Cupertino Civic Center

Focused Transportation Impact Analysis

Prepared for:
David J. Powers and Associates
and the City of Cupertino

March 10, 2015

SJ15-1555

FEHR PEERS

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1. INTRODUCTION

This report presents the results of the focused transportation impact analysis (TIA) for the proposed Civic Center Master Plan (the project) in Cupertino, California. The proposed Civic Center Master Plan includes replacing the existing City Hall building with a new City Hall building and expanding the existing library to include a new Story or Program Room. The Civic Center site is generally bound by Rodrigues Avenue to the north, Torre Avenue to the west, Pacifica Drive to the south, and Regnart Creek to the east. The site location is shown on the map on **Figure 1** and the conceptual site plan is shown on **Figure 2**.

The purpose of this analysis is to identify potentially significant adverse impacts of the proposed project on the surrounding transportation system and to recommend measures to mitigate significant impacts, if needed. The TIA was prepared following the guidelines of the City of Cupertino. Santa Clara Valley Transportation Agency (VTA). Congestion Management Program (CMP) intersections and freeway segments are not included in this analysis, since the project is anticipated to generate less than 100 peak hour trips, and a CMP analysis is not required per VTA guidelines.

1.1 PROJECT DESCRIPTION

Each of the project components is described below.

1.1.1 CITY HALL

The new City Hall building would be two stories tall and approximately 40,000 square feet (s.f.) in size. The City Hall building would be built atop one level of below-grade parking. The below grade parking garage would measure approximately 47,000 s.f. in size and would provide up to 118 parking spaces. The proposed City Hall building would accommodate a staff of 102 persons, allowing for approximately 11 percent (10 employees) future growth from the existing 92 employees. The building would include city offices, work spaces, meeting rooms, and all related support facilities and spaces, including public service counters to provide direct service to citizens, business entities, and community representatives and groups.

1.1.2 LIBRARY EXPANSION

The project proposes to expand the ground floor of the existing library by 2,000 s.f. feet to accommodate additional seating for events. This can be accomplished by increasing the size of the current Story Room by 100 seats or constructing a new Program Room that can seat up to 130 people. Ancillary facilities such as restrooms and a small lobby may also be added. The proposed expansion would occur on the south side of the library.

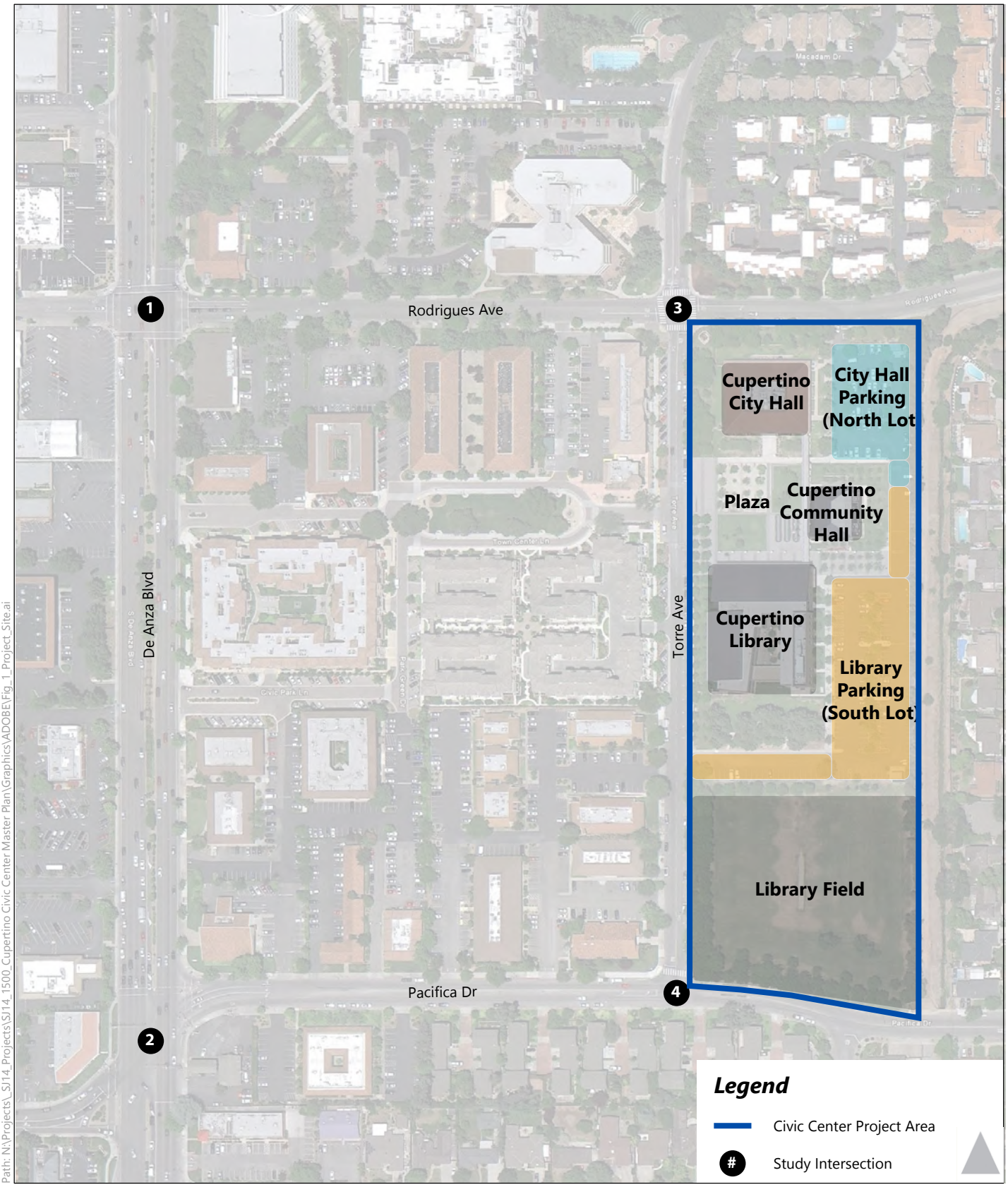

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Figure 1

Project Location and Study Intersections

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February 6, 2015

ibd consultants | TIPPING MAR | PAE | FEHR PEERS | WALKER PARKING CONSULTANTS | PDC Public Dialogue Consortium | PERKINS + WILL

Figure 2

Conceptual Site Plan

1.2 STUDY AREA

The roadway impacts of the proposed project were evaluated for the following intersections, which are shown on **Figure 1**:

1. De Anza Boulevard / Rodrigues Avenue (signalized)
2. De Anza Boulevard / Pacifica Drive - McClellan Road (signalized)
3. Torre Avenue / Rodrigues Avenue (all-way stop-controlled)
4. Torre Avenue / Pacifica Drive (side-street stop controlled)

The listed intersections were selected in consultation with City of Cupertino staff and generally determined based on VTA's ten trip per lane guideline, which indicates that intersections should be included if the proposed project adds 10 or more peak hour vehicles per lane to any intersection movement.

1.3 ANALYSIS SCENARIOS

The operations of the study intersections were evaluated during the weekday morning (AM) and weekday evening (PM) peak hours for the following scenarios[1]:

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

Scenario 2: *Existing plus Project Conditions* – Scenario 1 volumes plus traffic generated by the proposed project.

Scenario 3: *Background Conditions* – Existing volumes plus traffic from "approved but not yet built" and "not occupied" developments in the area.

Scenario 4: *Background plus Project Conditions* – Scenario 3 volumes plus traffic generated by the proposed project.

1.4 ANALYSIS METHODS

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

[1] Since the project is anticipated to generate less than 100 peak hour trips a CMP analysis including Cumulative Conditions is not required per VTA guidelines.

1.4.1 SIGNALIZED INTERSECTIONS

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the level of service calculations for the study intersections. This level of service method, which is approved by the City of Cupertino, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 1**.

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

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

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

1.4.2 UNSIGNALIZED INTERSECTIONS

The operations of the unsignalized intersections were evaluated using the method contained in Chapter 17 of the *2000 HCM*. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. For all-way stop-controlled intersections, the average control delay is calculated for the intersection as a whole. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For

approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections. Additionally, the City of Cupertino applies the 2014 *California Manual on Uniform Traffic Control Devices* (MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS
USING AVERAGE CONTROL VEHICULAR DELAY

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay	≤ 10.0
B	Short traffic delay	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

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

1.5 LEVEL OF SERVICE STANDARDS AND IMPACT CRITERIA

Using the City of Cupertino's level of service impact criteria, the project's potential transportation impacts were evaluated by comparing the Existing Conditions' and Background Conditions' "no Project" scenarios to their respective "plus Project" scenarios.

1.5.1 SIGNALIZED INTERSECTIONS

The LOS standard for City of Cupertino intersections is generally LOS D; except for a few specific intersections that have a LOS E+ (60 seconds) threshold. The two signalized intersections evaluated for this TIA have an LOS D standard.

Traffic impacts would occur when the addition of traffic associated with implementation of the Project causes:

- Intersection operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F);
- Exacerbation of unacceptable operations by increasing the average critical delay by more than 4 seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS E or F; or

- The V/C ratio to increase by 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

1.5.2 UNSIGNALIZED INTERSECTIONS

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

The City of Cupertino does not have officially adopted significance criteria for unsignalized intersections. Based on previous studies, significant impacts are defined to occur when the addition of project traffic causes the average intersection delay for all-way stop-controlled intersection or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F and the intersection satisfies any traffic signal warrant from the MUTCD.[2]

1.5.3 PEDESTRIAN AND BICYCLE IMPACT CRITERIA

Pedestrian and bicycle impacts are considered significant if the Project would potentially disrupt existing pedestrian and bicycle facilities, interfere with planned pedestrian and bicycle facilities, or would conflict or create inconsistencies with adopted pedestrian and bicycle system plans, guidelines, policies, or standards.

1.5.4 TRANSIT IMPACT CRITERIA

Transit impacts are considered significant if the proposed Project conflicts with existing or planned transit facilities, generates potential transit trips in excess of available capacity, or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

[2] Satisfying one warrant should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

2. EXISTING CONDITIONS

This section describes the existing conditions of the roadway facilities, pedestrian and bicycle facilities, and transit service in the vicinity of the Civic Center. It also presents existing traffic volumes and level of service operations for the study intersections.

2.1.1 EXISTING ROADWAY NETWORK

The following roadways provide direct access to the site: Rodrigues Avenue, Torre Avenue, and Pacifica Drive. De Anza Boulevard provides more regional access. Descriptions of these roadways are presented below. **Figure 1** shows the locations of these facilities in relation to the project site.

De Anza Boulevard is an eight-lane, north-south boulevard (arterial) that runs from the City of Sunnyvale in the north (where it is called Sunnyvale-Saratoga Road north of Homestead Road) to the City of Saratoga (where it is called Saratoga-Sunnyvale Road south of Prospect Road). De Anza Boulevard has an average daily traffic (ADT) volume of approximately 55,600 vehicles near I-280.

Rodrigues Avenue is a two-lane, east-west neighborhood connector street that provided a link between the neighborhoods west of De Anza Boulevard to the neighborhood east of Blaney Avenue. Rodrigues Avenue borders the Civic Center to the north and primarily serves residential uses.

Torre Avenue is a two-lane, north-south neighborhood connector street that provides access between Stevens Creek Boulevard and Pacifica Drive. Torre Avenue borders the Civic Center to the west and is lined with a mix of housing, offices, and some restaurants uses.

Pacifica Drive is a two-lane, east-west neighborhood connector street that provides a link between the neighborhood west of SR 85 and Blaney Avenue. West of De Anza Boulevard, Pacifica Drive is known as McClellan Road. Pacifica Drive borders the Civic Center to the south along the Library Field. Pacifica Drive is lined with single-family homes.

2.1.2 PEDESTRIAN FACILITIES

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. The Civic Center has good pedestrian access with sidewalks on both sides of the roadway on Torre Avenue, Rodrigues Drive, and Pacifica Drive.

The Rodrigues Avenue/Torre Avenue intersection has high-visibility crosswalks marked with ladder striping across all four legs of the all-way stop-controlled intersection. The Pacifica Drive/Torre Avenue intersection has a high visibility crosswalk with ladder striping at the stop-controlled north leg of the

intersection. Crosswalks with pedestrian signals are provided on all approaches at the signalized De Anza Boulevard intersections with Pacifica Drive and Rodrigues Avenue.

Torre Avenue has a raised mid-block speed table that slows traffic and provides enhanced pedestrian connectivity between the library on the east and the Town Center development to the west of Torre Avenue.

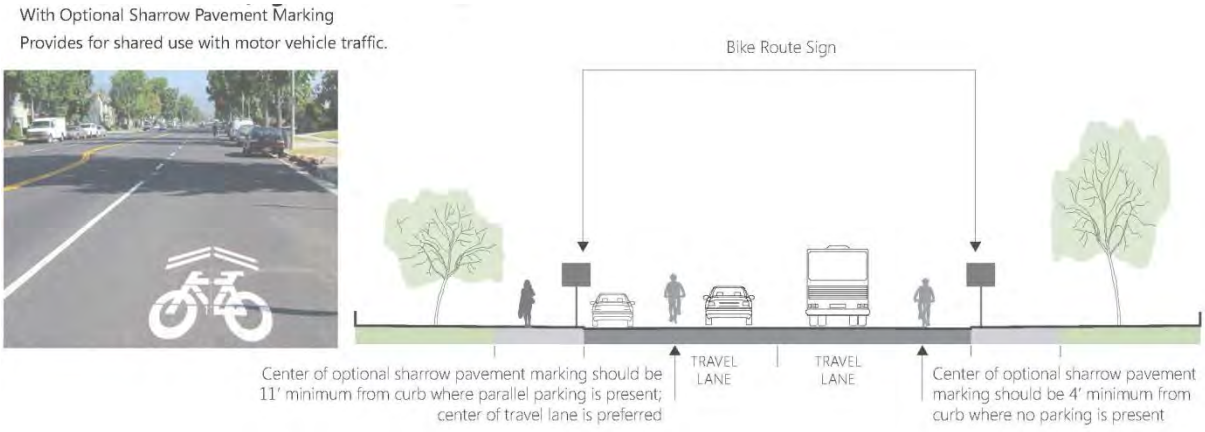
2.1.3 BICYCLE FACILITIES

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

- *Class I Bikeway (Bike Path)* provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and vehicle conflicts.

- *Class II Bikeways (Bike Lanes)* are lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.

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



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

Figure 3 shows the location of the existing bicycle facilities. On-street Class II bicycle lanes exist on De Anza Boulevard, Stevens Creek Boulevard, Blaney Avenue, and Rodrigues Avenue between De Anza Boulevard and Blaney Avenue. West of De Anza Boulevard and east of Blaney Avenue, Rodrigues Avenue is a designated bicycle route (Class III).

2.1.4 TRANSIT FACILITIES

Three Santa Clara Valley Transportation Authority (VTA) bus routes circulate near the Civic Center. VTA Routes 53 and 55 run along De Anza Boulevard. VTA Route 55 has stops at De Anza Boulevard / Pacifica Drive and De Anza Boulevard / Rodrigues Avenue. VTA Route 23 runs along Stevens Creek Boulevard.

Figure 3 shows the existing transit routes and stops within the study area. The closest bus stops are between 0.25 and 0.50 miles from the Civic Center, or a five to ten-minute walk.

2.1.5 EXISTING INTERSECTION VOLUMES AND LANE CONFIGURATIONS

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. AM and PM peak-hour intersection turning movement counts were conducted in June 2014. Since these counts were conducted when some schools were on summer break, the counts were increased by ten percent to account for the additional traffic that would occur when schools are in session. Copies of the existing turning movement counts are included in **Appendix A**. **Figure 4** presents the existing AM and PM peak-hour turning movement volumes, lane configurations, and traffic control devices at the study intersections.

2.1.6 EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations, signal timings, and peak-hour turning movement volumes were used to calculate the levels of service for the key intersections during each peak hour. The results of the LOS analysis using the TRAFFIX software program for Existing Conditions are presented in **Table 3**. **Appendix B** contains the corresponding calculation sheets. The results indicate that all study intersections operate at acceptable service levels (LOS D or better during the AM and PM peak hours), except for the De Anza Boulevard/Pacifica Drive intersection, which operates at LOS E- during the PM peak hour.

TABLE 3
EXISTING INTERSECTION LEVELS OF SERVICE

	Intersection	Intersection Control[1]	Peak Hour[2]	Delay[3]	LOS[4]
1	De Anza Boulevard / Rodrigues Avenue	Signal	AM PM	19.1 25.7	B- C
2	De Anza Boulevard / Pacifica Drive - McClellan Road	Signal	AM PM	31.6 76.7	C E-
3	Torre Avenue / Rodrigues Avenue	AWSC	AM PM	9.3 9.8	A A
4	Torre Avenue / Pacifica Drive	SSSC	AM PM	10.6 11.8	B B

Notes:
1. Signal = Signalized; AWSC = All-Way Stop-Controlled; SSSC = Side-Street Stop-Controlled.
2. AM = morning peak hour, PM = afternoon peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop-controlled intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.

Source: Fehr & Peers, February 2015.

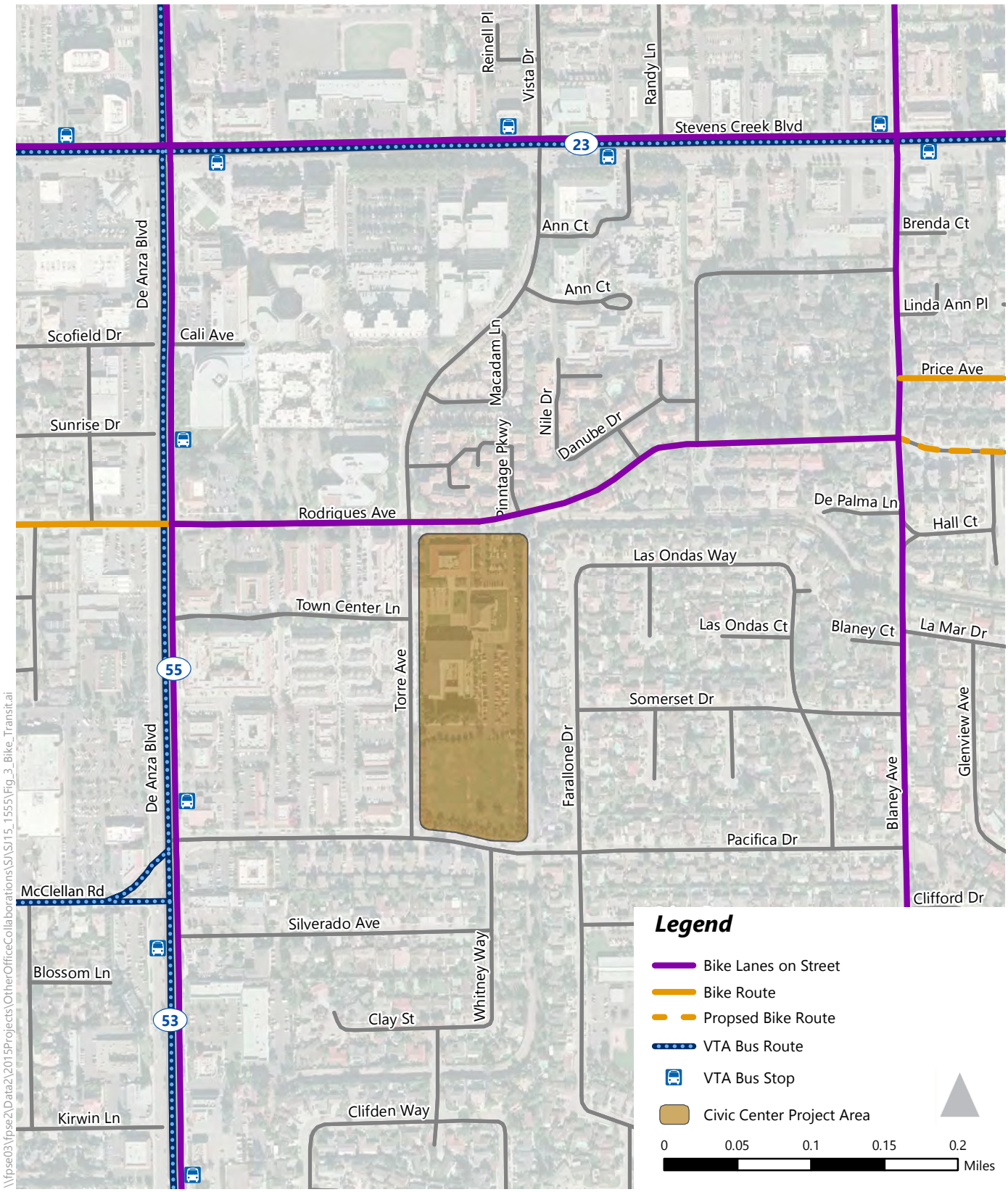


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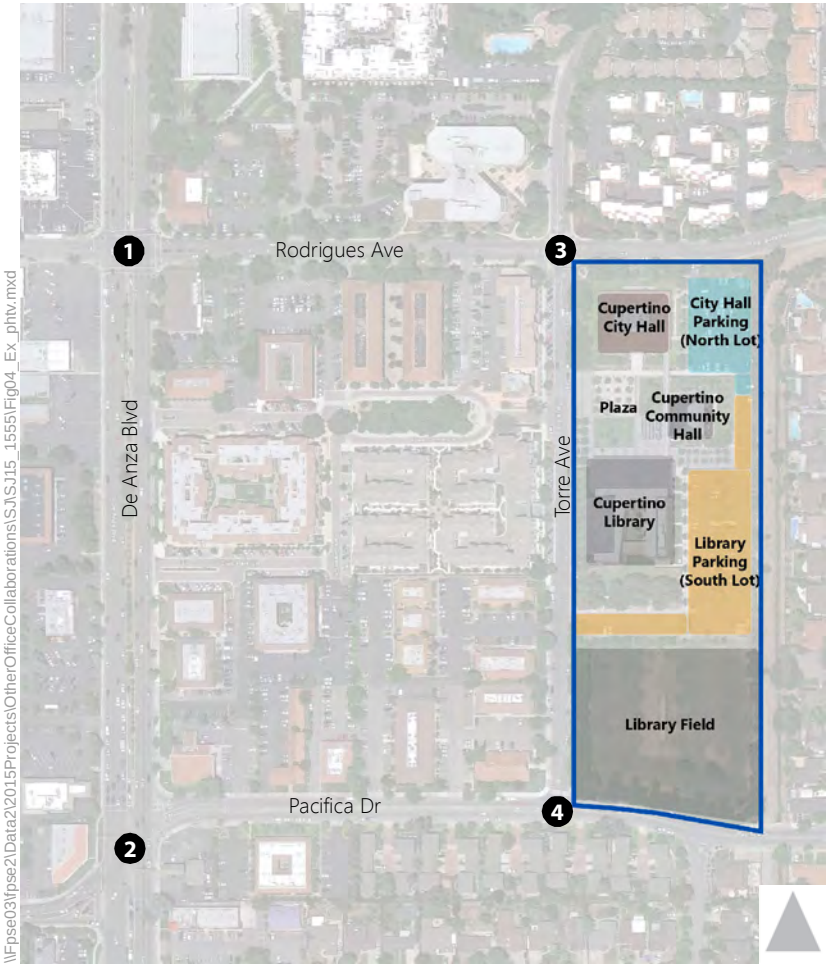
Figure 3

Existing Transit Routes and Bicycle Facilities



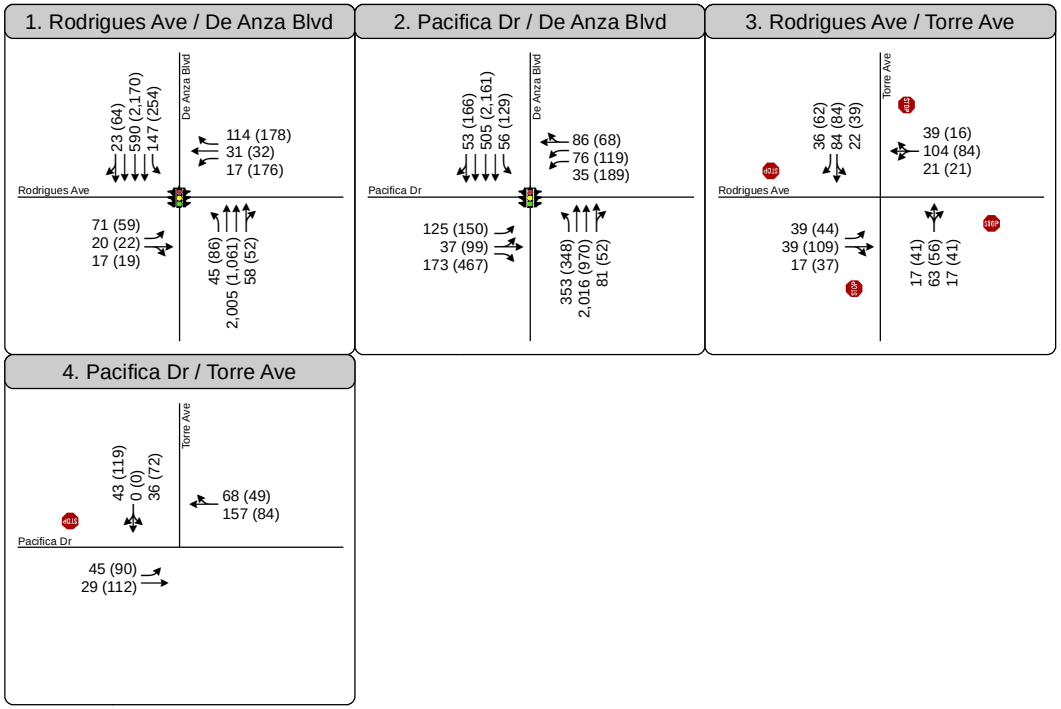


Figure 4

Existing Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices

2.1.7 FIELD OBSERVATIONS

Field observations of the study intersections were conducted during the morning and evening peak hours in June 2013 and January 2015. Overall, the intersections were observed to operate at the calculated levels of service for each peak hour.

3. PROJECT TRAFFIC ESTIMATES

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

3.1 TRIP GENERATION

Trip generation estimates for the existing and proposed uses was generally estimated based on data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* 9th Edition (2012). The average trip generation rates for "Library" (ITE Land Use 590) based on building size and "Government Office Complex" (ITE Land Use Code 733) based on the number of employees were used to develop the trip generation estimates. Trip generation estimates for existing land uses, based on ITE rates, were credited to the new project land uses to determine the net new vehicle trips that would access the project site. The results are presented in **Table 4**.

To validate the use of the ITE rates for the proposed project, driveway counts collected in June, 2014 at the Torre Avenue and Rodrigues Avenue driveways were compared to the existing uses based on ITE rates. Driveway counts were collected in the summer and were increased by ten percent to normalize the data to account for standard operating conditions when schools are in session. The adjusted driveway counts indicated an AM peak hour trip generation of 92 trips and a PM peak hour trip generation of 461 trips. These compare favorably to the 112 AM peak hour trips and 464 peak hour trips estimated using ITE trip generation rates as shown in **Table 4**. Since the two data sources produce similar results, the ITE rates were deemed appropriate for this study.

In addition to the growth in employees anticipated at the new City Hall and the expansion of the library, trip estimates were developed for the latent demand that occurs during the evening peak period. The latent demand captures those vehicles that would access the project site, but cannot since there are no available parking spaces during the afternoon peak use of the library. Based on observations at the project site, it is estimated that there is a latent demand for about 20 parking spaces during the PM peak period. There is no latent demand during the morning peak period, when the library is not open to the public. The trip generation rates for the latent demand was calculated by multiplying the PM peak hour inbound driveway counts by 1.5 and dividing that number by the total number of parking spaces currently on the site (234 inbound trips x 1.5 / 230 on-site parking spaces = 1.4 trips per parking space). The inbound driveway counts were selected since they account for vehicles accessing the library in the afternoon versus the outbound trips, which include a large proportion of City Hall employee that are

leaving the site during the evening peak. The inbound trips were multiplied by 1.5, with the assumption that about half of all library patrons stay at the library more than one hour.

TABLE 4
CUPERTINO CIVIC CENTER MASTER PLAN TRIP GENERATION ESTIMATES

Land Use	ITE Code[1]	Size	Units[2]	Daily		AM Peak Hour				PM Peak Hour			
				Rate[3]	Trips	Rate[3]	In	Out	Total	Rate[3]	In	Out	Total
EXISTING LAND USES (A)													
Library	590	54.3	ksf	45.00	2,456	1.04	40	16	56	7.20	188	203	391
City Hall/Government Office	733	92	empl	7.75	713	0.61	50	6	56	0.79	23	50	73
Existing Land Use Vehicle Trips (A):					**3,169**		**90**	**22**	**112**		**211**	**253**	**464**
PROPOSED LAND USES (B)													
Library	590	56.3	ksf	44.72	2,518	1.04	42	17	59	7.20	195	210	405
City Hall/Government Office	733	102	empl	7.75	791	0.61	55	7	62	0.79	25	56	81
Latent Demand	n/a	20	spaces	9.00	180	0.00	0	0	0	1.40	15	16	31
Proposed Land Use Vehicle Trips (B):					**3,489**		**97**	**24**	**121**		**235**	**282**	**517**
NET NEW VEHICLE TRIPS (B-A):					**320**		**7**	**2**	**9**		**24**	**29**	**53**

Notes:
1. ITE Code 590 – Library; ITE Code 733 – Government Office Complex
2. ksf = 1,000 square feet; empl = employees; spaces = parking spaces
3. Rates per unit (ksf, empl, spaces)

Sources: *ITE Trip Generation Manual*, 9th edition (2012);

As shown in **Table 4**, the proposed project is estimated to generate 320 net new daily vehicle trips, 9 net new AM peak-hour vehicle trips (7 inbound and 2 outbound), and 50 net new PM peak hour vehicle trips (23 inbound and 27 outbound).

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the traffic generated by the project onto the roadway system was based on turning movement counts collected at the two Civic Center driveways, the locations of complementary land uses, prevailing travel patterns, and input from the City of Cupertino staff. The trip distribution pattern is shown in **Figure 5**.

Project trips were assigned to the roadway network based on the trip distribution patterns discussed above. **Figure 6** shows the AM and PM peak hour project trips assigned to each turning movement at the

study intersections. The trip assignment was added to the existing volumes to establish volumes under Existing plus Project Conditions, which are also shown on **Figure 7.**

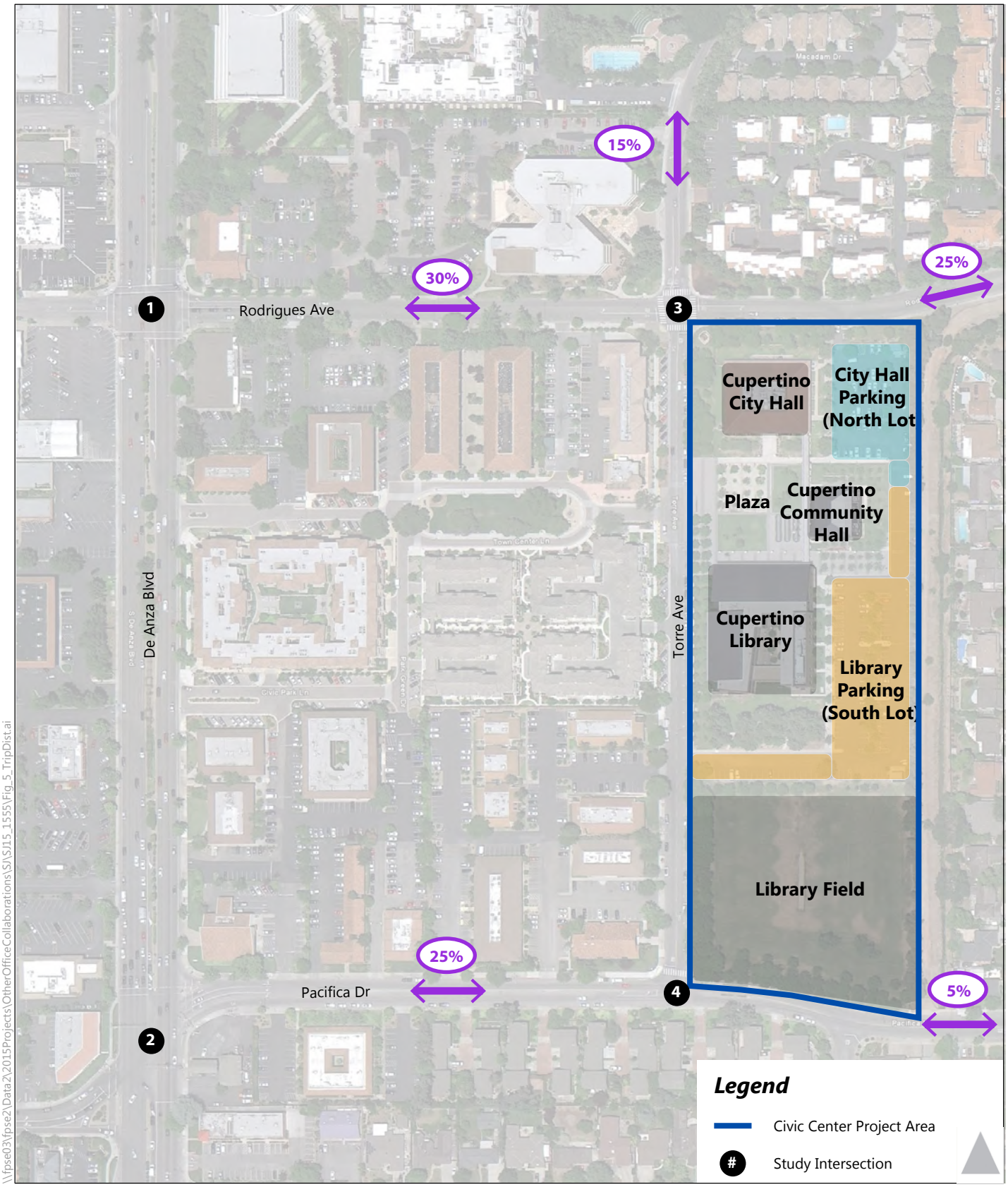


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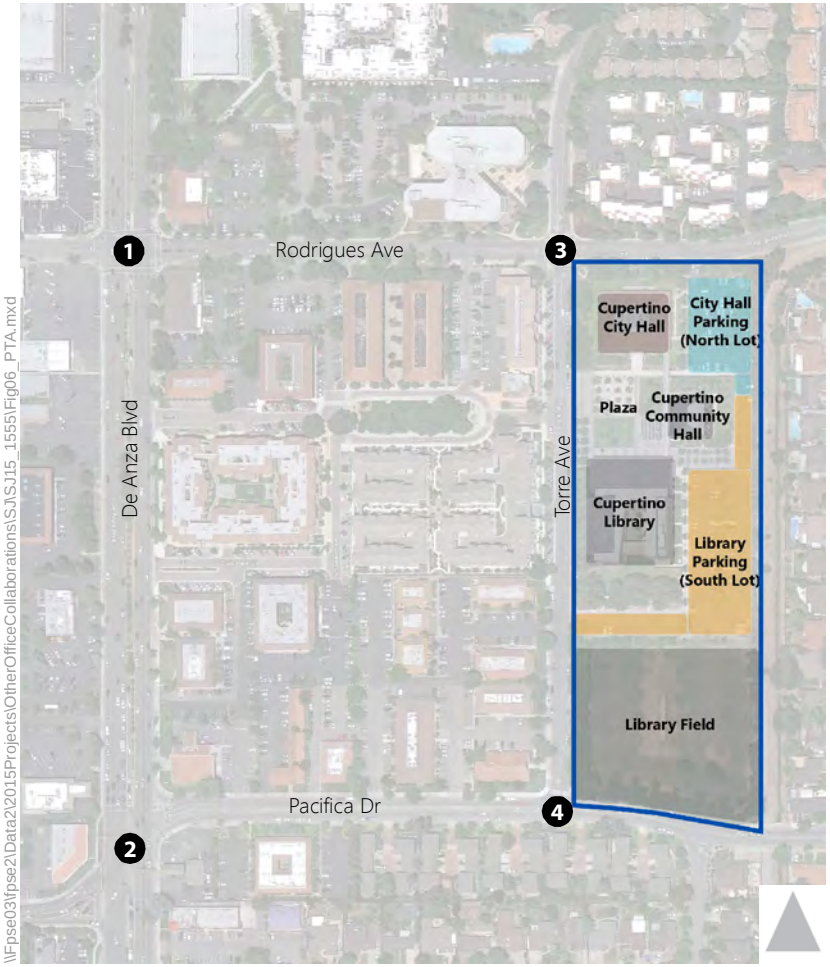
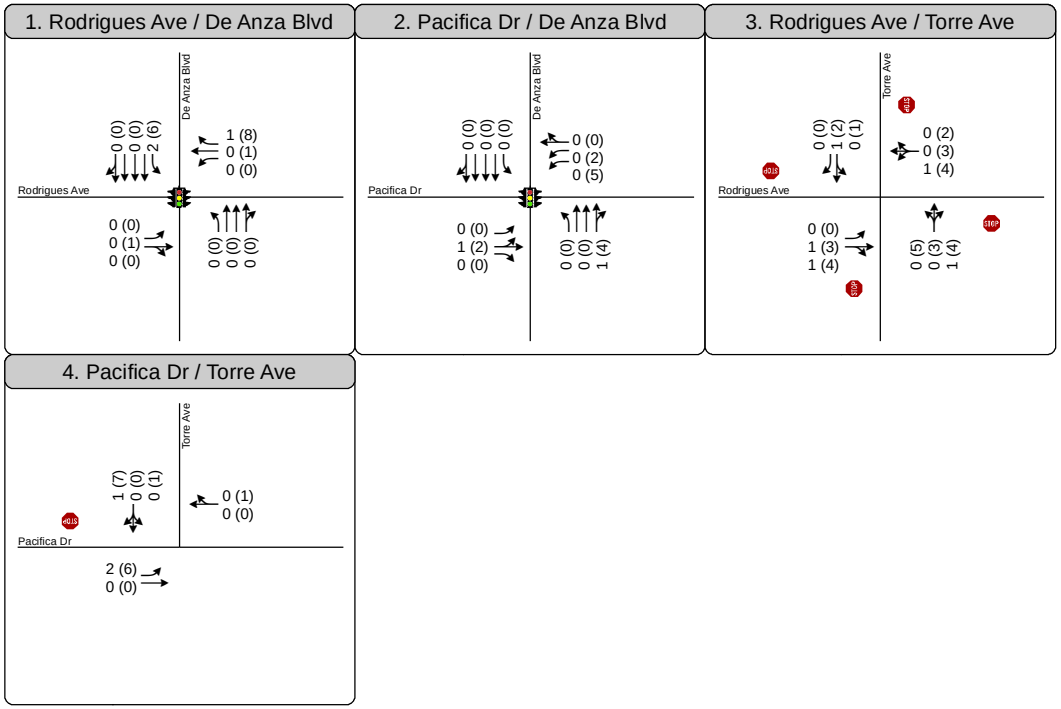
Figure 5

