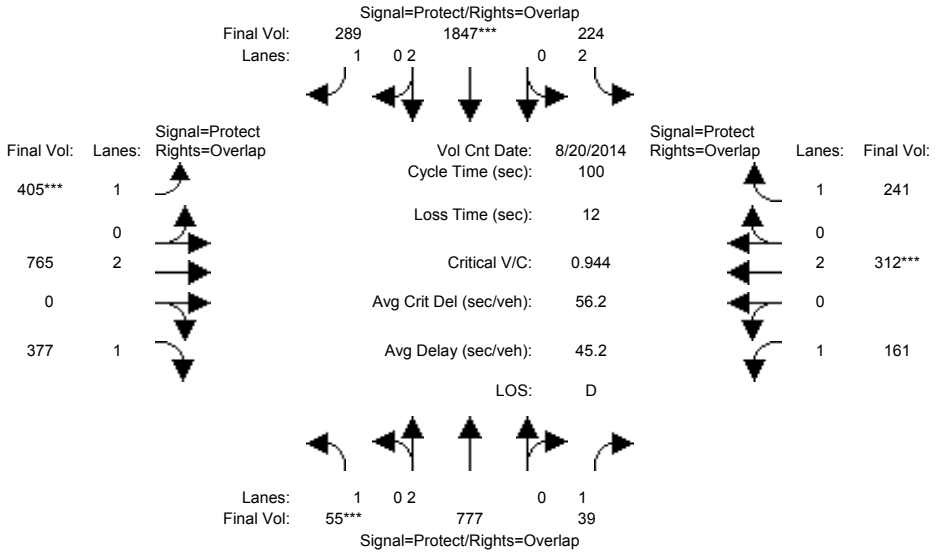
Lawrence Station Office

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

Intersection #202: Bowers Avenue & Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Aug 2014 <<												
Base Vol:	49	518	39	154	1575	195	380	676	372	161	179	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	518	39	154	1575	195	380	676	372	161	179	236
Added Vol:	1	0	0	0	0	0	3	8	5	0	2	0
PasserByVol:	5	259	0	70	272	94	22	81	0	0	131	5
Initial Fut:	55	777	39	224	1847	289	405	765	377	161	312	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	777	39	224	1847	289	405	765	377	161	312	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	777	39	224	1847	289	405	765	377	161	312	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	777	39	224	1847	289	405	765	377	161	312	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.02	0.07	0.49	0.17	0.23	0.20	0.22	0.09	0.08	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	40.9	51.2	14.2	48.1	71.0	22.9	22.6	29.6	10.3	10.0	24.2
Volume/Cap:	0.45	0.50	0.04	0.50	1.01	0.23	1.01	0.89	0.73	0.89	0.82	0.57
Delay/Veh:	47.3	22.2	12.2	40.5	49.6	5.1	86.2	49.0	36.8	82.3	57.4	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	22.2	12.2	40.5	49.6	5.1	86.2	49.0	36.8	82.3	57.4	35.1
LOS by Move:	D	C	B	D	D	A	F	D	D	F	E	D
HCM2k95thQ:	4	16	1	7	47	6	30	23	21	16	13	14

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

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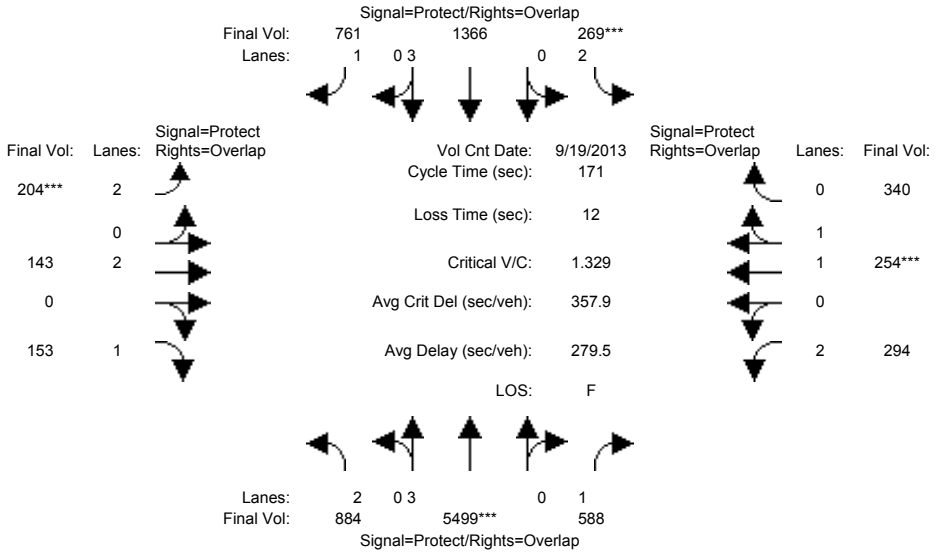
Lawrence Station Office

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

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	25	102	102	28	106	106	19	35	35	18	34	34
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	848	5743	552	196	1355	633	101	115	133	108	190	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	848	5743	552	196	1355	633	101	115	133	108	190	126
Added Vol:	31	0	0	0	0	114	12	3	4	0	15	0
PasserByVol:	5	578	36	73	215	14	91	25	16	186	49	214
Initial Fut:	884	6321	588	269	1570	761	204	143	153	294	254	340
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	884	5499	588	269	1366	761	204	143	153	294	254	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	884	5499	588	269	1366	761	204	143	153	294	254	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	884	5499	588	269	1366	761	204	143	153	294	254	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.01	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1919	1695
Capacity Analysis Module:												
Vol/Sat:	0.28	0.96	0.34	0.09	0.24	0.43	0.06	0.04	0.09	0.09	0.13	0.20
Crit Moves:		****		****			****				****	
Green Time:	21.8	89.9	105.6	24.4	92.5	109.1	16.6	30.5	52.3	15.7	29.7	54.1
Volume/Cap:	2.20	1.84	0.54	0.60	0.44	0.68	0.67	0.21	0.29	1.02	0.76	0.63
Delay/Veh:	633.7	411	12.1	80.9	19.1	12.6	91.0	68.9	52.0	146.1	81.6	58.7
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:	633.7	411	12.1	80.9	19.1	12.6	91.0	68.9	52.0	146.1	81.6	58.7
LOS by Move:	F	F	B	F	B	B	F	E	D	F	F	E
HCM2k95thQ:	99	307	21	17	20	31	14	7	14	22	25	31

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

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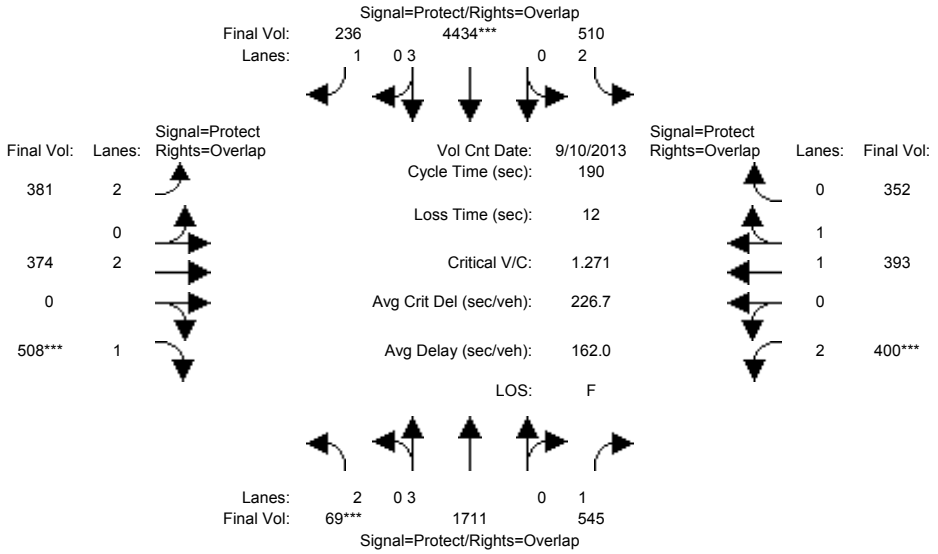
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project PM

Intersection #613: Lawrence Expwy. & Kifer Rd.



Street Name:	Lawrence Expwy.						Kifer 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:	13	98	98	30	115	115	23	35	35	27	39	39
Y+R:	4.0	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: 10 Sep 2013 <<												
Base Vol:	53	1841	435	259	4915	122	234	290	476	301	341	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1841	435	259	4915	122	234	290	476	301	341	190
Added Vol:	6	0	0	0	0	21	92	20	28	0	3	0
PasserByVol:	10	381	110	251	492	93	55	64	4	99	49	162
Initial Fut:	69	2222	545	510	5407	236	381	374	508	400	393	352
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1711	545	510	4434	236	381	374	508	400	393	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1711	545	510	4434	236	381	374	508	400	393	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1711	545	510	4434	236	381	374	508	400	393	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.01	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.01	0.99
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1930	1729
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.31	0.16	0.78	0.13	0.12	0.10	0.29	0.13	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	12.2	92.2	117.6	29.4	109	130.6	21.3	32.9	45.1	25.4	35.9	65.2
Volume/Cap:	0.34	0.62	0.50	1.05	1.35	0.20	1.08	0.57	1.22	0.95	1.08	0.59
Delay/Veh:	95.5	62.7	44.8	149.4	242	28.2	160.3	77.7	196.6	118.1	140	55.5
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:	95.5	62.7	44.8	149.4	242	28.2	160.3	77.7	196.6	118.1	140	55.5
LOS by Move:	F	E	D	F	F	C	F	E	F	F	F	E
HCM2k95thQ:	5	50	49	40	202	21	29	18	69	27	45	31

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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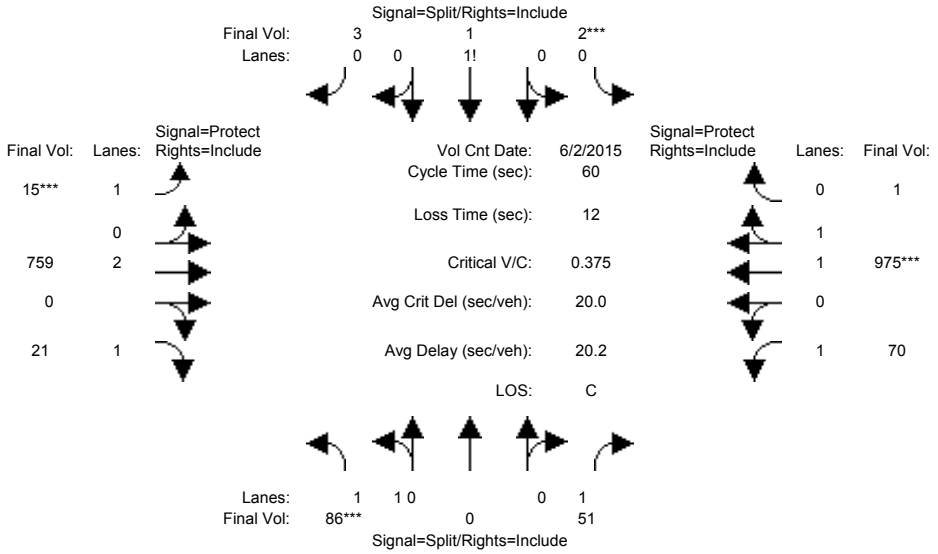
Intersection #666: Costco & Kifer Rd



Street Name:	Costco									Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	86	0	51	2	1	3	3	622	21	70	519	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:	86	0	51	2	1	3	3	622	21	70	519	1
Added Vol:	0	0	0	0	0	0	0	3	0	0	15	0
PasserByVol:	0	0	0	0	0	0	12	134	0	0	441	0
Initial Fut:	86	0	51	2	1	3	15	759	21	70	975	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:	86	0	51	2	1	3	15	759	21	70	975	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	51	2	1	3	15	759	21	70	975	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	51	2	1	3	15	759	21	70	975	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.33	0.17	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	583	292	875	1750	3800	1750	1750	3696	4
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.20	0.01	0.04	0.26	0.26
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	17.7	17.7	10.3	21.0	21.0
Volume/Cap:	0.15	0.00	0.17	0.02	0.02	0.02	0.07	0.68	0.04	0.23	0.75	0.75
Delay/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	23.8	20.3	15.1	21.8	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	21.7	20.9	20.9	20.9	23.8	20.3	15.1	21.8	19.8	19.8
LOS by Move:	C	A	C	C	C	C	C	C	B	C	B	B
HCM2k95thQ:	2	0	2	0	0	0	1	12	1	2	16	16

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

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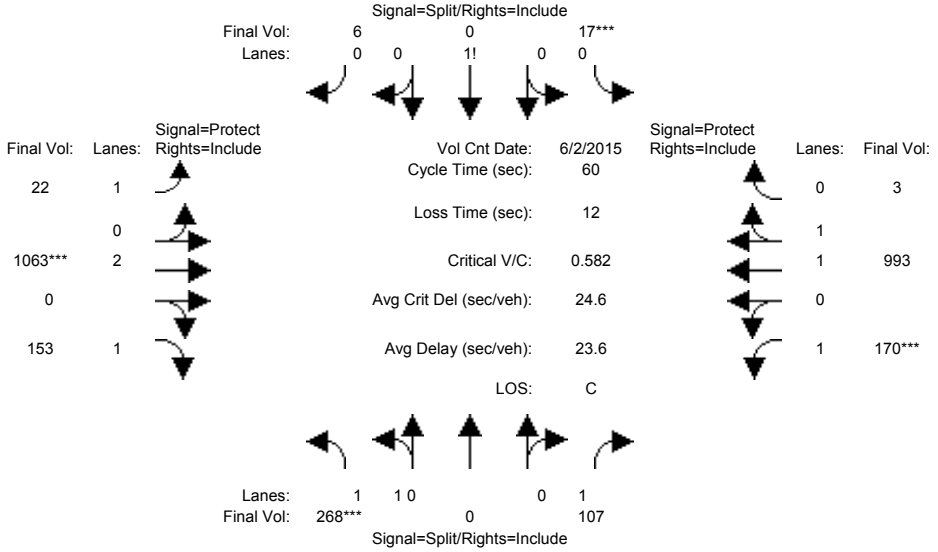
Lawrence Station Office

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

Intersection #666: Costco & Kifer Rd



Street Name:	Costco									Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	268	0	107	17	0	6	8	621	153	170	686	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	107	17	0	6	8	621	153	170	686	3
Added Vol:	0	0	0	0	0	0	0	20	0	0	3	0
PasserByVol:	0	0	0	0	0	0	14	422	0	0	304	0
Initial Fut:	268	0	107	17	0	6	22	1063	153	170	993	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:	268	0	107	17	0	6	22	1063	153	170	993	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	107	17	0	6	22	1063	153	170	993	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	0	107	17	0	6	22	1063	153	170	993	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	0.74	0.00	0.26	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1293	0	457	1750	3800	1750	1750	3689	11
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.01	0.00	0.01	0.01	0.28	0.09	0.10	0.27	0.27
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	8.5	20.8	20.8	7.2	19.5	19.5
Volume/Cap:	0.45	0.00	0.37	0.08	0.00	0.08	0.09	0.81	0.25	0.81	0.83	0.83
Delay/Veh:	23.1	0.0	23.0	21.2	0.0	21.2	22.6	21.6	14.3	45.9	23.5	23.5
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:	23.1	0.0	23.0	21.2	0.0	21.2	22.6	21.6	14.3	45.9	23.5	23.5
LOS by Move:	C	A	C	C	A	C	C	C	B	D	C	C
HCM2k95thQ:	6	0	5	1	0	1	1	17	4	7	18	18

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

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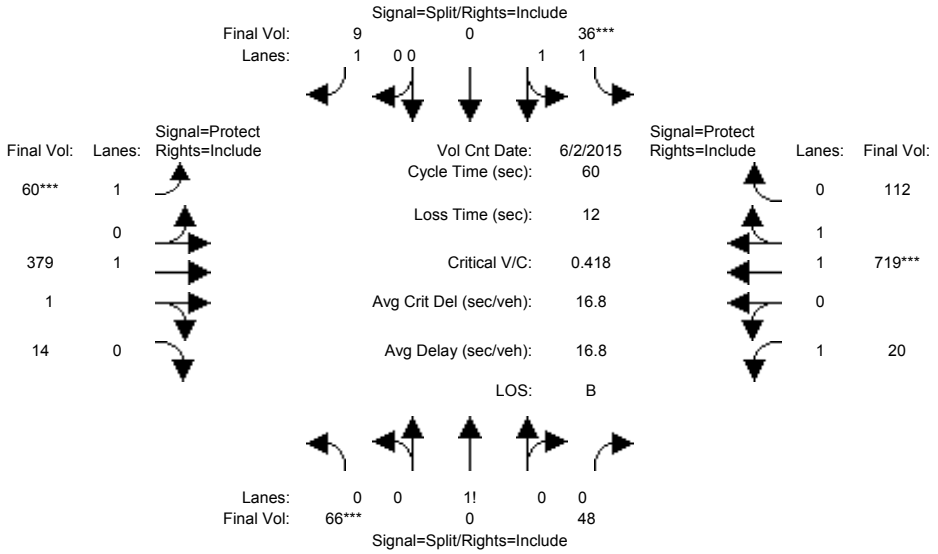
Lawrence Station Office