Trip Distribution





Study Intersection
Turn Lane
AM (PM) Peak Hour Traffic Volume
Traffic Signal
Stop Sign
Civic Center Project Area

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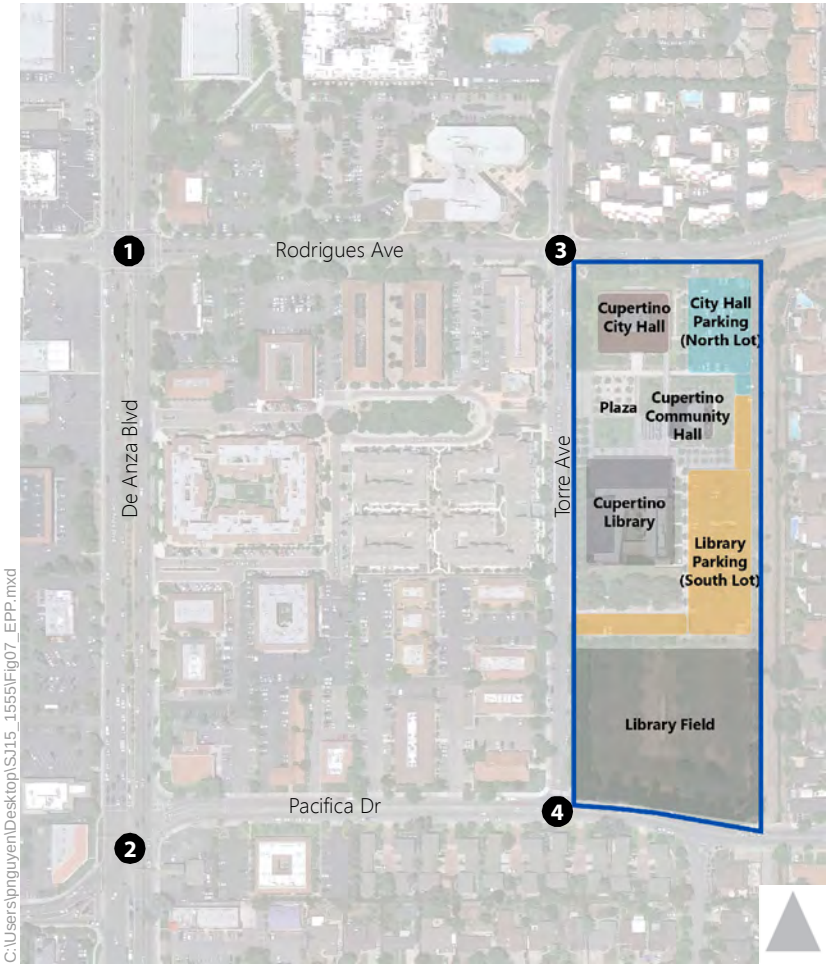
Figure 6

Project Trip Assignment
Lane Configurations, and Traffic Control Devices



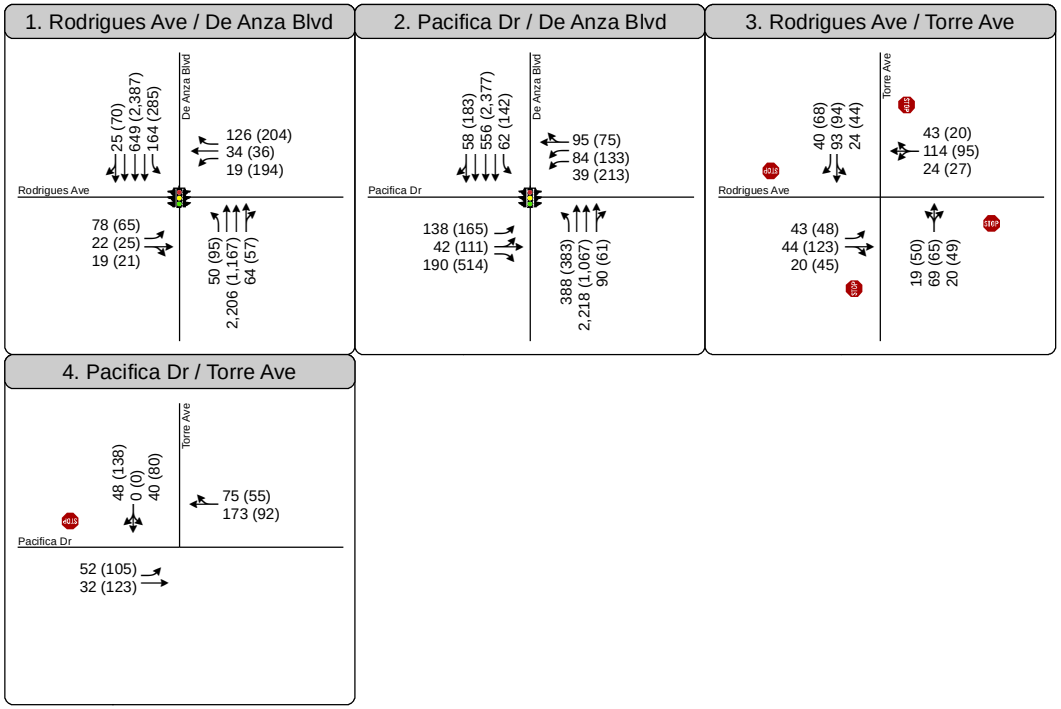


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Figure 7

Existing Plus Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices

4. IMPACT ANALYSIS FOR EXISTING AND BACKGROUND CONDITIONS

Intersection levels of service were calculated with the new traffic added by the proposed project to evaluate the operating conditions of the intersections and identify potential impacts to the roadway system under Existing and Background plus Project Conditions.

4.1 BACKGROUND SCENARIO DEVELOPMENT

Traffic volumes for Background No Project Conditions comprise of existing volumes plus traffic generated by "approved but not yet built" and "not occupied" development in the area. Background plus Project Conditions are defined as Background No Project Conditions plus traffic generated by the proposed project.

4.1.1 NO PROJECT TRAFFIC VOLUMES AND ROADWAY IMPROVEMENTS

Vehicle trips from "approved but not yet built" and "not occupied" development projects in the study area were added. Background trip assignments developed for the Apple Campus 2 project, including trips from the Apple Campus 2 project, were added to the existing volumes to represent Background No Project Conditions, as shown in **Figure 8**.

No new roadway improvements were identified for the study intersection under the background scenario; therefore, the existing roadway network was used for the background analysis.

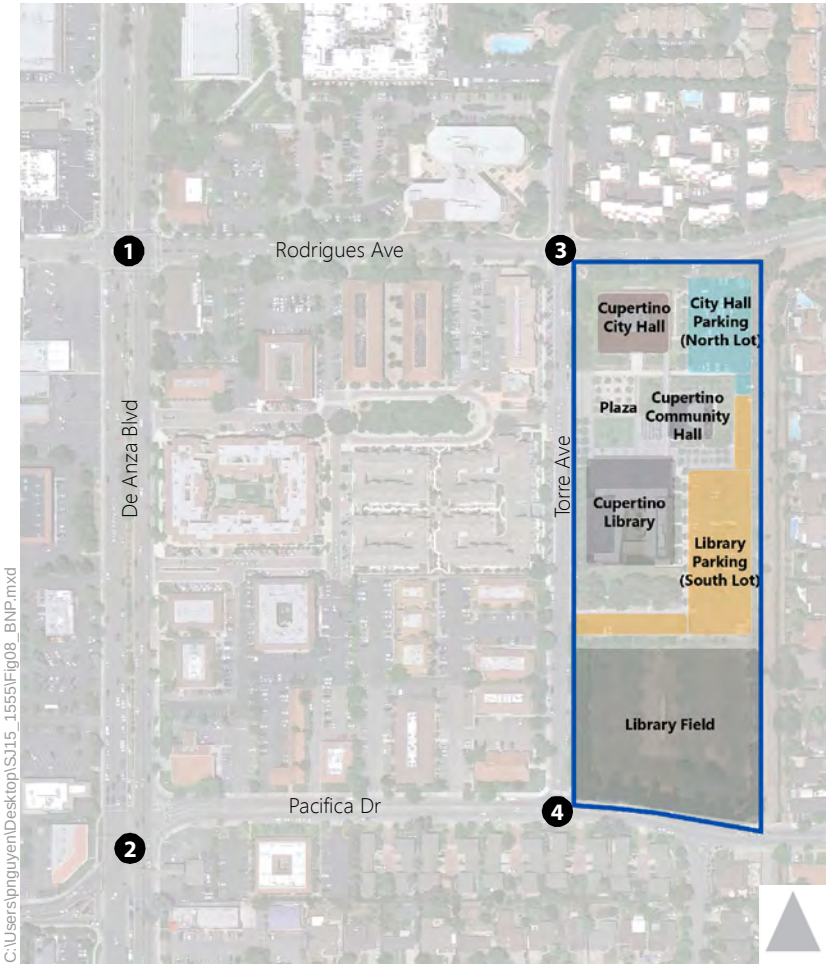
4.1.2 BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

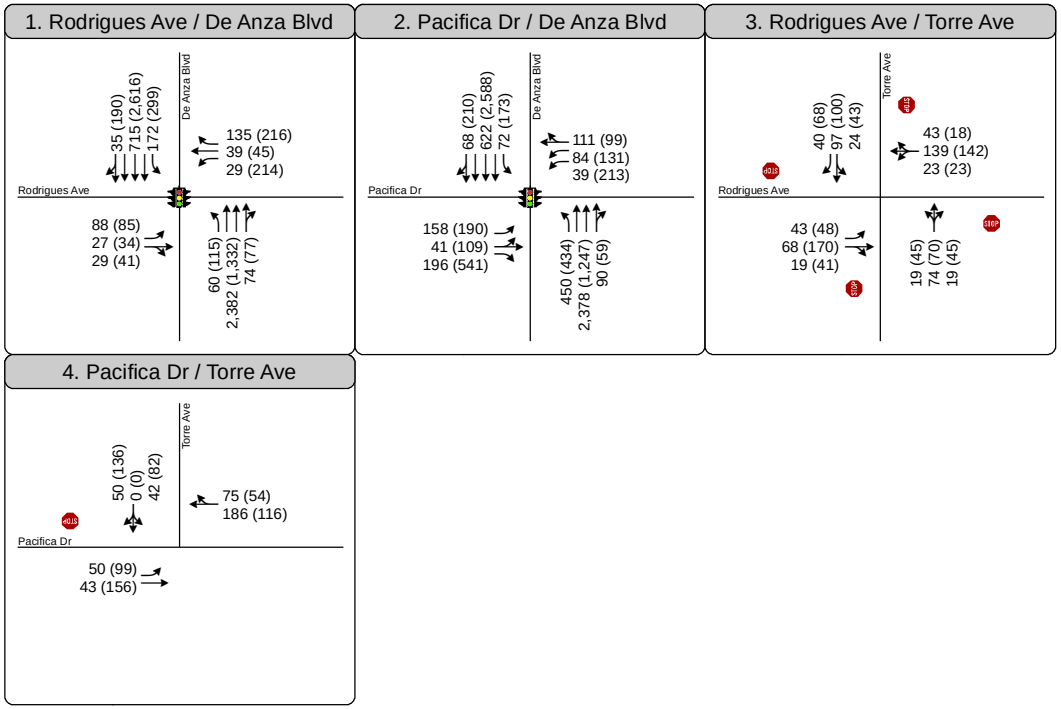
Trips generated from the proposed project (**Figure 6**) were added to the Background traffic projections to develop traffic volumes for Background plus Project Conditions. The resulting volumes are shown on **Figure 9**.

4.2 INTERSECTION LEVELS OF SERVICE

The results of the intersection level of service calculations for "No Project" and "plus Project" scenarios under Existing and Background Conditions are presented in **Table 5**. **Appendix B** contains the corresponding calculation sheets. The results for the "plus Project" scenarios are compared to their corresponding "No Project" scenario, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on

overall intersection operations. The changes in critical delay and critical V/C ratio between the "No Project" and "plus Project" scenarios are used to identify significant impacts.





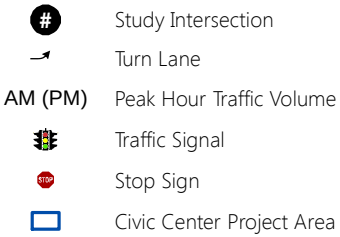


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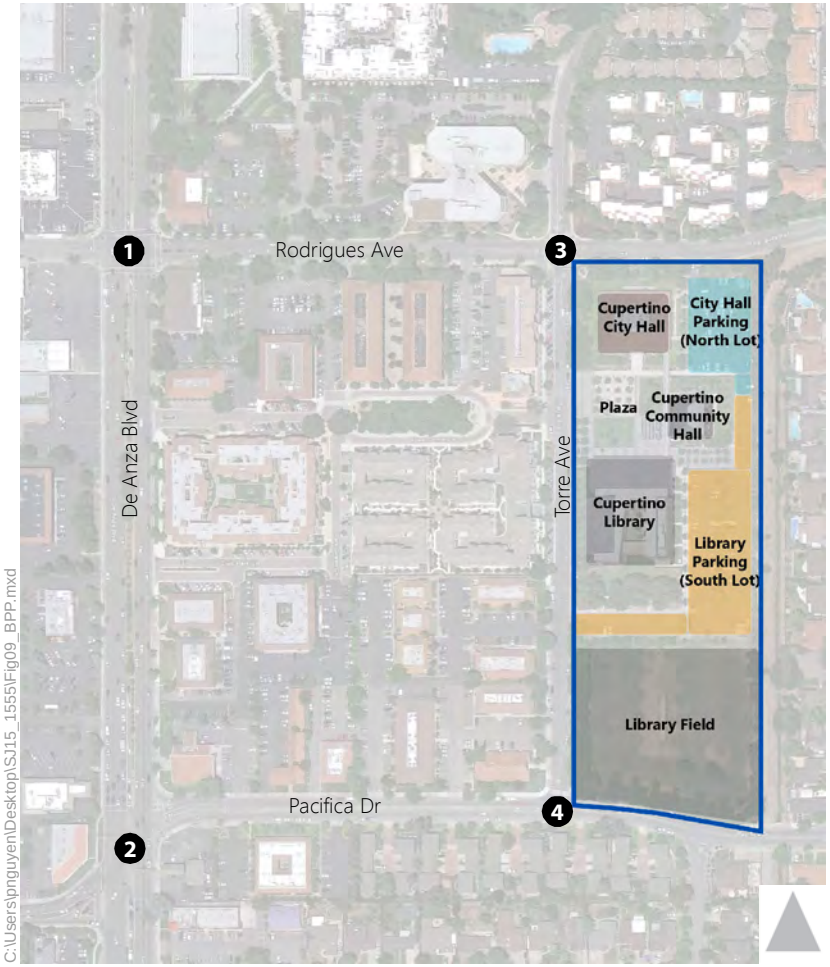
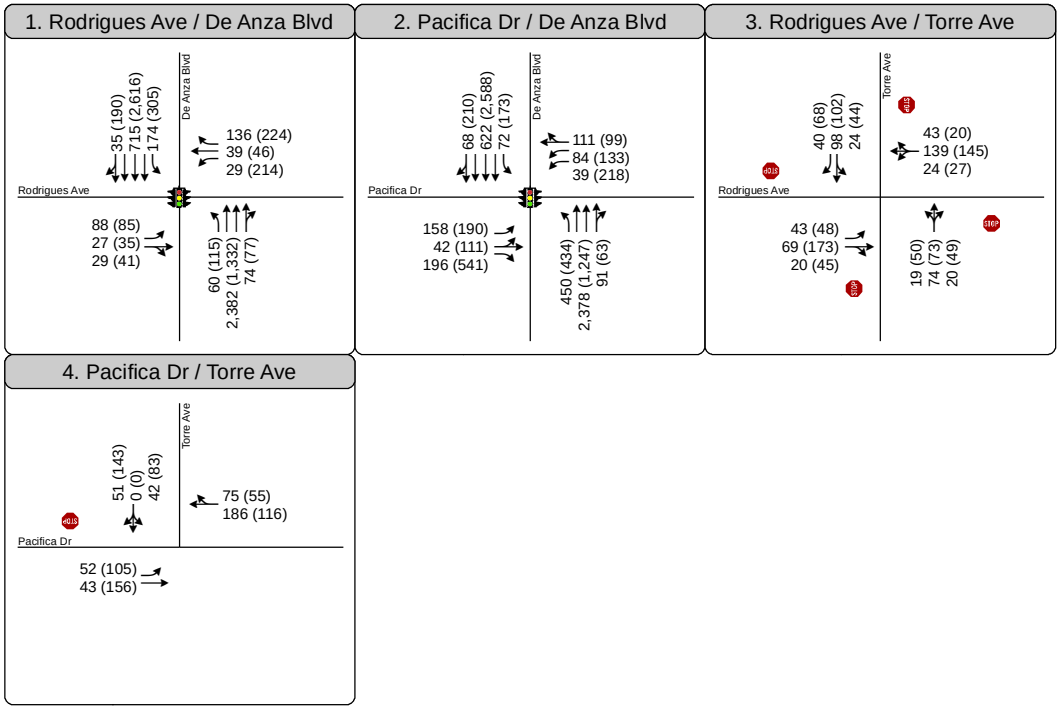
Figure 8

Background No Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices





Study Intersection
Turn Lane
AM (PM) Peak Hour Traffic Volume
Traffic Signal
Stop Sign
Civic Center Project Area

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Figure 9

Background Plus Project Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control Devices

TABLE 5
EXISTING AND BACKGROUND INTERSECTION LEVEL OF SERVICE SUMMARY

	Intersection	Inter-section Control[1]	Peak Hour[2]	Existing Conditions						Background Conditions					
				No Project		Plus Project				No Project		Plus Project			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
1	De Anza Boulevard/ Rodrigues Avenue	Signal	AM	19.1	B-	19.3	B-	0.002	0.2	19.8	B-	19.9	B-	-0.005	0.1
			PM	25.7	C	26.1	C	0.010	0.7	26.7	C	27.2	C	0.006	0.6
2	De Anza Boulevard/ Pacifica Drive	Signal	AM	31.6	C	31.6	C	0.000	0.0	33.4	C-	33.2	C-	-0.008	-0.2
			PM	76.7	E-	77.0	E-	0.001	0.5	101.9	F	102.2	F	0.001	0.5
3	Torre Avenue/ Rodrigues Avenue	AWSC	AM	9.3	A	9.3	A	n/a	n/a	9.7	A	9.7	A	n/a	n/a
			PM	9.8	A	10.1	B			10.8	B	11.0	B		
4	Torre Avenue/ Pacifica Drive	SSSC	AM	10.6	B	10.6	B	n/a	n/a	10.8	B	10.8	B	n/a	n/a
			PM	11.8	B	11.9	B			12.5	B	12.6	B		

Notes:
1. Signal = Signalized; SSSC = Side-Street Stop Controlled; AWSC = All-Way Stop Controlled.
2. AM = morning peak hour, PM = afternoon peak hour
3. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.
5. Change in critical volume-to-capacity ratio (V/C) between Existing and Project Conditions.
6. Change in critical movement delay between Existing and Project Conditions.

Bold font indicates unacceptable operations based on City of Cupertino's LOS standards.
Source: Fehr & Peers, February 2015.

4.2.1 PROJECT INTERSECTION IMPACTS

Under the all four analysis scenarios, the results indicate that the four study intersections are projected operate at acceptable service levels (LOS D or better) during the AM and PM peak hours, with the exception of the De Anza Boulevard/Pacifica Drive intersection (#2) during the PM peak hour. This intersection is projected to operate at LOS E- under the Existing Conditions scenarios and LOS F under the Background Conditions scenarios. Though the project exacerbates unacceptable operations at the De Anza Boulevard/Pacifica Drive intersection during the PM peak hour, the project does not meet the impact threshold of increasing the average critical delay by more than 4 seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more for intersections operating at unacceptable levels under the "No Project" scenarios; thus the project has a **less-than-significant impact** regarding roadway facilities and no mitigation measures are required.

4.2.2 PEDESTRIAN, BICYCLE AND TRANSIT IMPACTS

The project will not conflict with any policies of the City of Cupertino or other agencies (e.g., the VTA) regarding pedestrian, bicycle, and transit facilities nor will it interfere with any existing or planned facilities. Therefore the project has a **less-than-significant impact** regarding pedestrian, bicycle, and transit facilities and no mitigation measures are required.

4.2.3 STORY ROOM SENSITIVITY ANALYSIS

The project description includes the expansion of the library by 2,000 s.f. to accommodate a 100-seat story room or a 130-seat room for new programming. The current story room at the library is very active during the week starting at 10:00 AM and in the early afternoon. It is assumed that the new story room would have similar utilization characteristics. The trip estimates in **Table 4** are based on the net new added square footage, which is estimated to generate an additional 3 AM peak hour trips and 14 PM peak hour trips.

It is possible that the new story room could occasionally be used during the evening peak period between 4:00 and 6:00 PM. Assuming a maximum capacity of 130 seats and an average vehicle occupancy of 2 (e.g. one parent driver and one child passenger), then the new story room could generate 65 additional trips (130 seats / 2 persons per vehicle). Though not all of these trips would typically arrive within an hour; a qualitative analysis was conducted assuming an additional 65 vehicle trips during the PM peak hour. Using the trip distribution patterns presented in **Figure 5** the peak-use of the story room would add trips to the study intersections as summarized in **Table 6**. The intersection levels of service under Background plus Project conditions are also presented in **Table 6** for comparison purposes.

TABLE 6
QUALITATIVE EVALUATION OF STORY ROOM PEAK USAGE DURING THE EVENING PEAK HOUR

	Intersection	Intersection Control[1]	Background Plus Project Conditions		Story Room Trips Added[4]
			Delay[2]	LOS[3]	
1	De Anza Boulevard/Rodrigues Avenue	Signal	27.2	C	20
2	De Anza Boulevard/Pacifica Drive	Signal	102.2	F	17
3	Torre Avenue / Rodrigues Avenue	AWSC	11.0	B	30
4	Torre Avenue / Pacifica Drive	SSSC	12.6	B	20

Notes:
1. 1. Signal = Signalized; SSSC = Side-Street Stop Controlled; AWSC = All-Way Stop Controlled.
2. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
3. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.
4. Estimated number of peak-use story room trips (total 65) added to each intersection based on trip distribution shown on Figure 5.
   Source: Fehr & Peers, 2014.

As shown in **Table 6**, all of the intersections operate at acceptable levels (LOS D or better) with exception of the De Anza Boulevard/Pacifica Drive intersection, which is projected to operate at LOS F during the PM peak hour under Background plus Project Conditions. The addition of the trips from the peak-use of the story room is unlikely to degrade operations to unacceptable levels (LOS E or F) for the De Anza Boulevard/Rodrigues Avenue, Torre Avenue/Rodrigues Avenue, and Torre Avenue/Pacifica Drive intersections. At the De Anza Boulevard/Pacifica Drive intersection the additional trips from the story room would exacerbate unacceptable operations. The Story Room adds trips to the non-critical movements of the intersection (including the northbound right-turn, eastbound through, westbound left-turn) and is unlikely meet the impact threshold of increasing the average critical delay by more than four seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more for intersections operating at unacceptable levels under the "No Project" scenario. Thus the peak-use of the story room would likely result in less-than-significant impacts and no mitigation measures would be needed.

4.2.4 ALTERNATIVE SITE PLAN EVALUATION

The City of Cupertino is considering an alternative site plan that would add an additional 68 parking spaces on the east side of the existing Library Field with access via Pacifica Drive (see image on following page).

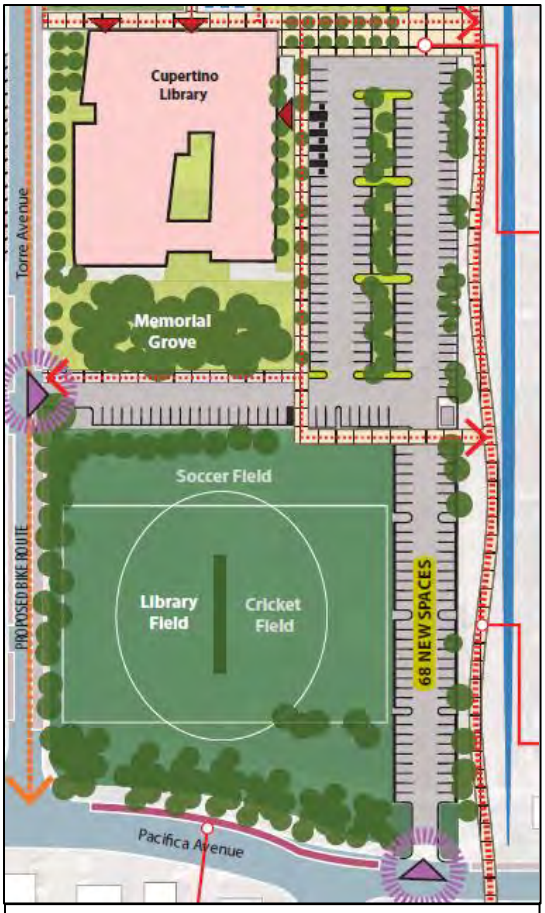

Image 1: Alternative Site Plan with Additional Parking Spaces

Parking spaces themselves do not generate new vehicle trips; the use that they are associated with generates the trips, which in this case is the Civic Center. The parking spaces are being considered to meet non-typical programming at the Civic Center, such as special events. These events are not anticipated to generate vehicle trips during the weekday AM and PM peak hours. Thus the impact analysis presented in Chapters 3 and 4 are valid with the additional parking spaces and no significant impacts or associated mitigation measures would be required with this alternative site plan.

The addition of a driveway on Pacifica Drive would change access patterns around the Civic Center. It would primarily be used by vehicles approaching and departing the Civic Center from the east on Pacifica Avenue, which is a small portion of the Civic Center traffic. Therefore the changes in traffic volumes would be negligible and not affect traffic operations in the vicinity of the site. Plus, the 68 parking spaces are the furthest spaces from the Library and City Hall and present the least desirable spaces. This would reduce the attractiveness of the Pacifica Drive driveway further minimizing its addition of traffic patterns and traffic operations in the areas.

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

This chapter discusses the net new parking spaces needed at the site along with site-access and on-site circulation.

5.1 PARKING ASSESSMENT

The anticipated land use and programming changes that will result in changes to the Civic Center's parking demand and associated supply are:

- Expanding the library by 2,000 s.f. to accommodate a 100-seat story room or 130-seat room for new programming.
- Increasing City Hall staff by approximately 10 added employees (City Hall currently has 92 employees)

The new City Hall will also include meeting rooms that will be used by city staff on weekdays and the public in the evenings and on weekends. The evening and weekend use of these rooms will generate less parking demand than the parking demand generated by City Hall employees and visitors during the day on weekdays. So their use by the public will not affect the overall parking needs of the Civic Center.

5.1.1 PARKING RATES

The future parking projections were estimated by applying parking rates to the sizes of the added uses or the changes in use. The different uses have slightly varying peak times, which means the peak demand of the entire site may be slightly lower than the sum of the peak demands of each individual use. However, since the variations are minor, peak rates for each use are used for the parking demand analysis. The peak parking rates are summarized in **Table 7.** It should be noted that the parking rates for City Hall include parking associated with visitors.

TABLE 7
CIVIC CENTER PARKING RATES

Use	Unit	Supply Rate[1]	Source
City Hall	Employees	1.0	April 2014 Parking Survey [2]
Story/Program Room	Seats	0.25	City of Cupertino Zoning Code[3]

Notes:
1. Supply rates include a circulation factor of 5% to City Hall uses
2. Survey = Based on parking demand surveys conducted on-site in April 2014;
3. Chapter 19.124 of the City of Cupertino Municipal Code.
Source: Fehr & Peers, 2014; City of Cupertino Municipal Code.

5.1.2 ESTIMATED FUTURE ADDED PARKING SUPPLY

The number of future added parking supply needed to accommodate the added or changed uses at the Civic Center was estimated by applying the parking rates in **Table 7**. The results are presented in **Table 8**.

TABLE 8
FUTURE NET NEW PARKING SUPPLY ESTIMATES

Future Programmed Use	Size	Parking Supply Rate	Number of Parking Spaces
City Hall Added Staff	10 employees	1.00	10
Story Room	130 seats	0.25	33
Latent Demand	20 Spaces	1.00	20
		Total Added Parking Demand:	**63**

Source: Fehr & Peers, May 2014

The estimated future parking need captures the recommended supply to meet the added uses at the site (33 + 10 = 43 spaces) and the current unmet need (estimated at 20 spaces) caused by vehicles circulating in the lot and parking off-site, for a total of 63 spaces. Additional spaces may be needed to accommodate additional community programming. The associated parking needs will be estimated once the programming has been determined.

5.2 ACCESS AND CIRCULATION REVIEW

The site plan is conceptual so a detailed review of site access on on-site circulation cannot be done at this time. The new entrance to the underground parking garage at the City Hall should ensure that pedestrians can easily cross the new driveway and have design elements that increase the visibility of pedestrians to vehicles. Additionally, aligning the new driveway with the existing drive aisle would provide for improved access. Additional pedestrian crossings for the library parking lot to the library could further enhance the on-site pedestrian connectivity.

APPENDIX A: EXISTING TRAFFIC COUNTS

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File Name : 1AM FINAL
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Groups Printed- Vehicles

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06:30 AM	2	47	6	1	56	4	0	1	0	5	3	125	4	0	132	0	1	1	0	2	195
06:45 AM	3	61	11	3	78	12	1	1	2	16	7	162	0	0	169	0	1	5	0	6	269
Total	5	108	17	4	134	16	1	2	2	21	10	287	4	0	301	0	2	6	0	8	464
07:00 AM	2	96	14	1	113	7	1	4	5	17	10	228	2	0	240	2	0	5	0	7	377
07:15 AM	4	81	13	3	101	20	0	7	2	29	8	300	5	2	315	2	0	8	2	12	457
07:30 AM	2	112	15	0	129	18	2	2	0	22	10	390	5	2	407	3	1	9	1	14	572
07:45 AM	1	124	37	1	163	33	1	1	3	38	10	530	7	3	550	3	2	15	2	22	773
Total	9	413	79	5	506	78	4	14	10	106	38	1448	19	7	1512	10	3	37	5	55	2179
08:00 AM	5	131	34	1	171	25	6	7	0	38	19	559	12	0	590	3	5	9	0	17	816
08:15 AM	15	223	61	1	300	38	22	7	0	67	19	526	21	0	566	8	12	38	3	61	994
08:30 AM	2	175	67	1	245	28	3	7	3	41	22	574	13	0	609	11	37	42	6	96	991
08:45 AM	10	220	38	0	268	26	1	8	1	36	23	571	14	0	608	4	10	19	3	36	948
Total	32	749	200	3	984	117	32	29	4	182	83	2230	60	0	2373	26	64	108	12	210	3749
09:00 AM	7	180	46	1	234	41	4	9	2	56	23	533	18	0	574	0	3	7	4	14	878
09:15 AM	7	171	39	0	217	44	6	16	3	69	30	423	19	4	476	2	5	17	1	25	787
Grand Total	60	1621	381	13	2075	296	47	70	21	434	184	4921	120	11	5236	38	77	175	22	312	8057
Apprch %	2.9	78.1	18.4	0.6		68.2	10.8	16.1	4.8		3.5	94	2.3	0.2		12.2	24.7	56.1	7.1		
Total %	0.7	20.1	4.7	0.2	25.8	3.7	0.6	0.9	0.3	5.4	2.3	61.1	1.5	0.1	65	0.5	1	2.2	0.3	3.9	

	S DE ANZA BLVD Southbound				RODRIGUES AVE Westbound				S DE ANZA BLVD Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	112	15	129	18	2	2	22	10	390	5	405	3	1	9	13	569
07:45 AM	1	124	37	162	33	1	1	35	10	530	7	547	3	2	15	20	764
08:00 AM	5	131	34	170	25	6	**7**	38	**19**	**559**	12	**590**	3	5	9	17	815
08:15 AM	**15**	**223**	**61**	**299**	**38**	**22**	7	**67**	19	526	**21**	566	**8**	**12**	**38**	**58**	**990**
Total Volume	23	590	147	760	114	31	17	162	58	2005	45	2108	17	20	71	108	3138
% App. Total	3	77.6	19.3		70.4	19.1	10.5		2.8	95.1	2.1		15.7	18.5	65.7		
PHF	.383	.661	.602	.635	.750	.352	.607	.604	.763	.897	.536	.893	.531	.417	.467	.466	.792

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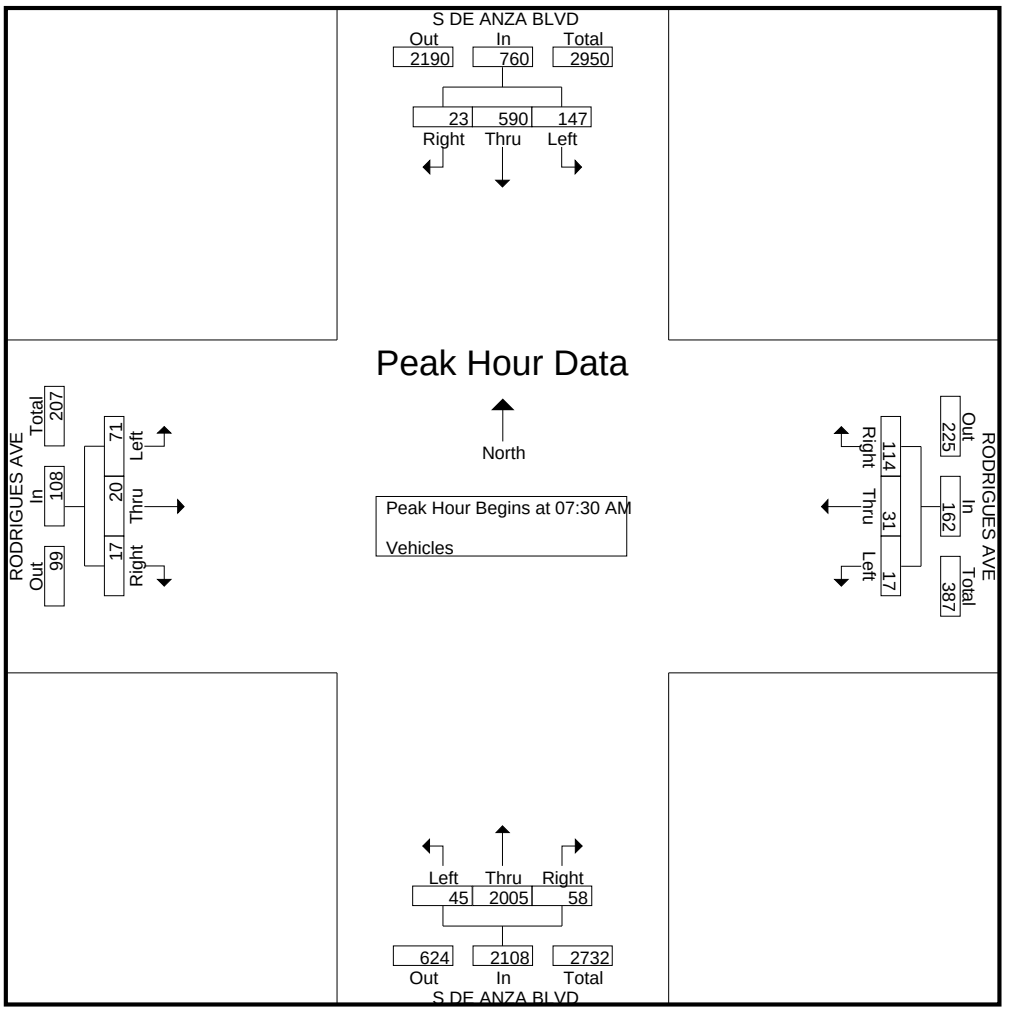

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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04:15 PM	17	469	77	2	565	26	8	26	2	62	15	267	12	0	294	0	6	14	0	20	941
04:30 PM	8	396	62	6	472	39	8	33	2	82	13	299	21	3	336	5	3	15	1	24	914
04:45 PM	8	511	56	3	578	40	6	27	1	74	15	268	13	5	301	6	7	13	2	28	981
Total	41	1750	245	11	2047	142	27	112	10	291	56	1189	68	10	1323	16	19	51	5	91	3752
05:00 PM	19	500	52	3	574	45	10	50	2	107	13	255	24	3	295	7	8	13	1	29	1005
05:15 PM	16	568	72	1	657	50	6	43	0	99	13	278	20	1	312	4	3	12	3	22	1090
05:30 PM	14	533	63	2	612	42	9	50	0	101	11	270	22	1	304	3	3	22	3	31	1048
05:45 PM	15	569	67	0	651	41	7	33	1	82	15	258	20	4	297	5	8	12	2	27	1057
Total	64	2170	254	6	2494	178	32	176	3	389	52	1061	86	9	1208	19	22	59	9	109	4200
06:00 PM	24	577	76	0	677	38	14	26	1	79	11	276	20	0	307	13	7	14	0	34	1097
06:15 PM	15	513	40	1	569	37	9	27	0	73	15	310	22	1	348	11	9	16	3	39	1029
06:30 PM	15	485	54	2	556	41	5	24	0	70	13	238	16	2	269	7	7	12	1	27	922
06:45 PM	15	434	68	1	518	35	7	22	0	64	8	233	23	2	266	10	6	12	2	30	878
Total	69	2009	238	4	2320	151	35	99	1	286	47	1057	81	5	1190	41	29	54	6	130	3926
Grand Total	174	5929	737	21	6861	471	94	387	14	966	155	3307	235	24	3721	76	70	164	20	330	11878
Apprch %	2.5	86.4	10.7	0.3		48.8	9.7	40.1	1.4		4.2	88.9	6.3	0.6		23	21.2	49.7	6.1		
Total %	1.5	49.9	6.2	0.2	57.8	4	0.8	3.3	0.1	8.1	1.3	27.8	2	0.2	31.3	0.6	0.6	1.4	0.2	2.8	

	S DE ANZA BLVD Southbound				RODRIGUES AVE Westbound				S DE ANZA BLVD Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**19**	500	52	571	45	**10**	**50**	**105**	13	255	**24**	292	**7**	**8**	13	**28**	996
05:15 PM	16	568	**72**	**656**	**50**	6	43	99	13	**278**	20	**311**	4	3	12	19	**1085**
05:30 PM	14	533	63	610	42	9	50	101	11	270	22	303	3	3	**22**	28	1042
05:45 PM	15	**569**	67	651	41	7	33	81	**15**	258	20	293	5	8	12	25	1050
Total Volume	64	2170	254	2488	178	32	176	386	52	1061	86	1199	19	22	59	100	4173
% App. Total	2.6	87.2	10.2		46.1	8.3	45.6		4.3	88.5	7.2		19	22	59		
PHF	.842	.953	.882	.948	.890	.800	.880	.919	.867	.954	.896	.964	.679	.688	.670	.893	.962

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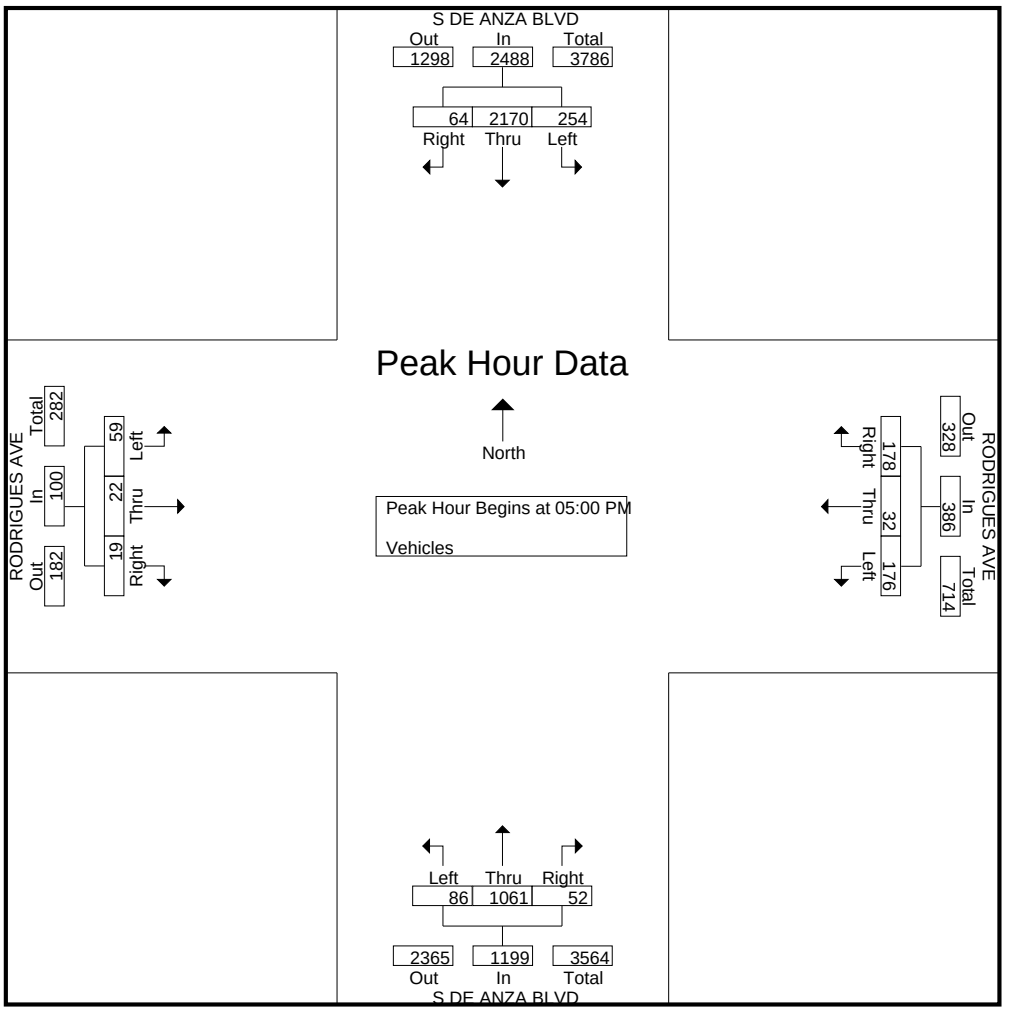

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06:30 AM	1	4	3	0	8	1	2	0	1	4	2	2	0	3	7	0	2	2	2	6	25
06:45 AM	3	4	2	2	11	1	12	0	3	16	0	3	1	1	5	0	5	5	2	12	44
Total	4	8	5	2	19	2	14	0	4	20	2	5	1	4	12	0	7	7	4	18	69
07:00 AM	5	4	2	1	12	3	9	3	4	19	1	0	1	0	2	0	7	4	4	15	48
07:15 AM	3	8	4	3	18	3	12	0	5	20	2	4	8	1	15	6	4	2	3	15	68
07:30 AM	3	12	4	3	22	3	15	4	2	24	5	14	3	4	26	3	3	5	4	15	87
07:45 AM	4	23	4	1	32	9	23	2	6	40	3	13	2	1	19	4	8	2	2	16	107
Total	15	47	14	8	84	18	59	9	17	103	11	31	14	6	62	13	22	13	13	61	310
08:00 AM	11	22	3	1	37	11	25	6	4	46	1	17	5	2	25	6	12	12	4	34	142
08:15 AM	18	27	11	3	59	16	41	9	2	68	8	19	7	2	36	4	16	20	4	44	207
08:30 AM	12	19	5	3	39	13	30	5	4	52	8	16	6	6	36	8	24	24	13	69	196
08:45 AM	17	49	6	2	74	17	28	16	10	71	9	41	6	8	64	9	16	21	8	54	263
Total	58	117	25	9	209	57	124	36	20	237	26	93	24	18	161	27	68	77	29	201	808
09:00 AM	16	14	5	10	45	19	35	8	17	79	12	37	10	2	61	5	14	17	4	40	225
09:15 AM	12	19	5	5	41	11	36	6	1	54	6	19	8	4	37	7	19	25	3	54	186
Grand Total	105	205	54	34	398	107	268	59	59	493	57	185	57	34	333	52	130	139	53	374	1598
Apprch %	26.4	51.5	13.6	8.5		21.7	54.4	12	12		17.1	55.6	17.1	10.2		13.9	34.8	37.2	14.2		
Total %	6.6	12.8	3.4	2.1	24.9	6.7	16.8	3.7	3.7	30.9	3.6	11.6	3.6	2.1	20.8	3.3	8.1	8.7	3.3	23.4	

	TORRE AVE Southbound				RODRIGUES AVE Westbound				TORRE AVE Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	12	4	19	3	15	4	22	5	14	3	22	3	3	5	11	74
07:45 AM	4	23	4	31	9	23	2	34	3	13	2	18	4	8	2	14	97
08:00 AM	11	22	3	36	11	25	6	42	1	17	5	23	**6**	12	12	30	131
08:15 AM	**18**	**27**	**11**	**56**	**16**	**41**	**9**	**66**	**8**	**19**	**7**	**34**	4	**16**	**20**	**40**	**196**
Total Volume	36	84	22	142	39	104	21	164	17	63	17	97	17	39	39	95	498
% App. Total	25.4	59.2	15.5		23.8	63.4	12.8		17.5	64.9	17.5		17.9	41.1	41.1		
PHF	.500	.778	.500	.634	.609	.634	.583	.621	.531	.829	.607	.713	.708	.609	.488	.594	.635

Traffic Data Service

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File Name : 2AM FINAL
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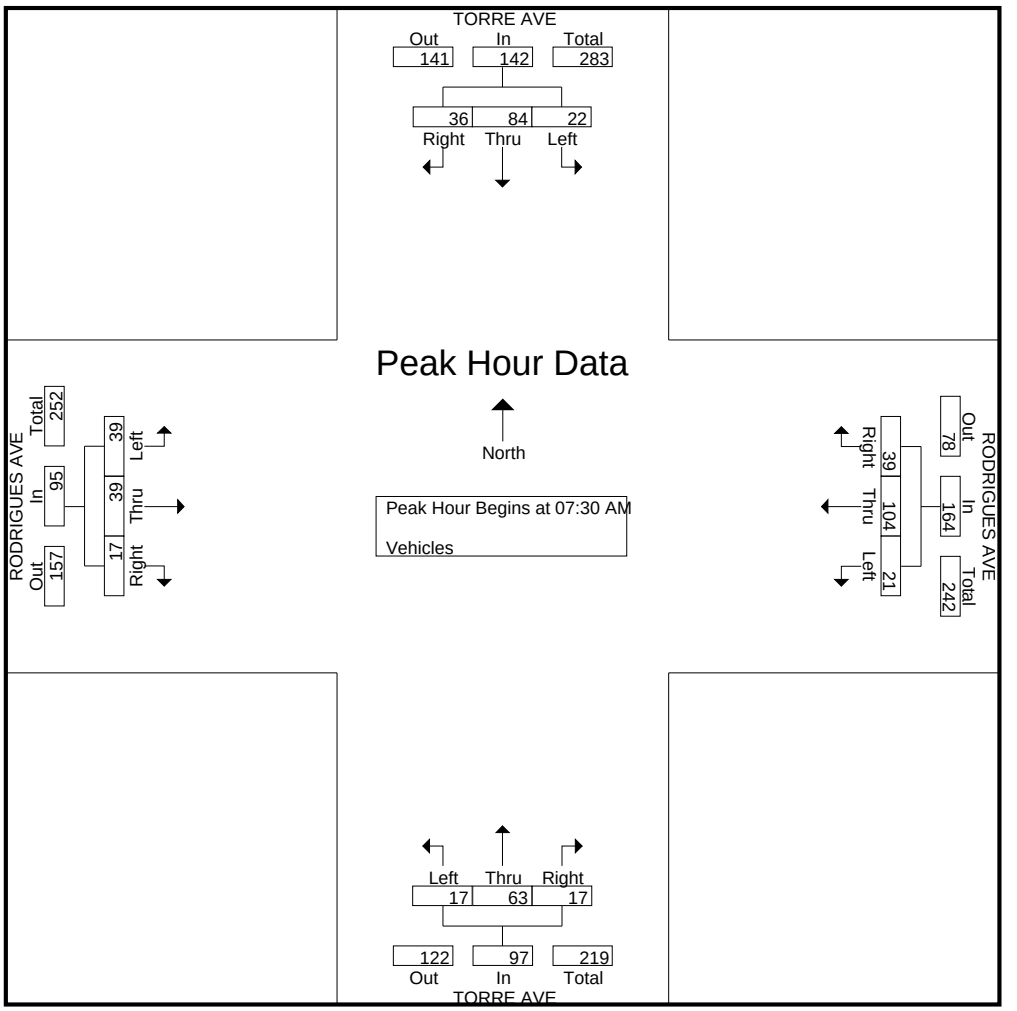

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 6/10/2014
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Groups Printed- Vehicles

	TORRE AVE Southbound					RODRIGUES AVE Westbound					TORRE AVE Northbound					RODRIGUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	12	19	8	3	42	7	20	7	14	48	12	15	14	8	49	11	20	7	10	48	187
03:15 PM	13	16	10	2	41	2	25	4	13	44	23	12	16	10	61	7	21	5	9	42	188
03:30 PM	10	27	9	7	53	9	21	4	13	47	15	13	16	0	44	9	23	5	15	52	196
03:45 PM	14	12	9	7	42	5	22	8	8	43	7	18	8	0	33	11	12	10	8	41	159
Total	49	74	36	19	178	23	88	23	48	182	57	58	54	18	187	38	76	27	42	183	730
04:00 PM	15	24	12	0	51	3	18	3	1	25	7	20	11	6	44	6	19	11	8	44	164
04:15 PM	14	20	9	0	43	5	16	4	4	29	18	12	11	3	44	10	30	13	3	56	172
04:30 PM	16	16	9	0	41	3	27	5	4	39	9	12	10	3	34	15	38	9	3	65	179
04:45 PM	17	24	9	4	54	5	23	9	5	42	7	12	9	2	30	6	22	11	4	43	169
Total	62	84	39	4	189	16	84	21	14	135	41	56	41	14	152	37	109	44	18	208	684
05:00 PM	28	27	16	4	75	3	20	1	6	30	10	22	10	1	43	15	43	11	6	75	223
05:15 PM	29	28	17	0	74	6	24	6	6	42	10	25	12	1	48	10	32	14	2	58	222
05:30 PM	15	25	8	1	49	9	35	5	3	52	14	8	5	3	30	14	27	12	7	60	191
05:45 PM	17	33	14	0	64	2	16	6	2	26	7	15	5	2	29	14	43	12	4	73	192
Total	89	113	55	5	262	20	95	18	17	150	41	70	32	7	150	53	145	49	19	266	828
06:00 PM	16	30	17	4	67	12	29	8	6	55	12	18	16	0	46	15	28	11	4	58	226
06:15 PM	24	26	10	4	64	5	22	5	3	35	7	19	6	1	33	6	41	9	2	58	190
06:30 PM	21	36	17	4	78	6	21	12	11	50	12	9	15	1	37	8	33	10	1	52	217
06:45 PM	14	13	14	2	43	5	19	6	7	37	7	9	10	2	28	11	46	10	7	74	182
Total	75	105	58	14	252	28	91	31	27	177	38	55	47	4	144	40	148	40	14	242	815
Grand Total	275	376	188	42	881	87	358	93	106	644	177	239	174	43	633	168	478	160	93	899	3057
Apprch %	31.2	42.7	21.3	4.8		13.5	55.6	14.4	16.5		28	37.8	27.5	6.8		18.7	53.2	17.8	10.3		
Total %	9	12.3	6.1	1.4	28.8	2.8	11.7	3	3.5	21.1	5.8	7.8	5.7	1.4	20.7	5.5	15.6	5.2	3	29.4	

	TORRE AVE Southbound				RODRIGUES AVE Westbound				TORRE AVE Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	15	**24**	**12**	**51**	3	18	3	24	7	**20**	**11**	38	6	19	11	36	149
04:15 PM	14	20	9	43	**5**	16	4	25	**18**	12	11	**41**	10	30	**13**	53	162
04:30 PM	16	16	9	41	3	**27**	5	35	9	12	10	31	**15**	**38**	9	**62**	**169**
04:45 PM	**17**	24	9	50	5	23	**9**	**37**	7	12	9	28	6	22	11	39	154
Total Volume	62	84	39	185	16	84	21	121	41	56	41	138	37	109	44	190	634
% App. Total	33.5	45.4	21.1		13.2	69.4	17.4		29.7	40.6	29.7		19.5	57.4	23.2		
PHF	.912	.875	.813	.907	.800	.778	.583	.818	.569	.700	.932	.841	.617	.717	.846	.766	.938

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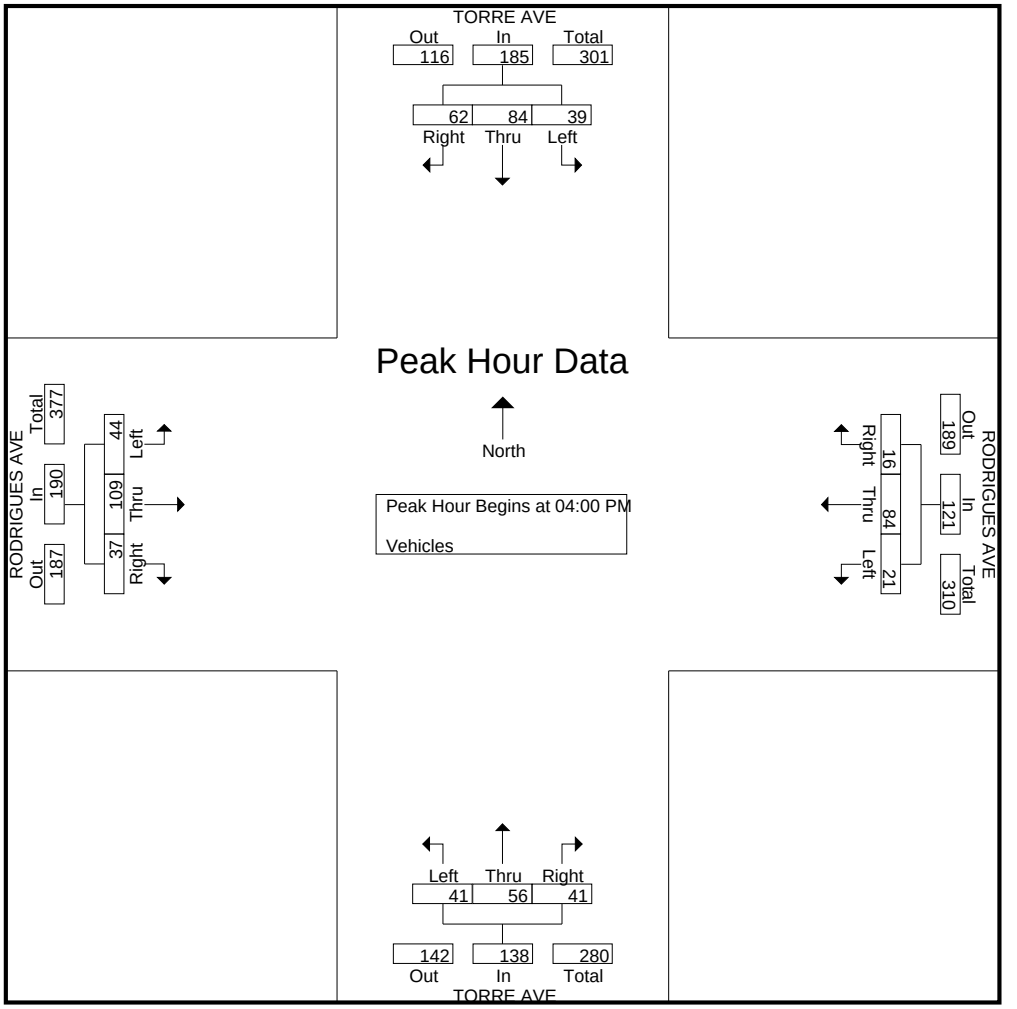

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 6/10/2014
Page No : 1

Groups Printed- Vehicles

	TORRE AVE Southbound					PACIFICA DR Westbound					Northbound					PACIFICA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	2	0	1	1	4	1	6	0	0	7	0	0	0	0	0	0	1	4	0	5	16
06:45 AM	2	0	0	0	2	1	13	0	0	14	0	0	0	0	0	0	2	3	0	5	21
Total	4	0	1	1	6	2	19	0	0	21	0	0	0	0	0	0	3	7	0	10	37
07:00 AM	3	0	0	1	4	2	5	0	1	8	0	0	0	0	0	0	3	2	0	5	17
07:15 AM	3	0	1	1	5	6	8	0	0	14	0	0	0	0	0	0	4	3	0	7	26
07:30 AM	8	0	0	0	8	10	28	0	0	38	0	0	0	0	0	0	3	15	0	18	64
07:45 AM	10	0	4	0	14	14	33	0	0	47	0	0	0	0	0	0	9	5	0	14	75
Total	24	0	5	2	31	32	74	0	1	107	0	0	0	0	0	0	19	25	0	44	182
08:00 AM	11	0	15	0	26	21	45	0	0	66	0	0	0	0	0	0	12	12	0	24	116
08:15 AM	14	0	17	2	33	23	51	0	0	74	0	0	0	0	0	0	5	13	1	19	126
08:30 AM	10	0	6	3	19	21	28	0	0	49	0	0	0	0	0	0	20	11	0	31	99
08:45 AM	10	0	62	10	82	40	45	0	1	86	0	0	0	0	0	0	27	16	1	44	212
Total	45	0	100	15	160	105	169	0	1	275	0	0	0	0	0	0	64	52	2	118	553
09:00 AM	14	0	9	0	23	45	53	0	0	98	0	0	0	0	0	0	14	20	0	34	155
09:15 AM	12	0	5	0	17	10	32	0	1	43	0	0	0	0	0	0	15	21	0	36	96
Grand Total	99	0	120	18	237	194	347	0	3	544	0	0	0	0	0	0	115	125	2	242	1023
Apprch %	41.8	0	50.6	7.6		35.7	63.8	0	0.6		0	0	0	0		0	47.5	51.7	0.8		
Total %	9.7	0	11.7	1.8	23.2	19	33.9	0	0.3	53.2	0	0	0	0	0	0	11.2	12.2	0.2	23.7	

	TORRE AVE Southbound				PACIFICA DR Westbound				Northbound				PACIFICA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	0	0	8	10	28	0	38	0	0	0	0	0	3	**15**	18	64
07:45 AM	10	0	4	14	14	33	0	47	0	0	0	0	0	9	5	14	75
08:00 AM	11	0	15	26	21	45	0	66	0	0	0	0	0	**12**	12	**24**	116
08:15 AM	**14**	0	**17**	**31**	**23**	**51**	0	**74**	0	0	0	0	0	5	13	18	**123**
Total Volume	43	0	36	79	68	157	0	225	0	0	0	0	0	29	45	74	378
% App. Total	54.4	0	45.6		30.2	69.8	0		0	0	0		0	39.2	60.8		
PHF	.768	.000	.529	.637	.739	.770	.000	.760	.000	.000	.000	.000	.000	.604	.750	.771	.768

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File Name : 3AM FINAL
Site Code : 00000003
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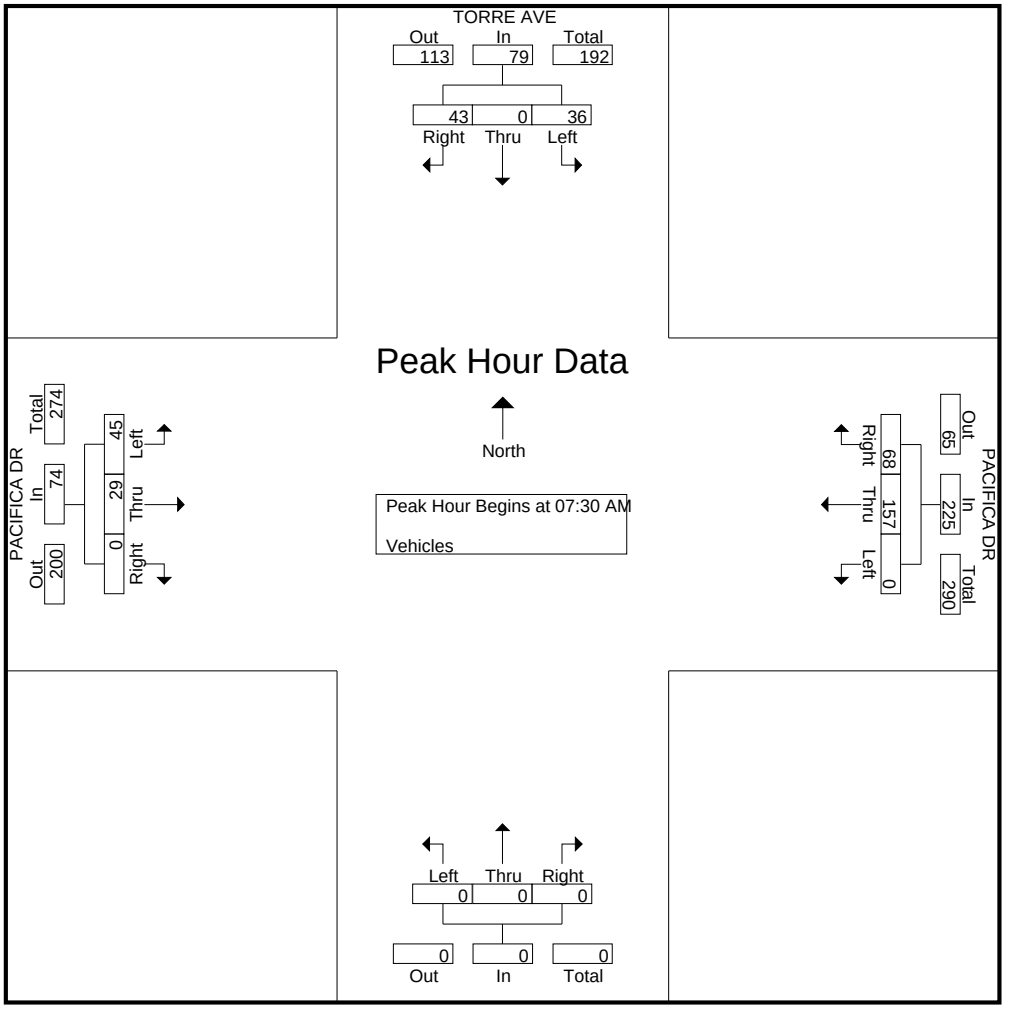

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File Name : 3PM FINAL
Site Code : 00000003
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Groups Printed- Vehicles

	TORRE AVE Southbound					PACIFICA DR Westbound					Northbound					PACIFICA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	24	0	15	4	43	24	23	0	1	48	0	0	0	0	0	0	19	24	0	43	134
03:15 PM	24	0	12	2	38	11	23	0	1	35	0	0	0	0	0	0	20	31	0	51	124
03:30 PM	31	0	15	1	47	9	16	0	0	25	0	0	0	0	0	0	24	37	0	61	133
03:45 PM	21	0	11	6	38	6	21	0	0	27	0	0	0	0	0	0	38	18	0	56	121
Total	100	0	53	13	166	50	83	0	2	135	0	0	0	0	0	0	101	110	0	211	512
04:00 PM	28	0	15	0	43	15	26	0	0	41	0	0	0	0	0	0	27	24	1	52	136
04:15 PM	20	0	21	2	43	7	18	0	0	25	0	0	0	0	0	0	27	29	0	56	124
04:30 PM	41	0	23	2	66	14	20	0	0	34	0	0	0	0	0	0	23	20	0	43	143
04:45 PM	30	0	13	0	43	13	20	0	0	33	0	0	0	0	0	0	35	17	0	52	128
Total	119	0	72	4	195	49	84	0	0	133	0	0	0	0	0	0	112	90	1	203	531
05:00 PM	34	0	16	0	50	6	28	0	1	35	0	0	0	0	0	0	37	15	0	52	137
05:15 PM	34	0	15	0	49	7	27	0	0	34	0	0	0	0	0	0	50	30	0	80	163
05:30 PM	42	0	20	0	62	11	33	0	0	44	0	0	0	0	0	0	38	26	1	65	171
05:45 PM	36	0	36	1	73	14	31	0	0	45	0	0	0	0	0	0	41	19	1	61	179
Total	146	0	87	1	234	38	119	0	1	158	0	0	0	0	0	0	166	90	2	258	650
06:00 PM	40	0	29	2	71	18	34	0	0	52	0	0	0	0	0	0	28	31	0	59	182
06:15 PM	29	0	14	4	47	4	26	0	0	30	0	0	0	0	0	0	42	17	0	59	136
06:30 PM	28	0	20	1	49	9	19	0	0	28	0	0	0	0	0	0	34	21	0	55	132
06:45 PM	25	0	20	1	46	11	24	0	0	35	0	0	0	0	0	0	33	23	1	57	138
Total	122	0	83	8	213	42	103	0	0	145	0	0	0	0	0	0	137	92	1	230	588
Grand Total	487	0	295	26	808	179	389	0	3	571	0	0	0	0	0	0	516	382	4	902	2281
Apprch %	60.3	0	36.5	3.2		31.3	68.1	0	0.5		0	0	0	0		0	57.2	42.4	0.4		
Total %	21.4	0	12.9	1.1	35.4	7.8	17.1	0	0.1	25	0	0	0	0	0	0	22.6	16.7	0.2	39.5	

	TORRE AVE Southbound				PACIFICA DR Westbound				Northbound				PACIFICA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	28	0	15	43	**15**	**26**	0	**41**	0	0	0	0	0	27	24	51	135
04:15 PM	20	0	21	41	7	18	0	25	0	0	0	0	0	27	**29**	**56**	122
04:30 PM	**41**	0	**23**	**64**	14	20	0	34	0	0	0	0	0	23	20	43	**141**
04:45 PM	30	0	13	43	13	20	0	33	0	0	0	0	0	**35**	17	52	128
Total Volume	119	0	72	191	49	84	0	133	0	0	0	0	0	112	90	202	526
% App. Total	62.3	0	37.7		36.8	63.2	0		0	0	0		0	55.4	44.6		
PHF	.726	.000	.783	.746	.817	.808	.000	.811	.000	.000	.000	.000	.000	.800	.776	.902	.933

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File Name : 3PM FINAL
Site Code : 00000003
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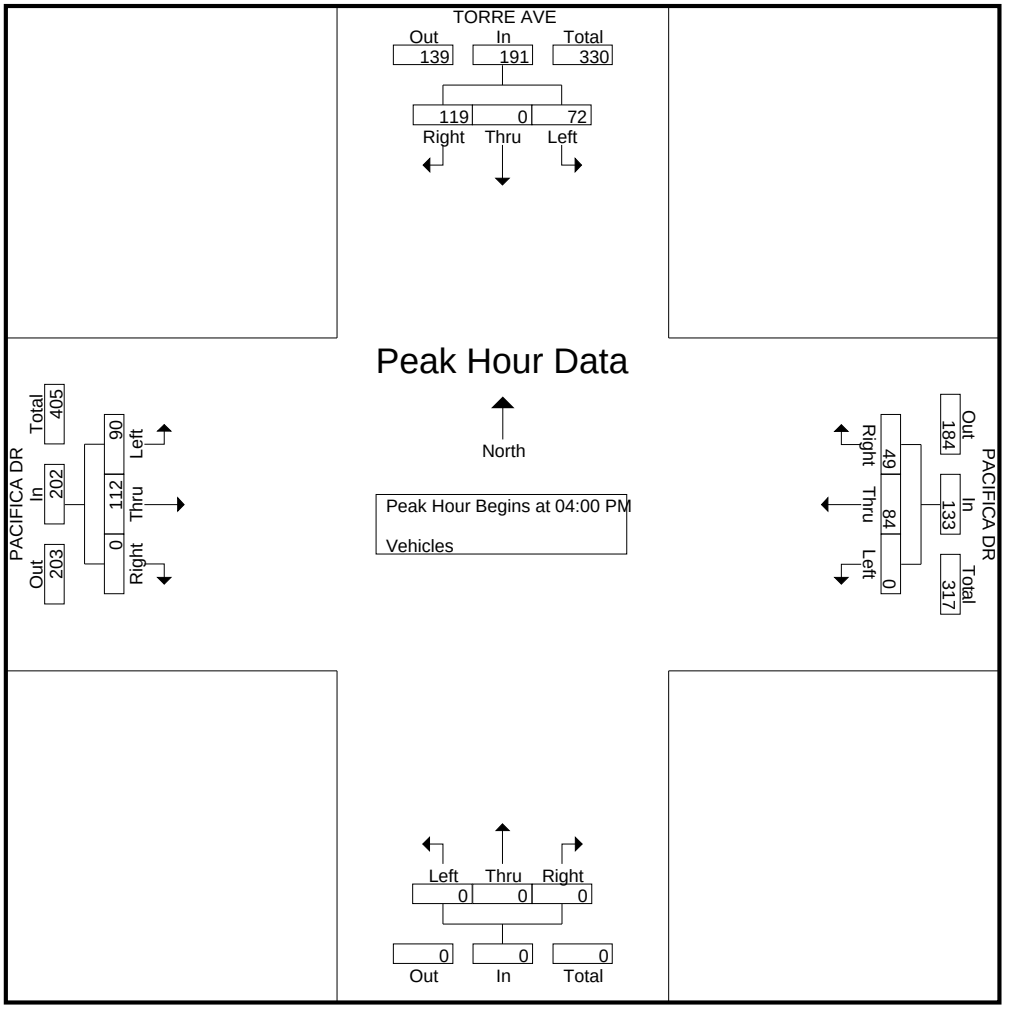

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 6/10/2014
Page No : 1

Groups Printed- Vehicles

	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN 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
06:30 AM	4	37	4	0	45	7	3	3	1	14	7	137	9	0	153	7	3	6	0	16	228
06:45 AM	9	41	4	0	54	11	3	1	4	19	4	168	32	0	204	6	2	9	0	17	294
Total	13	78	8	0	99	18	6	4	5	33	11	305	41	0	357	13	5	15	0	33	522
07:00 AM	10	77	6	2	95	6	1	1	3	11	13	273	53	0	339	16	0	12	0	28	473
07:15 AM	5	69	5	1	80	7	2	5	2	16	14	390	45	0	449	18	4	15	1	38	583
07:30 AM	10	86	11	0	107	20	9	6	0	35	21	406	58	0	485	24	5	20	0	49	676
07:45 AM	13	93	15	0	121	20	12	6	2	40	18	515	69	0	602	26	11	35	0	72	835
Total	38	325	37	3	403	53	24	18	7	102	66	1584	225	0	1875	84	20	82	1	187	2567
08:00 AM	12	118	13	2	145	19	14	14	1	48	19	538	95	0	652	49	9	35	0	93	938
08:15 AM	18	208	17	0	243	27	41	9	0	77	23	557	131	0	711	74	12	35	2	123	1154
08:30 AM	25	134	15	0	174	18	12	6	3	39	22	634	97	0	753	54	18	45	0	117	1083
08:45 AM	17	187	24	1	229	34	13	13	0	60	23	564	93	0	680	82	23	45	2	152	1121
Total	72	647	69	3	791	98	80	42	4	224	87	2293	416	0	2796	259	62	160	4	485	4296
09:00 AM	25	162	24	2	213	43	17	13	1	74	12	498	75	0	585	66	22	51	3	142	1014
09:15 AM	26	144	26	5	201	22	21	11	5	59	17	454	116	0	587	57	14	45	3	119	966
Grand Total	174	1356	164	13	1707	234	148	88	22	492	193	5134	873	0	6200	479	123	353	11	966	9365
Apprch %	10.2	79.4	9.6	0.8		47.6	30.1	17.9	4.5		3.1	82.8	14.1	0		49.6	12.7	36.5	1.1		
Total %	1.9	14.5	1.8	0.1	18.2	2.5	1.6	0.9	0.2	5.3	2.1	54.8	9.3	0	66.2	5.1	1.3	3.8	0.1	10.3	

	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN 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 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	86	11	107	20	9	6	35	21	406	58	485	24	5	20	49	676
07:45 AM	13	93	15	121	20	12	6	38	18	515	69	602	26	11	**35**	72	833
08:00 AM	12	118	13	143	19	14	**14**	47	19	538	95	652	49	9	35	93	935
08:15 AM	**18**	**208**	**17**	**243**	**27**	**41**	9	**77**	**23**	**557**	**131**	**711**	**74**	**12**	35	**121**	**1152**
Total Volume	53	505	56	614	86	76	35	197	81	2016	353	2450	173	37	125	335	3596
% App. Total	8.6	82.2	9.1		43.7	38.6	17.8		3.3	82.3	14.4		51.6	11	37.3		
PHF	.736	.607	.824	.632	.796	.463	.625	.640	.880	.905	.674	.861	.584	.771	.893	.692	.780

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File Name : 4AM FINAL
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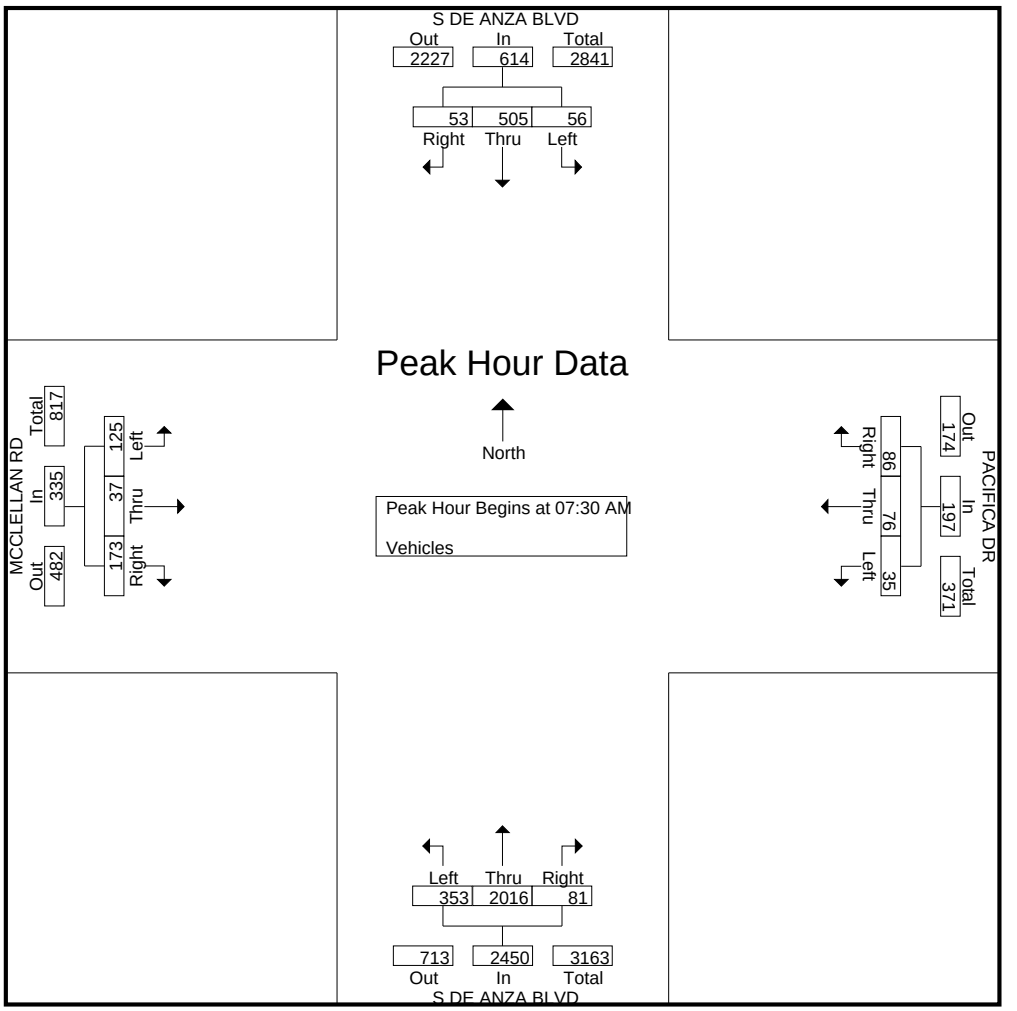

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File Name : 4PM FINAL
Site Code : 00000004
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Groups Printed- Vehicles