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

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	0	0	0	23	0	6	39	339	0	1	674	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	6	39	339	0	1	674	96
Added Vol:	0	0	0	13	0	3	21	3	0	0	1	16
PasserByVol:	66	0	48	0	0	0	0	37	14	19	44	0
Initial Fut:	66	0	48	36	0	9	60	379	14	20	719	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	48	36	0	9	60	379	14	20	719	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	48	36	0	9	60	379	14	20	719	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	48	36	0	9	60	379	14	20	719	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.58	0.00	0.42	2.00	0.00	1.00	1.00	1.93	0.07	1.00	1.72	0.28
Final Sat.:	1013	0	737	3550	0	1750	1750	3568	132	1750	3201	499
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.01	0.00	0.01	0.03	0.11	0.11	0.01	0.22	0.22
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	7.0	10.0	0.0	10.0	7.0	18.3	18.3	12.8	24.0	24.0
Volume/Cap:	0.56	0.00	0.56	0.06	0.00	0.03	0.29	0.35	0.35	0.05	0.56	0.56
Delay/Veh:	28.6	0.0	28.6	21.1	0.0	21.0	25.0	16.4	16.4	18.9	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	0.0	28.6	21.1	0.0	21.0	25.0	16.4	16.4	18.9	14.4	14.4
LOS by Move:	C	A	C	C	A	C	C	B	B	B	B	B
HCM2k95thQ:	6	0	6	1	0	0	2	6	6	1	11	11

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

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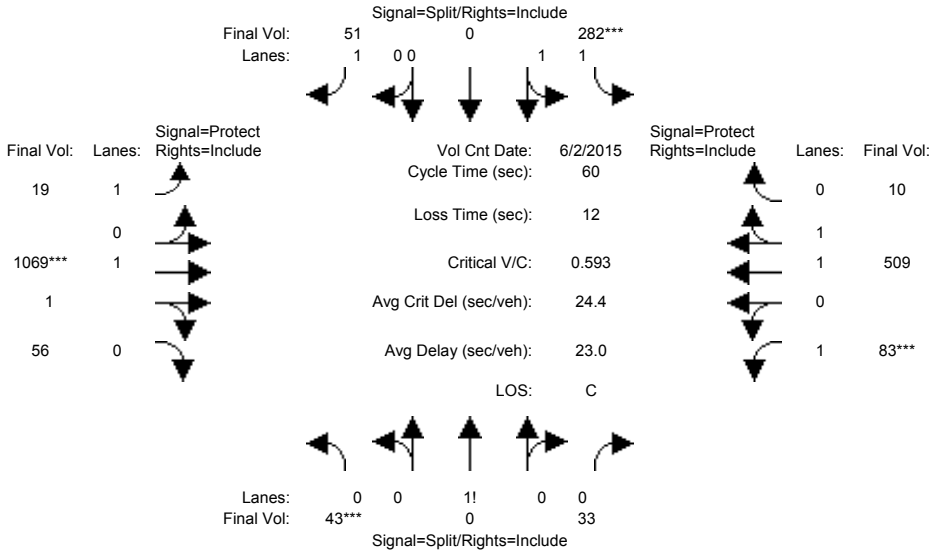
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project PM

Intersection #777: Semiconductor Dr & Kifer Rd



Street Name:	Semiconductor Dr						Kifer 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	10	10
Y+R:	4.0	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: 2 Jun 2015 <<												
Base Vol:	1	0	3	184	0	30	15	1007	3	11	440	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:	1	0	3	184	0	30	15	1007	3	11	440	7
Added Vol:	0	0	0	98	0	21	4	0	0	0	5	3
PasserByVol:	42	0	30	0	0	0	0	62	53	72	64	0
Initial Fut:	43	0	33	282	0	51	19	1069	56	83	509	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:	43	0	33	282	0	51	19	1069	56	83	509	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	33	282	0	51	19	1069	56	83	509	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:	43	0	33	282	0	51	19	1069	56	83	509	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.57	0.00	0.43	2.00	0.00	1.00	1.00	1.90	0.10	1.00	1.96	0.04
Final Sat.:	990	0	760	3550	0	1750	1750	3516	184	1750	3629	71
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.08	0.00	0.03	0.01	0.30	0.30	0.05	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.26	0.00	0.26	0.48	0.00	0.17	0.06	0.87	0.87	0.41	0.51	0.51
Delay/Veh:	22.3	0.0	22.3	23.2	0.0	21.7	19.9	24.8	24.8	25.9	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	0.0	22.3	23.2	0.0	21.7	19.9	24.8	24.8	25.9	18.8	18.8
LOS by Move:	C	A	C	C	A	C	B	C	C	C	B	B
HCM2k95thQ:	3	0	3	6	0	2	1	19	19	3	8	8

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

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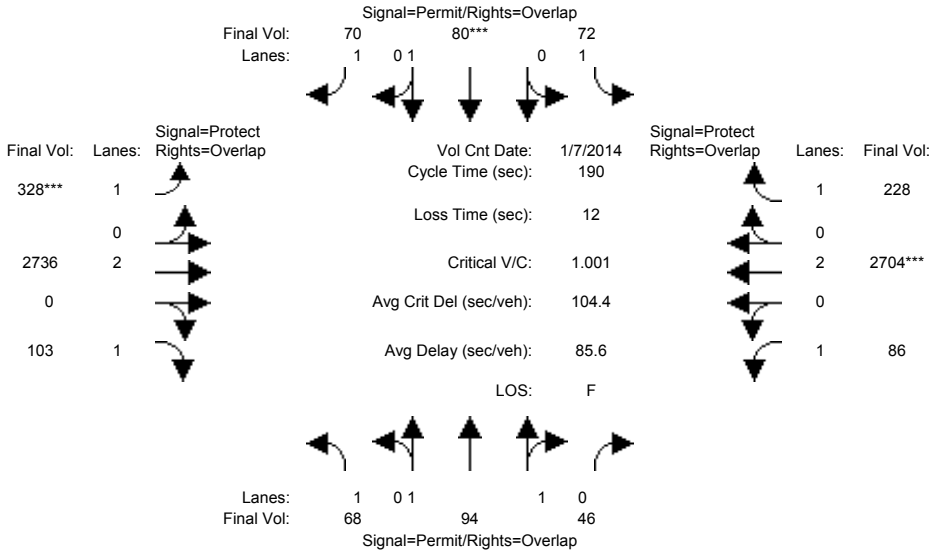
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative with Project AM

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	23	23	23	23	23	33	142	142	25	133	133
Y+R:	4.0	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: 7 Jan 2014 <<												
Base Vol:	52	66	41	58	56	61	322	2372	101	86	2489	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	66	41	58	56	61	322	2372	101	86	2489	229
Added Vol:	0	0	0	0	0	0	0	1	0	0	18	0
PasserByVol:	16	28	5	14	24	9	6	363	2	0	197	-1
Initial Fut:	68	94	46	72	80	70	328	2736	103	86	2704	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	94	46	72	80	70	328	2736	103	86	2704	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	94	46	72	80	70	328	2736	103	86	2704	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	94	46	72	80	70	328	2736	103	86	2704	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.32	0.68	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2483	1215	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.04	0.19	0.72	0.06	0.05	0.71	0.13
Crit Moves:					****		****				****	
Green Time:	21.6	21.6	45.1	21.6	21.6	53.6	32.0	134	133.6	23.5	125	125.1
Volume/Cap:	0.34	0.33	0.16	0.36	0.37	0.14	1.11	1.02	0.08	0.40	1.08	0.20
Delay/Veh:	83.5	82.9	61.1	83.8	83.9	54.3	170.5	73.8	15.8	82.8	96.9	20.8
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:	83.5	82.9	61.1	83.8	83.9	54.3	170.5	73.8	15.8	82.8	96.9	20.8
LOS by Move:	F	F	E	F	F	D	F	E	B	F	F	C
HCM2k95thQ:	8	8	7	9	9	7	47	138	7	10	139	16

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

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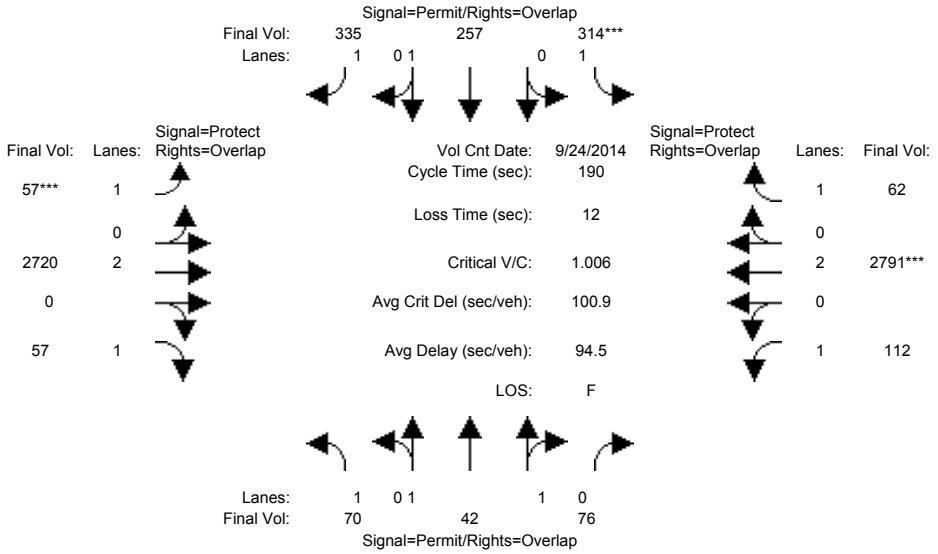
Lawrence Station Office

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

Intersection #5325: Oakmead Parkway-Corvin Drive & Central Expressway



Street Name:	Oakmead Parkway-Corvin Drive						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	39	39	39	39	39	39	15	134	134	17	136	136
Y+R:	4.0	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 <<												
Base Vol:	67	38	70	305	246	326	57	2539	57	107	2590	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	38	70	305	246	326	57	2539	57	107	2590	59
Added Vol:	0	0	3	0	0	0	0	10	0	0	3	0
PasserByVol:	3	4	3	9	11	9	0	171	0	5	198	3
Initial Fut:	70	42	76	314	257	335	57	2720	57	112	2791	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	42	76	314	257	335	57	2720	57	112	2791	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	42	76	314	257	335	57	2720	57	112	2791	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	42	76	314	257	335	57	2720	57	112	2791	62
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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.04	0.18	0.14	0.19	0.03	0.72	0.03	0.06	0.73	0.04
Crit Moves:				****			****				****	
Green Time:	36.7	36.7	52.7	36.7	36.7	50.8	14.1	126	126.0	16.0	128	127.9
Volume/Cap:	0.21	0.11	0.16	0.93	0.70	0.72	0.44	1.08	0.05	0.76	1.09	0.05
Delay/Veh:	68.8	67.3	55.3	111.5	82.0	72.3	91.8	95.9	18.2	110.9	99.9	17.6
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:	68.8	67.3	55.3	111.5	82.0	72.3	91.8	95.9	18.2	110.9	99.9	17.6
LOS by Move:	E	E	E	F	F	E	F	F	B	F	F	B
HCM2k95thQ:	7	4	7	40	27	35	8	146	4	14	151	4

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

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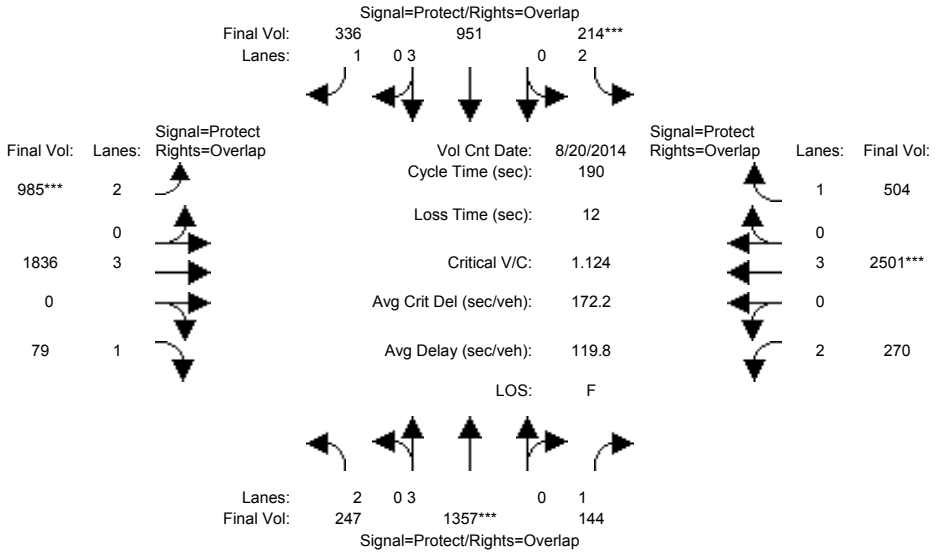
Lawrence Station Office

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

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	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: 20 Aug 2014 <<												
Base Vol:	235	1200	129	192	630	142	766	1602	73	256	2438	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1200	129	192	630	142	766	1602	73	256	2438	501
Added Vol:	0	0	0	0	0	0	0	2	0	0	18	0
PasserByVol:	12	157	15	22	321	194	219	232	6	14	45	3
Initial Fut:	247	1357	144	214	951	336	985	1836	79	270	2501	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1357	144	214	951	336	985	1836	79	270	2501	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1357	144	214	951	336	985	1836	79	270	2501	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1357	144	214	951	336	985	1836	79	270	2501	504
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.08	0.07	0.17	0.19	0.31	0.32	0.05	0.09	0.44	0.29
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.74	1.05	0.24	1.06	0.90	0.56	1.97	0.61	0.07	0.72	0.90	0.52
Delay/Veh:	96.3	116	47.2	173.2	90.2	54.8	530.5	42.5	20.7	92.5	61.7	37.6
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:	96.3	116	47.2	173.2	90.2	54.8	530.5	42.5	20.7	92.5	61.7	37.6
LOS by Move:	F	F	D	F	F	D	F	D	C	F	E	D
HCM2k95thQ:	16	50	12	21	37	31	106	46	6	20	77	41

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

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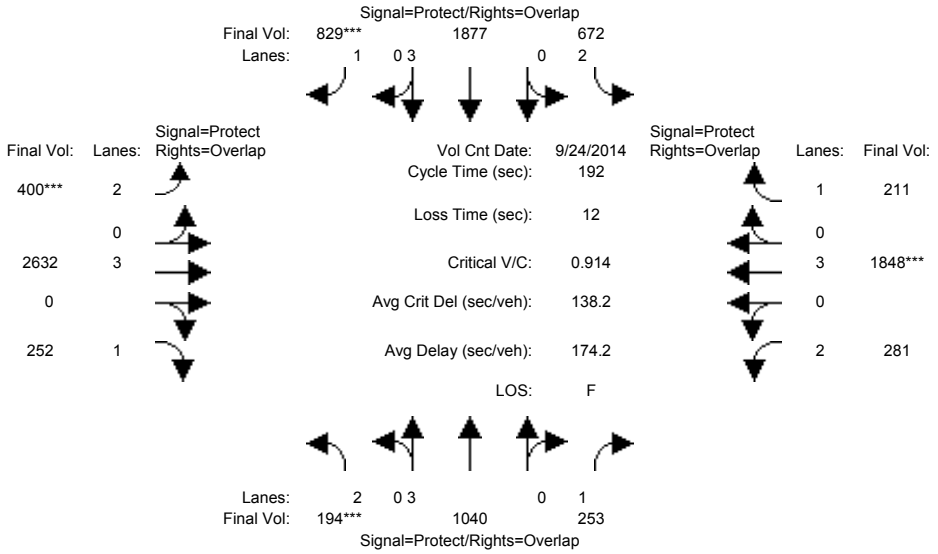
Lawrence Station Office

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

Intersection #5329: Bowers Avenue & Central Expressway



Street Name:	Bowers Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	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 <<												
Base Vol:	189	754	245	648	1539	711	285	2582	226	203	1727	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	754	245	648	1539	711	285	2582	226	203	1727	200
Added Vol:	0	0	3	0	0	0	0	13	0	0	3	0
PasserByVol:	5	286	5	24	338	118	115	37	26	78	118	11
Initial Fut:	194	1040	253	672	1877	829	400	2632	252	281	1848	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1040	253	672	1877	829	400	2632	252	281	1848	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1040	253	672	1877	829	400	2632	252	281	1848	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1040	253	672	1877	829	400	2632	252	281	1848	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.14	0.21	0.33	0.47	0.13	0.46	0.14	0.09	0.32	0.12
Crit Moves:	****					****	****				****	
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.63	0.93	0.51	1.97	1.59	1.58	1.36	0.84	0.22	1.07	0.60	0.19
Delay/Veh:	91.9	92.8	62.3	536.8	351	339.5	279.4	71.1	32.6	166.7	22.3	6.3
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:	91.9	92.8	62.3	536.8	351	339.5	279.4	71.1	32.6	166.7	22.3	6.3
LOS by Move:	F	F	E	F	F	F	F	E	C	F	C	A
HCM2k95thQ:	13	38	24	76	101	142	36	74	23	26	32	5