	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN 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	344	34	7	418	20	19	26	1	66	21	233	88	0	342	89	19	23	6	137	963
04:15 PM	38	479	39	4	560	16	14	30	1	61	16	228	63	0	307	83	19	30	2	134	1062
04:30 PM	27	385	29	2	443	10	35	46	0	91	15	219	59	0	293	94	14	33	3	144	971
04:45 PM	27	508	33	1	569	13	28	21	3	65	17	246	67	0	330	110	14	23	2	149	1113
Total	125	1716	135	14	1990	59	96	123	5	283	69	926	277	0	1272	376	66	109	13	564	4109
05:00 PM	41	499	30	0	570	25	32	51	0	108	7	220	70	0	297	112	23	44	5	184	1159
05:15 PM	43	539	41	0	623	17	27	51	0	95	5	263	90	0	358	114	31	33	2	180	1256
05:30 PM	32	622	25	0	679	16	27	48	0	91	21	255	81	0	357	115	24	42	6	187	1314
05:45 PM	50	501	33	0	584	10	33	39	0	82	19	232	107	0	358	126	21	31	0	178	1202
Total	166	2161	129	0	2456	68	119	189	0	376	52	970	348	0	1370	467	99	150	13	729	4931
06:00 PM	43	610	31	5	689	11	38	34	4	87	16	290	83	0	389	113	25	45	1	184	1349
06:15 PM	31	514	35	4	584	14	23	40	3	80	13	261	93	0	367	125	29	44	3	201	1232
06:30 PM	36	508	34	4	582	5	26	28	0	59	18	244	86	0	348	103	17	26	3	149	1138
06:45 PM	38	420	38	3	499	5	23	36	1	65	13	206	82	0	301	86	24	21	5	136	1001
Total	148	2052	138	16	2354	35	110	138	8	291	60	1001	344	0	1405	427	95	136	12	670	4720
Grand Total	439	5929	402	30	6800	162	325	450	13	950	181	2897	969	0	4047	1270	260	395	38	1963	13760
Apprch %	6.5	87.2	5.9	0.4		17.1	34.2	47.4	1.4		4.5	71.6	23.9	0		64.7	13.2	20.1	1.9		
Total %	3.2	43.1	2.9	0.2	49.4	1.2	2.4	3.3	0.1	6.9	1.3	21.1	7	0	29.4	9.2	1.9	2.9	0.3	14.3	

	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN 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	41	499	30	570	**25**	32	**51**	**108**	7	220	70	297	112	23	**44**	179	1154
05:15 PM	43	539	**41**	623	17	27	51	95	5	**263**	90	**358**	114	**31**	33	178	1254
05:30 PM	32	**622**	25	**679**	16	27	48	91	**21**	255	81	357	115	24	42	**181**	**1308**
05:45 PM	**50**	501	33	584	10	**33**	39	82	19	232	**107**	358	**126**	21	31	178	1202
Total Volume	166	2161	129	2456	68	119	189	376	52	970	348	1370	467	99	150	716	4918
% App. Total	6.8	88	5.3		18.1	31.6	50.3		3.8	70.8	25.4		65.2	13.8	20.9		
PHF	.830	.869	.787	.904	.680	.902	.926	.870	.619	.922	.813	.957	.927	.798	.852	.989	.940

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File Name : 4PM FINAL
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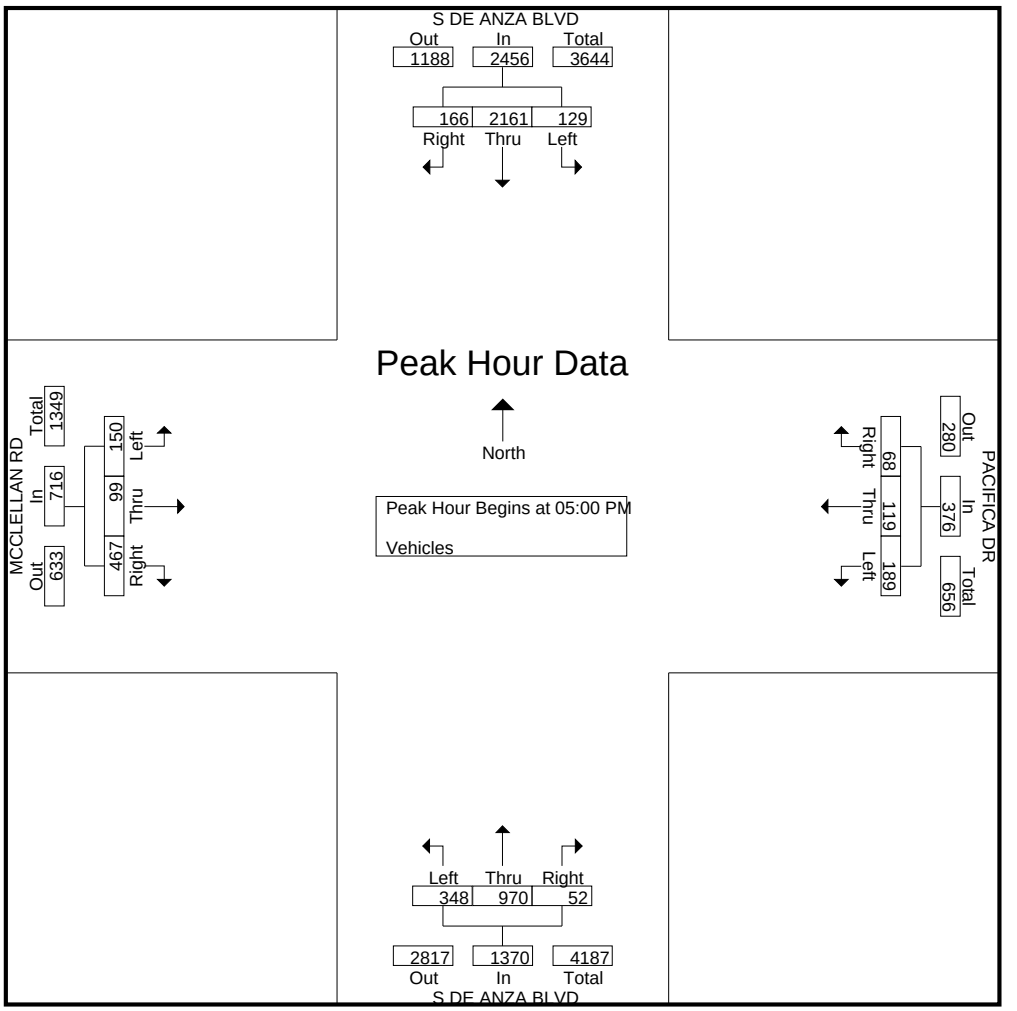

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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 6/10/2014
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Groups Printed- Bikes

	S DE ANZA BLVD Southbound					RODRIGUES AVE Westbound					S DE ANZA BLVD Northbound					RODRIGUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	2	0	0	2	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	9
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	2	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	8	2	0	11	0	1	0	0	1	0	17	0	0	17	0	0	0	0	0	29
Apprch %	9.1	72.7	18.2	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	3.4	27.6	6.9	0	37.9	0	3.4	0	0	3.4	0	58.6	0	0	58.6	0	0	0	0	0	

	S DE ANZA BLVD Southbound				RODRIGUES AVE Westbound				S DE ANZA BLVD Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	2	0	2	0	0	0	0	3
08:00 AM	**1**	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**6**
Total Volume	1	2	0	3	0	1	0	1	0	13	0	13	0	0	0	0	17
% App. Total	33.3	66.7	0		0	100	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.375	.000	.250	.000	.250	.000	.542	.000	.542	.000	.000	.000	.000	.708

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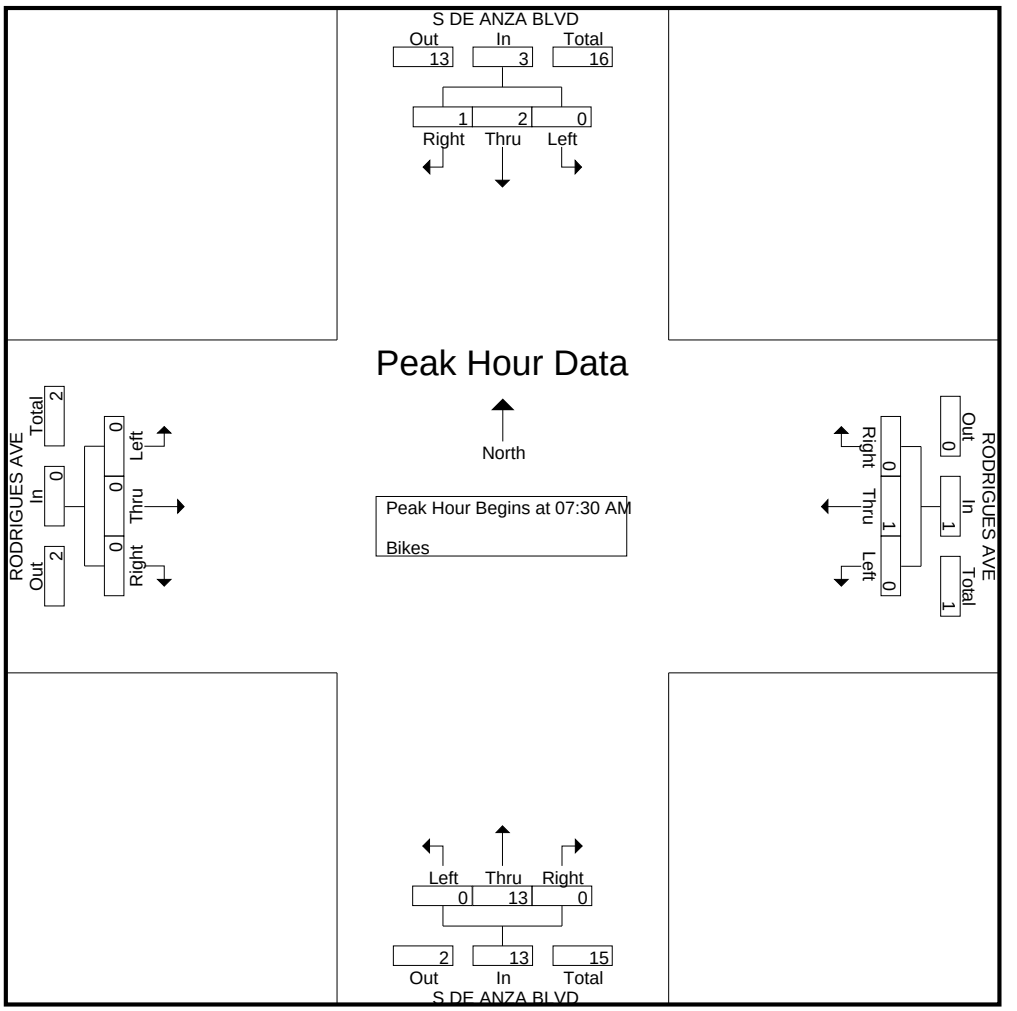

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Groups Printed- Bikes

	S DE ANZA BLVD Southbound					RODRIGUES AVE Westbound					S DE ANZA BLVD Northbound					RODRIGUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	4	0	0	4	0	2	1	0	3	0	4	0	0	4	0	0	0	0	0	11
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	5	0	0	5	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	8
06:30 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	11	0	0	13	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	16
Grand Total	2	21	0	0	23	1	3	1	0	5	0	5	0	0	5	1	1	0	0	2	35
Apprch %	8.7	91.3	0	0		20	60	20	0		0	100	0	0		50	50	0	0		
Total %	5.7	60	0	0	65.7	2.9	8.6	2.9	0	14.3	0	14.3	0	0	14.3	2.9	2.9	0	0	5.7	

	S DE ANZA BLVD Southbound				RODRIGUES AVE Westbound				S DE ANZA BLVD Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	**1**	0	**1**	0	**3**	0	**3**	0	0	0	0	**5**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
05:00 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	4
Total Volume	0	6	0	6	0	2	0	2	0	4	0	4	1	0	0	1	13
% App. Total	0	100	0		0	100	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.333	.000	.333	.250	.000	.000	.250	.650

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File Name : 1PM FINAL
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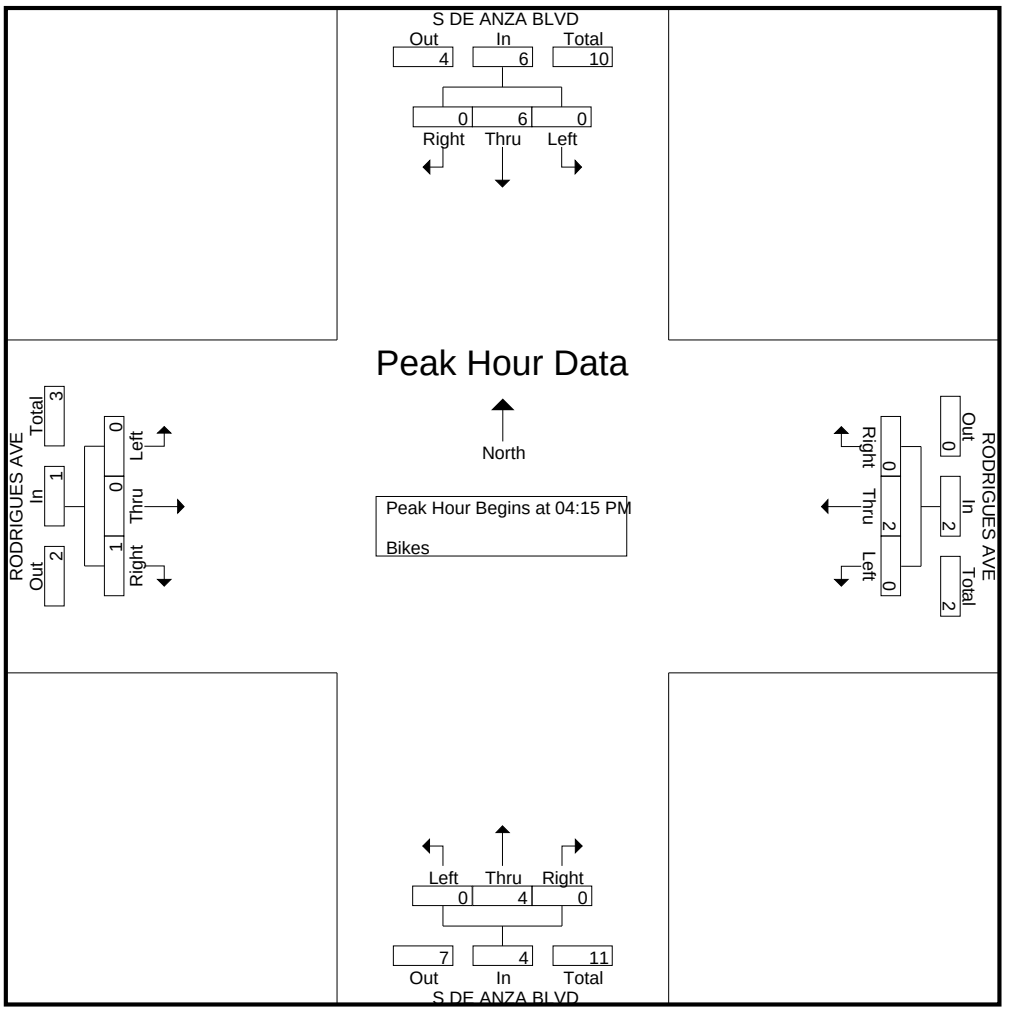

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 6/10/2014
Page No : 1

Groups Printed- Bikes

	TORRE AVE Southbound					RODRIGUES AVE Westbound					TORRE AVE Northbound					RODRIGUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5
06:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	6
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	0	1	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	5
Total	1	0	1	0	2	2	0	1	0	3	0	1	1	0	2	0	0	1	0	1	8
08:00 AM	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
Total	0	2	0	0	2	3	2	0	0	5	0	8	0	0	8	0	2	0	0	2	17
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	4
Grand Total	1	2	1	0	4	9	2	3	0	14	0	10	2	0	12	0	6	1	0	7	37
Apprch %	25	50	25	0		64.3	14.3	21.4	0		0	83.3	16.7	0		0	85.7	14.3	0		
Total %	2.7	5.4	2.7	0	10.8	24.3	5.4	8.1	0	37.8	0	27	5.4	0	32.4	0	16.2	2.7	0	18.9	

	TORRE AVE Southbound				RODRIGUES AVE Westbound				TORRE AVE Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	1	0	**1**	**2**	0	0	0	0	0	0	0	0	3
07:45 AM	**1**	0	0	1	1	0	0	1	0	1	**1**	2	0	0	**1**	**1**	**5**
08:00 AM	0	0	0	0	1	**1**	0	2	0	**3**	0	**3**	0	0	0	0	5
08:15 AM	0	0	0	0	**2**	0	0	2	0	1	0	1	0	0	0	0	3
Total Volume	1	0	1	2	5	1	1	7	0	5	1	6	0	0	1	1	16
% App. Total	50	0	50		71.4	14.3	14.3		0	83.3	16.7		0	0	100		
PHF	.250	.000	.250	.500	.625	.250	.250	.875	.000	.417	.250	.500	.000	.000	.250	.250	.800

Traffic Data Service

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File Name : 2AM FINAL
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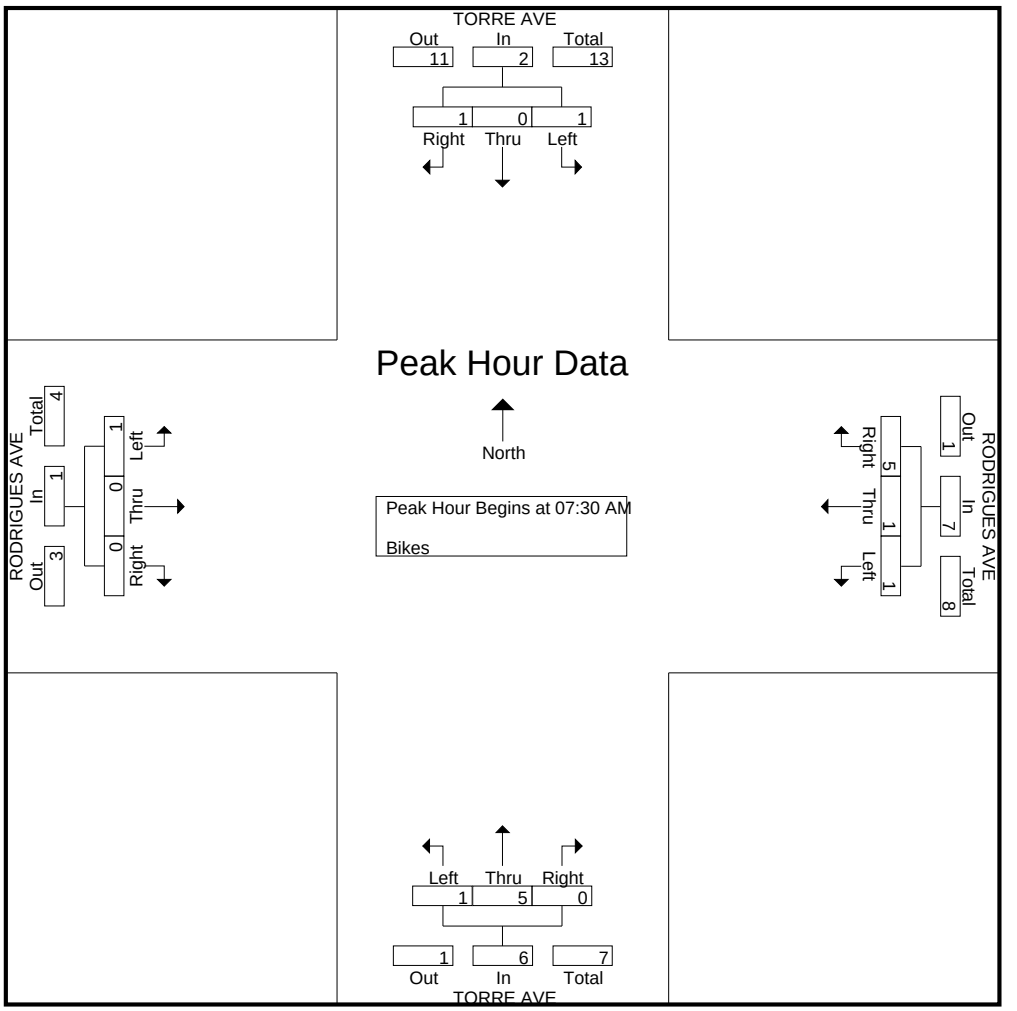

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 6/10/2014
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Groups Printed- Bikes

	TORRE AVE Southbound					RODRIGUES AVE Westbound					TORRE AVE Northbound					RODRIGUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	5
Total	0	3	0	0	3	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	6
04:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	1	2	0	3	0	1	0	0	1	0	3	0	0	3	0	1	1	0	2	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	5	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	4	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	5	9	0	14	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	16
06:00 PM	0	2	1	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	0	4	0	0	2	0	2	0	3	0	0	3	0	1	0	0	1	10
Grand Total	0	12	12	0	24	1	2	4	0	7	1	6	0	0	7	0	2	1	0	3	41
Apprch %	0	50	50	0		14.3	28.6	57.1	0		14.3	85.7	0	0		0	66.7	33.3	0		
Total %	0	29.3	29.3	0	58.5	2.4	4.9	9.8	0	17.1	2.4	14.6	0	0	17.1	0	4.9	2.4	0	7.3	

	TORRE AVE Southbound				RODRIGUES AVE Westbound				TORRE AVE Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
03:45 PM	0	**3**	0	**3**	0	0	1	1	**1**	0	0	1	0	0	0	0	**5**
04:00 PM	0	1	**2**	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	**1**	0	1	0	**2**	0	**2**	0	0	0	0	3
Total Volume	0	4	2	6	0	1	2	3	1	2	0	3	0	0	0	0	12
% App. Total	0	66.7	33.3		0	33.3	66.7		33.3	66.7	0		0	0	0		
PHF	.000	.333	.250	.500	.000	.250	.500	.750	.250	.250	.000	.375	.000	.000	.000	.000	.600

Traffic Data Service

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File Name : 2PM FINAL
Site Code : 00000002
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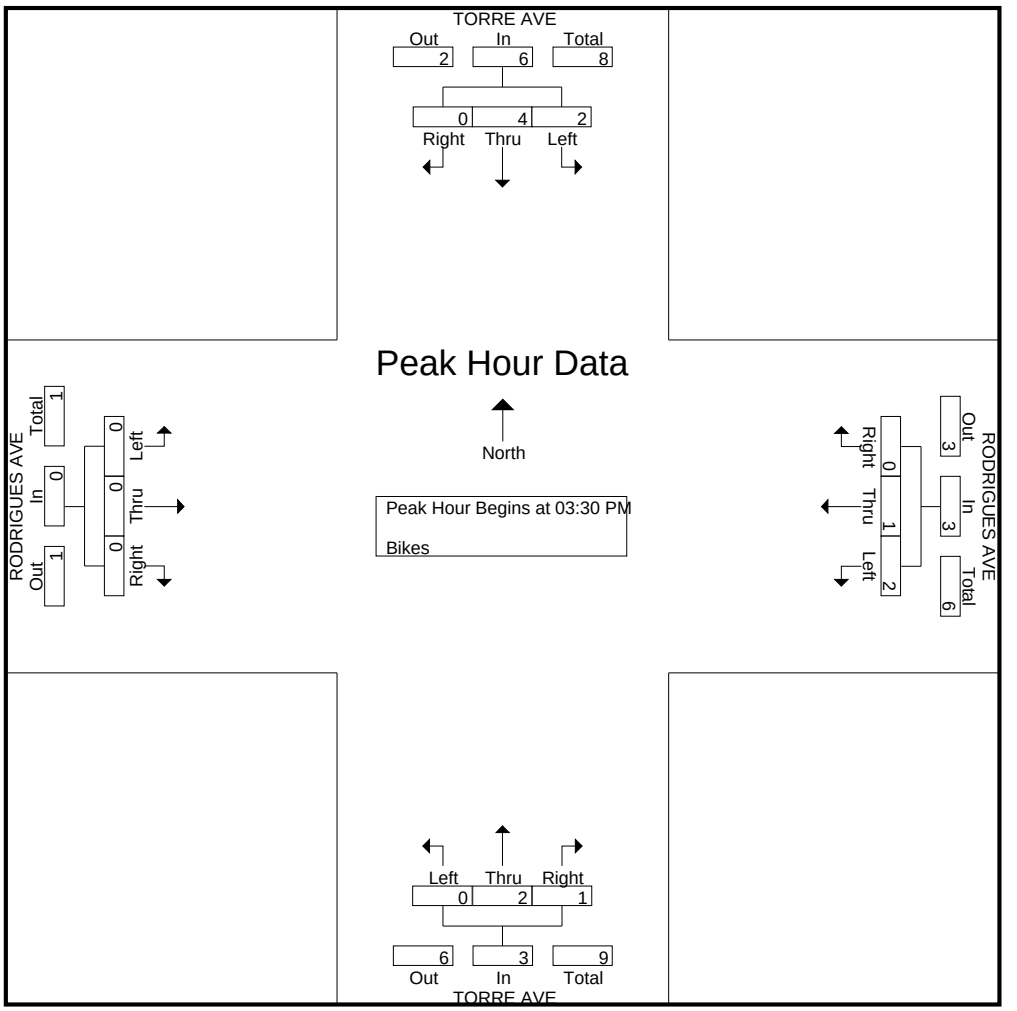

Traffic Data Service

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tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 6/10/2014
Page No : 1

Groups Printed- Bikes

	TORRE AVE Southbound					PACIFICA DR Westbound					Northbound					PACIFICA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	0	3	0	3	9
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	3	0	3	5	7	0	0	12	0	0	0	0	0	0	1	4	0	5	20
Apprch %	0	0	100	0		41.7	58.3	0	0		0	0	0	0		0	20	80	0		
Total %	0	0	15	0	15	25	35	0	0	60	0	0	0	0	0	0	5	20	0	25	

	TORRE AVE Southbound				PACIFICA DR Westbound				Northbound				PACIFICA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
07:45 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1	2
Total Volume	0	0	1	1	1	3	0	4	0	0	0	0	0	1	1	2	7
% App. Total	0	0	100		25	75	0		0	0	0		0	50	50		
PHF	.000	.000	.250	.250	.250	.375	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.875

Traffic Data Service

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 6/10/2014
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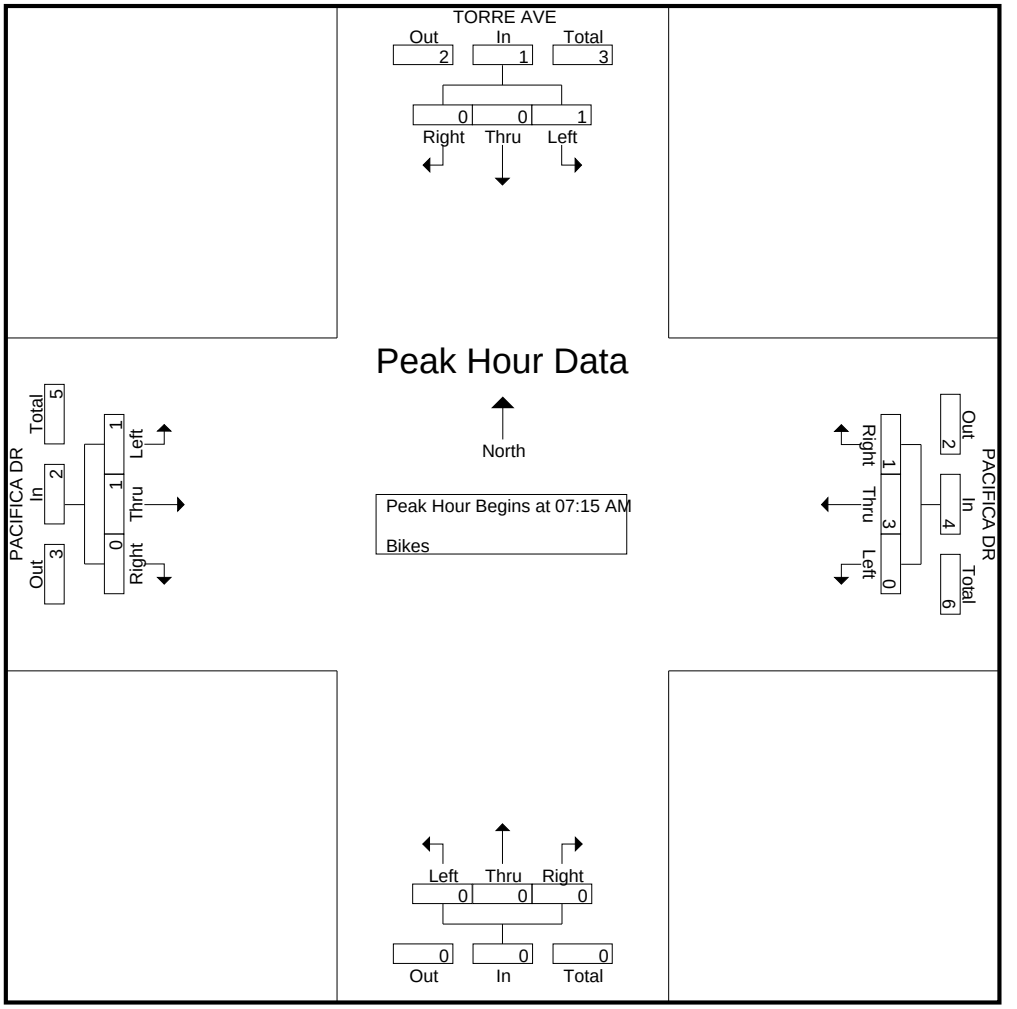

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 6/10/2014
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Groups Printed- Bikes

	TORRE AVE Southbound					PACIFICA DR Westbound					Northbound					PACIFICA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	8
04:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	6
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	6
Grand Total	4	0	5	0	9	1	3	0	0	4	0	0	0	0	0	0	12	3	0	15	28
Apprch %	44.4	0	55.6	0		25	75	0	0		0	0	0	0		0	80	20	0		
Total %	14.3	0	17.9	0	32.1	3.6	10.7	0	0	14.3	0	0	0	0	0	0	42.9	10.7	0	53.6	

	TORRE AVE Southbound				PACIFICA DR Westbound				Northbound				PACIFICA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	**1**	**2**	**4**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
04:00 PM	1	0	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	2	1	2	0	3	0	0	0	0	0	2	2	4	9
% App. Total	100	0	0		33.3	66.7	0		0	0	0		0	50	50		
PHF	.500	.000	.000	.500	.250	.250	.000	.375	.000	.000	.000	.000	.000	.500	.500	.500	.563

Traffic Data Service

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 6/10/2014
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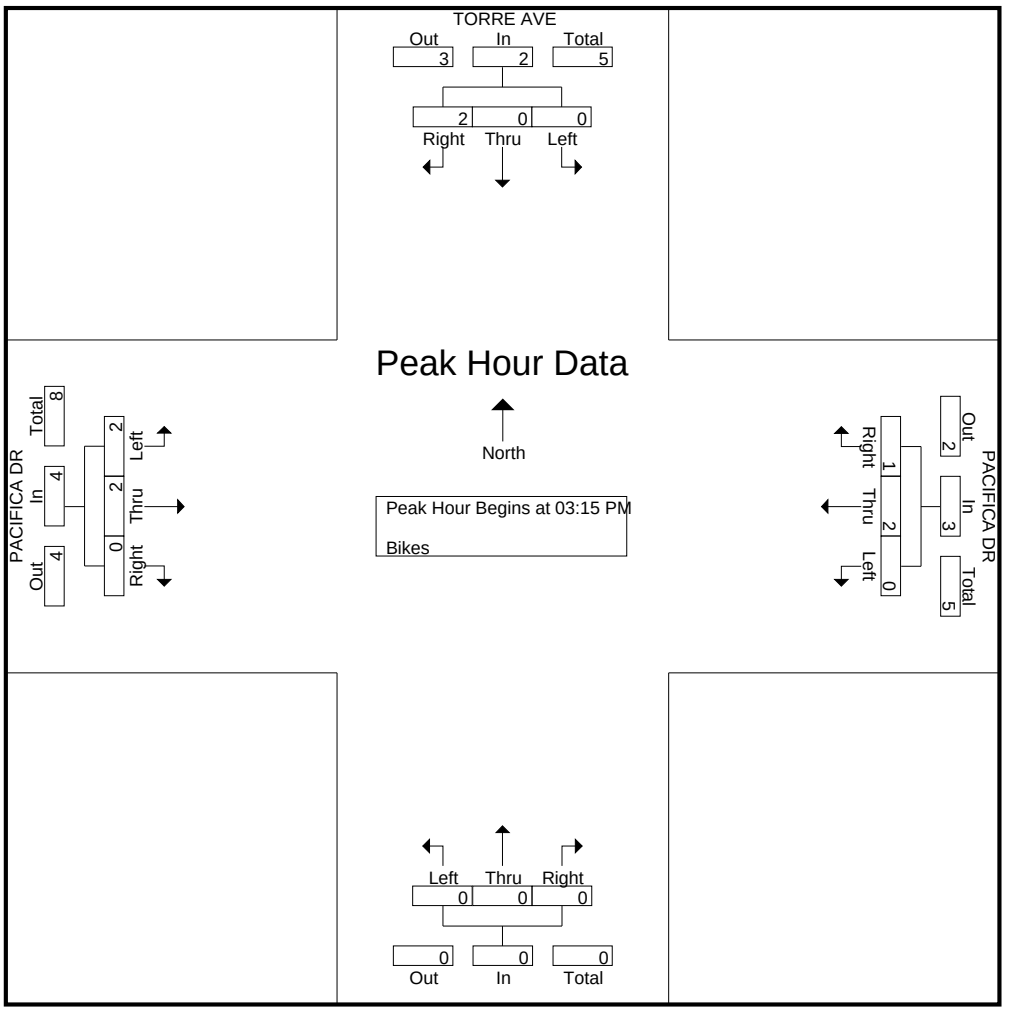

Traffic Data Service

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 6/10/2014
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Groups Printed- Bikes

	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN 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
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	7
08:30 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
08:45 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	1	4	0	0	5	0	1	0	0	1	0	8	0	0	8	0	1	0	0	1	15
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	1	7	0	0	8	0	3	0	0	3	0	17	0	0	17	0	1	0	0	1	29
Apprch %	12.5	87.5	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	3.4	24.1	0	0	27.6	0	10.3	0	0	10.3	0	58.6	0	0	58.6	0	3.4	0	0	3.4	

	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN 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 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	**6**	0	**6**	0	**1**	0	**1**	**7**
Total Volume	0	1	0	1	0	0	0	0	0	8	0	8	0	1	0	1	10
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.333	.000	.333	.000	.250	.000	.250	.357

Traffic Data Service

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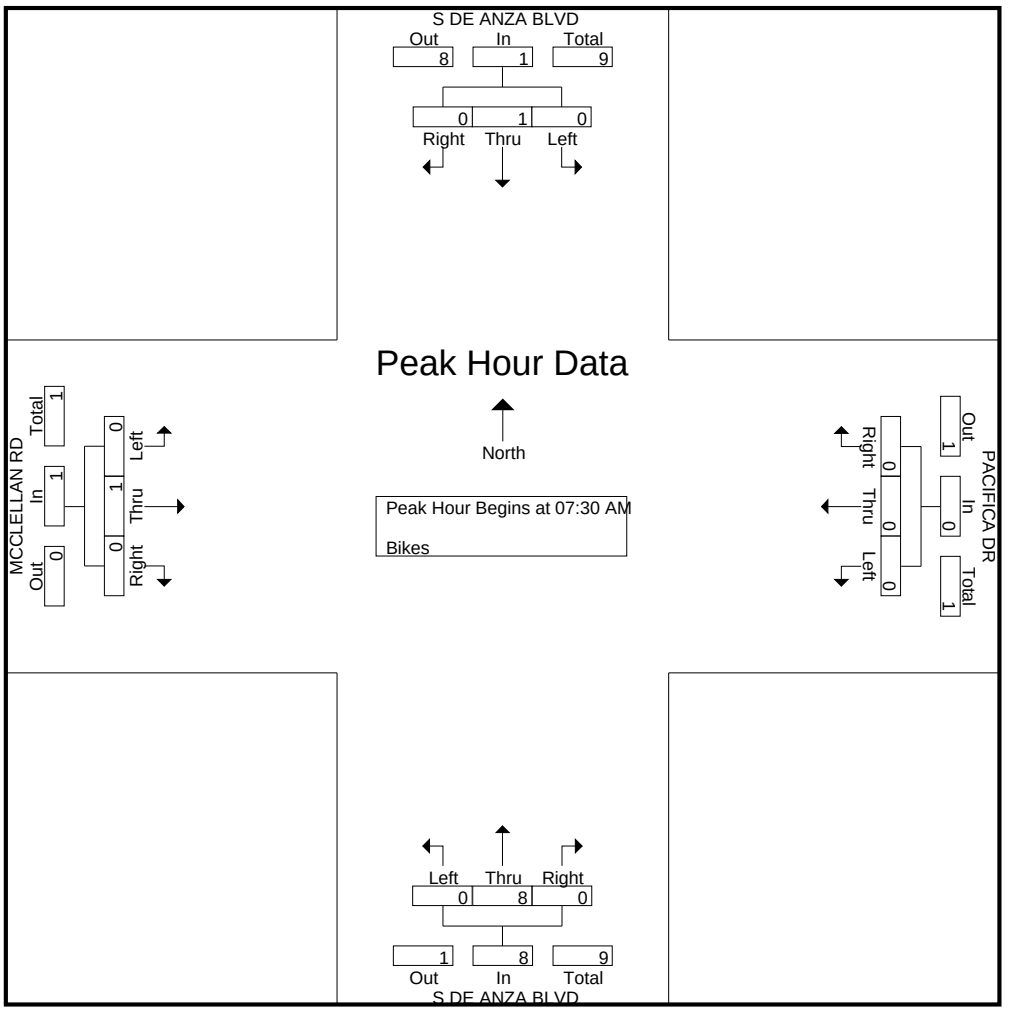
File Name : 4AM FINAL
Site Code : 00000004
Start Date : 6/10/2014
Page No : 2



Traffic Data Service

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 6/10/2014
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Groups Printed- Bikes