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

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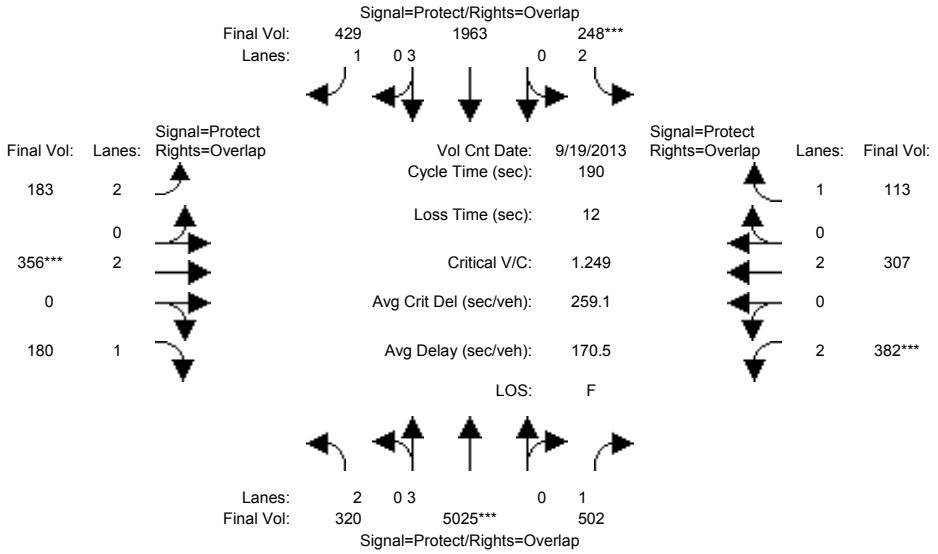
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	29	121	121	17	108	108	17	36	36	17	35	35
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	308	4759	478	242	1942	436	163	301	153	320	272	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	4759	478	242	1942	436	163	301	153	320	272	91
Added Vol:	0	11	0	0	88	0	0	0	0	0	0	0
PasserByVol:	12	1006	24	6	226	-7	20	55	27	62	35	22
Initial Fut:	320	5776	502	248	2256	429	183	356	180	382	307	113
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	5025	502	248	1963	429	183	356	180	382	307	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	5025	502	248	1963	429	183	356	180	382	307	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	5025	502	248	1963	429	183	356	180	382	307	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.88	0.29	0.08	0.34	0.25	0.06	0.09	0.11	0.12	0.08	0.06
Crit Moves:		****		****				****		****		
Green Time:	27.3	113	129.2	15.9	102	118.0	16.2	33.7	61.0	15.9	33.4	49.3
Volume/Cap:	0.71	1.48	0.42	0.94	0.64	0.39	0.68	0.53	0.35	1.45	0.46	0.25
Delay/Veh:	87.8	274	23.4	131.9	24.1	10.3	97.1	76.6	53.1	314.7	75.5	59.8
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:	87.8	274	23.4	131.9	24.1	10.3	97.1	76.6	53.1	314.7	75.5	59.8
LOS by Move:	F	F	C	F	C	B	F	E	D	F	E	E
HCM2k95thQ:	23	248	36	19	36	14	15	19	17	40	16	11

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

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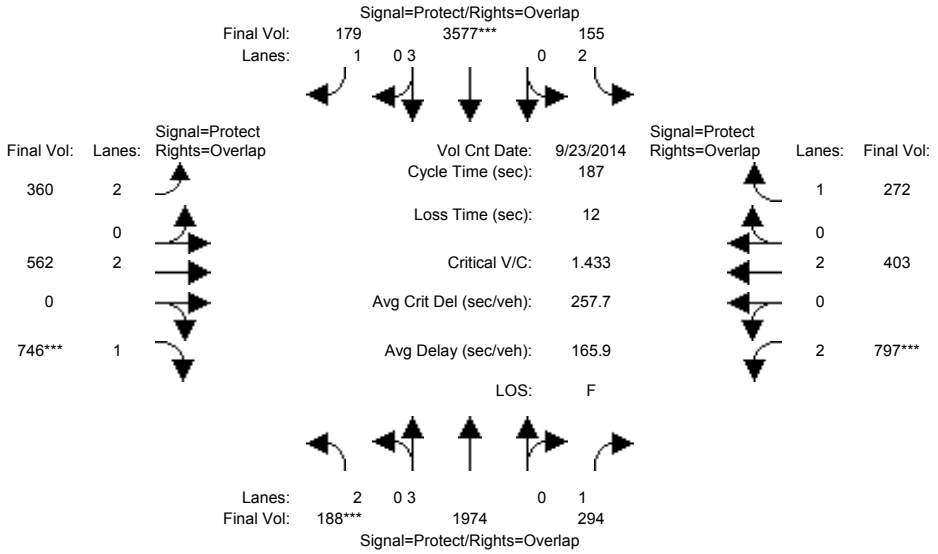
Lawrence Station Office

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

Intersection #5611: Lawrence Expwy. & Arques Ave.



Street Name:	Lawrence Expwy.						Arques 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:	23	91	91	21	89	89	32	41	41	32	42	42
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	161	1940	231	142	3576	156	334	506	724	659	343	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1940	231	142	3576	156	334	506	724	659	343	220
Added Vol:	0	80	0	0	16	0	0	0	0	0	0	0
PasserByVol:	27	479	63	13	936	23	26	56	22	138	60	52
Initial Fut:	188	2499	294	155	4528	179	360	562	746	797	403	272
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1974	294	155	3577	179	360	562	746	797	403	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1974	294	155	3577	179	360	562	746	797	403	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1974	294	155	3577	179	360	562	746	797	403	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.17	0.05	0.63	0.10	0.11	0.15	0.47	0.25	0.11	0.16
Crit Moves:	****				****				****	****		
Green Time:	21.7	85.9	116.2	19.8	84.1	114.3	30.2	39.7	61.4	30.2	39.7	59.5
Volume/Cap:	0.51	0.75	0.27	0.46	1.40	0.17	0.71	0.70	1.42	1.57	0.50	0.49
Delay/Veh:	83.5	37.7	9.0	84.2	245	23.7	83.1	74.8	266.1	346.9	69.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.5	37.7	9.0	84.2	245	23.7	83.1	74.8	266.1	346.9	69.2	55.2
LOS by Move:	F	D	A	F	F	C	F	E	F	F	E	E
HCM2k95thQ:	13	47	8	10	162	13	24	28	117	78	20	25

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

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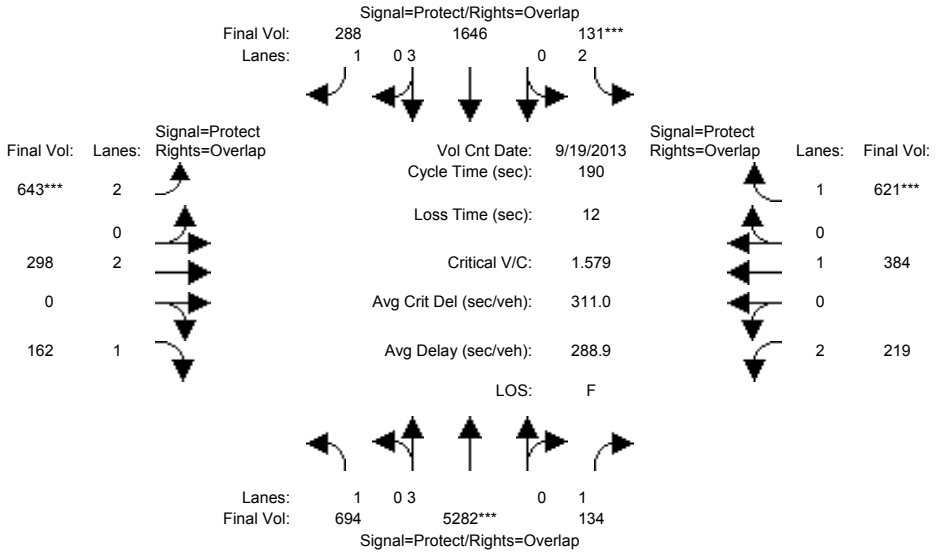
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	21	113	113	15	106	106	26	43	43	19	37	37
Y+R:	4.0	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 Sep 2013 <<												
Base Vol:	694	5482	133	115	1536	244	576	250	154	218	279	617
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	694	5482	133	115	1536	244	576	250	154	218	279	617
Added Vol:	0	18	0	0	2	1	9	0	0	0	0	4
PasserByVol:	0	571	1	16	354	43	58	48	8	1	105	0
Initial Fut:	694	6071	134	131	1892	288	643	298	162	219	384	621
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	694	5282	134	131	1646	288	643	298	162	219	384	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	5282	134	131	1646	288	643	298	162	219	384	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	694	5282	134	131	1646	288	643	298	162	219	384	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.93	0.08	0.04	0.29	0.16	0.20	0.08	0.09	0.07	0.20	0.35
Crit Moves:		****		****			****					****
Green Time:	22.6	108	125.2	14.0	99.2	123.5	24.3	39.5	62.1	17.5	34.6	48.7
Volume/Cap:	3.34	1.63	0.12	0.56	0.55	0.25	1.59	0.38	0.28	0.76	1.11	1.39
Delay/Veh:	1155	315	5.3	94.0	24.1	6.6	367.2	69.4	51.0	100.8	164	262.3
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:	1155	315	5.3	94.0	24.1	6.6	367.2	69.4	51.0	100.8	164	262.3
LOS by Move:	F	F	A	F	C	A	F	E	D	F	F	F
HCM2k95thQ:	165	281	3	9	29	7	64	14	14	16	48	97

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

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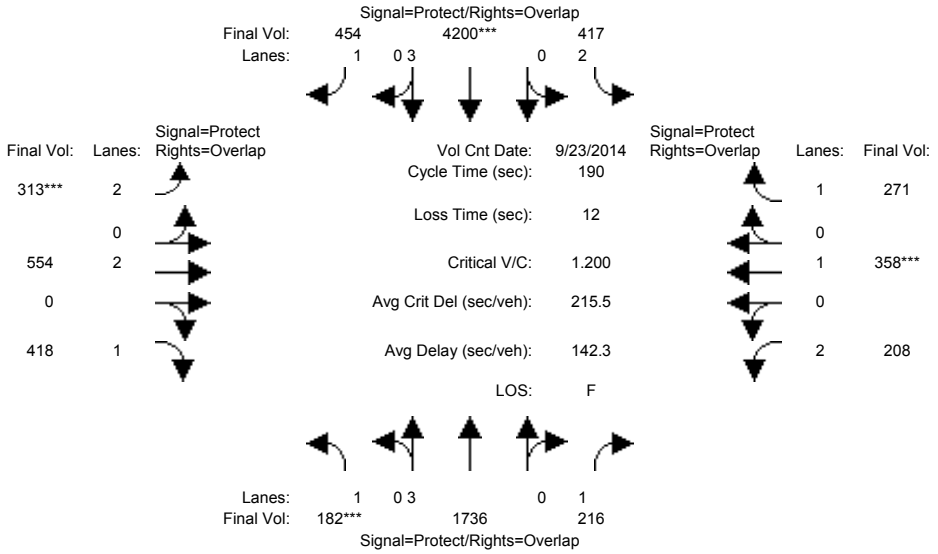
Lawrence Station Office

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

Intersection #5613: Lawrence Expwy. & Reed Ave.



Street Name:	Lawrence Expwy						Reed 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:	22	106	106	24	108	108	20	38	38	22	40	40
Y+R:	4.0	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: 23 Sep 2014 <<												
Base Vol:	174	1762	209	414	4737	416	249	433	411	208	296	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1762	209	414	4737	416	249	433	411	208	296	255
Added Vol:	0	3	0	3	17	8	2	0	0	0	0	1
PasserByVol:	8	433	7	0	563	30	62	121	7	0	62	15
Initial Fut:	182	2198	216	417	5317	454	313	554	418	208	358	271
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1736	216	417	4200	454	313	554	418	208	358	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1736	216	417	4200	454	313	554	418	208	358	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1736	216	417	4200	454	313	554	418	208	358	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.12	0.13	0.74	0.26	0.10	0.15	0.24	0.07	0.19	0.15
Crit Moves:	****				****		****				****	
Green Time:	20.7	99.7	120.4	22.6	102	120.4	18.8	35.7	56.4	20.7	37.6	60.2
Volume/Cap:	0.95	0.58	0.19	1.11	1.38	0.41	1.00	0.77	0.80	0.61	0.95	0.49
Delay/Veh:	141.6	24.1	7.6	170.1	233	27.1	142.9	83.3	74.4	89.0	114	56.5
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:	141.6	24.1	7.6	170.1	233	27.1	142.9	83.3	74.4	89.0	114	56.5
LOS by Move:	F	C	A	F	F	C	F	F	E	F	F	E
HCM2k95thQ:	27	31	5	31	191	33	23	28	42	14	40	25

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

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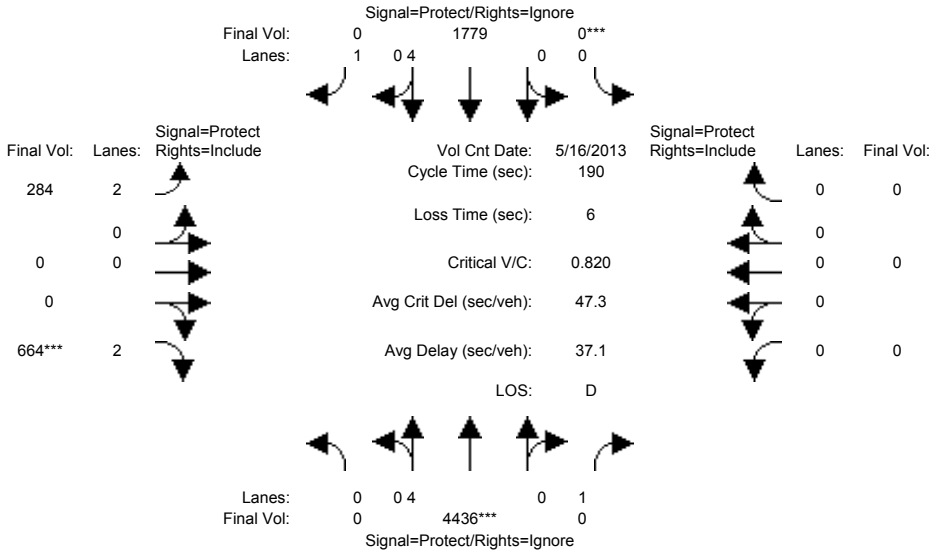
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	164	164	0	147	147	26	0	17	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	3424	178	0	1565	373	284	0	545	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3424	178	0	1565	373	284	0	545	0	0	0
Added Vol:	0	6	4	0	52	0	0	0	37	0	0	0
PasserByVol:	0	1006	88	0	162	0	0	0	82	0	0	0
Initial Fut:	0	4436	270	0	1779	373	284	0	664	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4436	0	0	1779	0	284	0	664	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4436	0	0	1779	0	284	0	664	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4436	0	0	1779	0	284	0	664	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.00	0.23	0.00	0.09	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.00	0.00	0.28	0.00	0.68	0.00	1.59	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	0.0	0.0	85.5	0.0	361.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.0	0.0	0.0	85.5	0.0	361.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	20	0	67	0	0	0

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

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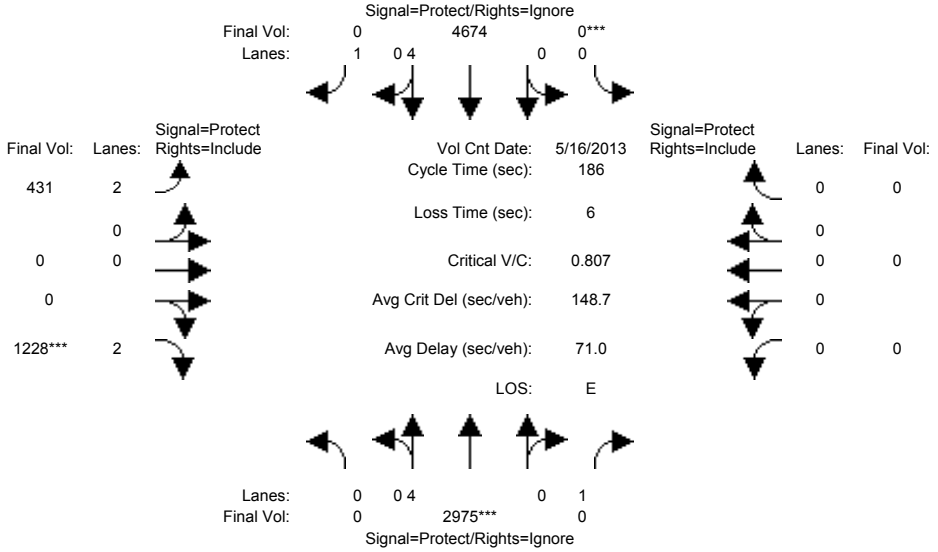
Lawrence Station Office

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

Intersection #5892: Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	146	146	0	115	115	38	0	38	0	0	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: >> Count Date: 16 May 2013 <<												
Base Vol:	0	2393	657	0	3718	311	431	0	1000	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2393	657	0	3718	311	431	0	1000	0	0	0
Added Vol:	0	46	33	0	10	0	0	0	7	0	0	0
PasserByVol:	0	536	95	0	946	15	0	0	221	0	0	0
Initial Fut:	0	2975	785	0	4674	326	431	0	1228	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2975	0	0	4674	0	431	0	1228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2975	0	0	4674	0	431	0	1228	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2975	0	0	4674	0	431	0	1228	0	0	0
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	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.62	0.00	0.14	0.00	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	143	0.0	0.0	143	0.0	37.2	0.0	37.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.80	0.00	0.68	0.00	1.95	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.8	0.0	73.6	0.0	508.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.8	0.0	73.6	0.0	508.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	6	0	26	0	130	0	0	0