	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:15 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	8
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	9	0	0	9	0	1	0	0	1	0	2	0	0	2	1	4	0	0	5	17
Grand Total	1	14	1	0	16	0	1	1	0	2	0	2	0	0	2	1	7	0	0	8	28
Apprch %	6.2	87.5	6.2	0		0	50	50	0		0	100	0	0		12.5	87.5	0	0		
Total %	3.6	50	3.6	0	57.1	0	3.6	3.6	0	7.1	0	7.1	0	0	7.1	3.6	25	0	0	28.6	

	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN 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 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	1	4	0	0	1	1	0	0	0	0	0	1	0	1	6
% App. Total	0	75	25		0	0	100		0	0	0		0	100	0		
PHF	.000	.375	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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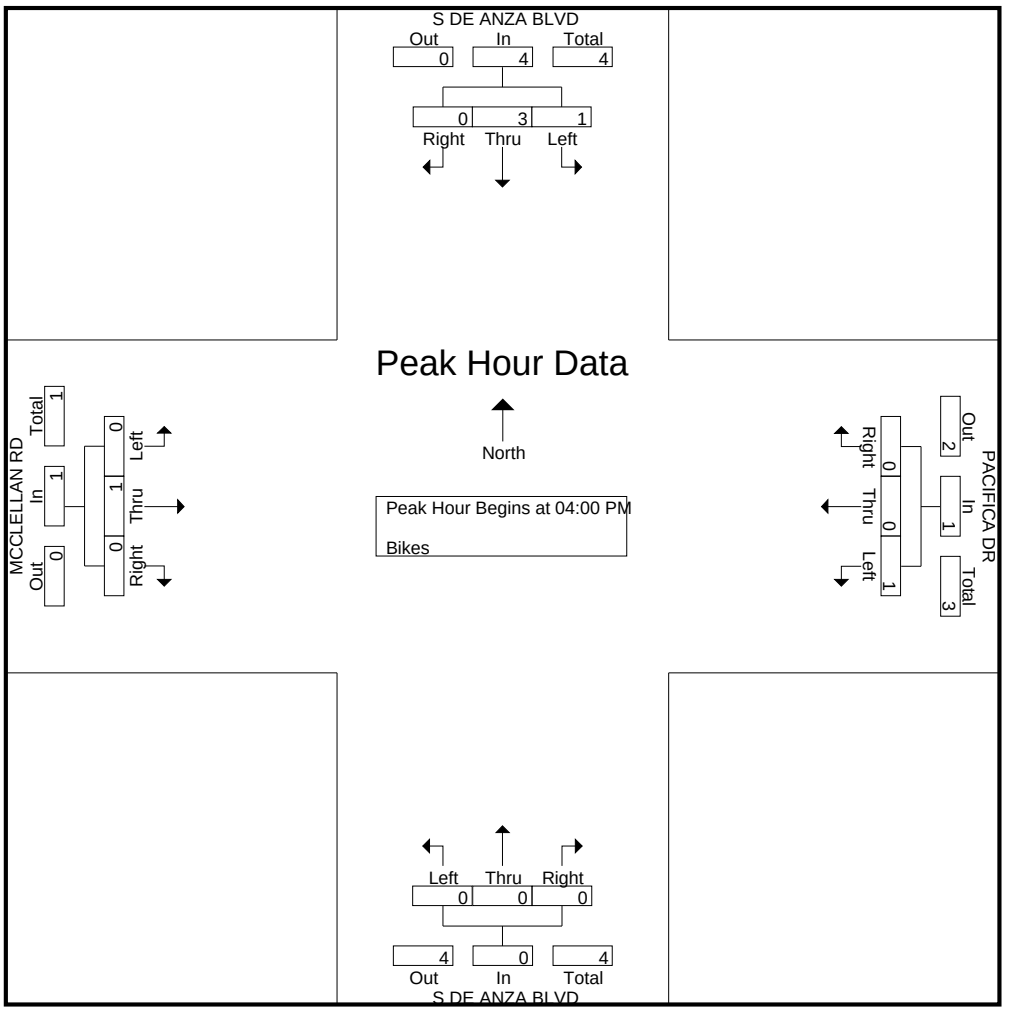
File Name : 4PM FINAL
Site Code : 00000004
Start Date : 6/10/2014
Page No : 2



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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 6/24/2014
Page No : 1

Groups Printed- Vehicles

	TORRE AVE Southbound					CIVIC CENTER DRIVEWAY Westbound					TORRE AVE Northbound					DRIVEWAY 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
06:30 AM	2	1	1	0	4	1	0	1	3	5	0	4	0	1	5	0	0	0	0	0	14
06:45 AM	1	2	2	0	5	0	0	1	5	6	3	3	0	0	6	0	0	0	1	1	18
Total	3	3	3	0	9	1	0	2	8	11	3	7	0	1	11	0	0	0	1	1	32
07:00 AM	1	9	0	1	11	0	0	0	6	6	0	5	2	0	7	0	0	0	0	0	24
07:15 AM	5	5	0	0	10	1	0	1	3	5	2	5	2	0	9	0	0	0	0	0	24
07:30 AM	4	3	0	0	7	1	0	1	4	6	2	9	3	0	14	2	0	0	0	2	29
07:45 AM	14	6	0	0	20	3	0	1	8	12	5	13	1	0	19	1	0	0	2	3	54
Total	24	23	0	1	48	5	0	3	21	29	9	32	8	0	49	3	0	0	2	5	131
08:00 AM	6	17	1	0	24	1	0	2	4	7	4	11	0	0	15	0	0	2	0	2	48
08:15 AM	6	18	2	0	26	1	0	3	5	9	2	19	1	0	22	0	0	2	3	5	62
08:30 AM	8	20	5	0	33	1	0	1	4	6	1	21	1	1	24	4	0	3	1	8	71
08:45 AM	9	30	1	0	40	2	0	3	6	11	4	25	1	3	33	2	0	5	6	13	97
Total	29	85	9	0	123	5	0	9	19	33	11	76	3	4	94	6	0	12	10	28	278
09:00 AM	5	15	6	1	27	3	0	3	6	12	6	36	1	0	43	1	0	4	1	6	88
09:15 AM	5	19	4	0	28	3	0	6	5	14	10	33	2	0	45	3	0	6	0	9	96
Grand Total	66	145	22	2	235	17	0	23	59	99	39	184	14	5	242	13	0	22	14	49	625
Apprch %	28.1	61.7	9.4	0.9		17.2	0	23.2	59.6		16.1	76	5.8	2.1		26.5	0	44.9	28.6		
Total %	10.6	23.2	3.5	0.3	37.6	2.7	0	3.7	9.4	15.8	6.2	29.4	2.2	0.8	38.7	2.1	0	3.5	2.2	7.8	

	TORRE AVE Southbound				CIVIC CENTER DRIVEWAY Westbound				TORRE AVE Northbound				DRIVEWAY 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 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	3	0	7	1	0	1	2	2	9	**3**	14	**2**	0	0	**2**	25
07:45 AM	**14**	6	0	20	**3**	0	1	**4**	**5**	13	1	19	1	0	0	1	44
08:00 AM	6	17	1	24	1	0	2	3	4	11	0	15	0	0	**2**	2	44
08:15 AM	6	**18**	**2**	**26**	1	0	**3**	4	2	**19**	1	**22**	0	0	2	2	**54**
Total Volume	30	44	3	77	6	0	7	13	13	52	5	70	3	0	4	7	167
% App. Total	39	57.1	3.9		46.2	0	53.8		18.6	74.3	7.1		42.9	0	57.1		
PHF	.536	.611	.375	.740	.500	.000	.583	.813	.650	.684	.417	.795	.375	.000	.500	.875	.773

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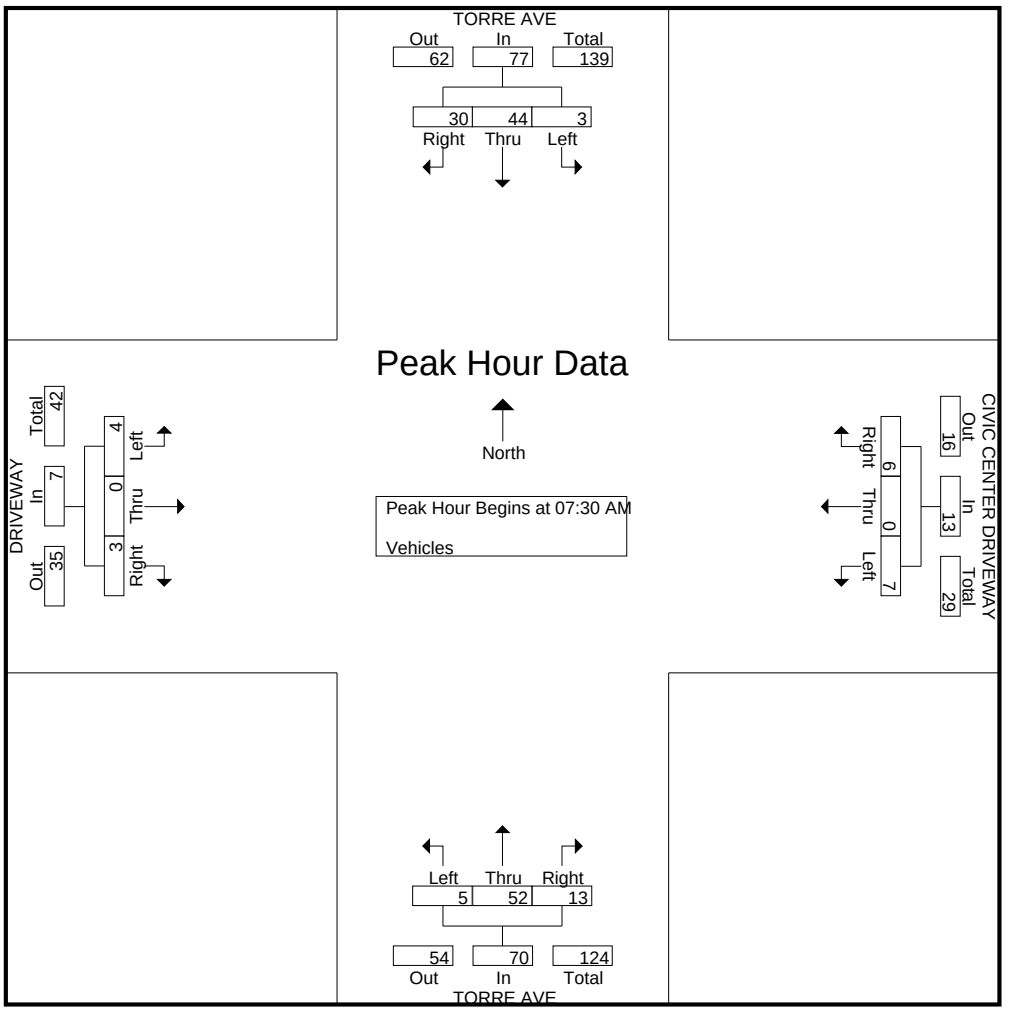

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File Name : 1PM FINAL
Site Code : 00000001
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Page No : 1

Groups Printed- Vehicles

	TORRE AVE Southbound					CIVIC CENTER DRIVEWAY Westbound					TORRE AVE Northbound					DRIVEWAY 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
03:00 PM	8	23	12	3	46	11	0	14	10	35	18	22	2	1	43	1	0	3	4	8	132
03:15 PM	5	16	4	0	25	9	0	19	11	39	19	14	2	0	35	3	0	8	1	12	111
03:30 PM	4	27	9	0	40	9	0	20	7	36	14	13	2	0	29	1	0	7	5	13	118
03:45 PM	2	20	7	5	34	10	0	13	10	33	20	17	2	1	40	2	1	6	5	14	121
Total	19	86	32	8	145	39	0	66	38	143	71	66	8	2	147	7	1	24	15	47	482
04:00 PM	6	20	10	0	36	16	0	17	9	42	22	24	2	4	52	1	1	6	3	11	141
04:15 PM	1	20	10	4	35	24	0	13	10	47	18	21	1	2	42	4	0	2	5	11	135
04:30 PM	1	28	11	1	41	17	2	19	8	46	13	20	1	0	34	1	0	2	1	4	125
04:45 PM	1	30	9	6	46	14	0	20	10	44	21	18	1	4	44	2	0	7	10	19	153
Total	9	98	40	11	158	71	2	69	37	179	74	83	5	10	172	8	1	17	19	45	554
05:00 PM	2	46	3	0	51	11	0	19	13	43	22	20	0	0	42	1	0	3	1	5	141
05:15 PM	0	48	5	0	53	10	0	20	9	39	16	17	1	0	34	0	0	4	4	8	134
05:30 PM	1	35	9	0	45	10	0	19	15	44	25	23	2	2	52	1	1	1	2	5	146
05:45 PM	1	50	5	3	59	12	0	27	6	45	23	20	0	2	45	1	0	1	3	5	154
Total	4	179	22	3	208	43	0	85	43	171	86	80	3	4	173	3	1	9	10	23	575
06:00 PM	0	47	5	0	52	11	0	12	9	32	7	24	1	0	32	1	0	2	1	4	120
06:15 PM	0	23	5	0	28	2	0	19	8	29	9	23	0	0	32	0	0	1	0	1	90
06:30 PM	0	25	4	0	29	3	0	22	11	36	17	23	1	2	43	0	0	1	4	5	113
06:45 PM	0	29	9	0	38	9	0	23	3	35	11	15	0	0	26	0	0	0	3	3	102
Total	0	124	23	0	147	25	0	76	31	132	44	85	2	2	133	1	0	4	8	13	425
Grand Total	32	487	117	22	658	178	2	296	149	625	275	314	18	18	625	19	3	54	52	128	2036
Apprch %	4.9	74	17.8	3.3		28.5	0.3	47.4	23.8		44	50.2	2.9	2.9		14.8	2.3	42.2	40.6		
Total %	1.6	23.9	5.7	1.1	32.3	8.7	0.1	14.5	7.3	30.7	13.5	15.4	0.9	0.9	30.7	0.9	0.1	2.7	2.6	6.3	

	TORRE AVE Southbound				CIVIC CENTER DRIVEWAY Westbound				TORRE AVE Northbound				DRIVEWAY 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 03:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**6**	20	10	36	16	0	17	33	**22**	**24**	**2**	**48**	1	**1**	6	8	**125**
04:15 PM	1	20	10	31	**24**	0	13	37	18	21	1	40	**4**	0	2	6	114
04:30 PM	1	28	**11**	**40**	17	**2**	19	**38**	13	20	1	34	1	0	2	3	115
04:45 PM	1	**30**	9	40	14	0	**20**	34	21	18	1	40	2	0	**7**	**9**	123
Total Volume	9	98	40	147	71	2	69	142	74	83	5	162	8	1	17	26	477
% App. Total	6.1	66.7	27.2		50	1.4	48.6		45.7	51.2	3.1		30.8	3.8	65.4		
PHF	.375	.817	.909	.919	.740	.250	.863	.934	.841	.865	.625	.844	.500	.250	.607	.722	.954

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File Name : 1PM FINAL
Site Code : 00000001
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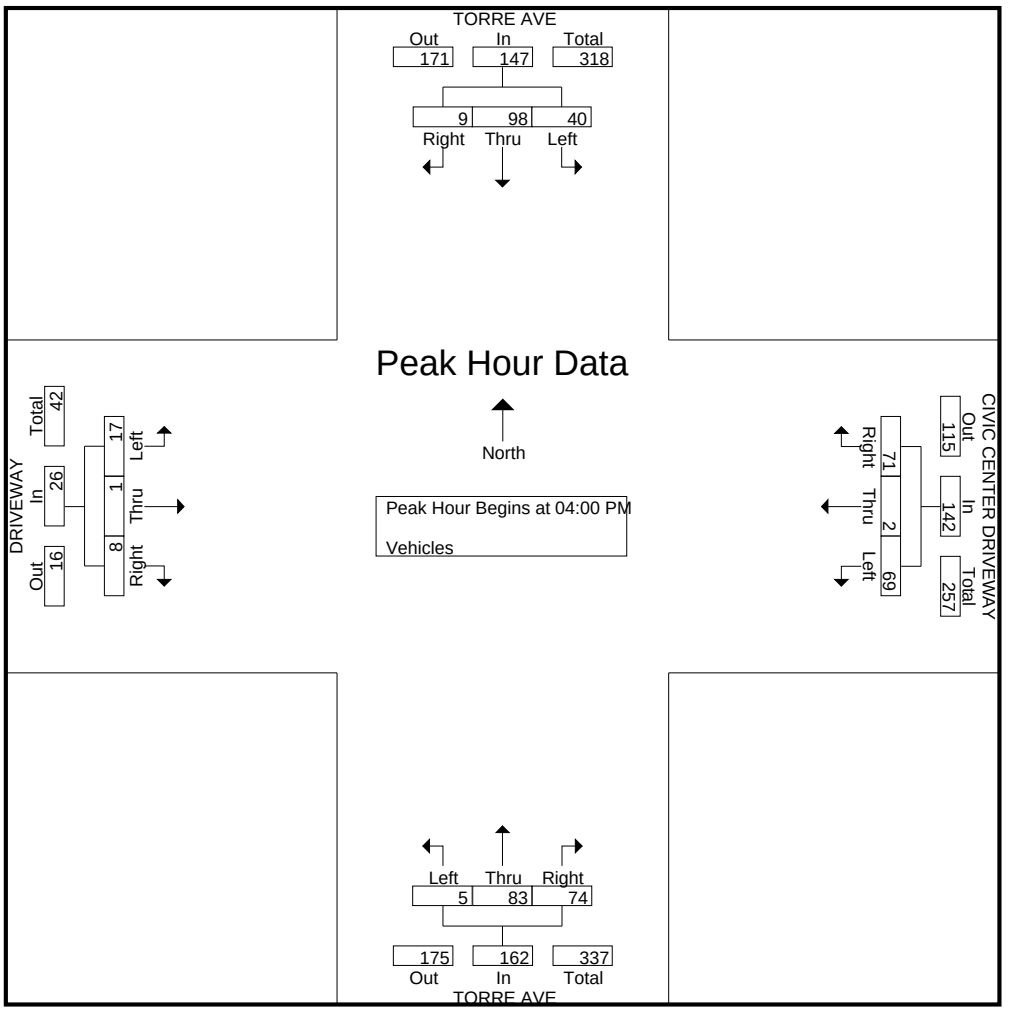

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 6/24/2014
Page No : 1

Groups Printed- Vehicles

	Southbound					RODRIGUES AVE Westbound					CIVIC CENTER DRIVEWAY Northbound					RODRIGUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	1	1	2	4	0	0	6	16
06:45 AM	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	2	2	0	0	4	17
Total	0	0	0	0	0	0	20	2	0	22	0	0	0	1	1	4	6	0	0	10	33
07:00 AM	0	0	0	0	0	0	14	2	1	17	0	0	2	4	6	6	3	0	0	9	32
07:15 AM	0	0	0	0	0	0	17	4	0	21	1	0	0	3	4	5	5	0	0	10	35
07:30 AM	0	0	0	0	0	0	19	6	0	25	0	0	1	7	8	4	4	0	0	8	41
07:45 AM	0	0	0	0	0	0	27	4	0	31	1	0	1	2	4	1	11	0	0	12	47
Total	0	0	0	0	0	0	77	16	1	94	2	0	4	16	22	16	23	0	0	39	155
08:00 AM	0	0	0	0	0	0	39	2	0	41	0	0	0	3	3	2	12	0	0	14	58
08:15 AM	0	0	0	0	0	0	45	2	0	47	1	0	3	2	6	3	12	0	0	15	68
08:30 AM	0	0	0	0	0	0	35	3	0	38	2	0	1	1	4	3	11	0	0	14	56
08:45 AM	0	0	0	0	0	0	44	2	0	46	0	0	3	2	5	1	17	0	0	18	69
Total	0	0	0	0	0	0	163	9	0	172	3	0	7	8	18	9	52	0	0	61	251
09:00 AM	0	0	0	0	0	0	43	3	0	46	2	0	2	6	10	7	25	0	0	32	88
09:15 AM	0	0	0	0	0	0	45	4	0	49	2	0	2	3	7	6	24	0	0	30	86
Grand Total	0	0	0	0	0	0	348	34	1	383	9	0	15	34	58	42	130	0	0	172	613
Apprch %	0	0	0	0		0	90.9	8.9	0.3		15.5	0	25.9	58.6		24.4	75.6	0	0		
Total %	0	0	0	0	0	0	56.8	5.5	0.2	62.5	1.5	0	2.4	5.5	9.5	6.9	21.2	0	0	28.1	

	Southbound				RODRIGUES AVE Westbound				CIVIC CENTER DRIVEWAY Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	19	**6**	25	0	0	1	1	**4**	4	0	8	34
07:45 AM	0	0	0	0	0	27	4	31	**1**	0	1	2	1	11	0	12	45
08:00 AM	0	0	0	0	0	39	2	41	0	0	0	0	2	**12**	0	14	55
08:15 AM	0	0	0	0	0	**45**	2	**47**	1	0	**3**	**4**	3	12	0	**15**	**66**
Total Volume	0	0	0	0	0	130	14	144	2	0	5	7	10	39	0	49	200
% App. Total	0	0	0		0	90.3	9.7		28.6	0	71.4		20.4	79.6	0		
PHF	.000	.000	.000	.000	.000	.722	.583	.766	.500	.000	.417	.438	.625	.813	.000	.817	.758

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File Name : 2AM FINAL
Site Code : 00000002
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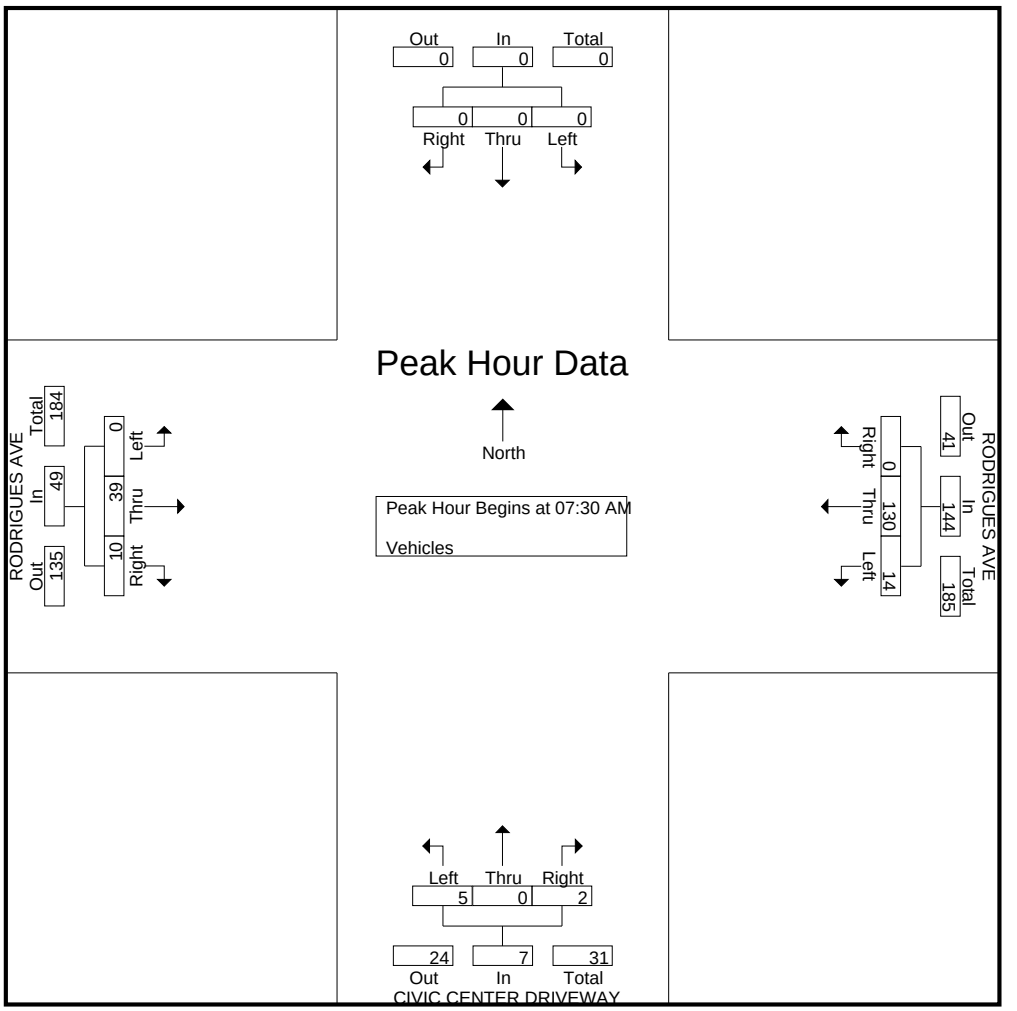

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 6/24/2014
Page No : 1

Groups Printed- Vehicles

	Southbound					RODRIGUES AVE Westbound					CIVIC CENTER DRIVEWAY Northbound					RODRIGUES AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	28	8	0	36	10	0	7	3	20	10	23	0	0	33	89
03:15 PM	0	0	0	0	0	0	12	9	0	21	9	0	7	0	16	11	32	0	0	43	80
03:30 PM	0	0	0	0	0	0	19	4	0	23	6	0	10	3	19	10	25	0	0	35	77
03:45 PM	0	0	0	0	0	0	26	6	1	33	7	0	7	3	17	10	27	0	0	37	87
Total	0	0	0	0	0	0	85	27	1	113	32	0	31	9	72	41	107	0	0	148	333
04:00 PM	0	0	0	0	0	0	29	6	0	35	5	0	8	4	17	14	26	0	0	40	92
04:15 PM	0	0	0	0	0	0	20	6	0	26	6	0	6	1	13	26	38	0	0	64	103
04:30 PM	0	0	0	0	0	0	28	9	0	37	15	0	11	3	29	17	35	0	0	52	118
04:45 PM	0	0	0	0	0	0	18	9	0	27	7	0	5	2	14	13	40	0	0	53	94
Total	0	0	0	0	0	0	95	30	0	125	33	0	30	10	73	70	139	0	0	209	407
05:00 PM	0	0	0	0	0	0	34	5	0	39	10	0	8	6	24	9	37	0	0	46	109
05:15 PM	0	0	0	0	0	0	28	7	0	35	9	0	16	2	27	9	47	0	2	58	120
05:30 PM	0	0	0	0	0	0	25	3	0	28	16	0	19	2	37	11	45	0	2	58	123
05:45 PM	0	0	0	0	0	0	29	4	0	33	10	0	16	1	27	18	39	0	0	57	117
Total	0	0	0	0	0	0	116	19	0	135	45	0	59	11	115	47	168	0	4	219	469
06:00 PM	0	0	0	0	0	0	26	2	0	28	10	0	15	1	26	14	50	0	2	66	120
06:15 PM	0	0	0	0	0	0	25	5	0	30	10	0	9	3	22	9	46	0	0	55	107
06:30 PM	0	0	0	0	0	0	23	7	2	32	8	0	9	3	20	10	40	0	0	50	102
06:45 PM	0	0	0	0	0	0	19	8	2	29	5	0	3	8	16	11	42	0	5	58	103
Total	0	0	0	0	0	0	93	22	4	119	33	0	36	15	84	44	178	0	7	229	432
Grand Total	0	0	0	0	0	0	389	98	5	492	143	0	156	45	344	202	592	0	11	805	1641
Apprch %	0	0	0	0		0	79.1	19.9	1		41.6	0	45.3	13.1		25.1	73.5	0	1.4		
Total %	0	0	0	0	0	0	23.7	6	0.3	30	8.7	0	9.5	2.7	21	12.3	36.1	0	0.7	49.1	

	Southbound				RODRIGUES AVE Westbound				CIVIC CENTER DRIVEWAY Northbound				RODRIGUES AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**29**	6	35	5	0	8	13	14	26	0	40	88
04:15 PM	0	0	0	0	0	20	6	26	6	0	6	12	**26**	38	0	**64**	102
04:30 PM	0	0	0	0	0	28	**9**	**37**	**15**	0	**11**	**26**	17	35	0	52	**115**
04:45 PM	0	0	0	0	0	18	9	27	7	0	5	12	13	**40**	0	53	92
Total Volume	0	0	0	0	0	95	30	125	33	0	30	63	70	139	0	209	397
% App. Total	0	0	0		0	76	24		52.4	0	47.6		33.5	66.5	0		
PHF	.000	.000	.000	.000	.000	.819	.833	.845	.550	.000	.682	.606	.673	.869	.000	.816	.863

Traffic Data Service

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File Name : 2PM FINAL
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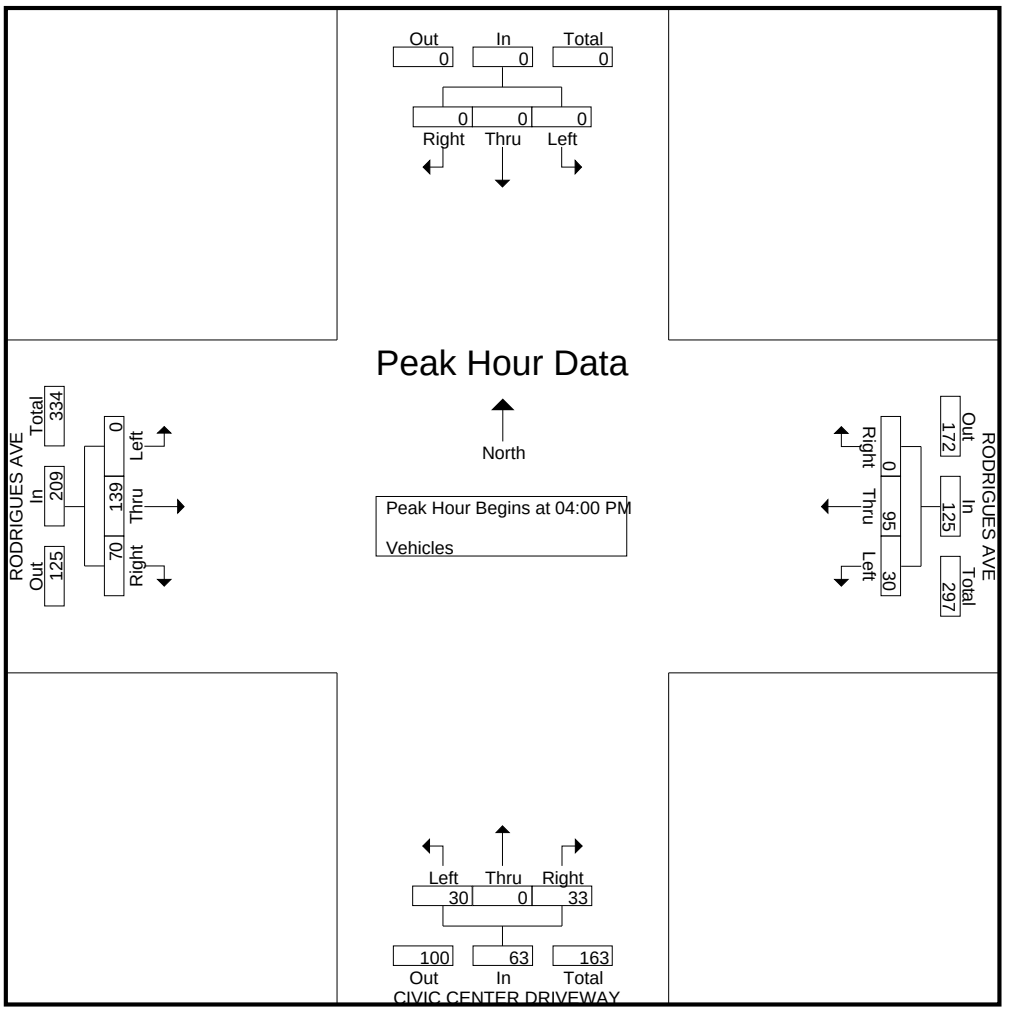


APPENDIX B: INTERSECTION LEVEL OF SERVICE CALCULATIONS

CUPERTINO CIVIC CENTER TIA
SJ15-1555

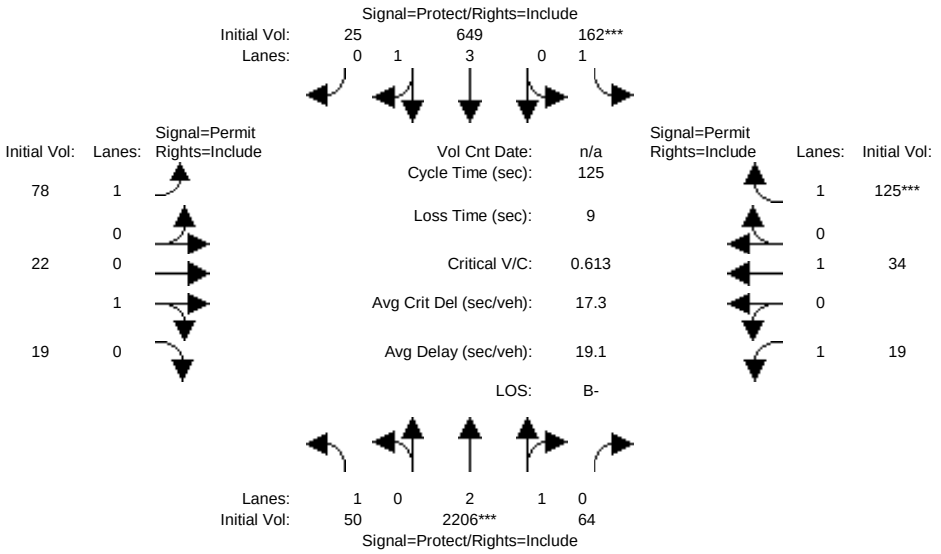
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing AM				Existing + P AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	De Anza Boulevard/Rodrigues Avenue	B-	19.1	0.613	17.3	B-	19.1	0.613	17.3	B-	19.3	0.615	+ 0.002	17.4	+ 0.2	?	xx.x	x.xxx	xx.x
#2	De Anza Boulevard/Pacifica Drive/McClellan Rd	C	31.6	0.724	27.7	C	31.6	0.724	27.7	C	31.6	0.725	+ 0.000	27.7	+ 0.0	?	xx.x	x.xxx	xx.x
#3	Rodrigues Avenue/Torre Avenue	A	9.3	0.270	9.3	A	9.3	0.270	9.3	A	9.3	0.273	+ 0.002	9.3	+ 0.0	?	xx.x	x.xxx	xx.x
#4	Pacifica Drive/Torre Avenue	B	3.1	0.062	3.1	B	3.1	0.062	3.1	B	3.2	0.062	+ 0.000	3.2	+ 0.0	?	xx.x	x.xxx	xx.x
#5	Torre Avenue/CC West Driveway	A	8.7	0.067	8.7	A	8.7	0.067	8.7	A	8.7	0.067	+ 0.000	8.7	- 0.0	?	xx.x	x.xxx	xx.x
#6	Rodrigues Avenue/CC North Driveway	A	0.8	0.010	0.8	A	0.8	0.010	0.8	A	0.9	0.011	+ 0.001	0.9	+ 0.0	?	xx.x	x.xxx	xx.x

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



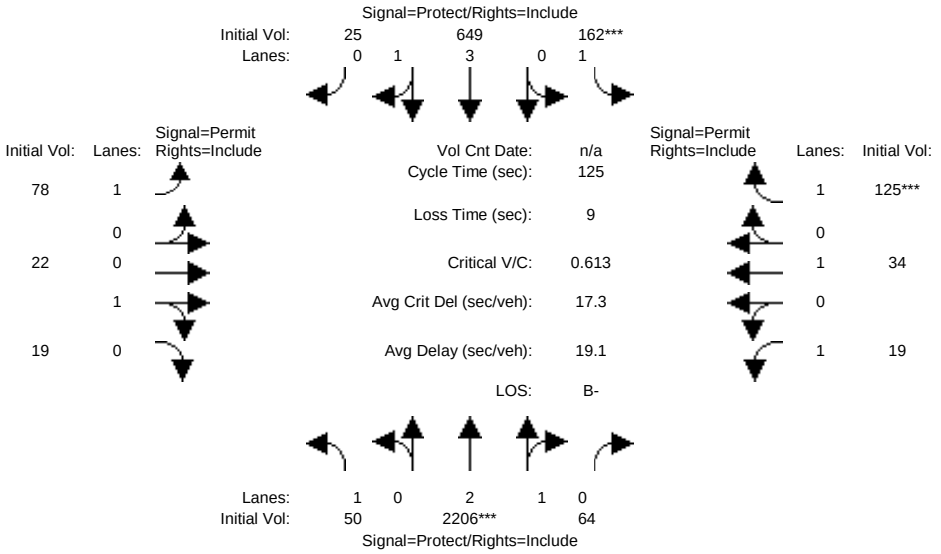
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	2005	58	147	590	23	71	20	17	17	31	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	2206	64	162	649	25	78	22	19	19	34	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:	50	2206	64	162	649	25	78	22	19	19	34	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2206	64	162	649	25	78	22	19	19	34	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2206	64	162	649	25	78	22	19	19	34	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:	50	2206	64	162	649	25	78	22	19	19	34	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	3.84	0.16	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1750	5442	157	1750	7218	281	1750	973	827	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.09	0.09	0.09	0.04	0.02	0.02	0.01	0.02	0.07
Crit Moves:		****		****								****
Green Time:	38.9	82.6	82.6	18.8	62.5	62.5	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.09	0.61	0.61	0.61	0.18	0.18	0.38	0.19	0.19	0.09	0.15	0.61
Delay/Veh:	30.6	12.4	12.4	53.9	17.2	17.2	52.2	50.3	50.3	49.5	50.0	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	12.4	12.4	53.9	17.2	17.2	52.2	50.3	50.3	49.5	50.0	58.0
LOS by Move:	C	B	B	D-	B	B	D-	D	D	D	D	E+
HCM2k95thQ:	3	28	28	14	7	7	7	3	3	2	3	11