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

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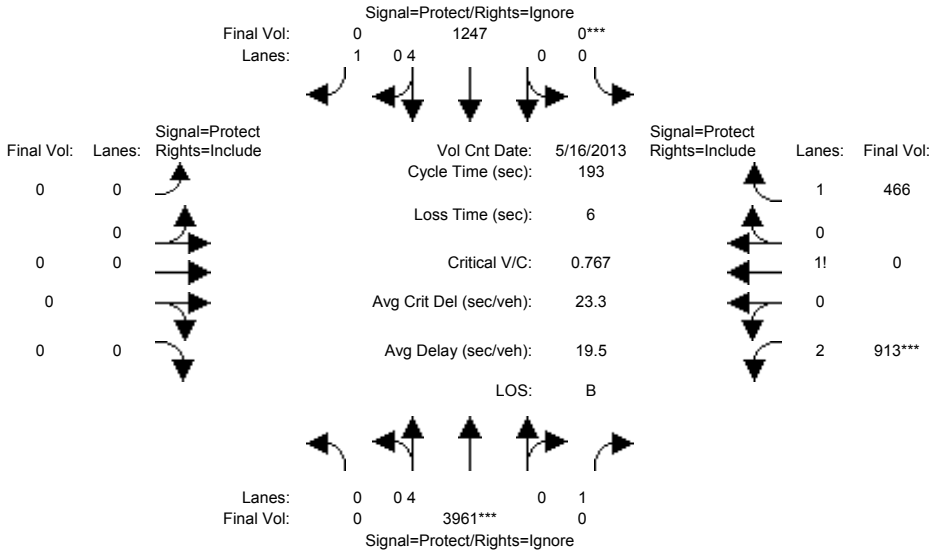
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	133	133	0	133	133	0	0	0	59	0	59
Y+R:	4.0	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: 16 May 2013 <<												
Base Vol:	0	3095	523	0	1056	465	0	0	0	876	0	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3095	523	0	1056	465	0	0	0	876	0	466
Added Vol:	0	2	4	0	15	0	0	0	0	37	0	0
PasserByVol:	0	864	25	0	176	10	0	0	0	0	0	0
Initial Fut:	0	3961	552	0	1247	475	0	0	0	913	0	466
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3961	0	0	1247	0	0	0	0	913	0	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3961	0	0	1247	0	0	0	0	913	0	466
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3961	0	0	1247	0	0	0	0	913	0	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.59	0.00	1.41
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4094	0	2465
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.22	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	130	0.0	0.0	130	0.0	0.0	0.0	0.0	57.5	0.0	57.5
Volume/Cap:	0.00	0.78	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.75	0.00	0.63
Delay/Veh:	0.0	8.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	64.5	0.0	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:	0.0	8.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	64.5	0.0	60.8
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	36	0	0	5	0	0	0	0	39	0	32

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

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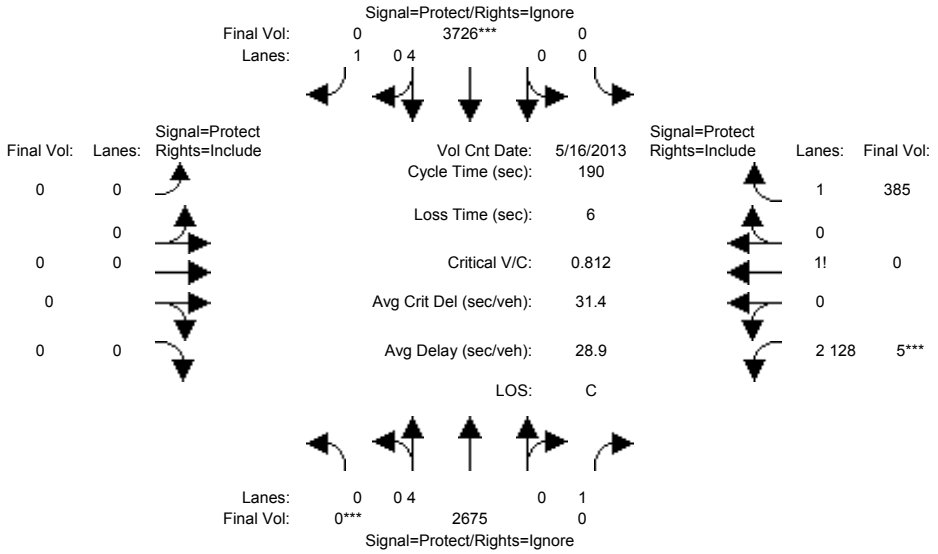
Lawrence Station Office

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

Intersection #5893: Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	129	129	0	130	130	0	0	0	61	0	61
Y+R:	4.0	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: 16 May 2013 <<												
Base Vol:	0	2233	534	0	3108	391	0	0	0	976	0	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2233	534	0	3108	391	0	0	0	976	0	385
Added Vol:	0	13	33	0	3	0	0	0	0	7	0	0
PasserByVol:	0	429	0	0	615	0	0	0	0	302	0	0
Initial Fut:	0	2675	567	0	3726	391	0	0	0	1285	0	385
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2675	0	0	3726	0	0	0	0	1285	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2675	0	0	3726	0	0	0	0	1285	0	385
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2675	0	0	3726	0	0	0	0	1285	0	385
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	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.71	0.00	1.29
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4329	0	2259
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.30	0.00	0.17
Crit Moves:	****				****					****		
Green Time:	0.0	125	0.0	0.0	125	0.0	0.0	0.0	0.0	58.8	0.0	58.8
Volume/Cap:	0.00	0.53	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.96	0.00	0.55
Delay/Veh:	0.0	27.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	79.9	0.0	56.8
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:	0.0	27.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	79.9	0.0	56.8
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	46	0	0	35	0	0	0	0	57	0	28

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

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Appendix D

Approved and Pending Projects List

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
Approved Projects- Last updated 7-15-15															
Z.1576	Debby Fernandez (408) 615-2457		Intel SC-13	2250 Mission College Boulevard 104-39-021	100,000 sf of office land use	N/A	2-5 years	Existing industrial use 568,055	PD		Amend PD Zoning, Mit Neg Dec	MND	62'5"	42%	Approved
PLN2003-03744 (Rezone from "A" Agriculture to PD Planned Development for 110 units of SF) PLN2003-03745 (General Plan Amendment) PLN2003-03958 (Rezoning of Senior parcel to PD[R3-18D]) PLN2007-06295 (Tentative Subdivision Map creating 110+ parcels) PLN2007-06327 (Rezoning application from "A" Agriculture to "B" Public park)	Gloria Sciara (408) 615-2453 408-615-2453	Apr-09	Former BAREC site/ Summerhill and Charities Housing	90 Winchester Boulevard 303-17-047	165 apartment units REMAINING TO BE BUILT-- 110 small lot single family homes ALL OCCUPIED; Street improvements DONEWinchester between Stevens Creek and Forest Ave	165	SFD 100% constructed and occupied. All public improvements accepted by PW -- Senior project upcoming		PD		PD rezoning, GP amendment, DA, EIR	FEIR, RAW, MMRP	3-4 stories for Senior housing 2 1/2 stories for SF and TH		80% of single family Constructed /Senior housing yet to be constsructed
PLN2004-04317	Yen Chen (408) 615-2455	7/12/2005- extension of DA requested in June 2015	Hewlett-Packard/Agilent Technologies	5301 Stevens Creek at Lawrence 316-17-018	PD rezone, Development Agrement for redevelopment of existing industrial use to becomer 727,500 sf of office and research & development; Development agreement to allow extension of time for Agilent Technologies campus (related:CEQ2015-01192)	N/A	10 years	30,633	PD		DA extension- payment of 300K for terms of DA--future campus redevelopment still pending				
PLN2007-06310	Jeff Schwilk (408) 615-2456	5/22/2007 (time extension approval date)	3 Com/Cognac Great America	5402 Great American Parkway at Yerba Buena APN 216-31-075	Existing office use redeveloped to 278,000 sf of office/research & development	N/A	2-5 years	144,000	PD	Light Industrial	Extension of DA (2007); Previous approvals-GPA #40, Rezone from B to PD; DA	EIR	165'	47% approx	Approved
PLN2007-06433/PLN2010-08487 ; PLN2013-09743 (renewal of PD)	Debby Fernandez (408) 615-2457	4/21/2009; 9/24/13 Approved 2 year extension	2350 Mission College Boulevard Office Retail	2350 Mission College Boulevard 104-13-097, 098 & 099	300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail	N/A	1-3 years	Existing industrial use 235,523	PD	High Intensity Office/R&D	Approved Rezone from PD to PD, Tentative Parcel Map & Architectural Review	Certified EIR	6-stories	52% 1.5 FAR	Time Extension filed for 2-year extension PC 2/9/11 & CC 3/15/11
PLN2007-06715, CEQ2007-01051	Debby Fernandez (408) 615-2457	4/15/2008	Sobrato Office Development	4301, 4401 & 4551 Great America Parkway 104-42-009 & 020	Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office buildings that are to remain	N/A	10 years	(2) 300,000 sq.ft. office buildings	PD	High Intensity Office/R&D	Rezone from PD[ML] to PD, Development Agreement, Tentative Map & Architectural Review	EIR	190'	N/A	Application on hold per applicant request
PLN2007-06802, PLN2008-06920, CEQ2008-01057	Gloria Sciara (408) 615-2453 408-615-2453	9/18/2009	Fairfield Development	900 Kiely Boulevard 290-26-022	781 housing units, 57 SFD, 68 row houses, 116 townhouses/ 552 apartments (Modification to current PD-MC approval allowing additional 21 apartment units	23 units (TO VERIFY) and 5.6M contribution to City AHF	Phase 1 for Northern apt. bldg complete, Phase II south apt building underway SFD and townhouses under construction	Demo 131,500 sq. ft medical offices			PD-MC rezoning, DA, EIR				demolition complete, on-site and internal streets and infrastructure backbone improvement nearly constructed
PLN2008-06858 thru 06860	Yen Chen (408) 615-2455	Re-approved July 2013 by CC	Augustine Bowers Industrial Campus / Equity Office	2620-2727 Augustine Drive (includes properties on Bowers Avenue & Scott Boulevard)	1,969,600 sf of office and up to 35,000 sf of retail	N/A	2-5 years	444,752 sq. ft office/5,290 sq. ft restaurant	PD	Office/ Research & Development	General Plan Amendment, Rezone ML to PD, Subdivision Map, Development Agreement	Certified EIR	244 feet subject to FAA Reg Part 77	45%	Approved
PLN2008-07176 thru 07180	Shaun Lacey	Approved Revised Project on 7/16/2013	NVIDIA	2600, 2800 San Tomas Expressway & 2400 Condensa Street	1,200,000 sf of office and high-tech lab buidlings replacing approx. 690,000 sf of office space. Revised DA	N/A	2-5 years	Existing 690,550 sf office/ industrial use	PD	Office/ Research & Development	Amendment to PD. Prior approval included General Plan Amendment, Rezone ML to PD, Parcel Map or Lot Line Adjustment, Development Agreement	Certified EIR	133'	39%	Approved
Mission College	Yen Chen (408) 615-2455	4/21/2009	Mission College Master Plan	Mission College Boulevard & Great America Parkway	427,000 sq. ft.	N/A	2-5 years	Demo of 235,000 sq. ft.			Existing college campus				
PLN2008-07218, PLN2008-07220, PLN2008-07221, CEQ2008-01068	Debby Fernandez (408) 615-2457	5/11/2010	Yahoo!	5010 Old Ironsides Drive 104-04-064, 065, 111, 112, 113, 142, 143, 150 & 151	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking	N/A	20 years	10 low-rise office/industrial buildings totaling 675,150 sq.ft.	PD	High Intensity Office/R&D	Approved Rezone from ML to PD, Development Agreement, Vesting Tentative Parcel Map, Architectural Review	Certified EIR	13-stories	27% lot coverage 1.5 FAR	Buildings south of Democracy Way demolished Jan - Feb 2011
PLN2010-08051, CEQ2010-01098	Payal Bhagat (408) 615-2458	5/10/2011	Marriot Townplace Suites	2875 Lakeside Drive 216-30-056	Rezone from Commercial Park (CP) to Planned Development (PD) to facilitate the development of a 107 room extended stay hotel with at-grade podium parking	N/A	completed and open	demolition of an existng 9,843 sq.ft. building	CP	Regional Commercial	Rezone from CP to PD	MND	67' (5 stories)	32	Continued from PC March 2, 2011 to March 23, 2011 PC
PLN2011-08759	Payal Bhagat (408) 615-2458	5/22/2012	Menlo Equities Office Park	3333 Scott Boulevard	Lot Line Adjustment and Architectural Review to facilitate the development of 735,000 square foot (5 buildings) office space	N/A	some phases complete more construction to follow	n/a	ML	Low Intensity Office R&D	Lot Line Adjustment and Architectural Review	Focus EIR	69'	14%	Work in progress, environmental work has initiated.

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2011-08896	Debby Fernandez (408) 615-2457	Approved by CC on July 17, 2012	Mellon Bank /Perry Airellaga	5403 Stevens Creek	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)	N/A	one building completed -	under construction	Ct	Regional Commercial	GPA, Rezone, AC approval	TBD			
PLN2012-09341	Debby Fernandez (408) 615-2457 w/interns Greg Qwan and Steve Le	Staff leval approval signed off on 8/21/2012	Patrick Duran	4888 Patrick Henry	13,000 square foot addition to existing industrial/office	N/A	2-3 years				Staff level Arch. Approval				
PLN2010-08087, CEQ2010-01109	Payal Bhagat (408) 615-2458	UP approved by PC on 9-26-12 w/AC referral for design	Calvary Southern Baptist Church	3137 Forbes Avenue 293-13-002	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	N/A	1-5 years	Demolition of the existing 7,000 sq.ft. building	B	Very Low Density Residential	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	MND	29'		Work in progress
PLN2011-08955	Debby Fernandez (408) 615-2457	submitted 12/1/2011-Approved by CC on Sept 25, 2012 reccomended approval of revised project/save Larder House and restore in vicinity- relocated w/in SC two other historic homes	Santa Clara University	1043 Alviso St. (Project Address) APN: 269-23-076, 038, 039, 040, 041, 042, 061, 044, 045, 046, 047, 034, 071, 066	Rezone properties from CT & B to PD to construct a a 4-story parking garage and 3-story Art & Art History building in conjunction with removal/demo/relocation of (e) structures on the project site (CEQ2011-01129) including historically signficant structures.	N/A	Garage completed Art building now under construction		CC, PD and B		Rezone to PD				PC Recc approval to modified project 8-29-12: Relocate Larder house nearby and save two QA cottages by relocating into City HLC review recc City recc alternative to relocate historic structures onsite
PLN2012-09064	Debby Fernandez (408) 615-2457	Approved by CC on 11/13/2012	Rezone and Redevelopment of site	3175 El Camino Real (former Kar town site)	New four-story 133 unit multi-family apartment building with associated parking, landscaping and site improvements	None (rental units only)	completed and occupied	Existing commerical property involving the demolition of all existing on-site structures			Rezone from CT to PD & Architectural review	EIR			
PLN2012-09176	Payal Bhagat (408) 615-2458	Council approval on 11/2012 (appeal [pending on AC issues)	6 Single family projecft (formerly 9 unit townhome condominium project)	3499 The Alameda 269-16-069	Rezoning to PD from ML to facilitate development of six single family homes	None	under construction	vacant site with a slab on it	ML	Santa Clara Station Area	ML to PD rezoning	Initial Study and MND	27'	2 stories	Changes are being made to the product layout and site plan. Environmental work has not begun yet.
PLN2012-09360	Payal Bhagat (408) 615-2458	Approved by CC on 2-12-13	James Redfield	4306 Filmore Street 104-11-92	Rezoning single family property to PD to allow lot split and building of second new SFD on smaller lots. Tentative parcel map application	N/A	under construction				Rezoning to PD				following PCC meeting of 9-11-12, project requires redesign to be compatible with the older homes adjacent
PLN2012-09486	Debby Fernandez	10/24/2012	SCU Steve Brodie	1079 Alviso	Rezoning of one parcel to allow Larrder House relocation	N/A	2013	SFD		Low Density Residential	PD rezone	Cat Ex	2 sotries		NA
PLN2012-09224	Debby Fernandez (408) 615-2457	5/23/2012 Approved by CC on 4-23-13	Sobrato	2200 Lawson Lane	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space fropm 516,000 to 613,800 sq.ft.	N/A	1-2 years for new permit-Previously approved project under construction	Approved prior PD to 516K square feet	PD	High Intensity Office/R&D	Amendment to PD	Addendum to EIR SCH#2007042165 CEQ2012-01146	five stories		PC meeting scheduled for 11/28
PLN2011-08990	Debby Fernandez (408) 615-2457	Approved by City Council and EIR adoption on March 26, 2013	Byer Properties	2000 El Camino Real	(Old Mervyn's Plaza @ Scott and El Camino Real) Architectural review of shopping center remodel and build new Target anchor store w/ demo of previous Mervyns retail building (CEQ2011-01128 Initial Study)	N/A	complete and Target now open as of 10/8/14	Gross floor area of 283,917 square feet and result in a net increase of 11,346 square feet (4.2%) over existing conditions.	CC	Regional Mixed Use	Architectural Approval and CEQA review/approval	IS/MND possible TIA	35 feet	As allowed by Zoning Code	EIR still pending/; Arch design upgrade for western side of property and buildings approved for façade remodel
PLN2012-09162	Debby Fernandez (408) 615-2457	4/12/2012 Approved by City Council 3-26-13	Office Building	3000 Bowers	New (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building	N/A	under construction	102,600	ML	High Intensity Office/R&D	Architectural Review	TBD	75 feet		Under review by staff