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



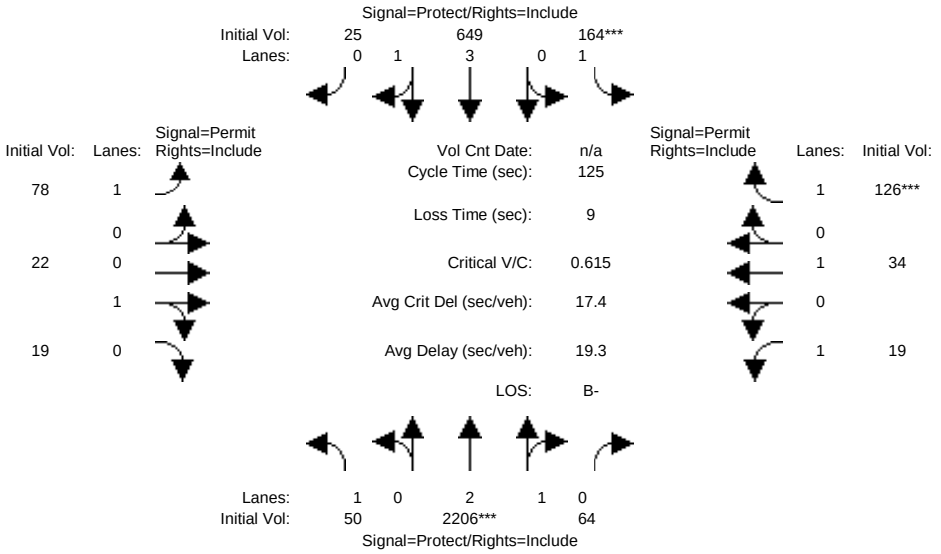
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	2005	58	147	590	23	71	20	17	17	31	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	2206	64	162	649	25	78	22	19	19	34	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:	50	2206	64	162	649	25	78	22	19	19	34	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2206	64	162	649	25	78	22	19	19	34	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2206	64	162	649	25	78	22	19	19	34	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:	50	2206	64	162	649	25	78	22	19	19	34	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	3.84	0.16	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1750	5442	157	1750	7218	281	1750	973	827	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.09	0.09	0.09	0.04	0.02	0.02	0.01	0.02	0.07
Crit Moves:		****		****								****
Green Time:	38.9	82.6	82.6	18.8	62.5	62.5	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.09	0.61	0.61	0.61	0.18	0.18	0.38	0.19	0.19	0.09	0.15	0.61
Delay/Veh:	30.6	12.4	12.4	53.9	17.2	17.2	52.2	50.3	50.3	49.5	50.0	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	12.4	12.4	53.9	17.2	17.2	52.2	50.3	50.3	49.5	50.0	58.0
LOS by Move:	C	B	B	D-	B	B	D-	D	D	D	D	E+
HCM2k95thQ:	3	28	28	14	7	7	7	3	3	2	3	11

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



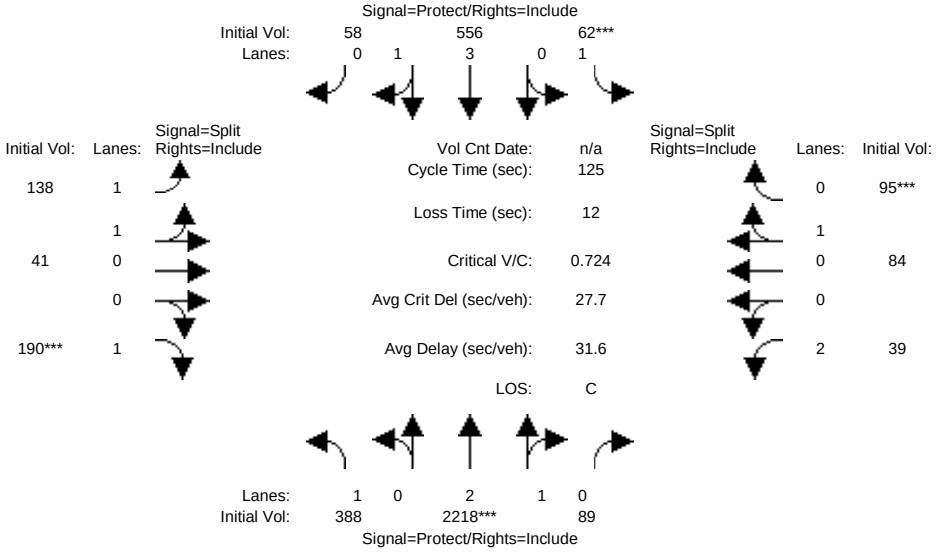
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	2005	58	147	590	23	71	20	17	17	31	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	2206	64	162	649	25	78	22	19	19	34	125
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2206	64	164	649	25	78	22	19	19	34	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2206	64	164	649	25	78	22	19	19	34	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2206	64	164	649	25	78	22	19	19	34	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:	50	2206	64	164	649	25	78	22	19	19	34	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	3.84	0.16	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1750	5442	157	1750	7218	281	1750	973	827	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.09	0.09	0.09	0.04	0.02	0.02	0.01	0.02	0.07
Crit Moves:		****		****								****
Green Time:	38.9	82.3	82.3	19.0	62.4	62.4	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.09	0.62	0.62	0.62	0.18	0.18	0.38	0.19	0.19	0.09	0.15	0.62
Delay/Veh:	30.6	12.6	12.6	53.9	17.2	17.2	52.1	50.3	50.3	49.4	49.9	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	12.6	12.6	53.9	17.2	17.2	52.1	50.3	50.3	49.4	49.9	58.0
LOS by Move:	C	B	B	D-	B	B	D-	D	D	D	D	E+
HCM2k95thQ:	3	28	28	14	7	7	7	3	3	2	3	11

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



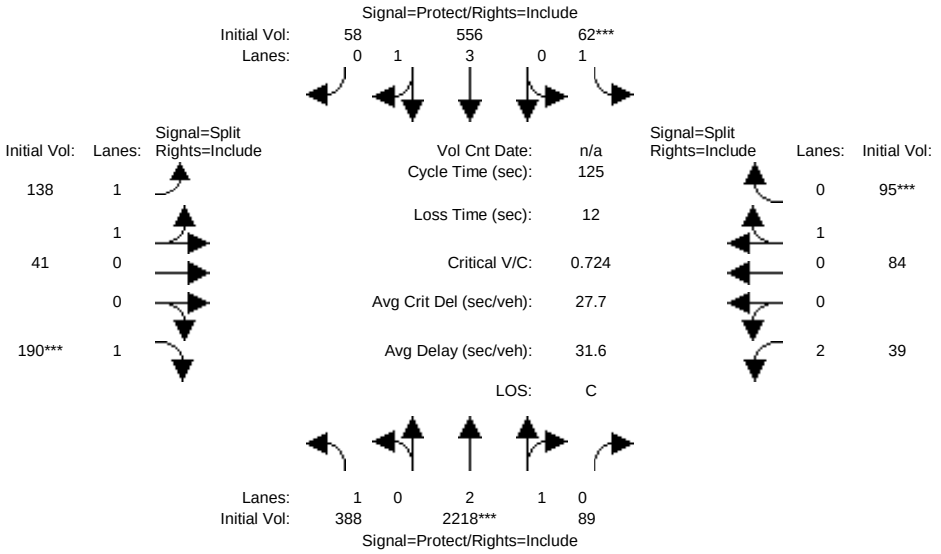
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	2016	81	56	505	53	125	37	173	35	76	86
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	388	2218	89	62	556	58	138	41	190	39	84	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:	388	2218	89	62	556	58	138	41	190	39	84	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:	388	2218	89	62	556	58	138	41	190	39	84	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2218	89	62	556	58	138	41	190	39	84	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:	388	2218	89	62	556	58	138	41	190	39	84	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	3.60	0.40	1.55	0.45	1.00	2.00	0.47	0.53
Final Sat.:	1750	5383	216	1750	6786	712	2739	811	1750	3150	844	956
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.41	0.04	0.08	0.08	0.05	0.05	0.11	0.01	0.10	0.10
Crit Moves:		****		****					****			****
Green Time:	56.6	70.5	70.5	7.0	20.9	20.9	18.6	18.6	18.6	16.9	16.9	16.9
Volume/Cap:	0.49	0.73	0.73	0.63	0.49	0.49	0.34	0.34	0.73	0.09	0.73	0.73
Delay/Veh:	24.5	21.1	21.1	70.1	47.5	47.5	48.1	48.1	60.9	47.4	62.6	62.6
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:	24.5	21.1	21.1	70.1	47.5	47.5	48.1	48.1	60.9	47.4	62.6	62.6
LOS by Move:	C	C+	C+	E	D	D	D	D	E	D	E	E
HCM2k95thQ:	20	38	38	5	10	10	7	7	17	2	16	16

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



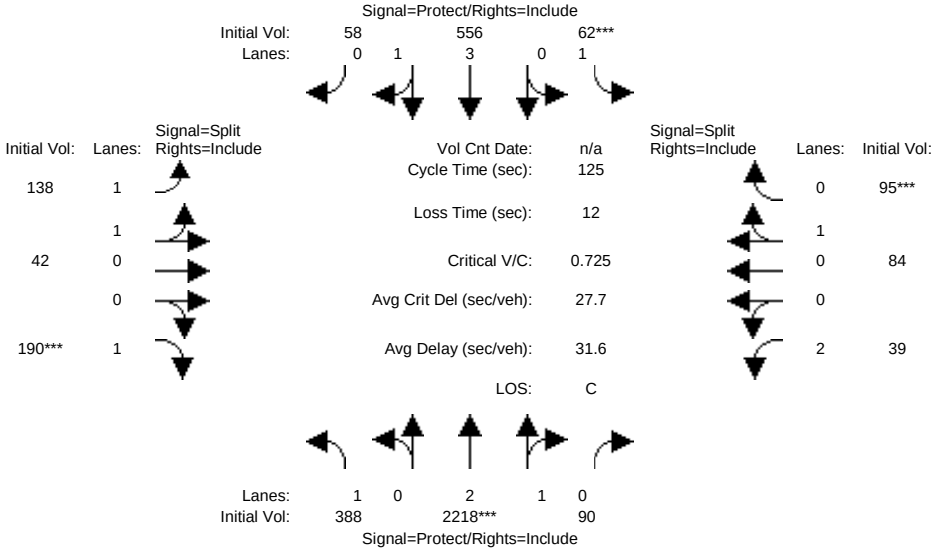
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	2016	81	56	505	53	125	37	173	35	76	86
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	388	2218	89	62	556	58	138	41	190	39	84	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:	388	2218	89	62	556	58	138	41	190	39	84	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:	388	2218	89	62	556	58	138	41	190	39	84	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2218	89	62	556	58	138	41	190	39	84	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:	388	2218	89	62	556	58	138	41	190	39	84	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	3.60	0.40	1.55	0.45	1.00	2.00	0.47	0.53
Final Sat.:	1750	5383	216	1750	6786	712	2739	811	1750	3150	844	956
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.41	0.04	0.08	0.08	0.05	0.05	0.11	0.01	0.10	0.10
Crit Moves:		****		****					****			****
Green Time:	56.6	70.5	70.5	7.0	20.9	20.9	18.6	18.6	18.6	16.9	16.9	16.9
Volume/Cap:	0.49	0.73	0.73	0.63	0.49	0.49	0.34	0.34	0.73	0.09	0.73	0.73
Delay/Veh:	24.5	21.1	21.1	70.1	47.5	47.5	48.1	48.1	60.9	47.4	62.6	62.6
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:	24.5	21.1	21.1	70.1	47.5	47.5	48.1	48.1	60.9	47.4	62.6	62.6
LOS by Move:	C	C+	C+	E	D	D	D	D	E	D	E	E
HCM2k95thQ:	20	38	38	5	10	10	7	7	17	2	16	16

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



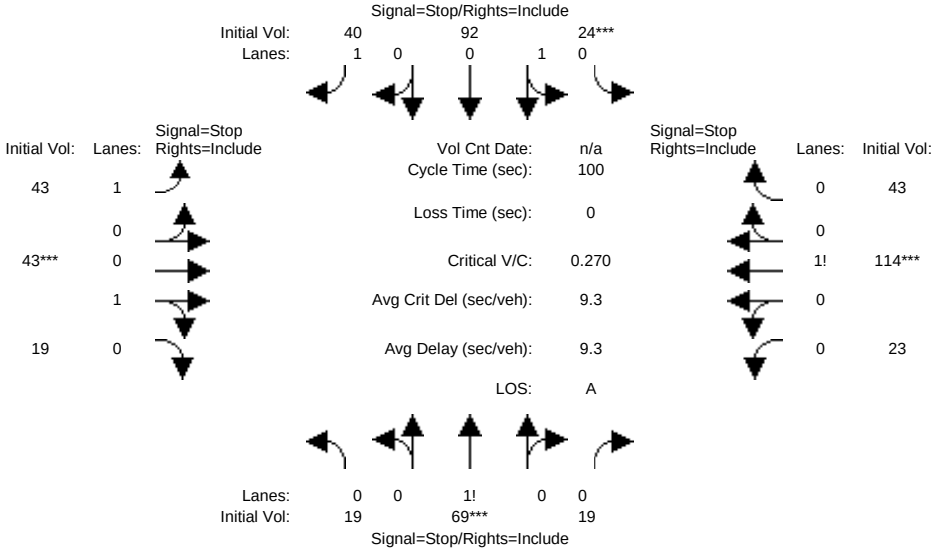
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	2016	81	56	505	53	125	37	173	35	76	86
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	388	2218	89	62	556	58	138	41	190	39	84	95
Added Vol:	0	0	1	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	2218	90	62	556	58	138	42	190	39	84	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:	388	2218	90	62	556	58	138	42	190	39	84	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2218	90	62	556	58	138	42	190	39	84	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:	388	2218	90	62	556	58	138	42	190	39	84	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	3.60	0.40	1.54	0.46	1.00	2.00	0.47	0.53
Final Sat.:	1750	5381	219	1750	6786	712	2724	826	1750	3150	844	956
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.41	0.04	0.08	0.08	0.05	0.05	0.11	0.01	0.10	0.10
Crit Moves:		****		****					****			****
Green Time:	56.6	70.5	70.5	7.0	20.9	20.9	18.6	18.6	18.6	16.9	16.9	16.9
Volume/Cap:	0.49	0.73	0.73	0.63	0.49	0.49	0.34	0.34	0.73	0.09	0.73	0.73
Delay/Veh:	24.5	21.1	21.1	70.1	47.5	47.5	48.1	48.1	60.9	47.4	62.6	62.6
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:	24.5	21.1	21.1	70.1	47.5	47.5	48.1	48.1	60.9	47.4	62.6	62.6
LOS by Move:	C	C+	C+	E	D	D	D	D	E	D	E	E
HCM2k95thQ:	20	38	38	5	10	10	7	7	17	2	16	16

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	17	63	17	22	84	36	39	39	17	21	104	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	69	19	24	92	40	43	43	19	23	114	43
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:	19	69	19	24	92	40	43	43	19	23	114	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	69	19	24	92	40	43	43	19	23	114	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	69	19	24	92	40	43	43	19	23	114	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	69	19	24	92	40	43	43	19	23	114	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.65	0.18	0.21	0.79	1.00	1.00	0.70	0.30	0.13	0.63	0.24
Final Sat.:	112	415	112	131	501	735	588	463	202	85	423	159
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.18	0.18	0.05	0.07	0.09	0.09	0.27	0.27	0.27
Crit Moves:		****		****				****			****	
Delay/Veh:	9.4	9.4	9.4	9.3	9.3	7.6	9.0	8.3	8.3	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	9.3	9.3	7.6	9.0	8.3	8.3	10.0	10.0	10.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.4			8.9			8.6			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			8.9			8.6			10.0	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	19	69	19	24	92	40	43	43	19	23	114	43

Major Street Volume: 285
Minor Approach Volume: 156
Minor Approach Volume Threshold: 914

SIGNAL WARRANT DISCLAIMER

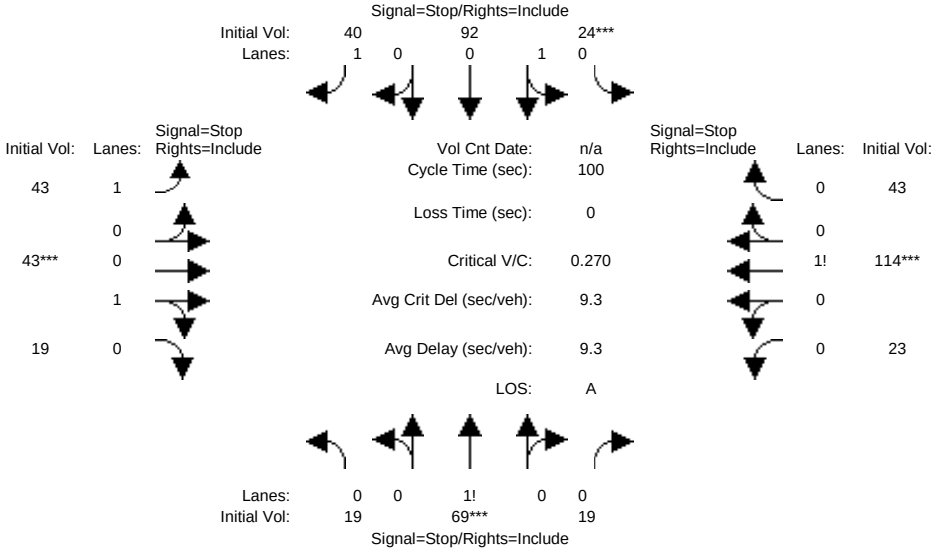
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	17	63	17	22	84	36	39	39	17	21	104	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	69	19	24	92	40	43	43	19	23	114	43
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:	19	69	19	24	92	40	43	43	19	23	114	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	69	19	24	92	40	43	43	19	23	114	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	69	19	24	92	40	43	43	19	23	114	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	69	19	24	92	40	43	43	19	23	114	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.65	0.18	0.21	0.79	1.00	1.00	0.70	0.30	0.13	0.63	0.24
Final Sat.:	112	415	112	131	501	735	588	463	202	85	423	159
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.18	0.18	0.05	0.07	0.09	0.09	0.27	0.27	0.27
Crit Moves:		****			****			****			****	
Delay/Veh:	9.4	9.4	9.4	9.3	9.3	7.6	9.0	8.3	8.3	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	9.3	9.3	7.6	9.0	8.3	8.3	10.0	10.0	10.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.4			8.9			8.6			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			8.9			8.6			10.0	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	19	69	19	24	92	40	43	43	19	23	114	43

Major Street Volume: 285
Minor Approach Volume: 156
Minor Approach Volume Threshold: 914

SIGNAL WARRANT DISCLAIMER

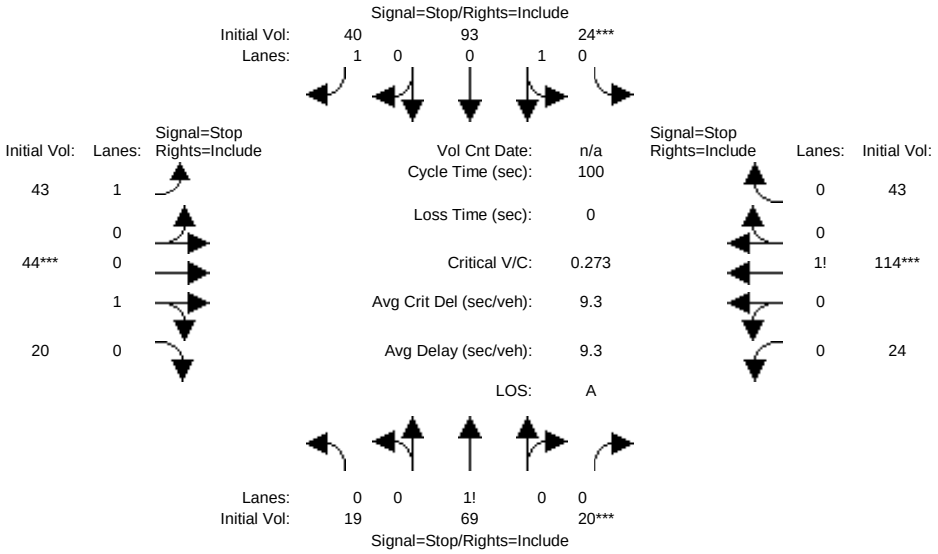
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	17	63	17	22	84	36	39	39	17	21	104	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	69	19	24	92	40	43	43	19	23	114	43
Added Vol:	0	0	1	0	1	0	0	1	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	69	20	24	93	40	43	44	20	24	114	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	69	20	24	93	40	43	44	20	24	114	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	69	20	24	93	40	43	44	20	24	114	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	69	20	24	93	40	43	44	20	24	114	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.65	0.18	0.21	0.79	1.00	1.00	0.69	0.31	0.13	0.63	0.24
Final Sat.:	111	411	117	130	501	734	587	459	206	88	420	157
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.19	0.19	0.05	0.07	0.10	0.10	0.27	0.27	0.27
Crit Moves:			****	****				****			****	
Delay/Veh:	9.4	9.4	9.4	9.3	9.3	7.6	9.0	8.4	8.4	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	9.3	9.3	7.6	9.0	8.4	8.4	10.1	10.1	10.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.4			8.9			8.6			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			8.9			8.6			10.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0 0	0	1 0	0 1	1	0 0	1 0	0	0 1!	0 0
Initial Vol:	19	69	20	24	93	40	43	44	20	24	114	43

Major Street Volume: 288
Minor Approach Volume: 157
Minor Approach Volume Threshold: 910

SIGNAL WARRANT DISCLAIMER

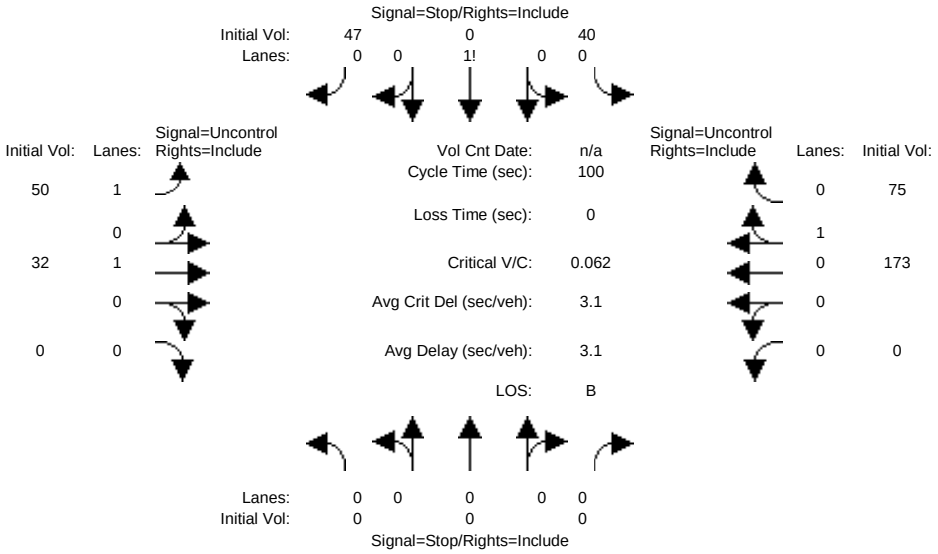
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	36	0	43	45	29	0	0	157	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	40	0	47	50	32	0	0	173	75
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	40	0	47	50	32	0	0	173	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	47	50	32	0	0	173	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	40	0	47	50	32	0	0	173	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	341	341	210	248	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	659	584	835	1330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	640	562	835	1330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	734	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

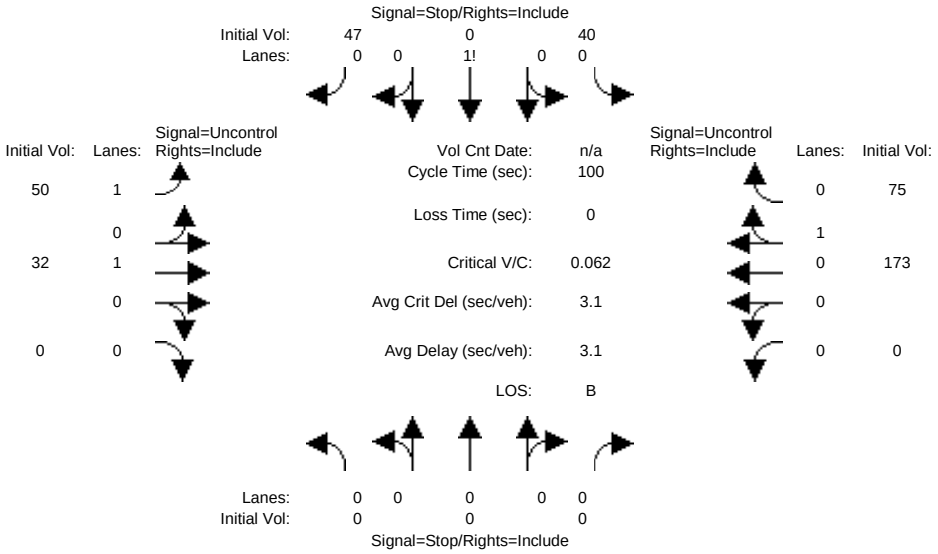
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    40    0    47    50   32     0     0  173    75
ApproachDel:    xxxxxx             10.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=87]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=416]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    40    0    47    50   32     0     0  173    75
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             329
Minor Approach Volume:           87
Minor Approach Volume Threshold: 668
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	36	0	43	45	29	0	0	157	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	40	0	47	50	32	0	0	173	75
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	40	0	47	50	32	0	0	173	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	47	50	32	0	0	173	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	40	0	47	50	32	0	0	173	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	341	341	210	248	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	659	584	835	1330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	640	562	835	1330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	734	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

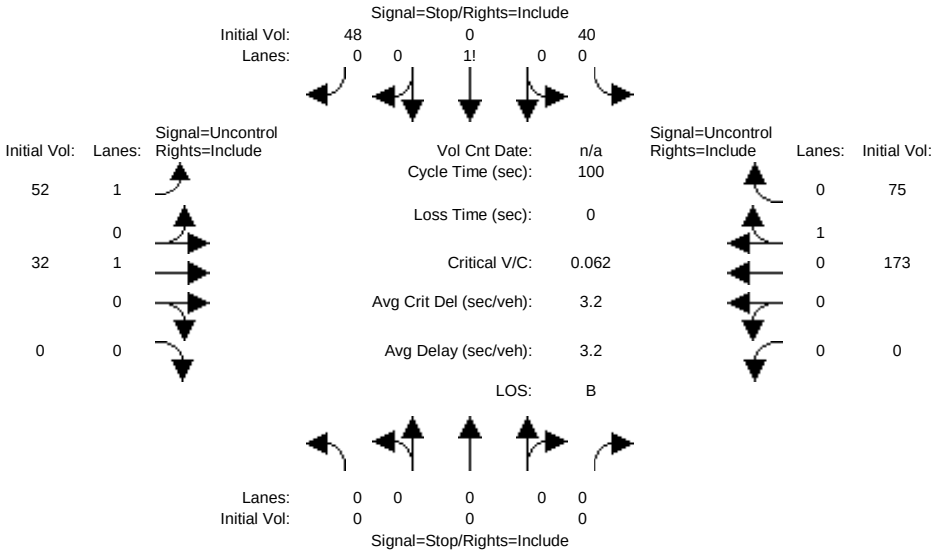
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    40    0    47    50   32     0     0  173    75
ApproachDel:    xxxxxx             10.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=87]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=416]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    40    0    47    50   32     0     0  173    75
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              329
Minor Approach Volume:            87
Minor Approach Volume Threshold: 668
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	36	0	43	45	29	0	0	157	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	40	0	47	50	32	0	0	173	75
Added Vol:	0	0	0	0	0	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	48	52	32	0	0	173	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	48	52	32	0	0	173	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	40	0	48	52	32	0	0	173	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	345	345	210	248	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	656	581	835	1330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	636	559	835	1330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	732	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

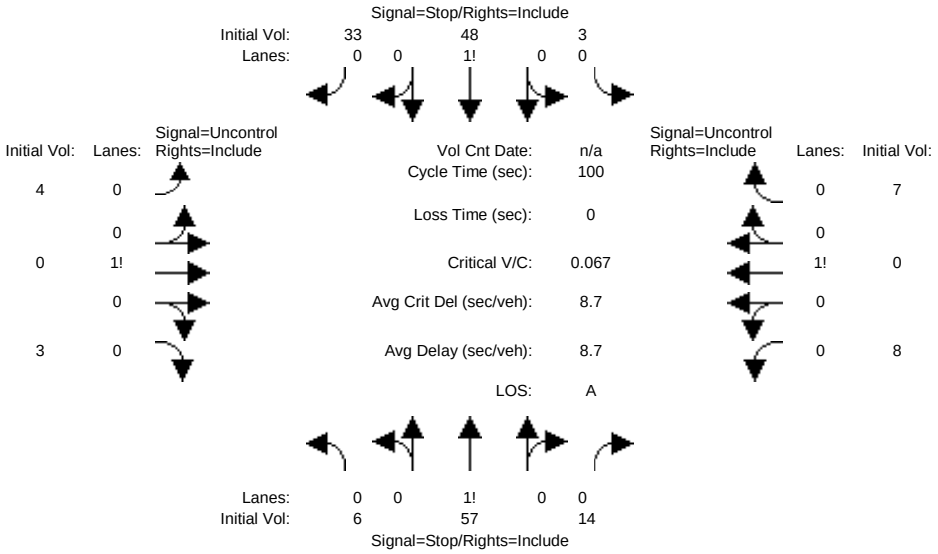
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    40    0    48    52   32     0     0  173    75
ApproachDel:    xxxxxx             10.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=419]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    40    0    48    52   32     0     0  173    75
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             331
Minor Approach Volume:           88
Minor Approach Volume Threshold: 666
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	52	13	3	44	30	4	0	3	7	0	6
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	57	14	3	48	33	4	0	3	8	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	57	14	3	48	33	4	0	3	8	0	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:	6	57	14	3	48	33	4	0	3	8	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	14	3	48	33	4	0	3	8	0	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	70	32	2	65	31	3	7	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	927	864	1089	934	866	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	855	858	1089	870	860	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	0.01	0.07	0.01	0.00	0.06	0.03	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	893	xxxxx	xxxx	936	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.4			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7
ApproachDel:	9.4			9.2			xxxxx			xxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7

Major Street Volume: 22
Minor Approach Volume: 85
Minor Approach Volume Threshold: 1237

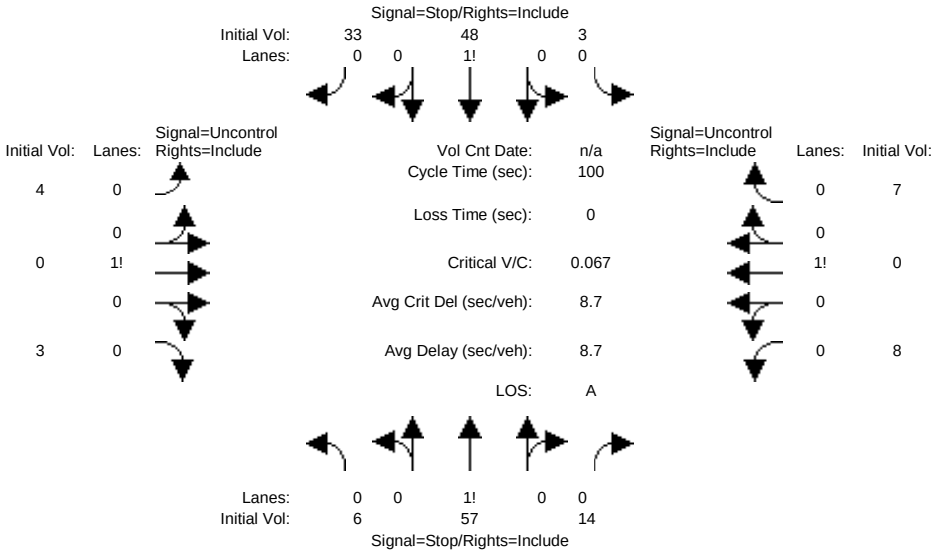
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	52	13	3	44	30	4	0	3	7	0	6
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	57	14	3	48	33	4	0	3	8	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	57	14	3	48	33	4	0	3	8	0	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:	6	57	14	3	48	33	4	0	3	8	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	14	3	48	33	4	0	3	8	0	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	70	32	2	65	31	3	7	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	927	864	1089	934	866	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	855	858	1089	870	860	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	0.01	0.07	0.01	0.00	0.06	0.03	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	893	xxxxx	xxxx	936	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.4			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7
ApproachDel:	9.4			9.2			xxxxx			xxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7

Major Street Volume: 22
Minor Approach Volume: 85
Minor Approach Volume Threshold: 1237

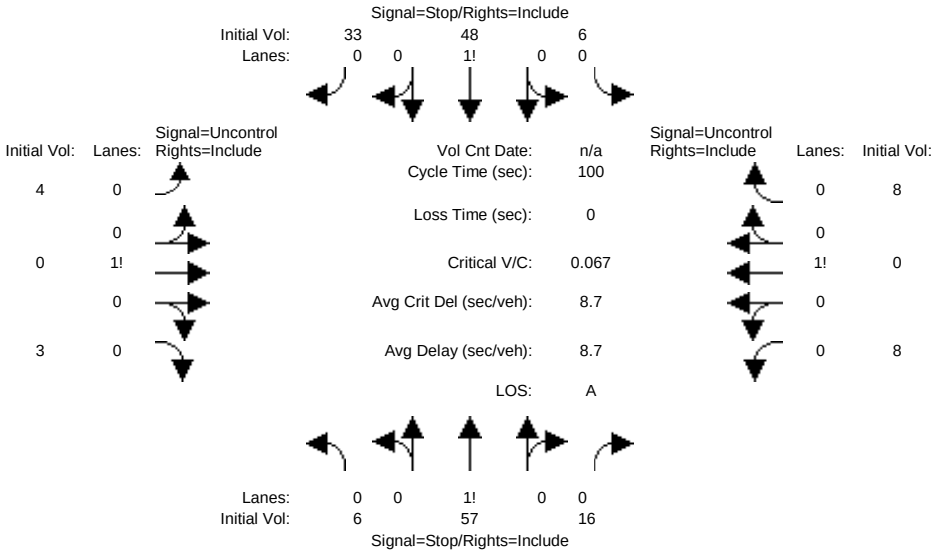
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	52	13	3	44	30	4	0	3	7	0	6
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	57	14	3	48	33	4	0	3	8	0	7
Added Vol:	0	0	2	3	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	57	16	6	48	33	4	0	3	8	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	57	16	6	48	33	4	0	3	8	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	16	6	48	33	4	0	3	8	0	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	70	33	2	66	31	4	8	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	926	863	1089	932	865	1086	1626	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	855	857	1089	866	859	1086	1626	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	0.01	0.07	0.01	0.01	0.06	0.03	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	896	xxxxx	xxxx	933	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.4			9.3		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	57	16	6	48	33	4	0	3	8	0	8
ApproachDel:	9.4			9.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=79]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=190]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=190]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	57	16	6	48	33	4	0	3	8	0	8

Major Street Volume: 23
Minor Approach Volume: 88
Minor Approach Volume Threshold: 1225

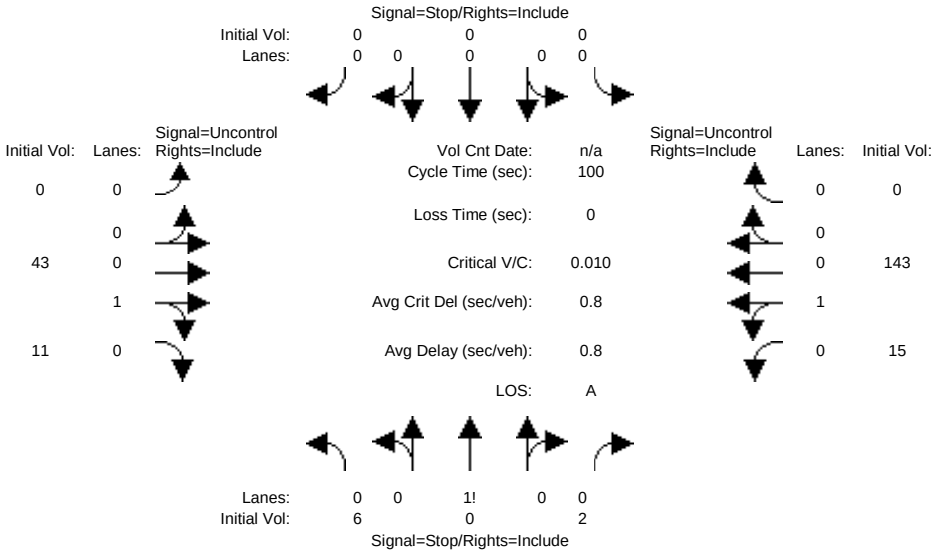
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	0	2	0	0	0	0	39	10	14	130	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	0	2	0	0	0	0	43	11	15	143	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:	6	0	2	0	0	0	0	43	11	15	143	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	43	11	15	143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	43	11	15	143	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	222	222	48	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	xxxx	xxxxx
Potent Cap.:	770	680	1026	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1564	xxxx	xxxxx
Move Cap.:	765	673	1026	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1564	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	825	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Initial Vol:	6	0	2	0	0	0	0	43	11	15	143	0
ApproachDel:	9.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=220]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Initial Vol:	6	0	2	0	0	0	0	43	11	15	143	0

Major Street Volume: 212
Minor Approach Volume: 8
Minor Approach Volume Threshold: 633