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2012-09203	Payal Bhagat (408) 615-2458	APPROVED BY CC ON 4-9-13	DATA CENTER	2805 and 2807 Mission College Boulevard	Rezoning (PD Amendment) to allow a free standing data center and office space	N/A	constructed			MEDium Density R and D	Rezone				
PLN2013-09805	Payal Bhagat (408) 615-2458	Submitted 4/26/2013 Approved by CC 8/27/2013	Silicon Valley Builders	2585 ECR	GPA #76 from Community Mixed Use to High Density Residential 3,300 sq. ft of retail (CEQ2013-01157)	6	under construction	former Wheels and Deals site - parking lot and temp buildings	CT	Community Mixed Use	GPA, rezone, CEQA	TBD			
PLN2012-09148	Shaun Lacey	9/14/2012: CC pending approval with architectural changes; CC approval of revised	Silicon Valley Builders	555 Saratoga Avenue 269-39-101	3-story condominium project with 13 units	1 plus partial in-lieu fee	2 years	gas station turned into service station	CN	Community Mixed Use	Rezoning to PD	MND likely	4 stories	approx 70%	TBD
PLN2013-09721	Yen Chen	3/5/13 PCC 3/19/13	Brad Krouskup	4800 GAP	New 171,000 sq. ft. office building and new site improvements and two level parking garage	N/A	2013-14	71K	ML	Industrial	Architectural Review	possible MND			
PLN2012-09203	Payal Bhagat (408) 615-2458	5/10/2012 CC approval 4-9-13	SVP	2805 and 2807 Mission College Boulevard APNs: 104-16-118 and 104-16-119	data center retrofit in existing office building	N/A	1 -2 years	office building-72,000 sq. ft			Rezoning to PD to allow free-standing data center				
PLN2013-09744,09752,09753,09754	Yen Chen (408) 615-2455/Greg Qwan	3/26/2013; Circ of MND Sept 15 2013	Elaine Breeze/Urban Planning Group	2635, 2645, 2611, 2621, 2655 El Camino Real (project will be referred to as 2645 ECR)	Application to allow development of a multi- family residential project (183 units) on 5 parcels including former Russels Furniture property and El Real Nursery site	None (rental units only)	under constuction	2611 ECR- 664 sq ft 2621 ECR- no record of building sq ft 2635 ECR- 6,480 sq ft 2645 ECR- 21,635 sq ft 2655 ECR- 10,686 sq ft Total building sq ft = 39,465 sq ft	CT	Regional Mixed Use	Rezoning	MND	5 stories	TBD	Pre-Application
PLN2013-09665 (Extreme Networks Site)	Yen Chen (408) 615-2455	2/7/2013	Irvine Co.	3515-3585 Monroe St Corner of Lawrence Exp. And Monroe	New project submitted by Irvine Co. 825 housing units and 40,000 square feet of retail	None (rental units only)	under constuction	Existing One and Two-story Industrial Office Buildings	MP	Regional Mixed Use	PD Rezone, D.A., Map, Architectural Review, potential GPA	EIR			Trumark/Extreme Networks /property in escrow to Irvine co. 9-12
PLN2014-10256 et al	Yen Chen (408) 615-2455	5/7/2014	Irvine Co.	2620 Augustine Drive	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2	N/A	under construction				PD Rezone, D.A., Map, Architectural Review, potential GPA				
PLN2014-10201	Payal Bhagat (408) 615-2458	2/5/2014	Applied Materials	3303 Scott Blvd.	New three-story office building at approximately 78,000 square feet. Design review and initial study required.	N/A									
PLN2012-09113	Payal Bhagat (408) 615-2458	3/11/2012- Revisions needed, Arch design and site planning deficiencies	Silicon Sage Builders	1460 Monroe Avenue 269-03-067, 068, 142 & 143	Rezone from CT to PD to construct a 4-story mixed use development with 1,800 sq.ft. of ground floor retail and 18 residential units above; 43 surface parking spaces	3	under construction	2,500	CT	Community Mixed Use	Rezoning to PD	MND	35	TBD	submittedCEQA review TBD

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2013-09799	Debby Fernandez (408) 615-2457	5/2/2013- continued from CC meeting of Dec. 2013 due to potential litigation	Prometheus	45 Buckingham and 66 Saratoga	GPA #76 from Community Mixed Use to High Density Residential & Rezone from CT to PD to construct a four-story 222 unit multi-family residential development with wrap parking structure w/ 375 on-site parking spaces in conjunction w/ demo of (e) commercial building (CEQ2013-01157)	None	site work commenced		CT	neigbhorhood mixed use	GPA, rezone, EIR	TBD	4 stories	PER GPA	ADEIR UNDER PREP
PLN2012-09096; (CEQ2012-01138 MND)	Debby Fernandez (408) 615-2457	6/1/2013 PC recc approval on Jan 15, 2014	U-Haul and Self Storage	2121 Laurelwood APN 104-14-153	Rescind PD and Rezone from ML to allow U-Haul facility and self storage business	N/A	under constuction	remodel and expansion of an existing 100,000 sq.ft. furniture retai/warehouse building	PD	Low Intensity Office R&D	Rezone	EIR and TIA	8 stories	TBD	Second admin draft of EIR w/comments due on Ocft. 12 by staff
PLN2010-08137	Jeff Schwilk	Filed June 2013	David Tymn for Mozart Dev.	3051 Homestead Road APN: 290-24-001	Application for Rezone from A to PD for the demolition of an existing s.f. residence, and replacement with 8 detached homes	None	under constuction	n/a	A	Low Density Residential	PD Rezoning, Map, Arch. Review for 8 detached homes	tbd (Cat Ex?)	2 Stories		Pre-Application
PLN2007-06715, CEQ2007-01051	Debby Fernandez	refiled in 2013 and revised and continued in 2014- approved 9-14	SOBRATO	4301 GAP	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;	N/A	1-3 years								
PLN2012-09027	Gloria Sciara (408) 615-2453	Application submitted 6-5-13	Dennis Chargin	865 Pomeroy Ave	Rezoning application to allow an additional 20-1 bedroom apartment units within an existing apartment complex with 51 current units	None (rental units only)	under construction		R3-25D	Medium Density Residential (19-36 UPGA)	PD rezone	TBD			Meeting with owner and developer on Sept 20th to review final design for submital of PD application
PLN2013-10107	Payal Bhagat (408) 615-2458	11/7/2013	Tiemo Miehner/coresite	3001 Coronado	Architectural Review to amend the previously approved CoreSite Campus master plan with two three story 92147 square foot buildings and other improvements such as bio-swales,	N/A	under construction				AC approval				
PLN2012-09349	Payal Bhagat (408) 615-2458	8/9/2012	Tiemo Mehner/	2920 Coronado 216-46-020	New Data Center	N/A	built				Rezoning from ML to PD/ rezoning application is being processed on behalf of Silicon Valley Power				
PLN2014-10381	Yen Chen (408) 615-2455	May-14	Irvine Co.	2620 Augustine Drive	125,000 square foot retail center (adjustment to PD with office campus)	N/A	under construction		PD		Rezoning to PD - readjustment of Office campus	addendum to EIR			
PLN2013-10184	Debby Fernandez (408) 615-2457	Filed 12/20/2013 Approved May 2014	BNP Leasing Corp	5450 Great America Parkway	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).	N/A	2015				AC approval				
PL:N2013-09965	Shaun Lacey	Filed 2013 Approved by CC Dec 2014	Charles McKeag	166 Saratoga Ave	Submittal for GPA, Rezone and AC to allow 33 unit residential project (phase I) on 1.74 acre site. Total building area 54K sq. ft.	3 plus partial in-lieu fee	permits submitted	Single family residence & accessory buildings	CT??	Medium Density Residential (19-36 UPGA)	PD rezone	MND	3 stories	TBD	preaplication
PLN2014-10577 (GP) PLN2014-10578(REZONE) PLN2014-10579(VTM) PLN2014-10580 (3rd AM to DA) CEQ2014-01181 (Addendum to EIR)	Yen Chen (408) 615-2455	8/14/2014	Irvine Co. Carlene Matchniff	2520 Augustine Drive; 3393 and 3333 Octavius Drive APNs 216-45-036, 37, 38, 024, 025	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine Drive and Octavius Drive is proposed to be replaced with standard curb.	N/A	individual buldings completed with additional campus structures under construction				PD Rezone, D.A. Amendment, Map, Architectural Review, GPA, VTM	Addendum to previously adoprted EIR			

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2012-09391	Payal Bhagat (408) 615-2458	PC recc for approval 10/22/14 CC scheduled for January 2015	Silicon Valley Builders	1313 Franklin Street	Multifamily Residential project with 46 units and 16K or retail space and 4 stories	4 plus partial in-liue fee	permits submitted		TBD		Rezone or AC: depending upon development design and access	TBD			Multiple revision needed to Arch design and utility accomodation 8-22-12/ CC Presentation for concept on 9-25-12. Outreach meeting held on 9-29-12 by
PLN2013-09881	Payal Bhagat (408) 615-2458	6/18/2013 Approved by AC on 10-1-2014	Tiemo Mehner	3001 and 3032 Coronado 216-26-040	AC and DA for two new data centers along with vacation of a portion of Coronado Drive	N/A	under construction	50,400	ML	Light Industrial	Architectural Approval				
PLN2014-10754	Shaun Lacey	14-Oct	DH family Partnerhsip	750 Walsh	New 57K industrial warehouse bulding and surface parking and site improvements	N/A	under construction								
PLN2013-10046	Jeff Schwilk	Submitted 9/25/2013 Approved 11/19/2014	TI and ARC	2930 Corvin Drive	Architectural Review to convert an existing industrial building into a data center [2.5MW energy use]	N/A	TBD	20,000	ML	Light Industrial	ARC and TI approval. Proposed 2.5 or less MW of power requested- Cat Ex				
PLN2014-10628	Yen Chen (408) 615-2455	Approved 9-24-14	Oracle	4090 Network Circle and 4100 Network Circle	Construction of one new 3-story building and one new single story building with associated site improvments to an existing office campus.	N/A	under construction	100,000	PD	R and D/PD	Architecural approval				
PLN2015-10900	Steve Le	3/3/2015 Approved 4-8-15	WTCCA	2981 Mead	Indoor Table Tennis Academy	N/A	TI only, done and operating	5.000 tenant space	ML	Industrial	Use Permit				
PLN2013-09688	Shaun Lacey	submitted 2/22/2013 Approved 6-25-14	Applied Materials	3303 Scott	78,000 square foot buildiing with underground parking/Repalced with proposal for service commercial use in existing building (10-1-13)	N/A	under construction	36,340	ML	Light Industrial	Architetural approval or PD rezone				
PLN2014-10770	Yen Chen (408) 615-2455	Submitted on 11/1/2014 Approved by PC 2/10/15	Cogswell College	5302 Betsy Ross Drive	Cosgwell Polytechincal College - private educational institution	N/A	2015	44K (existing)			Use Permit				
PLN2014-10765	Jeff Schwilk	CC approval 4-21-15	Mehdi Shemirizi	1480 Main Street	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot	None (rental units only)	2015-2016	vacant site	CC	Community Mixed Use	Rezone	Cat exemp/Infill project			
PLN2013-09730	Payal Bhagat (408) 615-2458	3/12/2013	Jane Vaughn	3333 Scott Blvd	Expansion of previous approval from to allow 581,000 additional sq ft of office buildings for a total of 1.316m sq.ft	N/A	under construction		PD		Supplemental EIR to allow the development of 1,316,000 square foot office/r&d space. The project was approved to develop 735,000 sq.ft. office/r&d space spread over five buildings (PLN2011-08759 and				
PLN2014-10320	Debby Fernandez (408) 615-2457	Jul-14	JOMA Studio architects	1701 Lawrence Road	Rezone from PD (R3-18D) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)	None	2015-16	two sfds							
PLN File No.2014-10183	Shaun Lacey	Dec-14	Eli Engleman	990 Wren	Rezone from R1-6L to PD to construct 5 new detached 2-story single family residences w/attached garage in conjunction with demo of existing sfr (PLN2014-10385 Map & CEQ2014-01177)	None	2015-16								
PLN2012-09542	Gloria Sciara (408) 615-2453	PC meeting for 12/10/14 (Recc CC approval) CC in February	Rezone and Redevelopment of site	3700 El Camino Real	Gateway Santa Clara (formerly Kohls Site) Mixed use development- Redevelopment of entire site 87K retail/commercial and 476 housing units (apartments)	None	Fall 2015-Spring 2016	100,000 -Kohls store			Rezone/Subdivision Map/AC approval 475 rental dwelling units and 86,000 square feet of retail space	EIR			EIR not started yet/final design to be submitted with development applications. One community meeting held to date
PLN2014-10487	Payal Bhagat (408) 615-2458	6/1/2014 Approved	SCU Steve Brodie	455 El Camino Real	Re-use of existing office building for SCU for graduate studies off-campus instruction/occupation	N/A	2015-16	75,000			UP	Cat Exemp- Reuse of existing building			
2014-10840	Payal Bhagat (408) 615-2458	4/22/2015	Menlo Equities	3345 Scott Blvd	Amendment to approved project - Modification to site plan and building height of to be constructed 6-story Building D.	N/A	2015-16								

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2014-10437	Jeff Schwilk	6/1/2014 Approved by CC on June 23, 2015	Michael Fischer	820 Civic Center Drive APN 224-29-022	application for a 3 unit Townhome develolpment (retention of one historic home- total of four units)	N/A	2015-16	15,100 sq. ft lot	ML						
PLN2015-10898	John Davidson	Jan-15	Westfield Valley Fair	**2855 Stevens Creek Blvd** portion of the existing Westfield Valley Fair	15K Chase bank bldg. near SCB and Winchester intersection	N/A	2016	77K		Regional Commercial	Use Permit for a new movie theater, and Variance to allowable building height,Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?			
PLN2013-09854	Debby Fernandez (408) 615-2457	submitted 6/3/2013 Approved 11/13	James Salata	2680 Scott Blvd./224-10-110	New 20,000 square foot office building,new landscape and parking improvements	N/A	2014		MH	Low Intensity Office R&D	Architetural approval				
Pending Projects- Last updated 7-15-15															
PLN File No.	Project Planner	submittal date nand status	Applicant	Location and APN	Description	Affordable units	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for etc.)
PLN2015-11031	Payal Bhagat (408) 615-2458	2/20/2015	Scott Menard	**3305 Kifer**	Development of 48 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR	10% of units		7.5 acres			Rezone				
PLN2015-11263	Yen Chen (408) 615-2455	7/1/2015	Daniel Diebel for Greystar Inc	**3901 - 3933 Freedom Circle**	Pre-Application for mixed use (residential up tp 1200 units, office 250K, and supporting retail 10,000) on 13.3 acre vacant site.	TBD	unknown	none		ML	GPA and Rezone will be required.	EIR			
PLN2015-11247	Debby Fernandez (408) 615-2457	7/1/2015	Sobrato	**3000 Bowers**	Amend Architectural Review approval for construction of (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building with Modification to increase maximum building height to 85 feet, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building to allow construction of (2) 165,000 sq.ft. 5-story office buildings and (1) 5-story parking structure and surface parking totaling 991 parking spaces (amended project does not include an amenity building)	N/A	2016-17	100,000	ML						
PLN2015-11236	Yen Chen	6/1/2015	Ray Hashimoto /HMH for River of Life Church	**1177 Laurelwood**	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.	N/A	2016								
PLN2015-10980	Yen Chen	Submitted 2-27-15	Irvine Company	**575 Benton Street multiple parcels**	Mission Towne Center Mission Town Center- 5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments on approximately 6.42 acres	None	2016-2020	varies- SFD, commercial etc	varies	Station Area Plan	General Plan Amendment, Rezoning, parcel map	EIR			
PLN2015-11053	Debby Fernandez	4/2/2015	Lennar Commercial	**3607 Kifer Rd**	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project										

PLN File No.	Project Planner	Approval Date	Project	Location and APN	Description	Affordable units?	Anticipated year built (for TIA purposes)	Existing Square footage	Current Zoning	Current GP	Proposed Entitlements (i.e. Rezoning/Variance/CUP/D.A./Map etc.)	Environmental Review (i.e. EIR, MND)	Proposed Maximum Building Height	Proposed Maximum Building Coverage	Status of Project (i.e. ADEIR under review, PC scheduled for ____ etc.)
PLN2015-10968	Yen Chen (408) 615-2455	Submitted 2-24-15	Pinn Bros	**1890 El Camino Real APN 269-01-081, 82 Corner of Pierce and ECR**	Pre-application for 28 townhome project	3 to 4	2017-18	Small office area with open used car lot	CT	Community Mixed Use	Rezone, ARC review, TSM	EIR			
PLN2015-10937	Payal Bhagat (408) 615-2458	Feb-15	Johnathon Fearn/Summerhill Homes	**3505 Kiefer Road APN 216-34-070**	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.	Up to 50% of units may be for sale product. 10% required. Possible 40-50 affordable units	2-5 years	TBD site is 3.89 acres	ML	Light Industrial	Rezone, Possible DA, Specific plan approval, ARC review	EIR			
PLN2015-10898	John Davidson	Jan-15	Westfield Valley Fair	**2855 Stevens Creek Blvd** portion of the existing Westfield Valley Fair	New Movie Theater complex and new retail tenant space	N/A	2016	77K		Regional Commercial	Use Permit for a new movie theater, and Variance to allowable building height,Shopping Mall, and the new construction of 102,210 square foot of commercial building area	Addendum to EIR?			
PLN2015-10899, 10900,10901,10902,10903,10904	Yen Chen	Jan-15	Irvine	**3265 Scott Blv (2600 Augustine) APN APN's: 216-45-011 - 022 -024 -025 -028; 216-29-053 -112 and 216-46-003**	Santa Clara Square Mixed Use Project - - phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres parks/open	None		3283 Scott Blvd (216-45-011); 2600-2610 Augustine Dr, 3300-3380 Montgomery Dr & 3265 Scott Blvd (216-45-023); 3255 scott Blvd & 2500 Augustine Dr		2025-35 Phase III General Plan High Density Residential (37-50 du/ac) Service, Parks, Public	GPA, rezone, subdivision map				
PLN2015-11152	Jeff Schwilk	15-May	City Ventures	**1525 Alivso Street**	Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication	4	2-3 yrs	n/a	ML	Community Mixed Use	Rezone M	ND/TBD	3 Stories		10/14/2014- PCC done, and CMO office review: redesign project to allow open space and better site design
PLN2014-10828	Shaun Lacey	14-Dec	Summerhill	**2230 El Camino Real**	Pre-Application for the proposed demolition of existing commercial buildings, and the development of 164 apartment units	None	2 years	tbd- demolition of	CC	Regional Mixed Use	Rezone and GPA possible for no commercial	MND			
PLN2014-10744	Yen Chen	15-Jun	Santana Atrium Professional Center	**100 N. Winchester**	General Plan Amendment, rezoning and Architectural Review for 92 unit senior apartment home community with onsite clubhouse and recreational amenities. Fees include Initial Study/Negative Declaration and Stormwater Management Plan Review.	None	1-2 years	3 story building over podium approx. 84,000	OA	Regional Mixed Use	rezone and GPA	MND OR EIR			
PLN2014-10664	Yen Chen	Sep-14	Jon Shank	**1220 Memorex**	Parcel Map and Arch review for self storage facility	N/A	2016	lot split for this devlepment proposed/vacant	ML	light industrial	Parcel Map and Architetural approval				
PLN2014-10683	Payal Bhagat (408) 615-2458	Sep-14	Sobrato	**2250 El Camino Real**	Pre-application for 48 apartments- 3 floors over podium parking (Western Motel site)	None	2017	.98 acre	PD/Multi family	High Density Residential	Rezone/ARC approval				
PLN2014-10554	Debby Fernandez	Sep-14	Related	**5155 Stars and Stripes Drive** 104-03-036 & 037, 104-01-102, 097-01-039 & 097-01-073; **5120 Stars and Stripes Drive** APN: 104-03-036, 038 and 039	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill for varied intensities of up to 9,200,000 square feet of office, commercial and residential development along with construction of parking facilities, provision of open space, and public and private infrastructure improvements and/or relocations. See attached Master Community Plan for detailed description and concept plans). Actions to be considered include:	TBD	Start 2017 phased over 20 years	lot area approx 13,000 square feet	P	Public Quasi Public	EIR, General Plan Amendment, Rezone, Tentative Map and/or Vesting Tentative Map, Development Agreement and/or Disposition Development Agreement, Ground Lease, and Architectural Review.				
PLN2014-10614	Jeff Schwilk	Sep-14	Kurt Anderson	**2891 Homestead Rd. APN 290-39-080**	Pre-Application review of the proposed replacement of a single family residence and detached garage with a thirteen-unit two- and three-story townhome development on a podium over at-grade parking	1	2015-16								

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PLN2013-09887	Shaun Lacey	6/20/2013	Jerry Mangono	**2255 The Alameda**	pre-application for rezone of small parcel to include one living unit and office	N/A			CT	Community Mixed Use	Rezoning to PD	MND	no change	no change	pre-Application/more detail needed
PLN2013-09817	Jeff Schwilk (408) 615-2456	5/6/2013	Mike Sullivan for Citation Homes	**2490 and 2500 El Camino Real**	Preliminary application: Development of 8 contiguous parcels (2490 and 2500 ECR) totalling 8.4 acres with a 100% residenntial project consisting of up to 392 multifamily units and 19 townhomes (at approx. 60 du/ac) & will require GPA's, application of discretionary policies to increase max. density, rezoning, map(s), architectural & environmental review	TBD	2-5 years	Mariani's hotel and restaurant property	CT	Community Mixed Use	PD REZONE, D.A., Map, Architectural Review, GPA, and EIR	EIR			
PLN2015-10939	Parks and Recreation Dept	Feb-15	Swim Center at Central Park	**909 Kiely Boulevard**	International Swim Center (ISC) PRELIMINARY proposal at Central Park CIP project #3172: project includes the following components: ISC, Community Recreation Center, Swimming Hall of	N/A	4-10 years	TBD			Existing swim center with bleachers and accessory				

June 2015
Development Update
City of Sunnyvale

This development update lists new development that has occurred within the city in the last 2 years. It does not list additions, individual single-family homes, or tenant improvements. If you have any questions regarding specific projects, contact the planner listed in parentheses next to the project address.

Development Update Legend		
Permit Type	**Staff Contact**	**Phone**
UP = Use Permit	Andy Miner	(408) 730-7707
SDP = Special Development Permit	Diana Perkins	(408) 730-7455
PM = Parcel Map (4 or fewer lots)	Gerri Caruso	(408) 730-7591
VAR = Variance	Tim Maier	(408) 730-7257
TM = Tentative Map	Noren Caliva	(408) 730-7637
GPI = General Plan Initiation	Rosemarie Zulueta	(408) 730-7437
	Ryan Kuchenig	(408) 730-7431
	Teresa Zarrin	(408) 730-7429
	Amber El-Hajj	(408) 730-2723
	Momo Ishijima	(408) 730-7532
	George Schroeder	(408) 730-7443
	Shetal Divatia	(408) 730-7637

Project Type	Address	Google Map Location	Description	Applicant/Contact	Applicant/Contact Phone	ning Permit Fil	ning Permit Filing	lanning Permit Typ	Planning Permit Status	ing Permit Status	Planner	Project Status/Planning Notes	Public Art Required
Commercial	1010 Sunnyvale Saratoga Rd.	http://goo.gl/maps/sNlou	Special Development Permit for a new 14,578 sq. ft. pharmacy with a drive thru (Rite Aide).	PM Design Group, David Lundy	(916) 226-5487	2014-7733	8/22/2014	SDP	Pending Review	9/5/2014	Ryan Kuchenig	Second PRC comments provided	
Commercial	1080 Stewart Drive	http://goo.gl/maps/cPzwM	Redevelopment of a hotel site (Residence Inn) resulting in a total 357 guest rooms. The new 7-story building will contain 133 rooms (24 of the 248 existing guest rooms are to to be demolished, resulting in a net increase of 109 rooms).	Marriott Residence Inn	(310) 980-9272	2015-7262	4/1/2015	UP	Comments Provided	4/10/2015	Margaret Netto	Comments provided 6/26/2015	
Commercial	1100 N Mathilda	http://goo.gl/maps/XN74Y	Hotel expansion of existing 173 room hotel to 342 rooms in a new 9 story building and parking sturcture.	Ken Rodrigues	(408) 373-5222	2013-7607	7/19/2013	SDP ER	Approved	2/12/2015	Shetal Divatia	Approved by Planning Commission on 12/8/2104	Yes
Commercial	1101 Elko Dr	http://goo.gl/maps/Q2iIA	Use Permit for 51 unit room hotel and Variance from front setback requirement	Hiten Surai/Stay Cal Hotels	(650) 799-9636	2014-7488	6/4/2014	UP Var ER	Approved	11/10/2014	Momoko Ishijima	PC Study Session 9/22/14, PC Public Hearing 11/10/14	No
Commercial	1111 W. El Camino Real	http://goo.gl/maps/054rx	Construct a freestanding 3,543-square foot commercial building (including 2000 square feet cafe) with a drive-through facility in an existing shopping center parking lot.	Sal Cala	(408) 739-2252	2015-7258	4/1/2015	PR	Comments Provided	4/10/2015	Rosemarie Zulueta	PRC comments provided	
Commercial	1205 W. El Camino Real	http://goo.gl/maps/xlXIB	Demolition of an existing 2,829 s.f. shopping center and construction of a new 16,797 s.f. retail/office building at 81% FAR in the El Camino Real Precise Plan area.	Hayes Group	(650) 365-0600 x17	2015-7230	3/24/2015	PR	Comments Provided	4/15/2015	Tim Maier	PRC comments provided on 4/15/15	
Commercial	1235 Bordeaux Dr.	https://goo.gl/f2q3gf	Two new hotels: one 8-story, 201 room AC Hotel and one with 123 room and 6- story Residence Inn	T2 Development, Rashir Patel	(949) 394-5336	2015-7459	4/29/2015	SDP ER	Comments Provided	5/13/2014	George Schroeder	Comments provided	
Commercial	1500 Partridge Ave	http://goo.gl/maps/0RskR	Use Permit to allow the reuse of buildings for a primary school at a former Raynor activity Center.	Stratford School, Clay Stringham	(408) 973-7331	2014-7990	11/12/2014	UP	Comments Provided	12/4/2014	Momoko Ishijima	Deemed incomplete at PRC 11/24/14, Draft EIR available in July	
Commercial	250 E. Java Dr.	https://goo.gl/S9Tyu7	Major Moffett Park Special Development Permit for a new 5-story hotel with 180 guest rooms and 6,000 SF of ground floor retail.	Peninsular Investments, Tri Vu	(650) 550-5949	2015-7382	5/11/2015	SDP ER	Comments Provided	6/12/2015	Margaret Netto	Resubmitted 7/2/15	
Commercial	590 W. El Camino Real	http://goo.gl/maps/X3xVg	Allow an 85-room hotel with underground parking.	Degan Development, Arash Moradi	(408) 628-0201	2014-7659	7/30/2014	SDP ER	Pending Review	8/11/2014	Margaret Netto	PRC Comments Provided, application not complete	No
Commercial	696 N Mathilda Ave	http://goo.gl/maps/krIfD	Combine two parcels, demolish existing structures and construct a 4,387 sq. ft. restaurant with drive thru.	J.P. DiNapoli Companies Inc.	(408) 998-2460	2013-7608	7/19/2013	UP	Comments Provided	8/21/2014	Shetal Divatia	Project application complete	No
Commercial	696 W El Camino Real	http://goo.gl/maps/BxZfk	New one-story commercial building with 9,836 sf (replacing Bubbles Car Wash Site).	Steve Askari	(650) 532-8200	2012-7895	11/14/2012	SDP	Approved	3/11/2013	Ryan Kuchenig	Building Permit under review	No
Commercial	725 S. Fair Oaks	http://goo.gl/maps/oheg4	187 room, 5-story hotel	Lifestyle Hotel	(949) 610-8036	2015-7303	4/15/2015	ER SDP VAR	Pending Review	4/27/2015	Momoko Ishijima	PRC comments provided 4/29/2015 Second PRC comments provided 6/17/15	Yes
Commercial	750 Lakeway Drive	http://goo.gl/maps/F7PQr	Redevelopment of a 232 room hotel with a partial demolition of 32 rooms and construction of a new 7-story hotel with 111 guest rooms (79 net new rooms) including 32 structured parking spaces and associated site modifications.	DLR Group, Costa Trigonis	(310) 980-9272	2014-8019	11/20/2014	SDP	Comments Provided	12/17/2014	Margaret Netto	Resubmitted	
Commercial	755 S. Bernardo Ave	http://goo.gl/maps/yyf75	a change of use of an existing medical building to a private school (preschool to 8th grade).	Artik Art & Architecture	(408) 224-9890	2014-8045	12/3/2014	PR	Comments Provided	12/4/2014	Noren Caliva-Lepe	PRC comments provided	
Commercial	777 Sunnyvale-Saratoga Rd.	http://goo.gl/maps/kBZ1s	to allow a 11,600 square foot new commercial building (grocery store) on existing commercial site.	Ware Malcomb	(929) 244-9620	2015-7399	5/14/2015	SDP	Comments Provided	6/17/2015	Ryan Kuchenig	PRC Comments Provided	No
Commercial	787 N. Mary Ave.	http://goo.gl/maps/QULNX	Use Permit to allow a new 54-foot wireless facility (mono-eucalyptus) in the parking lot of an industrial site.	Verizon Wireless	707-486-7252	2014-8023	11/21/2014	UP	Approved	5/19/2015	Tim Maier	Recommended for approval to City Council at 4/13/15 Planning Commission hearing; approved at City Council hearing of 5/19/15.	No
Commercial	830 E. El Camino Real	https://goo.gl/R58pzA	Preliminary Review for a new 4-story, 130-room hotel over one level of underground parking in the El Camino Real Precise Plan area.	Sunnyvale HHG Hotel Development, LLC	410-884-5393	2015-7451	6/2/2015	PR	Comments Provided	6/17/2015	Tim Maier		No
Commercial	861 E. El Camino Real	http://goo.gl/maps/WIOpw	To allow a 166-room hotel (Hampton Inn), includign underground parking	Mvhre Group Architects	(503) 236-6000	2014-7633	7/22/2014	SDP	Pending Review	8/7/2014	Margaret Netto	Project deemed incomplete 8/11/14. TIA is complete.	Yes
Industrial	1080 Innovation Way	http://goo.gl/maps/O6LiO	Reuse Plan Amendment for Onizuka Air Force Station	Air Force and City of Sunnyvale		2011-7636	9/1/2011	OTH	Approved	12/13/2011		Approved by CC	
Industrial	1081 Innovation Way	http://goo.gl/maps/vTH7S	New 2.43M sq. ft. office campus with 70% FAR development in a MP-TOD Zoning District. (Juniper Networks)	Juniper Networks/RMW Architects	(408) 294-8000	2002-0223	1/22/2002	SDP	Approved	5/14/2002	Ryan Kuchenig	Two buildings completed	Yes
Industrial	1111 Lockheed Martin Way	http://goo.gl/maps/WOCOj	Develop 47-acre parcel with five, 8-story office buildings, 4 parking structures and 1 amenitiy building for a total floor area of 1,651,795 s.f. and 80% FAR	Jay Paul Company, Lockheed, Janette D'Elia	(415) 263-7400	2015-7106	2/11/2015	PR	Comments Provided		Margaret Netto	PRC comments provided 03/03/15	
Industrial	1152 Bordeaux	http://goo.gl/maps/L65Z3	Major Moffett Park Design Review Application for 1.77 million square feet of office with parking structures and ammenities building.	Jay Paul Co /Janette D'Elia	(415) 263-2904	2012-7854	10/31/2012	SDP, GPA, RZ, ER	Approved	12/3/2013	Amber El-Hajj	Approved by City Council on 12/3/13	Yes
Industrial	1184 Mathilda Ave	http://goo.gl/maps/Anzvt	Allow a new 248,259 sq. ft., 5-story office/ R & D building over a 3-level parking structure attached to the building (including one-level of underground basement parking. Project includes reconfiguration of existing surface parking lot.	FSP-Sunnyvale Office Park, LLC	(213) 629-2100	2015-7400	5/14/2015	SDP, ER	Pending Review	5/27/2015	Margaret Netto	Comments provided	
Industrial	1221 Crossman Ave	http://goo.gl/maps/Uuzua	Redevelopment of an existing office park with two new 7-story office buildings (541,214 s.f.) and one 3-level parking structure.	DES / Dawn Jedkins	(650) 207-2998	2013-7353	4/25/2013	Major MP-DR	Approved	8/26/2013	Shetal Divatia	Under construction	Yes
Industrial	1240 Crossman	http://goo.gl/maps/19Pvd	Expansion of the NetApp campus (site 2) utilizing the green building bonus to enable 75.8% FAR for a total of 525,057 s.f. two 4-story buildings (12 and 14) and a 4-level parking garage would be built. Two buildings (10 & 11) to remain.	NETAPP / Brent Takahashi	(650) 364-6453	2011-7759	10/19/2011	PM SDP	Pending Review	10/19/2011	Ryan Kuchenig	On hold.	Yes
Industrial	215 Moffett Park Drive	http://goo.gl/maps/TPM4v	Major Moffett Park Design Review to allow a new 86,400 square foot R&D building, 5,000 sq. ft. restaurant, and 3-level parking garage resulting in resulting in total of 248,460 square feet of building area on the site and 59.9% FAR with LEED Gold incentive.	Gensler, Dan Baroni	(415) 836-4514	2014-7584	7/2/2014	Major MP -DR; ER	Approved	12/4/2014	Shetal Divatia	Project approved by Planning Commission	Yes