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

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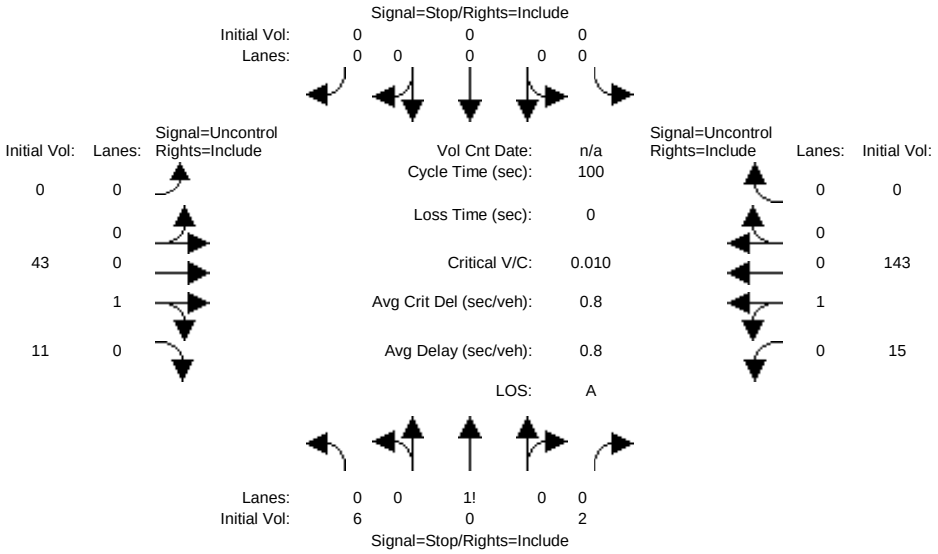
CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	0	2	0	0	0	0	39	10	14	130	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	0	2	0	0	0	0	43	11	15	143	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:	6	0	2	0	0	0	0	43	11	15	143	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	43	11	15	143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	43	11	15	143	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	222	222	48	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	xxxx	xxxxx
Potent Cap.:	770	680	1026	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1564	xxxx	xxxxx
Move Cap.:	765	673	1026	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1564	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	825	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   43    11    15  143     0
ApproachDel:       9.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=220]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   43    11    15  143     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             212
Minor Approach Volume:           8
Minor Approach Volume Threshold: 633
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```
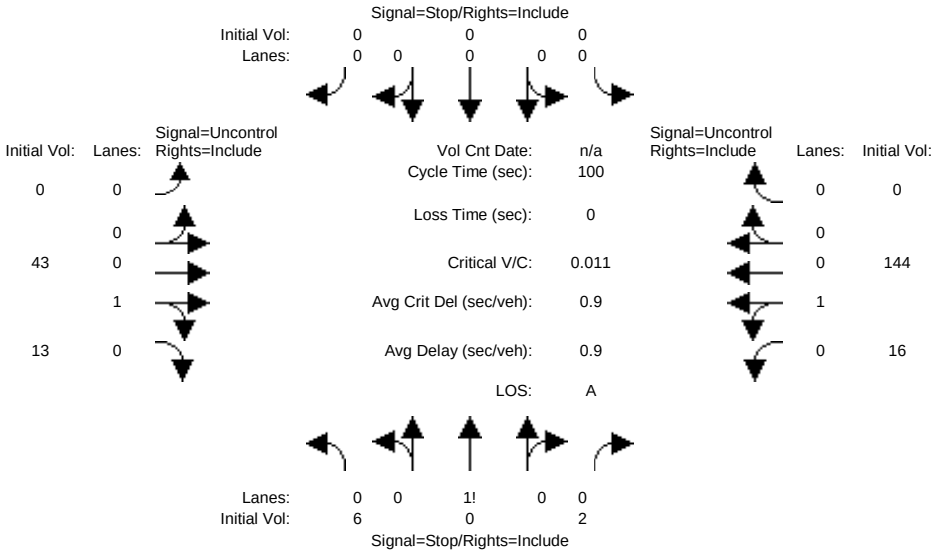


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	0	2	0	0	0	0	39	10	14	130	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	0	2	0	0	0	0	43	11	15	143	0
Added Vol:	0	0	0	0	0	0	0	0	2	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	2	0	0	0	0	43	13	16	144	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	43	13	16	144	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	43	13	16	144	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	226	226	49	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	56	xxxx	xxxxx
Potent Cap.:	766	677	1025	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1562	xxxx	xxxxx
Move Cap.:	760	669	1025	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1562	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	821	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   43    13    16  144     0
ApproachDel:       9.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=224]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   43    13    16  144     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              216
Minor Approach Volume:            8
Minor Approach Volume Threshold: 628
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

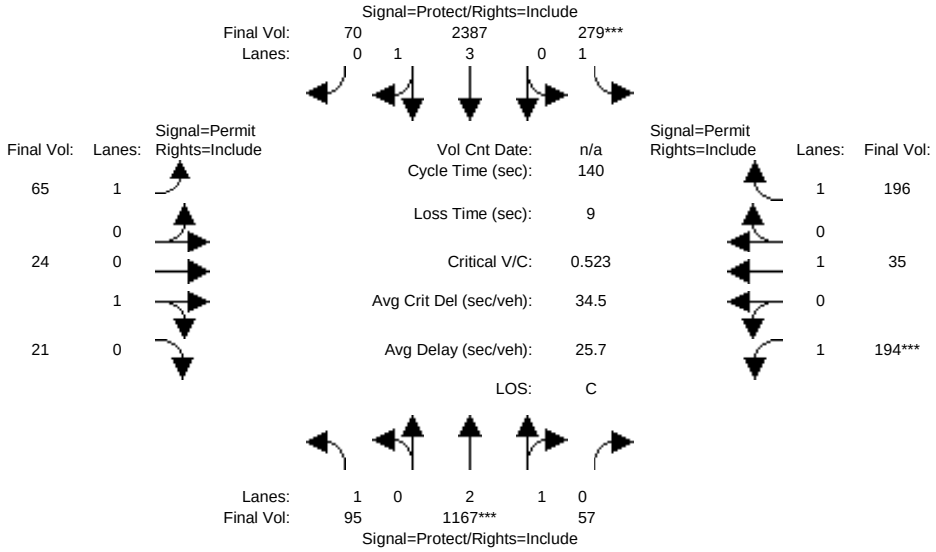
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				Existing PM				Existing + P PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	De Anza Boulevard/Rodrigues Avenue	C	25.7	0.523	34.5	C	25.7	0.523	34.5	C	26.1	0.532	+ 0.010	35.2	+ 0.7	?	xx.x	x.xxx	xx.x
#2	De Anza Boulevard/Pacifica Drive/McClellan Rd	E-	76.7	1.059	94.1	E-	76.7	1.059	94.1	E-	77.0	1.060	+ 0.001	94.6	+ 0.5	?	xx.x	x.xxx	xx.x
#3	Rodrigues Avenue/Torre Avenue	A	9.8	0.253	9.8	A	9.8	0.253	9.8	B	10.1	0.270	+ 0.016	10.1	+ 0.2	?	xx.x	x.xxx	xx.x
#4	Pacifica Drive/Torre Avenue	B	5.6	0.145	5.6	B	5.6	0.145	5.6	B	5.7	0.149	+ 0.005	5.7	+ 0.2	?	xx.x	x.xxx	xx.x
#5	Torre Avenue/CC West Driveway	B	9.3	0.173	9.3	B	9.3	0.173	9.3	B	9.5	0.181	+ 0.009	9.5	+ 0.2	?	xx.x	x.xxx	xx.x
#6	Rodrigues Avenue/CC North Driveway	B	2.2	0.052	2.2	B	2.2	0.052	2.2	B	2.5	0.065	+ 0.013	2.5	+ 0.2	?	xx.x	x.xxx	xx.x

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



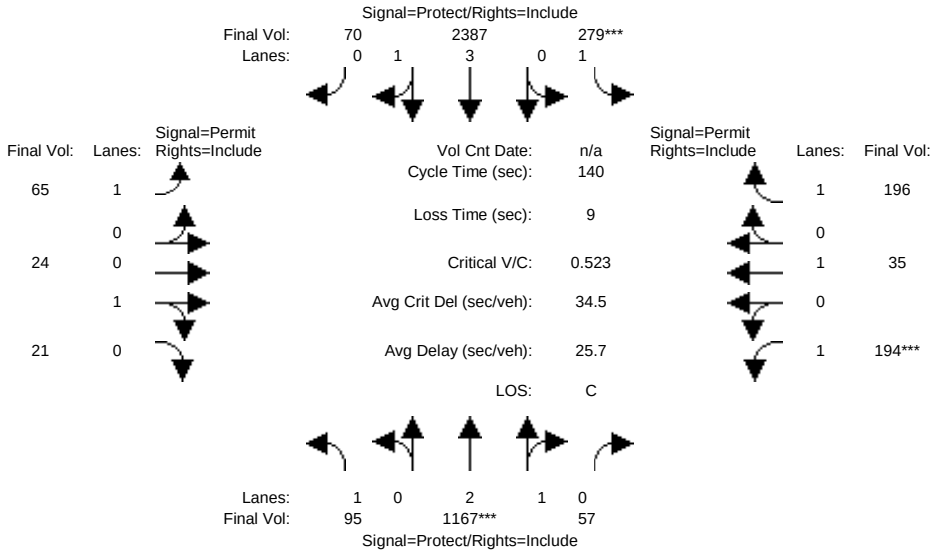
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1061	52	254	2170	64	59	22	19	176	32	178
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	95	1167	57	279	2387	70	65	24	21	194	35	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1167	57	279	2387	70	65	24	21	194	35	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1167	57	279	2387	70	65	24	21	194	35	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1167	57	279	2387	70	65	24	21	194	35	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1167	57	279	2387	70	65	24	21	194	35	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	1.00	3.88	0.12	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1750	5338	262	1750	7285	215	1750	966	834	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.16	0.33	0.33	0.04	0.03	0.03	0.11	0.02	0.11
Crit Moves:		****		****						****		
Green Time:	14.4	58.6	58.6	42.8	87.0	87.0	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.53	0.52	0.52	0.52	0.53	0.53	0.18	0.12	0.12	0.52	0.09	0.53
Delay/Veh:	62.5	30.5	30.5	41.1	15.0	15.0	45.4	44.8	44.8	50.3	44.4	50.4
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:	62.5	30.5	30.5	41.1	15.0	15.0	45.4	44.8	44.8	50.3	44.4	50.4
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	8	23	23	20	26	26	5	3	3	16	2	16

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



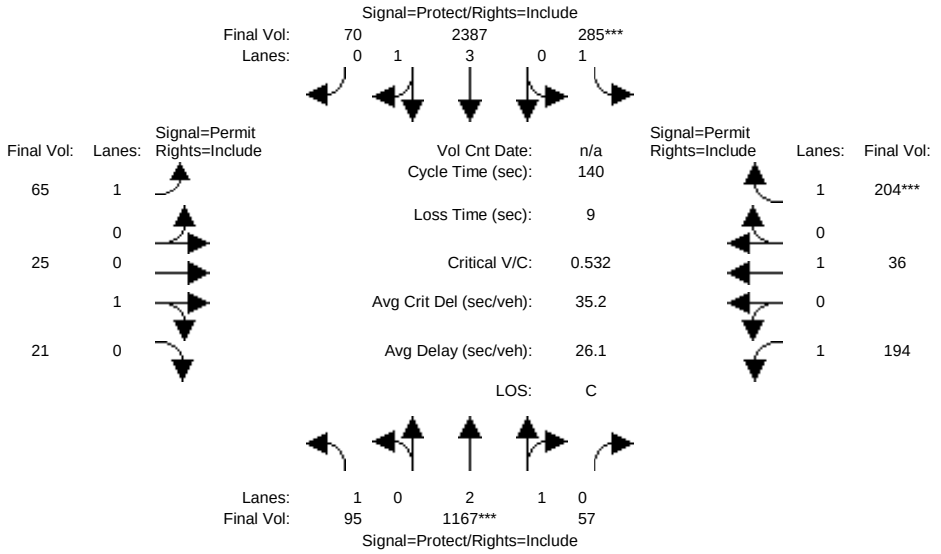
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1061	52	254	2170	64	59	22	19	176	32	178
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	95	1167	57	279	2387	70	65	24	21	194	35	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1167	57	279	2387	70	65	24	21	194	35	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1167	57	279	2387	70	65	24	21	194	35	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1167	57	279	2387	70	65	24	21	194	35	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1167	57	279	2387	70	65	24	21	194	35	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	1.00	3.88	0.12	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1750	5338	262	1750	7285	215	1750	966	834	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.16	0.33	0.33	0.04	0.03	0.03	0.11	0.02	0.11
Crit Moves:		****		****						****		
Green Time:	14.4	58.6	58.6	42.8	87.0	87.0	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.53	0.52	0.52	0.52	0.53	0.53	0.18	0.12	0.12	0.52	0.09	0.53
Delay/Veh:	62.5	30.5	30.5	41.1	15.0	15.0	45.4	44.8	44.8	50.3	44.4	50.4
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:	62.5	30.5	30.5	41.1	15.0	15.0	45.4	44.8	44.8	50.3	44.4	50.4
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	8	23	23	20	26	26	5	3	3	16	2	16

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



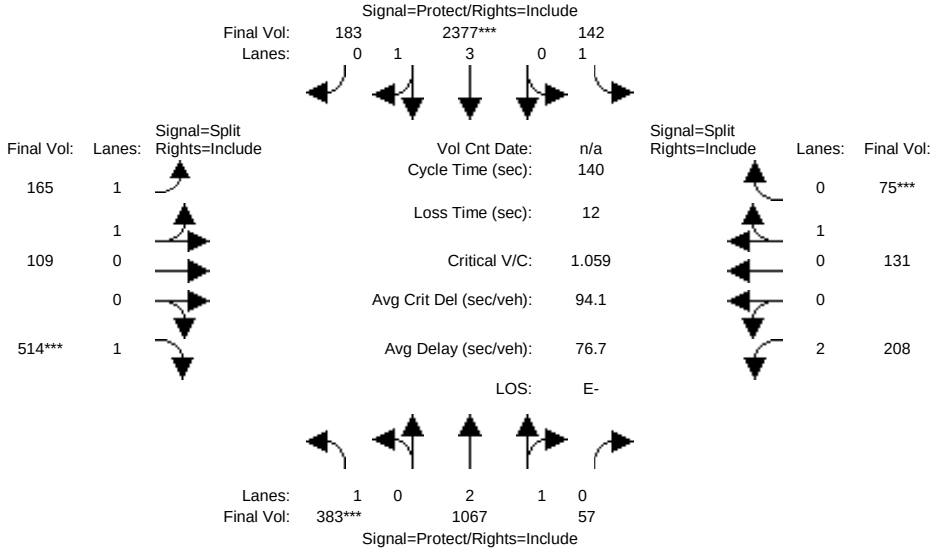
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1061	52	254	2170	64	59	22	19	176	32	178
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	95	1167	57	279	2387	70	65	24	21	194	35	196
Added Vol:	0	0	0	6	0	0	0	1	0	0	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1167	57	285	2387	70	65	25	21	194	36	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1167	57	285	2387	70	65	25	21	194	36	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1167	57	285	2387	70	65	25	21	194	36	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1167	57	285	2387	70	65	25	21	194	36	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	1.00	3.88	0.12	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1750	5338	262	1750	7285	215	1750	984	816	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.16	0.33	0.33	0.04	0.03	0.03	0.11	0.02	0.12
Crit Moves:		****		****								****
Green Time:	14.2	57.5	57.5	42.9	86.2	86.2	30.6	30.6	30.6	30.6	30.6	30.6
Volume/Cap:	0.53	0.53	0.53	0.53	0.53	0.53	0.17	0.12	0.12	0.51	0.09	0.53
Delay/Veh:	62.8	31.4	31.4	41.3	15.5	15.5	44.6	44.0	44.0	49.1	43.6	49.8
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:	62.8	31.4	31.4	41.3	15.5	15.5	44.6	44.0	44.0	49.1	43.6	49.8
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	8	23	23	20	26	26	5	3	3	15	3	16

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



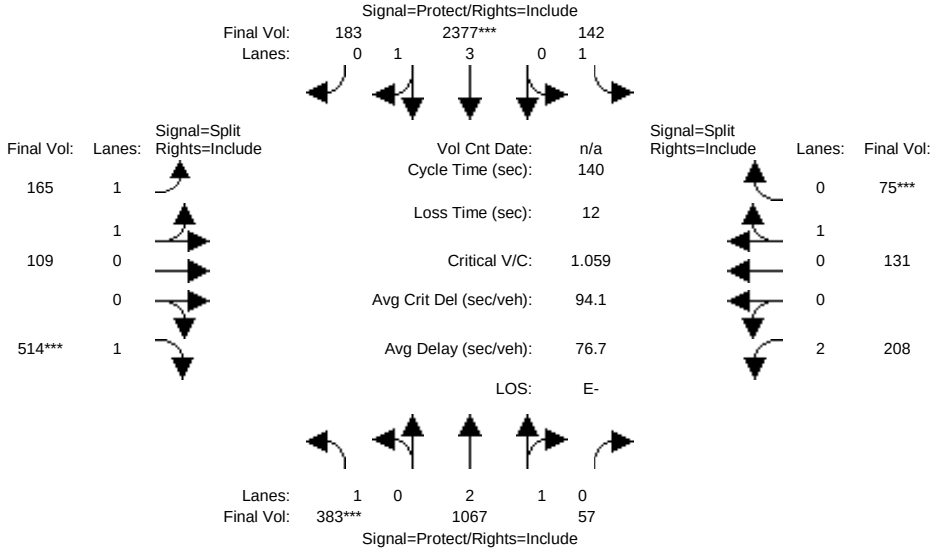
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	348	970	52	129	2161	166	150	99	467	189	119	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	383	1067	57	142	2377	183	165	109	514	208	131	75
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:	383	1067	57	142	2377	183	165	109	514	208	131	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	1067	57	142	2377	183	165	109	514	208	131	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1067	57	142	2377	183	165	109	514	208	131	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	1067	57	142	2377	183	165	109	514	208	131	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	3.70	0.30	1.22	0.78	1.00	2.00	0.64	0.36
Final Sat.:	1750	5315	285	1750	6964	535	2138	1411	1750	3150	1145	655
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.08	0.34	0.34	0.08	0.08	0.29	0.07	0.11	0.11
Crit Moves:	****				****				****			****
Green Time:	28.9	52.8	52.8	21.3	45.1	45.1	38.8	38.8	38.8	15.1	15.1	15.1
Volume/Cap:	1.06	0.53	0.53	0.53	1.06	1.06	0.28	0.28	1.06	0.61	1.06	1.06
Delay/Veh:	119.2	34.3	34.3	56.8	83.6	83.6	39.8	39.8	107.8	62.9	143	143.4
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:	119.2	34.3	34.3	56.8	83.6	83.6	39.8	39.8	107.8	62.9	143	143.4
LOS by Move:	F	C-	C-	E+	F	F	D	D	F	E	F	F
HCM2k95thQ:	41	23	23	11	55	55	9	9	52	12	26	26

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



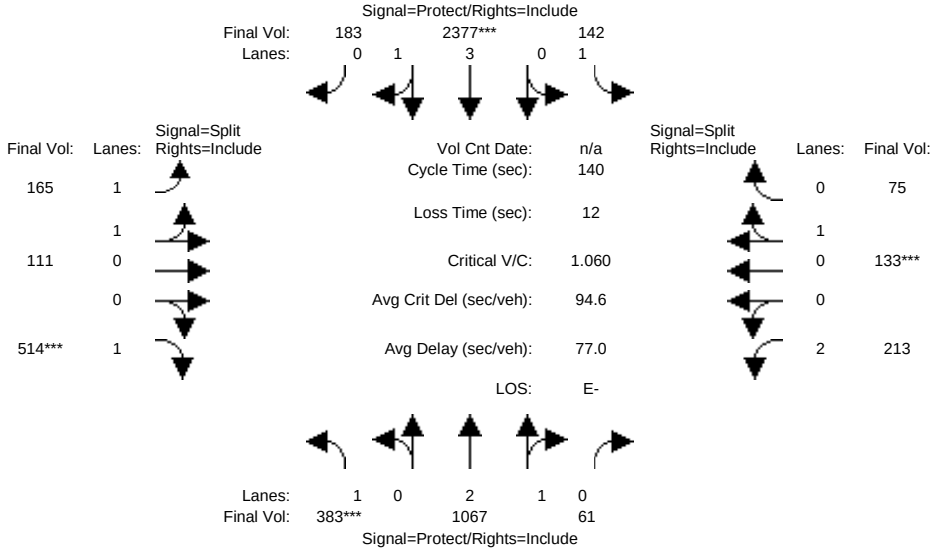
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	348	970	52	129	2161	166	150	99	467	189	119	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	383	1067	57	142	2377	183	165	109	514	208	131	75
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:	383	1067	57	142	2377	183	165	109	514	208	131	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	1067	57	142	2377	183	165	109	514	208	131	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1067	57	142	2377	183	165	109	514	208	131	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	1067	57	142	2377	183	165	109	514	208	131	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	3.70	0.30	1.22	0.78	1.00	2.00	0.64	0.36
Final Sat.:	1750	5315	285	1750	6964	535	2138	1411	1750	3150	1145	655
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.08	0.34	0.34	0.08	0.08	0.29	0.07	0.11	0.11
Crit Moves:	****				****				****			****
Green Time:	28.9	52.8	52.8	21.3	45.1	45.1	38.8	38.8	38.8	15.1	15.1	15.1
Volume/Cap:	1.06	0.53	0.53	0.53	1.06	1.06	0.28	0.28	1.06	0.61	1.06	1.06
Delay/Veh:	119.2	34.3	34.3	56.8	83.6	83.6	39.8	39.8	107.8	62.9	143	143.4
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:	119.2	34.3	34.3	56.8	83.6	83.6	39.8	39.8	107.8	62.9	143	143.4
LOS by Move:	F	C-	C-	E+	F	F	D	D	F	E	F	F
HCM2k95thQ:	41	23	23	11	55	55	9	9	52	12	26	26

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



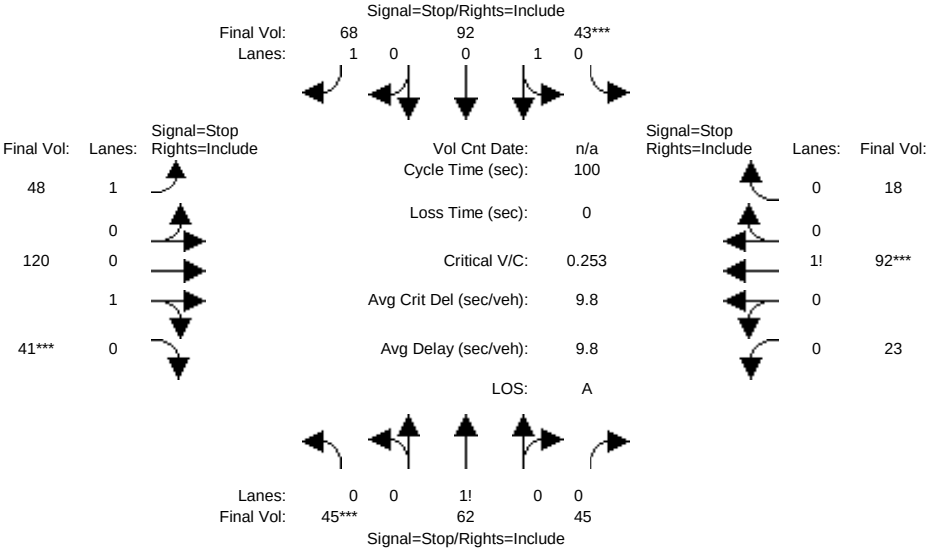
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	348	970	52	129	2161	166	150	99	467	189	119	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	383	1067	57	142	2377	183	165	109	514	208	131	75
Added Vol:	0	0	4	0	0	0	0	2	0	5	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	1067	61	142	2377	183	165	111	514	213	133	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	1067	61	142	2377	183	165	111	514	213	133	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1067	61	142	2377	183	165	111	514	213	133	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	1067	61	142	2377	183	165	111	514	213	133	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	3.70	0.30	1.21	0.79	1.00	2.00	0.64	0.36
Final Sat.:	1750	5296	304	1750	6964	535	2123	1427	1750	3150	1152	648
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.08	0.34	0.34	0.08	0.08	0.29	0.07	0.12	0.12
Crit Moves:	****				****				****		****	
Green Time:	28.9	52.8	52.8	21.2	45.1	45.1	38.8	38.8	38.8	15.2	15.2	15.2
Volume/Cap:	1.06	0.53	0.53	0.53	1.06	1.06	0.28	0.28	1.06	0.62	1.06	1.06
Delay/Veh:	119.6	34.3	34.3	57.0	84.1	84.1	39.8	39.8	108.3	63.1	143	143.4
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:	119.6	34.3	34.3	57.0	84.1	84.1	39.8	39.8	108.3	63.1	143	143.4
LOS by Move:	F	C-	C-	E+	F	F	D	D	F	E	F	F
HCM2k95thQ:	41	23	23	11	55	55	10	10	52	12	26	26

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	41	56	41	39	84	62	44	109	37	21	84	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	62	45	43	92	68	48	120	41	23	92	18
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:	45	62	45	43	92	68	48	120	41	23	92	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	62	45	43	92	68	48	120	41	23	92	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	62	45	43	92	68	48	120	41	23	92	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	62	45	43	92	68	48	120	41	23	92	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.32	0.68	1.00	1.00	0.75	0.25	0.17	0.70	0.13
Final Sat.:	183	250	183	189	408	696	565	473	161	104	417	80
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.23	0.23	0.10	0.09	0.25	0.25	0.22	0.22	0.22
Crit Moves:	****			****					****		****	
Delay/Veh:	10.3	10.3	10.3	10.0	10.0	8.1	9.3	9.8	9.8	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.0	10.0	8.1	9.3	9.8	9.8	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	A	A	A	A	B	B	B
ApproachDel:	10.3			9.4			9.7			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			9.4			9.7			10.2		
LOS by Appr:	B			A			A			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3	0.3	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	45	62	45	43	92	68	48	120	41	23	92	18

Major Street Volume: 355
Minor Approach Volume: 209
Minor Approach Volume Threshold: 819

SIGNAL WARRANT DISCLAIMER

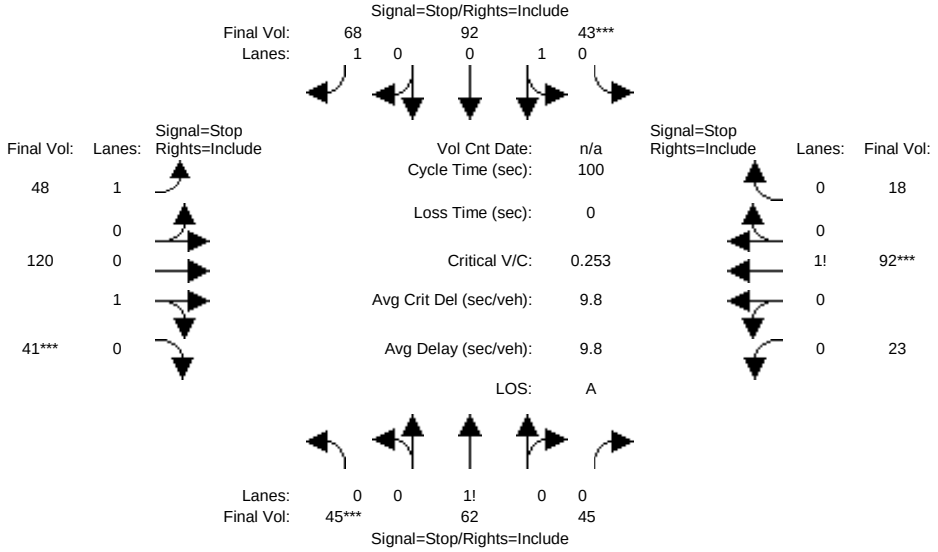
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	41	56	41	39	84	62	44	109	37	21	84	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	62	45	43	92	68	48	120	41	23	92	18
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:	45	62	45	43	92	68	48	120	41	23	92	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	62	45	43	92	68	48	120	41	23	92	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	62	45	43	92	68	48	120	41	23	92	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	62	45	43	92	68	48	120	41	23	92	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.32	0.68	1.00	1.00	0.75	0.25	0.17	0.70	0.13
Final Sat.:	183	250	183	189	408	696	565	473	161	104	417	80
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.23	0.23	0.10	0.09	0.25	0.25	0.22	0.22	0.22
Crit Moves:	****			****					****		****	
Delay/Veh:	10.3	10.3	10.3	10.0	10.0	8.1	9.3	9.8	9.8	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.0	10.0	8.1	9.3	9.8	9.8	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	A	A	A	A	B	B	B
ApproachDel:	10.3			9.4			9.7			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			9.4			9.7			10.2		
LOS by Appr:	B			A			A			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3	0.3	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	45	62	45	43	92	68	48	120	41	23	92	18

Major Street Volume: 355
Minor Approach Volume: 209
Minor Approach Volume Threshold: 819

SIGNAL WARRANT DISCLAIMER

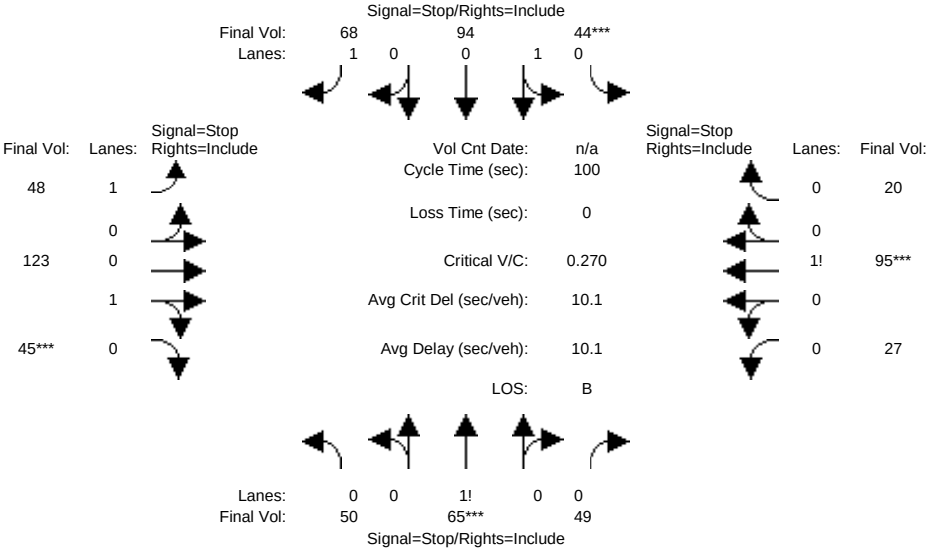
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	41	56	41	39	84	62	44	109	37	21	84	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	62	45	43	92	68	48	120	41	23	92	18
Added Vol:	5	3	4	1	2	0	0	3	4	4	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	65	49	44	94	68	48	123	45	27	95	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	65	49	44	94	68	48	123	45	27	95	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	65	49	44	94	68	48	123	45	27	95	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	65	49	44	94	68	48	123	45	27	95	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.39	0.30	0.32	0.68	1.00	1.00	0.73	0.27	0.19	0.67	0.14
Final Sat.:	186	239	182	187	402	684	559	459	167	113	398	82
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.23	0.23	0.10	0.09	0.27	0.27	0.24	0.24	0.24
Crit Moves:		****		****					****		****	
Delay/Veh:	10.6	10.6	10.6	10.2	10.2	8.2	9.4	10.0	10.0	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.2	10.2	8.2	9.4	10.0	10.0	10.4	10.4	10.4
LOS by Move:	B	B	B	B	B	A	A	B	B	B	B	B
ApproachDel:		10.6			9.5			9.9			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			9.5			9.9			10.4	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3	0.3	0.3	0.3	0.3

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	50	65	49	44	94	68	48	123	45	27	95	20

Major Street Volume: 370
Minor Approach Volume: 216
Minor Approach Volume Threshold: 801

SIGNAL WARRANT DISCLAIMER

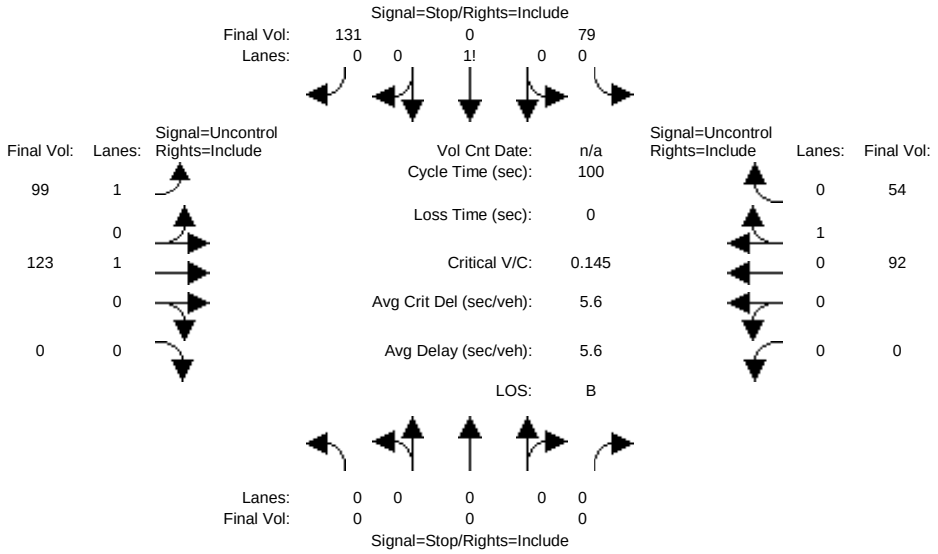
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	72	0	119	90	112	0	0	84	49
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	79	0	131	99	123	0	0	92	54
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	79	0	131	99	123	0	0	92	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	79	0	131	99	123	0	0	92	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	79	0	131	99	123	0	0	92	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	441	441	119	146	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	578	514	938	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	548	479	938	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	0.00	0.14	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	739	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

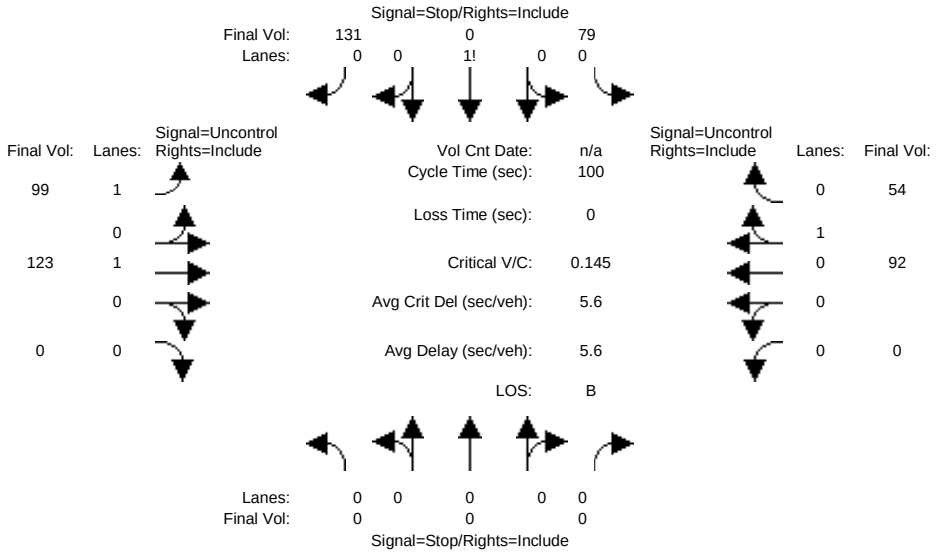
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    79    0   131    99  123     0     0   92    54
ApproachDel:    xxxxxx             11.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=210]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=579]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    79    0   131    99  123     0     0   92    54
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              369
Minor Approach Volume:            210
Minor Approach Volume Threshold: 629
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	72	0	119	90	112	0	0	84	49
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	79	0	131	99	123	0	0	92	54
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	79	0	131	99	123	0	0	92	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	79	0	131	99	123	0	0	92	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	79	0	131	99	123	0	0	92	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	441	441	119	146	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	578	514	938	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	548	479	938	1448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	0.00	0.14	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	739	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

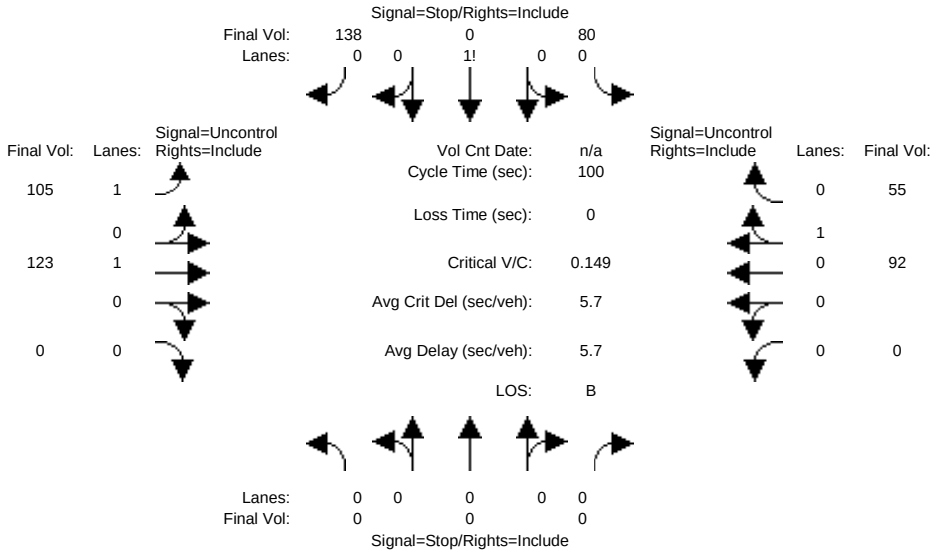
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    79    0   131    99  123     0     0   92    54
ApproachDel:    xxxxxx             11.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=210]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=579]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    79    0   131    99  123     0     0   92    54
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              369
Minor Approach Volume:            210
Minor Approach Volume Threshold: 629
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	72	0	119	90	112	0	0	84	49
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	79	0	131	99	123	0	0	92	54
Added Vol:	0	0	0	1	0	7	6	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	138	105	123	0	0	92	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	80	0	138	105	123	0	0	92	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	80	0	138	105	123	0	0	92	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	453	453	120	147	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	568	505	937	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	537	469	937	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.00	0.15	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	735	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

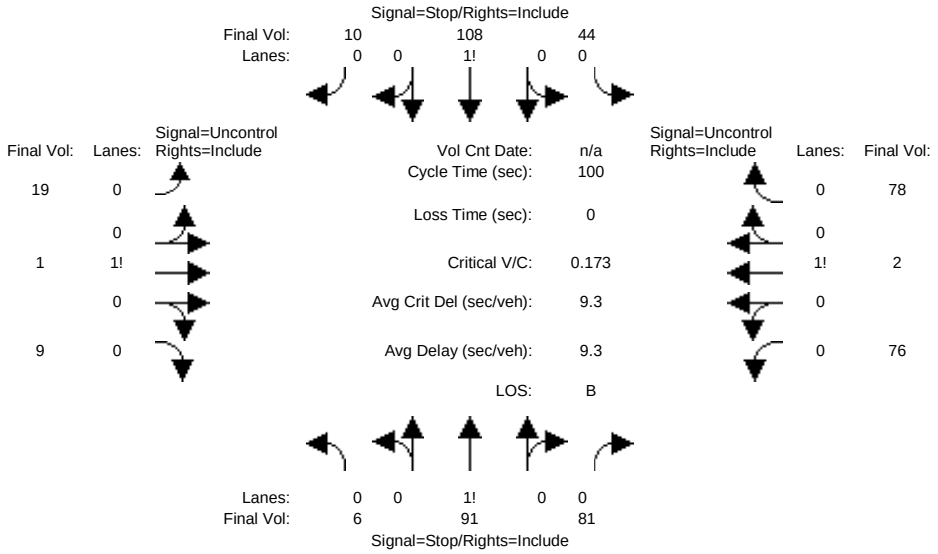
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    80    0   138   105  123     0     0   92    55
ApproachDel:    xxxxxx             11.9           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=218]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=594]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    80    0   138   105  123     0     0   92    55
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              376
Minor Approach Volume:            218
Minor Approach Volume Threshold: 622
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	83	74	40	98	9	17	1	8	69	2	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	91	81	44	108	10	19	1	9	76	2	78
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:	6	91	81	44	108	10	19	1	9	76	2	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	91	81	44	108	10	19	1	9	76	2	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	91	81	44	108	10	19	1	9	76	2	78
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	295	275	6	322	240	41	80	xxxx	xxxxx	10	xxxx	xxxxx
Potent Cap.:	661	636	1083	635	664	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	543	597	1083	495	624	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	0.01	0.15	0.08	0.09	0.17	0.01	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	748	xxxxx	xxxx	596	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.3			13.3		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78
ApproachDel:	11.3			13.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=178]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=162]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78