Project Type	Address	Google Map Location	Description	Applicant/Contact	Applicant/Contact Phon	nning Permit Fil	ning Permit Filing	lanning Permit Typ	Planning Permit Status	ing Permit Statu	Planner	Project Status/Planning Notes	Public Art Required
Industrial	221 N. Mathilda Ave.	http://goo.gl/maps/Lcmk9	3-story 126,535 s.f. office/R&D building with 69% FAR and a 4-story parking structure at the Mellow's Nursery site.	Spear St. Capital	(415) 222-7432	2015-7302	4/15/2015	ER UP	Comments Provided	4/27/2015	Momoko Ishijima	PRC comments provided on 4/29/15.	Yes
Industrial	280 Santa Ana Ct	http://goo.gl/maps/2utPL	SDP to allow three 6-story office buildings with a total of 777,170 sf and 30,000 sf of amenities.	Landbank Investments	(650) 328-6020	2013-7525	10/14/2014	SDP, EIR, TM	Approved	6/24/2013	Dave Hogan		Yes
Industrial	433 N Mathilda	http://goo.gl/maps/Ga3GY	Use Permit for demolition and new construction of a new 2 story building approximately 210,000 sf and far of 52%.	Christensen Holdings, Gavin Christensen	(650) 593-1841	2013-7448	5/29/2013	UP, ER	Approved	11/19/2013	Momoko Ishijima	Under construction	Yes
Industrial	479 N Pastoria Ave	http://goo.gl/maps/izxYQ	To allow a new 52,394 sf, four-story office/R&D building and a two level parking structure resulting in approximately 55% Floor Area Ratio.	Peery-Arrillaga, ArchiRender Architects	(775) 722-3328	2013-7860	10/11/2013	UP ER	Approved	7/15/2014	Noren Caliva-Lepe	Approved by City Council 7/15/14	Yes
Industrial	495 E Java Drive	http://goo.gl/maps/4XhPh	Expansion of the NetApp campus (site 1) utilizing the green building bonus to enable 76.4% FAR and a total of 1,496,971 s.f.; previously approved buildings 5 and 6 will increase by 120,993 s.f including a fifth story. A new 4-level parking garage is also proposed.	Nework Appliance / Brent Takahashi	(650) 364-6453	2011-7758	10/19/2011	PM SDP	Approved	2/29/2012	Ryan Kuchenig	Approved by the Planning Commission on 2/29. Building Permit not yet submitted.	Yes
Industrial	495 E. Java Dr.	http://goo.gl/maps/4XhPh	Master Plan for 5 new R&D buildings, 1 amenity (café & fitness) building, and 3 multi-level parking structures resulting in total l of 1,375,978 sq. ft. in a MP-TOD Zoning District. (Network Appliance)	Network Appliance	(408) 822-6695	2005-0340	4/21/2005	ER SDP	Approved	6/27/2005	Ryan Kuchenig		Yes
Industrial	495 Mercury Drive	http://goo.gl/maps/XUMZT	Rezone to P-F (Public Facilities) and Use Permit for a charter middle and high school with environmental assessment.	Summit Public Schools	(650) 888-3804	2013-7205	3/13/2013	UP RZ	Withdrawn	10/3/2013	Noren Caliva-Lepe	Application withdrawn by applicant	No
Industrial	520 Alamanor Ave.	http://goo.gl/maps/ryyoh	Construct a 207,200-square foot, four-story office building with a freestanding parking structure and 4,000 square feet of retail for a total of 110% FAR. The proposal includes demolition of the existing industrial/office building and use of the Green Building incentive to earn an additional 10% FAR by achieving LEED Gold with USGBC certification.	Lane Partners, Scott Smithers	(650) 838-0100	2015-7256	4/1/2015	DR, ER	Pending Review	4/10/2015	Rosemarie Zulueta	PRC comments provided. Incomplete.	Yes
Industrial	549 Baltic Way	http://goo.gl/maps/uw2t9	Expansion of the NetApp campus (site 3) utilizing the green building bonus to enable 60%; FAR for a total of 483,326 s.f. the site would be redeveloped with two 5-story buildings (15 &16).	NETAPP / Brent Takahashi	(650) 364-6453	2011-7760	10/19/2011	PM SDP	Approved	10/27/2011	Ryan Kuchenig	Approved by Planning Commission on 10/22/12. No building permit submitted	Yes
Industrial	589 W. Java	http://goo.gl/maps/QZPIF	Yahoo! campus expansion to add a new, 6-story 315,000 sq. ft. office building, 24,000 sq. ft. special use amenities building and one parking structure.	Yahoo!	(408) 406-6649	2011-7495	6/13/2011	SDP	Approved	10/10/2011	Ryan Kuchenig	Approved by PC in October, 2011	Yes
Industrial	600 W. California	http://goo.gl/maps/3mOHC	For a new 106,617 square foot office/R&D building within Sunnyvale Business Park resulting in a 47.8% FAR	Ware Malcomb, Jim Terry	(929) 244-9620	2012-7304	4/19/2012	SDP TM	Approved	10/30/2012	Noren Caliva-Lepe	Built	Yes
Industrial	610 N. Mary Ave.	https://goo.gl/96vlm3	Irvine Company Master Plan within Peery Park	Irvine Company, Carlene Matchniff	(408) 957-1265	2015-7422	5/22/2015	PR	Comments Provided	6/23/2015	George Schroeder	Project is in preliminary status.	
Industrial	615 N Mathilda Ave	http://goo.gl/maps/koNXJ	Redevelop 8 parcels by combining the site into one site and construct two new 4-story R&D buildings for a total of 264,000 s.f. (80% FAR), and serviced by a new 5-level parking garage.	Sequoia Del Rey LLC, Peter Larko	(408) 535-2224	2013-7609	7/19/2013	DR	Pending Review	8/21/2014	Shetal Divatia	Application Pending	Yes
Industrial	684 W. Maude Ave.	http://goo.gl/maps/cgeuf	Allow three 5-story office builidngs, one 3.5 level parking structure and two 5-level parking structures (1 level below grade) for approximately 652,000 s.f. and 1,960 parking stalls	SIMEON Commercial Properties	(415) 986-2002 x21	2015-7278	4/6/2015	PR	Pending Review	4/27/2015	Ryan Kuchenig	PRC comments provided 4/29/2015	
Industrial	815 W. Maude Ave	http://goo.gl/maps/Ql0C8	Use Permit to allow a new 23,340 square foot, three-story office/R&D building resulting in approximately 55% Floor Area Ratio (Variance withdrawn by applicant after Planning Commission hearing)	ArchiRender Architects	(650) 618-1123	2014-7117	2/10/2014	UP	Approved	8/4/2014	Noren Caliva-Lepe	City Council approved project 8/12/14.	No
Industrial	845 W. Maude Ave.	http://goo.gl/maps/szpfM	demolition of an existing industrial builidng and the construction of a new, 39,233 s.f., 4-story office building and 55% FAR.	ArchiRender Architects	(650) 618-1123	2015-7208	3/18/2015	PR	Comments Provided	3/25/2015	Noren Caliva-Lepe	PRC comments provided	
Mixed Use	1095 W El Camino Real	http://goo.gl/maps/EQbU4	Allow a mixed-use project with 156 residential apartment units in a four-story building and a 40,544 sq ft three-story office building.	The Sobrato Orginization/Richard Truempler	408-446-0700	2013-7258	4/1/2013	SDP TM	Approved	12/18/2013	Momoko Ishijima	Under construction	Yes
Mixed Use	1120 Kifer Rd.	https://goo.gl/CdwCTC	Mixed-use project within the Lawrence Station Area Plan, including 9,350 square feet of retail and 520 apartment units	Greystar Real Estate Partners, Dan Deibel	(650) 486-1907	2015-7392	5/12/2015	PR	Comments Provided	5/27/2015	Noren Caliva-Lepe	PRC comments provided 5/24/15	
Mixed Use	2502 Town Center Ln.	http://goo.gl/maps/YiueG	Proposed 292 residential units, 16-screen movie theater, and 275,000 sq. ft. of office space and 1,000,000 sq. ft. of total retail in DSP Block 18 Zoning District. (Town Center)	Quattro Realty Group, LLC	(925) 337-1007	2007-0030	1/8/2007	SDP	Approved	2/6/2007	Noren Caliva-Lepe		Yes
Mixed Use	560 S Mathilda	http://goo.gl/maps/tsG2k	Special Development Permit to allow a three-story mixed use development with 15 condominiums and one 5,531 square feet of ground floor office space. Vesting Tentative Map to create 15 residential condominiums, one office condominium and one common lot.	Silicon Valley Builders	(408) 228-7302	2012-7461	6/13/2012	SDP TM	Approved	5/13/2013	Noren Caliva-Lepe	Under construciton	No
Mixed Use	660 W El Camino Real	http://goo.gl/maps/0sxmy	Special Development Permit and Vesting Tentative Map for a mixed use project consisting of a 145 room hotel and 103 residential townhouse units at the former Chevrolet site.	SummerHill Homes, Katia Kamangar	(650) 842-2371	2012-7170	3/7/2012	ER SDP TM	Approved	5/14/2012	Ryan Kuchenig	Marriot Courtyard completed, Towhomes are under construction	Yes
Mixed Use	704 Town and Country	http://goo.gl/maps/vbaLs	Special Development Permit to allow 133 apartments and 8,131 s.f. of retail and below grade parking.	Carmel Partners	(415) 837-3985	2011-7661	9/14/2011	SDP	Approved	11/14/2011	Tim Maier	PC approved on 11/14/11	Yes
Mixed Use	833 W El Camino Real	http://goo.gl/maps/tfiQT	50 multi-family residential units, 5,000 s.f. of commercial, and a 53 room expansion of the Grand Hotel	Pastoria El Camino Partnership, Jessica Vinoya	(650) 209-3232	2015-7109	2/11/2015	PR	Comments Provided	2/26/2015	Ryan Kuchenig	PRC comments provided	
Mixed Use	871 E Fremont Ave	http://goo.gl/maps/slvmA	Rezone to R-4/ECR, Special Development Permit and Vesting Tentative Map allow the redevelopment of Butcher's Corner site with 153 residential units (39 townhomes ad 114 flats) plus 6,936 square feet of retail/office use with surface and underground parking. Project includes preparation of an Environmental Impact Report (EIR) and annexation.	De Anza Properties, Kathy Symmiotis	(408) 738-4444	vious 2013-752	7/16/2014	RZ ER SDP TM	Comments Provided	7/21/2014	Noren Caliva-Lepe	Deemed incomplete.	No
Other	562 N. Britton Ave.	http://goo.gl/maps/zckHt	Allow four modular classrooms totaling 3,840 s.f. within an existing private school site (The Kings Academy).	The King's Academy	(408) 481-9900	2015-7252	3/31/2015	UP	Pending Review	6/12/2015	Shetal Divatia	Zoning Administrator Hearing on 6/24/2015	
Public Facilities	539 Wedell Dr	http://goo.gl/maps/dgSuK	GPI request to allow a school use	New Hope Church	408-470-4200	2014-7357	8/26/2014	GPI	Approved	5/6/2014	Gerri Caruso	Initiated	
Residential	1008 E El Camino Real	http://goo.gl/maps/GVyA9	Preliminary Review for redevelopement of Nick's Trialer Court to 126 apartment units.	St Anton Communities	916-444-9897	2015-7288	4/10/2015	PR	Comments Provided	4/27/2015	Noren Caliva-Lepe	PRC comments provided	
Residential	1050 Helen Av.	http://goo.gl/maps/aHqfM	Special Development Permit to construct 7 two-story homes (3 duets and 1 detached) and Vesting Tentative Map to subdivide 2 existing lots into 7 lots plus one common lot.	Fred Azarm	(408) 448-9246	2014-7985	11/11/2014	ER SDP TM	Approved	3/23/2015	Tim Maier	PRC completed 11/24; refer to PRC 2014-7226	No
Residential	1071 Noriega	http://goo.gl/maps/aUnyf	Rezone a residential site from R-3 (Medium Density Residential) to R-3/PD (Medium Density Residential/Planned Development) and construct a 3-story, 10-unit townhome development. Project includes demolition of the existing 11-unit apartment complex, subdivision of the existing two lots into 10 lots plus one common lot, and site improvements.	Classic Communities, Jim Pollart	(650) 496-4496	2014-7423	5/15/2014	RZ SDP TM	Approved	11/11/2014	Rosemarie Zulueta	Approved by CC on 11/11/14	No
Residential	1101 N Fair Oaks Ave	http://goo.gl/maps/V4wyz	Special Development Permit for a new 97 residential unit project and rezone to R4 and green building density bonus.	St Anton Partners	(916) 400-2077	2012-7450	6/13/2012	SDP RZ	Approved	10/16/2012	Gerri Caruso	Complete	
Residential	1111 Karlstad Dr.	https://goo.gl/WpKSAF	Preliminary Review for a 22-unit townhome development in a MS-ITR zone.	St. Anton Partners, Ardie Zahedani	916-400-2077	2015-7379	5/8/2015	PR	Comments Provided	5/27/2015	Tim Maier		No

Project Type	Address	Google Map Location	Description	Applicant/Contact	Applicant/Contact Phon	ning Permit Fil	ning Permit Filing	lanning Permit Typ	Planning Permit Status	ing Permit Status	Planner	Project Status/Planning Notes	Public Art Required
Residential	1130 Prunelle Ct.	http://goo.gl/maps/wp0ck	4-lot subdivision and development of 4 singe-family homes including rezoning and environemental review.	California Communities, Forrest Mozart	(650) 213-1129	2015-7108	2/11/2015	ER PM RZ SDP	Comments Provided	2/26/2015	Ryan Kuchenig	PRC comments provided	
Residential	1175 Willow Ave	http://goo.gl/maps/UrYOO	16 townhomes in an ITR/R-3/PD zoning district	Campus properties	(415) 924-2377	2012-7646	8/23/2012	SDP TM	Approved	2/11/2015	Gerri Caruso	Complete	
Residential	1549 Norland Dr.	http://goo.gl/erNhCC	Use permit to create two homes and design review for two new two-story homes to replace existing single-family home. Tentative map to subdivide one lot into two.	SC Design Group	208-939-2729	2015-7358	5/4/2015	UP TM	Comments Provided	5/27/2015	Tim Maier	Refer to PR File 2015-7254; original PRC comments provided 4/29/15. PRC comments for formal application provided 5/27/15.	No
Residential	199 N. Sunnyvale Ave.	http://goo.gl/maps/uO9Ja	Special Development Permit and Vesting Parcel Map to subdivide one lot into two, and for construction of a new detached single-family home.	D&Z Design Associates, Scott Zazueta	(408) 778-7005	2014-7361	4/30/2014	ER PM SDP	Approved	5/5/2014	Tim Maier	Approved	No
Residential	210 Awhanee Ave	http://goo.gl/maps/bLlb9	GPI request to change the land use designation from industrial to residential	Saeed Efran	(408) 734-8299	2014-7364	4/30/2014	GPI	Pending Review	5/6/2014	Gerri Caruso	Initiated	
Residential	238 Carroll St	http://goo.gl/maps/xMRBK	Special Development Permit for 24 condomimium units and tentative map	Classic Communities, Jim Pollart	(650) 496-4162	2014-7486	11/10/2014	SDP ER TM	Approved	6/23/2014	Noren Caliva-Lepe	Approved on 11/10/14.	No
Residential	245 W. Weddell Dr	https://goo.gl/96vlm3	Partial demolition and construction of 25 net new affordable units, totalling 87 units (62 existing) at an existing apartment complex, Orchard Gardens.	First Community Housing/ Regina Williams	408-291-8650 x11	2015-7452	6/2/2015	Preliminary Review	Pending Review	6/10/2015	Noren Caliva-Lepe	PRC comments provided	
Residential	260 S Mary	http://goo.gl/maps/4NAFQ	Use Permit for one year review of child care center including the expansion from 18-24 children	Harmesh Saini	408-242-3792	2013-7202	3/13/2013	UP	Approved	7/8/2013	Ryan Kuchenig	Approved by Z.A. on 5/15/13. Appealled to P.C. Approved by P.C. on 7/8/13	No
Residential	300 W. Iowa	http://goo.gl/maps/Qwblk	Construct 13 two-story detached single-family homes and subdivide the existing lot into 13 lots plus one common lot. Project includes site improvements and demolition of the vacant office building.	Classic Communities, Jim Pollart	(650) 496-4496	2014-7424	5/14/2014	SDP TM	Approved	8/11/2014	Rosemarie Zulueta	Approved by PC on 8/11/14	No
Residential	331 Beemer Ave.	https://goo.gl/R58pzA	2-lot subdivision on a lot zoned R-2.	Forte Construction and Design	408-667-0699	2015-7414	5/20/2015	PR	Comments Provided	6/17/2015	Tim Maier		No
Residential	363 Beemer	http://goo.gl/maps/R0zeH	Parcel Map to subdivide one lot into two lots and a Use Permit for one single family home.	Eugene Sakai	(408) 250-7422	2014-7314	4/16/2014	PM UP	Approved	11/24/2014	Tim Maier	Approved by PC	No
Residential	388-394 E. Evelyn Ave	http://goo.gl/maps/onjyA	SDP and Parcel Map to allow a 67 unit apartment building in DSP/4 zoning district.	Prometheus/ Desmond Nolan (owner)	(650) 931-3448	2012-7460	6/13/2012	SDP TM	Approved	3/19/2013	Ryan Kuchenig	Under Construction	
Residential	423 E. Maude Ave.	http://goo.gl/maps/9jktG	Development 11 townhouse units. Rezone from R-3 to R-3/PD and vesting tentative map for the individual lots and common lot.	Classic Communities, Jim Pollart	(650) 496-4162	2015-7259	4/1/2015	SDP, RZ, ER, TM	Pending Review	4/10/2015	Noren Caliva-Lepe	Incomplete	
Residential	433 E. Washington Ave.	http://goo.gl/fSPp3M	Special Development Permit for demolition of existing home and construction of a new two-story, single-family home, resulting in 2,803 square feet (2,352 square feet living area and 451 square feet garage) and 53% FAR in a R-2/PD zone.	LPMD Architects	408-992-0281	2015-7296	4/13/2015	Special Development Permit	Comments Provided	4/29/2015	Tim Maier	Preliminary Review comments prepared and delivered 4/29/15	No
Residential	441 S Sunnyvale Avenue	http://goo.gl/maps/w15gC	Tentative parcel map to subdivide two lots into four lots and Special Development Permit for redevelopment with four single-family homes.	Sycamore Homes/Samir Sharma	(206) 931-4169	2014-7043	1/14/2014	SDP TM	Approved	5/28/2014	Tim Maier	Under Construction	No
Residential	455 Mathilda Ave	http://goo.gl/maps/isSqF	Review for 105 residential dwelling unit building (rental) with underground parking associated with GPA	Urban Housing Group / Kelly Snider	(650) 842-2360	2013-7171	3/5/2013	SDP ER	Approved	12/3/2013	Gerri Caruso	Under Construction	
Residential	457-475 E Evelyn Ave	http://goo.gl/maps/f5Bhv	Special Development Permit and Parcel Map for a 117-unit apartment building.	Prometheus	(650) 931-3448	2013-7313	4/17/2013	SDP	Approved	7/9/2013	Ryan Kuchenig	Under Construction	No
Residential	460 Persian Dr.	http://goo.gl/maps/p4lsR	Preliminary Review for a 63-unit affordable housing project	Midpeninsula Housing Corp	(650) 393-0731	2015-7071	1/28/2015	PR	Comments Provided	2/11/2015	Gerri Caruso	Comments provided.	
Residential	470 Persian Dr	http://goo.gl/maps/bMbuu	Redevelop industrial site with 47 residenital condominium units.	Padus Group/Tom Qualiga	(408) 504-9331	2012-7879	11/9/2012	SDP, PM	Approved	6/10/2013	Gerri Caruso	Under Construction	No
Residential	520-550 E Weddell	http://goo.gl/maps/VyBXe	General Plan Amendment and Rezone from Industrial to Residential High Density (M-S/POA to R-4/PD) for 550 Weddell and Special Development Permit to allow redevelopment with 465 apartment units for 550 and 520 Weddell.	Raintree Partners, Jason Check	(949) 365-5650	2013-7132	2/15/2013	GPA RZ SDP	Approved	4/28/2014	Ryan Kuchenig	Building Permit under review	No
Residential	523 E. Homestead Rd.	http://goo.gl/maps/MS12y	Special Development Permit for 7 detached single-family homes and Tentative Map to subdivide 3 lots into 7 lots.	S&S Construction, LLC, Stephen L. Stapley	(925) 570-4976	2013-8029	12/17/2013	SDP TM	Approved	7/29/2014	Noren Caliva-Lepe	Approved by CC on appeal 7/29/14.	No
Residential	585 Old San Francisco Rd.	http://goo.gl/maps/JgFLq	6 new townhomes in an R-3/PD Zoning District.	M Design Group	(408) 431-9289	2008-1259	11/26/2008	PM SDP VAR	Approved	6/9/2009	Shetal Divatia	Under Construction	
Residential	610 E. Weddell Dr.	http://goo.gl/maps/RHdLo	General Plan Amendment Initiation request to study a change from Industrial to High Density Residential; Rezone from M-S/PD to R-4/PD; and Special Development Permit to allow development of 205 apartment units.	SRGNC MF, LLC (Ken Busch/Sares Regis)	(650) 377-5810	2013-7081	2/4/2013	GPA RZ SDP	Approved	4/28/2014	Ryan Kuchenig	Building Permit uner review	No
Residential	617 E Argues Ave	http://goo.gl/maps/2YR9s	Special Development Permit for an 85-unit towhouse Development	Summerhill / Michael Keaney	(650) 842-2360	2013-7645	7/31/2013	SDP TM RZ	Approved	12/17/2013	Ryan Kuchenig	Under Construction	No
Residential	619 Dunholme Wy.	https://goo.gl/CkFrrq	Design Review for a new two-story, single-family home with a total of 5,796 sq. ft. (4,500 sq. ft. living area, 542 sq. ft. garage, and 754 sq. ft. covered deck) and FAR of 59.3%. (Existing residence to be demolished.)	Edick Lazari	408-781-8374	2015-7343	4/28/2015	Design Review	Pending Review	5/13/2015	Tim Maier	PRC comments provided; revised plans not yet resubmitted	No
Residential	620 E. Maude	http://goo.gl/maps/yHRUo	General Plan Ammendment , Rezone, Special Development Permit to allow 121 Affordable Housing	Mid-peninsula Housing Coalition & Charaties	(650) 356-2915	2013-7103	2/12/2013	GP RZ SDP ER	Approved	4/30/2013	Gerri Caruso	Under Construction	No
Residential	625 E Taylor	http://goo.gl/maps/QUtoK	Construct 20 three-story townhome-style condominiums in the Fair Oaks Junction Sense of Place neighborhood (industrial to residential transition site) and subdivide two existing lots into one common lot and 20 condominium lots. Project includes site improvements and demolition of the existing industrial uses.	627 Taylor LLC, Samir Sharma	(206) 931-4169	2014-7900	10/15/2014	ER SDP TM	Approved	2/19/2015	Rosemarie Zulueta	Approved by PC on 6/22/15	No
Residential	636 W Fremont Ave	http://goo.gl/maps/bK5E8	Redevelopment of church site with 18 single-famliy homes. Project includes rezoning the north east corner of the site to R-2/PD.	Classic Communities, Scott Ward	(650) 496-4496	2012-7531	7/13/2012	SDP TM RZ	Approved	12/4/2012	Noren Caliva-Lepe	Built	No
Residential	669 Old San Francisco Rd.	http://goo.gl/maps/cyBB5	allow 7, three-story townhomes	Innovative Concepts	(408) 985-1078	2015-7241	3/27/2015	PR	Comments Provided	4/10/2015	Ryan Kuchenig	PRC comments provided.	
Residential	680 E Taylor	http://goo.gl/maps/b4Wqp	Special Development Permit to modfiy SDP 2013-7272 to allow the addition of 18 new townhomes and community room located at 680 E Taylor and modification to the Vesting Tentative Map (2013-7272) to allow phasing and filing of multiple maps merger of 680 E Taylor into the site.	Taylor Morrison, Stuart Wagner	(925) 249-7952	2014-7419	5/14/2014	SDP TM ER	Approved	7/28/2014	Gerri Caruso	Building Permit Review.	No
Residential	688 Morse Ave	http://goo.gl/maps/cX6c5	Special Development Permit application to create a 3-unit townhouse development; includes proposal to rezone to Planned Development (PD) and Vesting Tentative Map to subdivide 1 existing lot into 3 ownership lots and 1 common lot.	Richard Haro	(408) 532-1755	2014-7602	7/9/2014	ER PM RZ SDP	Pending Review	4/28/2015	Tim Maier	Incomplete	No
Residential	688 Morse Ave.	http://goo.gl/maps/cX6c5	Preliminary Review to construct 4 residential condominiums.	Richard Haro	(408) 667-5187	2013-7730	9/4/2013	PR	Comments Provided	10/3/2013	Noren Caliva-Lepe	PRC comments provided 9/16/13	No
Residential	698 E. Taylor Ave	http://goo.gl/maps/hRJre	Redevelop industrial sites with 48 townhome-style condominium units and subdivision to create 13 ground lots.	Taylor Morrison	(925) 866-6700	2013-7272	4/3/2013	SDP TM	Approved	8/26/2013	Gerri Caruso	Building Plan Check. See 680 E. Taylor Ave. (2014-7419)	No
Residential	701-729 E Evelyn Ave	http://goo.gl/maps/1Xlzb	Special Development Permit and Vesting Tentative Map for 204 townhome units	DR Horton, Kelly Snider	(650) 387-3132	2014-7656	7/30/2014	ER SDP TM	Approved	2/11/2015	Noren Caliva-Lepe	Approved by PC 2/9/2015	No
Residential	711 E. Evelyn Ave.	http://goo.gl/maps/ysvla	11 units (added to the approved project 2014-7656 (DR Horton) for a total of 215 residential units)	DR Horton	(650) 387-3132	2015-7164	3/4/2015	PR	Comments Provided	3/25/2015	George Schroeder	PRC comments provided.	

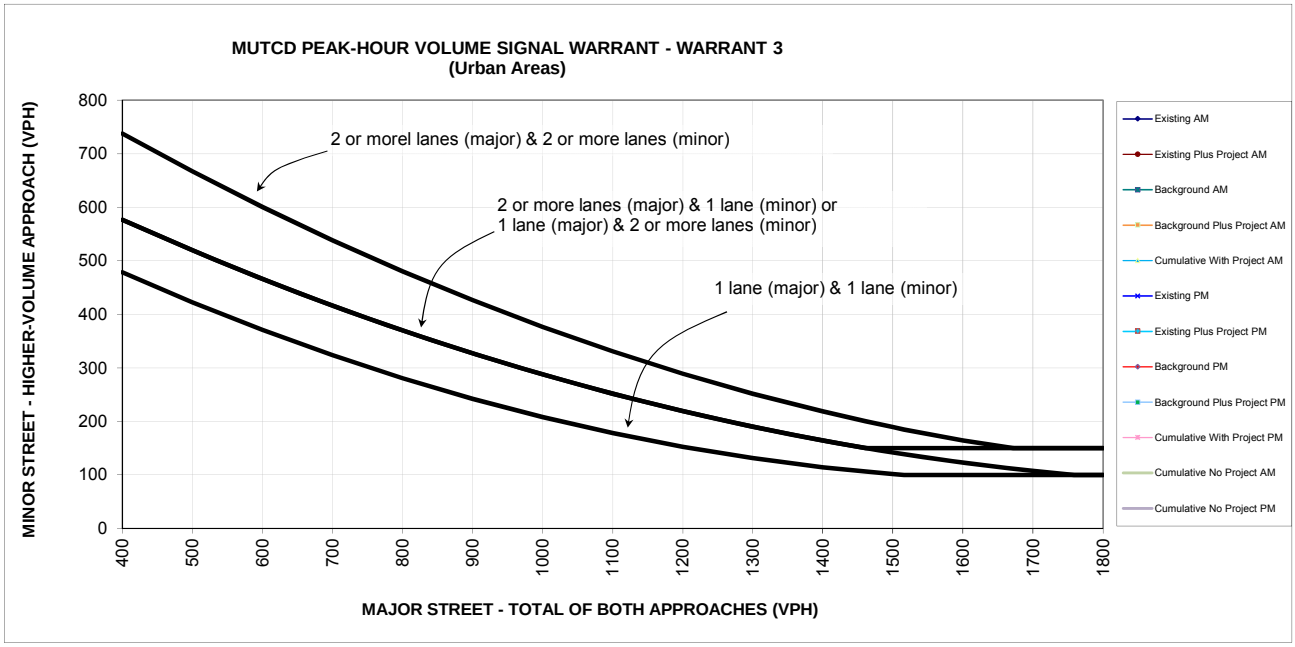
Project Type	Address	Google Map Location	Description	Applicant/Contact	Applicant/Contact Phon	nning Permit Fil	ning Permit Filing	lanning Permit Typ	Planning Permit Status	ing Permit Statu	Planner	Project Status/Planning Notes	Public Art Required
Residential	728, 740, 750, 760 and 814 S	http://goo.gl/maps/Ck2mz	Redevelop five industrial sites into a 106 residential units (84, 2-3 story townhome-style condos and 22, 2-story duet townhomes.	Standard Pacific Homes	(925) 730-1373	2015-7251	3/31/2015	PR	Comments Provided	4/10/2015	Margaret Netto	PRC comments provided on 4/15/15	
Residential	755 E. Evelyn Ave	http://goo.gl/maps/AufRt	42 townhomes (3-story) and vesting tentative map for 42 residential lots and one common lot.	Classics Communities, Jim Pollart	(650) 496-4162	2015-7264	4/1/2015	SDP ER TM	Comments Provided	4/10/2015	George Schroeder	Comments provided PC study session on 6/22/15	
Residential	822 E Evelyn Ave	http://goo.gl/maps/Jmz4F	31 unit Townhouse Development and Map.	Classic Communities, Scott Ward	(650) 493-9050	2013-7468	5/29/2013	SDP TM	Approved	10/21/2013	Momoko Ishijima	Under Construciton	No
Residential	845 Maria Lane	http://goo.gl/maps/8zkbn	5 unit Townhouse Development	Hamid Hekmet	(650) 678-4070	2014-7770	9/30/2014	RZ TM SDP	Comments Provided	4/27/2015	Margaret Netto	Approved	
Residential	915 De Guigne	http://goo.gl/maps/8qDrf	General Plan Amendment and Rezone from Industry to ITR Medium Density (intend to rezone from M-S to M-S/ITR/R-3/PD). [Former Spansion Fab Site]. Also refer to SDP 2014-7417 and GPI request 2014-7244.	Watt Investments	(310) 314-2418	2014-7416	5/14/2014	GPA RZ EIR	Pending Review	5/19/2014	Ryan Kuchenig	Review of proposal underway. EIR under Review. Also refer to SDP 2014-7417	
Residential	915 De Guigne	http://goo.gl/maps/8qDrf	Special Development Permit, Tentative Map and Environmental Review for a townhouse development with 450 units and demolition of the existing maufacturing site. Also see GPA and RZ under 2014-7416	Watt Investments, Max Frank	(310) 314-2418	2014-7417	5/14/2014	SDP TM ER	Pending Review	5/19/2014	Ryan Kuchenig	Project and EIR under review. No public hearings scheduled at this time	No
Residential	955 Stewart	http://goo.gl/maps/oiSyR	Special Development Permit for 186 unit apartment project and parcel map to merge two parcels together.	Irvine Company, Kerry Williams	(408) 957-1204	2012-7381	5/16/2012	ER SDP PM	Approved	8/13/2012	Amber El-Haji	Approved by PC on 8/13/12. Project to replace Pulte proejct (2011-7104)	
Residential	955 Stewart	http://goo.gl/maps/oiSyR	Special Development Permit to allow the addition of 16 rental units.	Irvine Compay, Greg Jasso	(408) 957-1207	2013-7642	7/31/2013	SDP ER	Approved	9/23/2013	Amber El-Haji	Approved by PC	
Residential	975 Stewart	http://goo.gl/maps/UmGhj	Special Development Permit for 57 unit apartment project and map to merge two parcels together.	Irvine Company, Kerry Williams	(408) 957-1204	2013-7155	2/27/2013	ER SDP PM	Approved	5/13/2013	Noren Caliva-Lepe	Built	No

Appendix E

Signal Warrant Sheets

Lawrence Station Office

16 . Semiconductor Drive and Tahoe Way



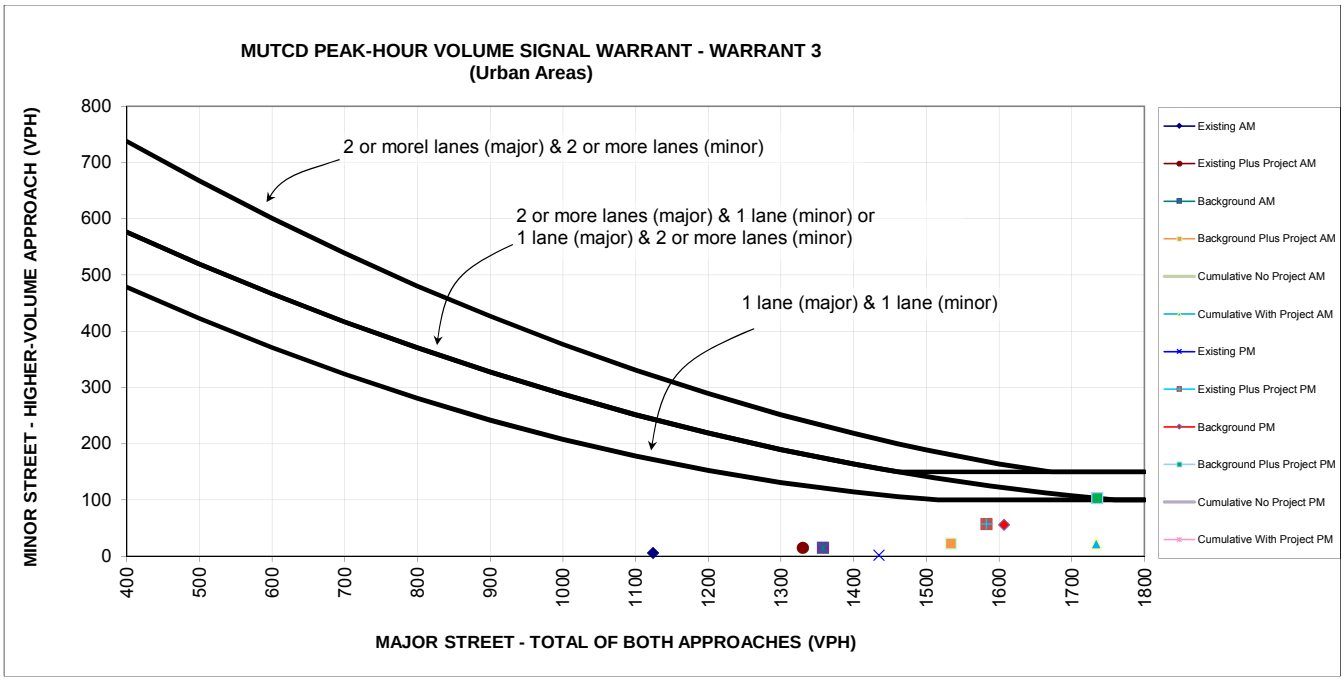
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative No Project AM	Cumulative With Project AM
		One	2 or More						
Major Street - Both Approaches	Kifer Road (unsignalized)	X		57	100	100	137	100	137
Minor Street - Highest Approach	San Ysidro Way	X		7	28	29	45	29	45
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes		Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative No Project PM	Cumulative With Project PM
		One	2 or More						
Major Street - Both Approaches	Kifer Road (unsignalized)	X		40	141	139	258	139	258
Minor Street - Highest Approach	San Ysidro Way	X		2	29	29	29	29	29
		Warrant Met?		No	No	No	No	No	No

Lawrence Station Office

17 . San Ysidro Way and Kifer Road



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative No Project AM	Cumulative With Project AM
		One	2 or More						
Major Street - Both Approaches	Kifer Road (unsignalized)		X	1124	1330	1358	1534	1558	1734
Minor Street - Highest Approach	San Ysidro Way	X		6	15	15	22	15	22
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes		Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative No Project PM	Cumulative With Project PM
		One	2 or More						
Major Street - Both Approaches	Kifer Road (unsignalized)		X	1435	1583	1607	1735	1881	2009
Minor Street - Highest Approach	San Ysidro Way	X		2	57	56	103	56	103
		Warrant Met?		No	No	No	**Yes**	No	**Yes**