Major Street Volume: 185
Minor Approach Volume: 178
Minor Approach Volume Threshold: 670

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

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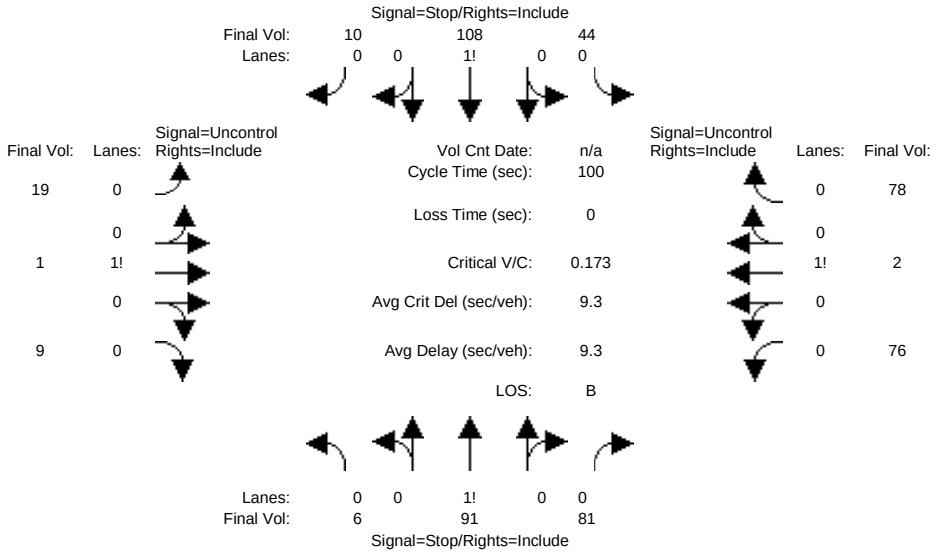
CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	83	74	40	98	9	17	1	8	69	2	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	91	81	44	108	10	19	1	9	76	2	78
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:	6	91	81	44	108	10	19	1	9	76	2	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	91	81	44	108	10	19	1	9	76	2	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	91	81	44	108	10	19	1	9	76	2	78
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	295	275	6	322	240	41	80	xxxx	xxxxx	10	xxxx	xxxxx
Potent Cap.:	661	636	1083	635	664	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	543	597	1083	495	624	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	0.01	0.15	0.08	0.09	0.17	0.01	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	748	xxxxx	xxxx	596	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.3			13.3		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78
ApproachDel:	11.3			13.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=178]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=162]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78

Major Street Volume: 185
Minor Approach Volume: 178
Minor Approach Volume Threshold: 670

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

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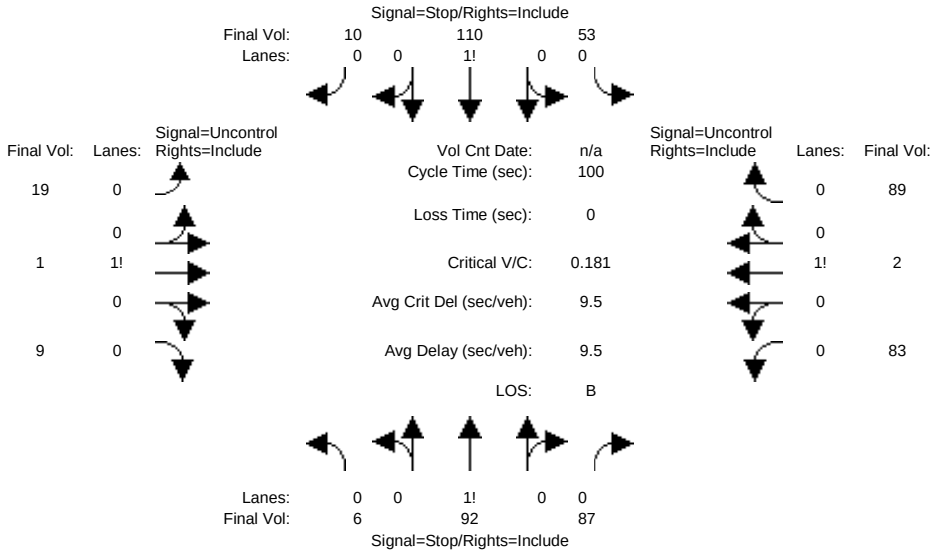
CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	83	74	40	98	9	17	1	8	69	2	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	91	81	44	108	10	19	1	9	76	2	78
Added Vol:	0	1	6	9	2	0	0	0	0	7	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	92	87	53	110	10	19	1	9	83	2	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	92	87	53	110	10	19	1	9	83	2	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	92	87	53	110	10	19	1	9	83	2	89
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	315	300	6	345	260	47	91	xxxx	xxxxx	10	xxxx	xxxxx
Potent Cap.:	641	616	1083	613	648	1028	1516	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	520	575	1083	470	606	1028	1516	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	0.01	0.16	0.08	0.11	0.18	0.01	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	736	xxxxx	xxxx	569	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.5			14.1		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	92	87	53	110	10	19	1	9	83	2	89
ApproachDel:	11.5			14.1			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=185]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=561]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=173]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=561]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	92	87	53	110	10	19	1	9	83	2	89

Major Street Volume: 203
Minor Approach Volume: 185
Minor Approach Volume Threshold: 645

SIGNAL WARRANT DISCLAIMER
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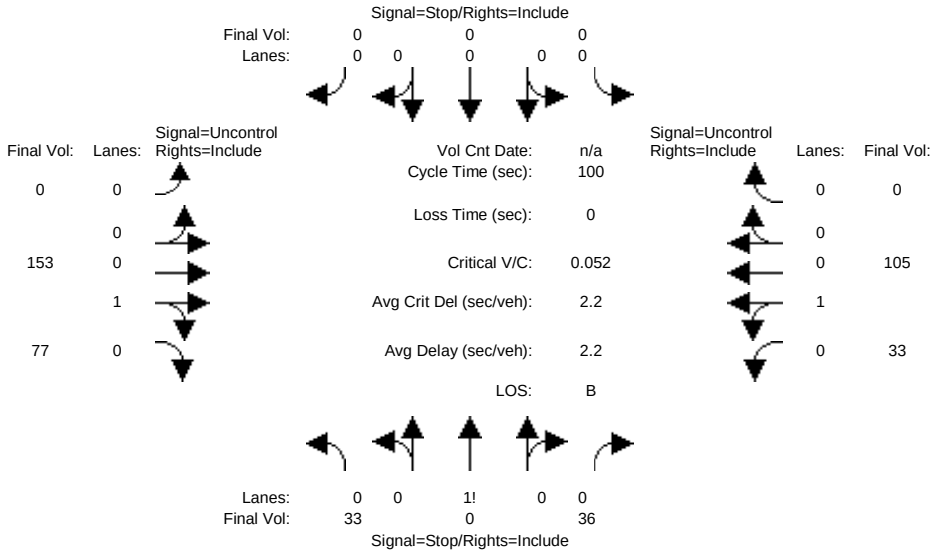
CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	0	33	0	0	0	0	139	70	30	95	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	33	0	36	0	0	0	0	153	77	33	105	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:	33	0	36	0	0	0	0	153	77	33	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	36	0	0	0	0	153	77	33	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	0	36	0	0	0	0	153	77	33	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	362	362	191	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	xxxx	xxxxx
Potent Cap.:	641	569	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Move Cap.:	629	555	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	730	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
ApproachDel:      10.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=69]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=437]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             367
Minor Approach Volume:           69
Minor Approach Volume Threshold: 486
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```
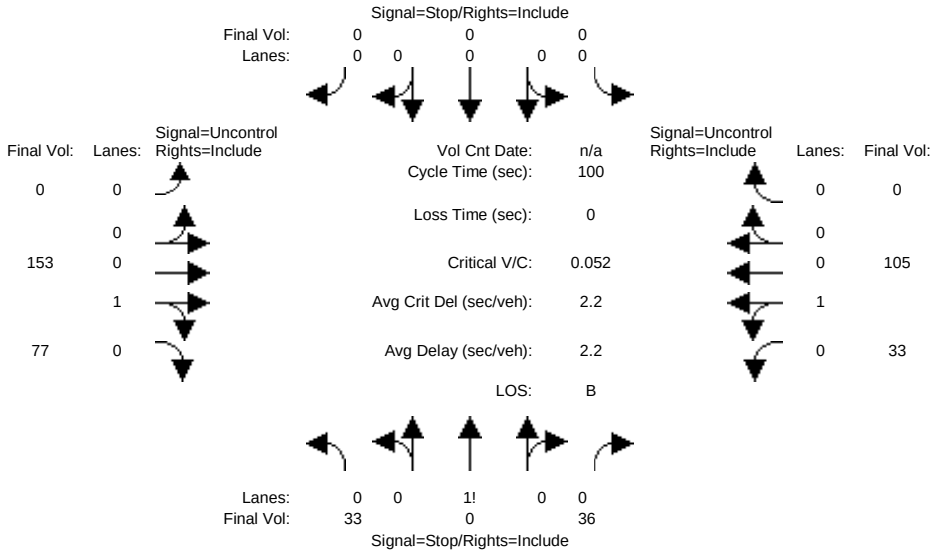


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	30	0	33	0	0	0	0	139	70	30	95	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	33	0	36	0	0	0	0	153	77	33	105	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:	33	0	36	0	0	0	0	153	77	33	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	36	0	0	0	0	153	77	33	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	0	36	0	0	0	0	153	77	33	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	362	362	191	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	xxxx	xxxxx
Potent Cap.:	641	569	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Move Cap.:	629	555	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	730	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

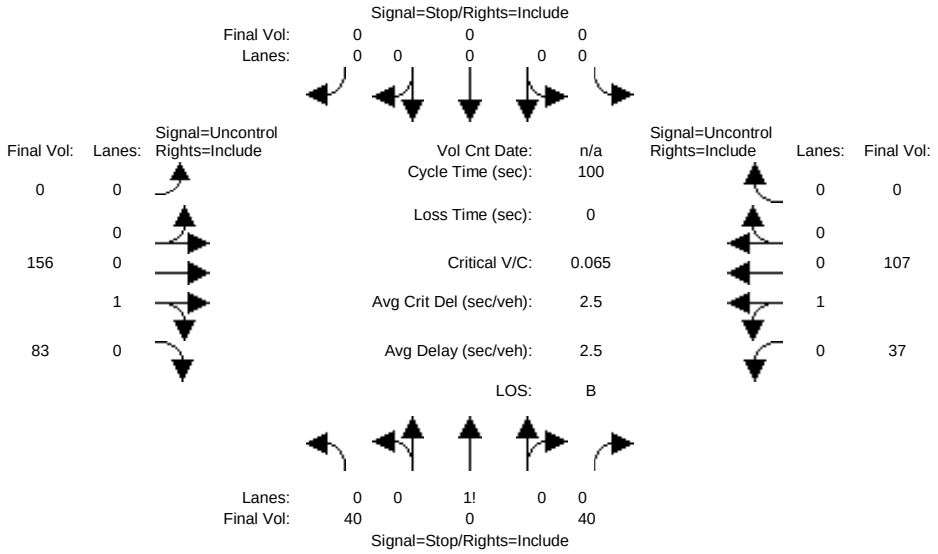
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
ApproachDel:      10.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=69]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=437]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             367
Minor Approach Volume:           69
Minor Approach Volume Threshold: 486
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	0	33	0	0	0	0	139	70	30	95	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	33	0	36	0	0	0	0	153	77	33	105	0
Added Vol:	7	0	4	0	0	0	0	3	6	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	40	0	0	0	0	156	83	37	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	40	0	0	0	0	156	83	37	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	40	0	0	0	0	156	83	37	107	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	378	378	197	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	xxxx	xxxxx
Potent Cap.:	628	557	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx
Move Cap.:	614	541	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	713	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   40    0    40     0    0     0     0  156    83    37  107     0
ApproachDel:      10.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=80]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=463]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   40    0    40     0    0     0     0  156    83    37  107     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             382
Minor Approach Volume:           80
Minor Approach Volume Threshold: 476
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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CUPERTINO CIVIC CENTER TIA
SJ15-1555

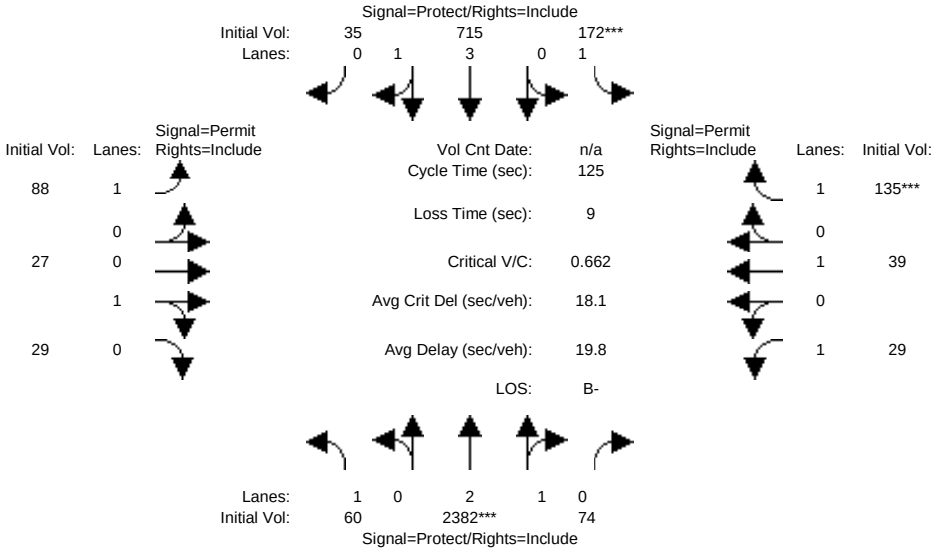
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background AM				Background + P AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	De Anza Boulevard/Rodrigues Avenue	B-	19.8	0.662	18.1	B-	19.8	0.662	18.1	B-	19.9	0.656	- 0.005	18.3	+ 0.1	?	xx.x	x.xxx	xx.x
#2	De Anza Boulevard/Pacifica Drive/McClellan Rd	C-	33.4	0.776	29.7	C-	33.4	0.776	29.7	C-	33.2	0.769	- 0.008	29.4	- 0.2	?	xx.x	x.xxx	xx.x
#3	Rodrigues Avenue/Torre Avenue	A	9.7	0.313	9.7	A	9.7	0.313	9.7	A	9.7	0.315	+ 0.002	9.7	+ 0.0	?	xx.x	x.xxx	xx.x
#4	Pacifica Drive/Torre Avenue	B	3.1	0.067	3.1	B	3.1	0.067	3.1	B	3.1	0.068	+ 0.000	3.1	+ 0.0	?	xx.x	x.xxx	xx.x
#5	Torre Avenue/CC West Driveway	A	8.7	0.067	8.7	A	8.7	0.067	8.7	A	8.7	0.067	+ 0.000	8.7	- 0.0	?	xx.x	x.xxx	xx.x
#6	Rodrigues Avenue/CC North Driveway	A	0.7	0.010	0.7	A	0.7	0.010	0.7	A	0.7	0.011	+ 0.001	0.7	+ 0.0	?	xx.x	x.xxx	xx.x

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



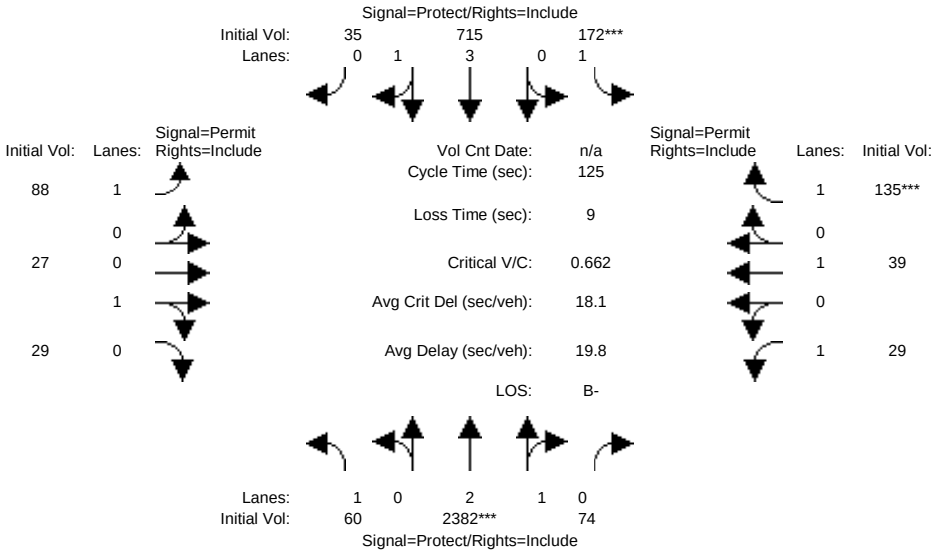
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	2005	58	147	590	23	71	20	17	17	31	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	2206	64	162	649	25	78	22	19	19	34	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	176	10	10	66	10	10	5	10	10	5	10
Initial Fut:	60	2382	74	172	715	35	88	27	29	29	39	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2382	74	172	715	35	88	27	29	29	39	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2382	74	172	715	35	88	27	29	29	39	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2382	74	172	715	35	88	27	29	29	39	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	3.80	0.20	1.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1750	5431	168	1750	7147	353	1750	873	927	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.10	0.10	0.10	0.05	0.03	0.03	0.02	0.02	0.08
Crit Moves:		****		****								****
Green Time:	36.4	82.8	82.8	18.5	65.0	65.0	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.12	0.66	0.66	0.66	0.19	0.19	0.43	0.26	0.26	0.14	0.18	0.66
Delay/Veh:	32.6	13.1	13.1	56.5	16.0	16.0	52.8	51.0	51.0	49.9	50.1	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:	32.6	13.1	13.1	56.5	16.0	16.0	52.8	51.0	51.0	49.9	50.1	60.6
LOS by Move:	C-	B	B	E+	B	B	D-	D	D	D	D	E
HCM2k95thQ:	3	32	32	15	7	7	8	4	4	2	3	13

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



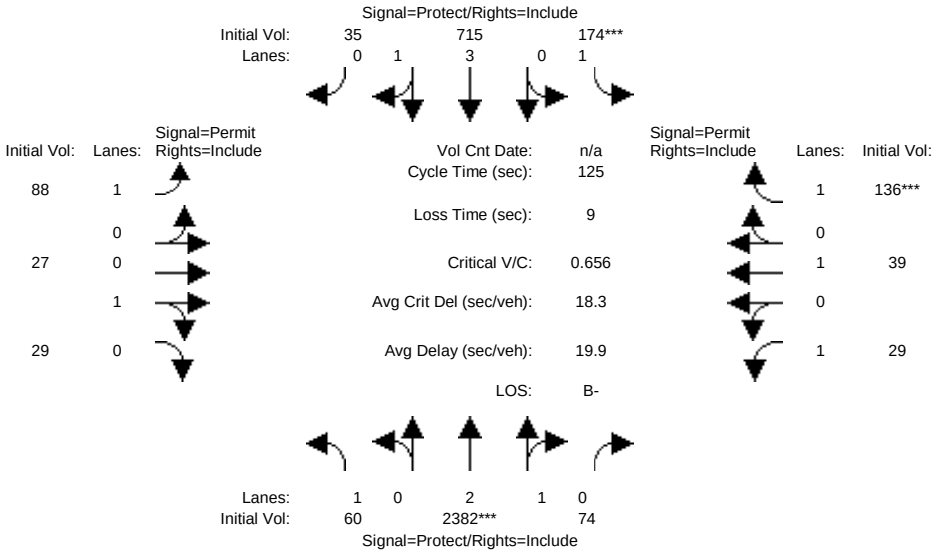
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	2005	58	147	590	23	71	20	17	17	31	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	2206	64	162	649	25	78	22	19	19	34	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	176	10	10	66	10	10	5	10	10	5	10
Initial Fut:	60	2382	74	172	715	35	88	27	29	29	39	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2382	74	172	715	35	88	27	29	29	39	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2382	74	172	715	35	88	27	29	29	39	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2382	74	172	715	35	88	27	29	29	39	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	3.80	0.20	1.00	0.48	0.52	1.00	1.00	1.00
Final Sat.:	1750	5431	168	1750	7147	353	1750	873	927	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.10	0.10	0.10	0.05	0.03	0.03	0.02	0.02	0.08
Crit Moves:		****		****								****
Green Time:	36.4	82.8	82.8	18.5	65.0	65.0	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.12	0.66	0.66	0.66	0.19	0.19	0.43	0.26	0.26	0.14	0.18	0.66
Delay/Veh:	32.6	13.1	13.1	56.5	16.0	16.0	52.8	51.0	51.0	49.9	50.1	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:	32.6	13.1	13.1	56.5	16.0	16.0	52.8	51.0	51.0	49.9	50.1	60.6
LOS by Move:	C-	B	B	E+	B	B	D-	D	D	D	D	E
HCM2k95thQ:	3	32	32	15	7	7	8	4	4	2	3	13

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



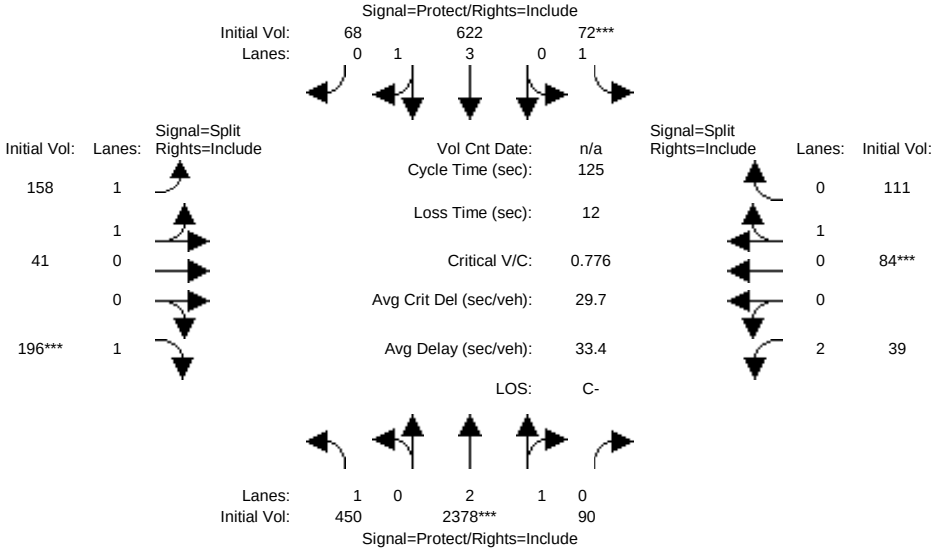
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	2005	58	147	590	23	71	20	17	17	31	114
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	50	2206	64	162	649	25	78	22	19	19	34	125
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	1
PasserByVol:	10	176	10	10	66	10	10	5	10	10	5	10
Initial Fut:	60	2382	74	174	715	35	88	27	29	29	39	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2382	74	174	715	35	88	27	29	29	39	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2382	74	174	715	35	88	27	29	29	39	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2382	74	174	715	35	88	27	29	29	39	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	3.80	0.20	1.00	0.46	0.54	1.00	1.00	1.00
Final Sat.:	1750	5514	171	1750	7213	356	1750	882	938	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.10	0.10	0.10	0.05	0.03	0.03	0.02	0.02	0.08
Crit Moves:		****		****								****
Green Time:	36.5	82.3	82.3	18.9	64.6	64.6	14.8	14.8	14.8	14.8	14.8	14.8
Volume/Cap:	0.12	0.66	0.66	0.66	0.19	0.19	0.42	0.26	0.26	0.14	0.17	0.66
Delay/Veh:	32.5	13.3	13.3	55.9	16.2	16.2	52.5	50.7	50.7	49.7	49.9	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	13.3	13.3	55.9	16.2	16.2	52.5	50.7	50.7	49.7	49.9	60.1
LOS by Move:	C-	B	B	E+	B	B	D-	D	D	D	D	E
HCM2k95thQ:	3	31	31	15	7	7	8	4	4	2	3	13

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



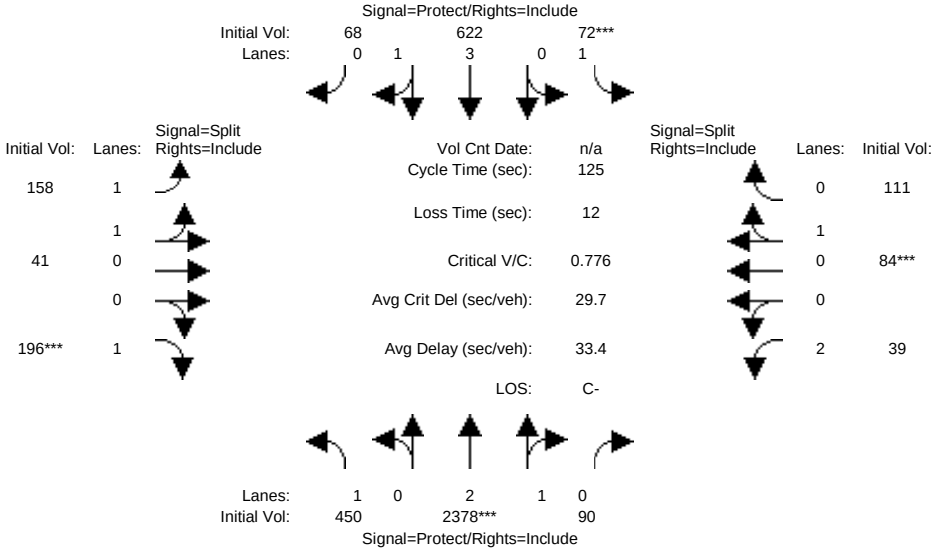
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	2016	81	56	505	53	125	37	173	35	76	86
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	388	2218	89	62	556	58	138	41	190	39	84	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	62	160	1	10	66	10	20	0	6	0	0	16
Initial Fut:	450	2378	90	72	622	68	158	41	196	39	84	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	2378	90	72	622	68	158	41	196	39	84	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	2378	90	72	622	68	158	41	196	39	84	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	2378	90	72	622	68	158	41	196	39	84	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.59	0.41	1.60	0.40	1.00	2.00	0.43	0.57
Final Sat.:	1750	5395	204	1750	6756	742	2821	729	1750	3150	775	1025
Capacity Analysis Module:												
Vol/Sat:	0.26	0.44	0.44	0.04	0.09	0.09	0.06	0.06	0.11	0.01	0.11	0.11
Crit Moves:		****		****					****		****	
Green Time:	57.2	70.7	70.7	7.0	20.5	20.5	18.0	18.0	18.0	17.3	17.3	17.3
Volume/Cap:	0.56	0.78	0.78	0.73	0.56	0.56	0.39	0.39	0.78	0.09	0.78	0.78
Delay/Veh:	25.6	22.4	22.4	82.3	48.7	48.7	49.0	49.0	65.9	47.1	66.5	66.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	22.4	22.4	82.3	48.7	48.7	49.0	49.0	65.9	47.1	66.5	66.5
LOS by Move:	C	C+	C+	F	D	D	D	D	E	D	E	E
HCM2k95thQ:	24	42	42	6	12	12	8	8	18	2	18	18

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



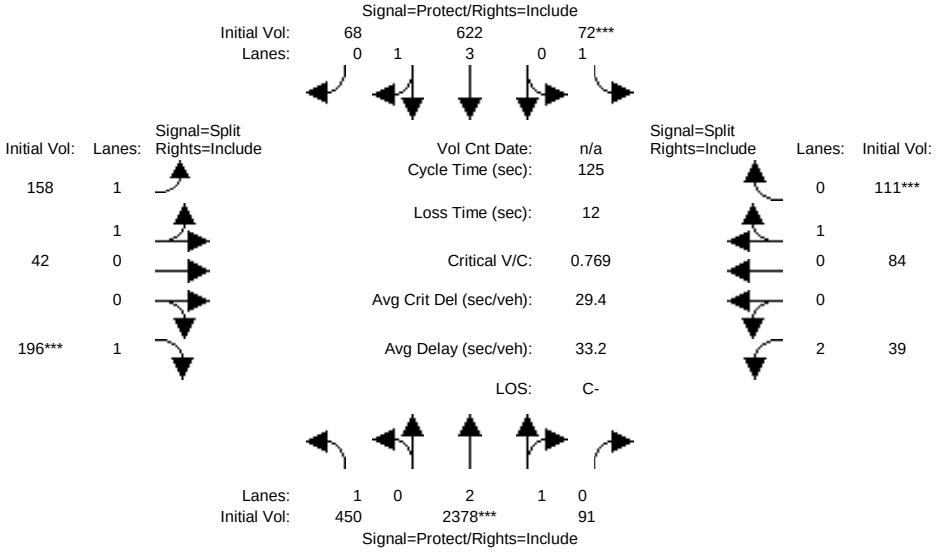
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	2016	81	56	505	53	125	37	173	35	76	86
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	388	2218	89	62	556	58	138	41	190	39	84	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	62	160	1	10	66	10	20	0	6	0	0	16
Initial Fut:	450	2378	90	72	622	68	158	41	196	39	84	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	2378	90	72	622	68	158	41	196	39	84	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	2378	90	72	622	68	158	41	196	39	84	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	2378	90	72	622	68	158	41	196	39	84	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.59	0.41	1.60	0.40	1.00	2.00	0.43	0.57
Final Sat.:	1750	5395	204	1750	6756	742	2821	729	1750	3150	775	1025
Capacity Analysis Module:												
Vol/Sat:	0.26	0.44	0.44	0.04	0.09	0.09	0.06	0.06	0.11	0.01	0.11	0.11
Crit Moves:		****		****					****		****	
Green Time:	57.2	70.7	70.7	7.0	20.5	20.5	18.0	18.0	18.0	17.3	17.3	17.3
Volume/Cap:	0.56	0.78	0.78	0.73	0.56	0.56	0.39	0.39	0.78	0.09	0.78	0.78
Delay/Veh:	25.6	22.4	22.4	82.3	48.7	48.7	49.0	49.0	65.9	47.1	66.5	66.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	22.4	22.4	82.3	48.7	48.7	49.0	49.0	65.9	47.1	66.5	66.5
LOS by Move:	C	C+	C+	F	D	D	D	D	E	D	E	E
HCM2k95thQ:	24	42	42	6	12	12	8	8	18	2	18	18

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



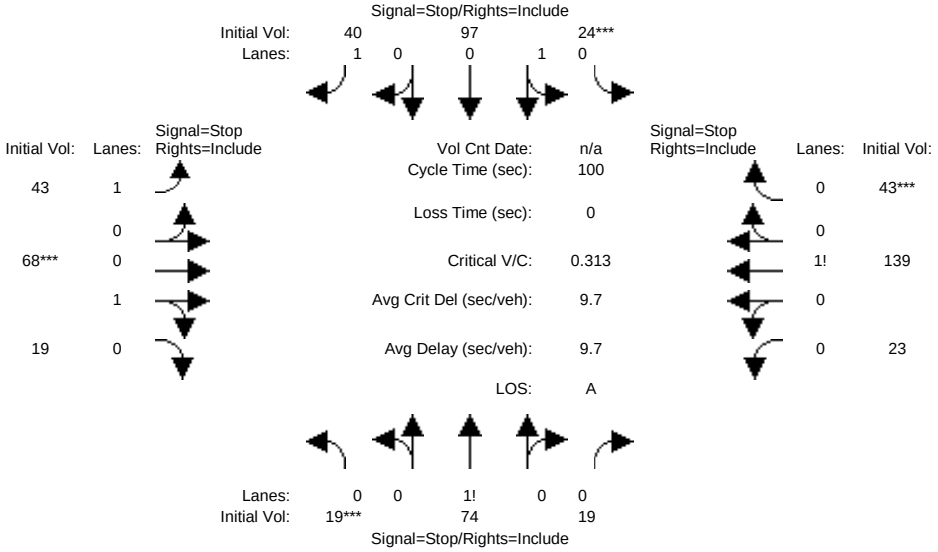
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	2016	81	56	505	53	125	37	173	35	76	86
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	388	2218	89	62	556	58	138	41	190	39	84	95
Added Vol:	0	0	1	0	0	0	0	1	0	0	0	0
PasserByVol:	62	160	1	10	66	10	20	0	6	0	0	16
Initial Fut:	450	2378	91	72	622	68	158	42	196	39	84	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	2378	91	72	622	68	158	42	196	39	84	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	2378	91	72	622	68	158	42	196	39	84	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	2378	91	72	622	68	158	42	196	39	84	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	3.57	0.43	1.61	0.39	1.00	2.00	0.41	0.59
Final Sat.:	1750	5472	210	1750	6790	746	2814	745	1750	3150	780	1032
Capacity Analysis Module:												
Vol/Sat:	0.26	0.43	0.43	0.04	0.09	0.09	0.06	0.06	0.11	0.01	0.11	0.11
Crit Moves:		****		****					****			****
Green Time:	57.1	70.4	70.4	7.0	20.3	20.3	18.2	18.2	18.2	17.4	17.4	17.4
Volume/Cap:	0.56	0.77	0.77	0.73	0.56	0.56	0.38	0.38	0.77	0.09	0.77	0.77
Delay/Veh:	25.7	22.3	22.3	82.3	48.9	48.9	48.8	48.8	64.9	47.0	65.5	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	22.3	22.3	82.3	48.9	48.9	48.8	48.8	64.9	47.0	65.5	65.5
LOS by Move:	C	C+	C+	F	D	D	D	D	E	D	E	E
HCM2k95thQ:	24	42	42	6	12	12	8	8	18	2	17	17

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	17	63	17	22	84	36	39	39	17	21	104	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	69	19	24	92	40	43	43	19	23	114	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	5	0	0	5	0	0	25	0	0	25	0
Initial Fut:	19	74	19	24	97	40	43	68	19	23	139	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	74	19	24	97	40	43	68	19	23	139	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	19	24	97	40	43	68	19	23	139	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	19	24	97	40	43	68	19	23	139	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.66	0.17	0.20	0.80	1.00	1.00	0.78	0.22	0.11	0.68	0.21
Final Sat.:	103	411	103	122	491	708	580	509	140	74	445	137
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.20	0.20	0.06	0.07	0.13	0.13	0.31	0.31	0.31
Crit Moves:	****			****				****				****
Delay/Veh:	9.7	9.7	9.7	9.6	9.6	7.8	9.1	8.8	8.8	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.6	9.6	7.8	9.1	8.8	8.8	10.6	10.6	10.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.7			9.2			8.9			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.2			8.9			10.6	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	19	74	19	24	97	40	43	68	19	23	139	43

Major Street Volume: 335
Minor Approach Volume: 161
Minor Approach Volume Threshold: 845

SIGNAL WARRANT DISCLAIMER

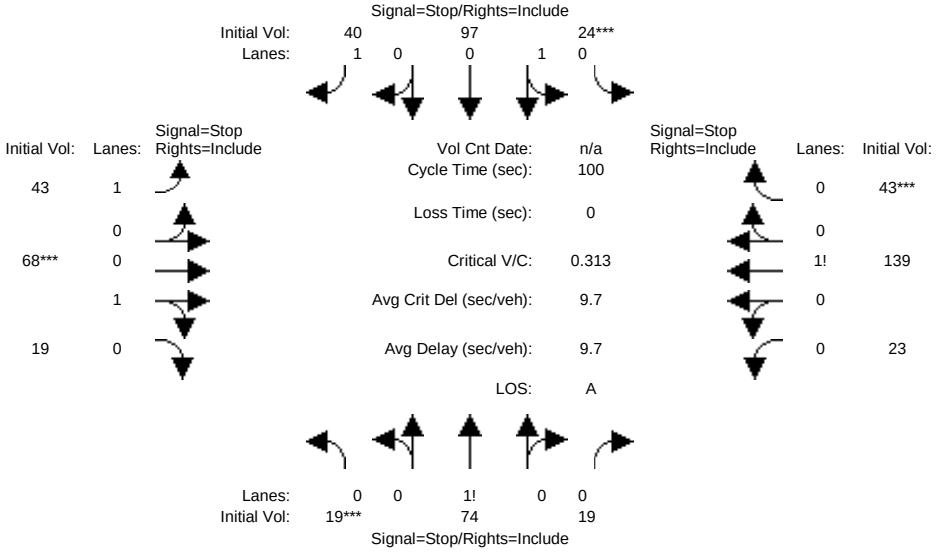
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	17	63	17	22	84	36	39	39	17	21	104	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	69	19	24	92	40	43	43	19	23	114	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	5	0	0	5	0	0	25	0	0	25	0
Initial Fut:	19	74	19	24	97	40	43	68	19	23	139	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	74	19	24	97	40	43	68	19	23	139	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	19	24	97	40	43	68	19	23	139	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	19	24	97	40	43	68	19	23	139	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.66	0.17	0.20	0.80	1.00	1.00	0.78	0.22	0.11	0.68	0.21
Final Sat.:	103	411	103	122	491	708	580	509	140	74	445	137
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.20	0.20	0.06	0.07	0.13	0.13	0.31	0.31	0.31
Crit Moves:	****			****				****				****
Delay/Veh:	9.7	9.7	9.7	9.6	9.6	7.8	9.1	8.8	8.8	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.6	9.6	7.8	9.1	8.8	8.8	10.6	10.6	10.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.7			9.2			8.9			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.2			8.9			10.6	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	19	74	19	24	97	40	43	68	19	23	139	43

Major Street Volume: 335
Minor Approach Volume: 161
Minor Approach Volume Threshold: 845

SIGNAL WARRANT DISCLAIMER

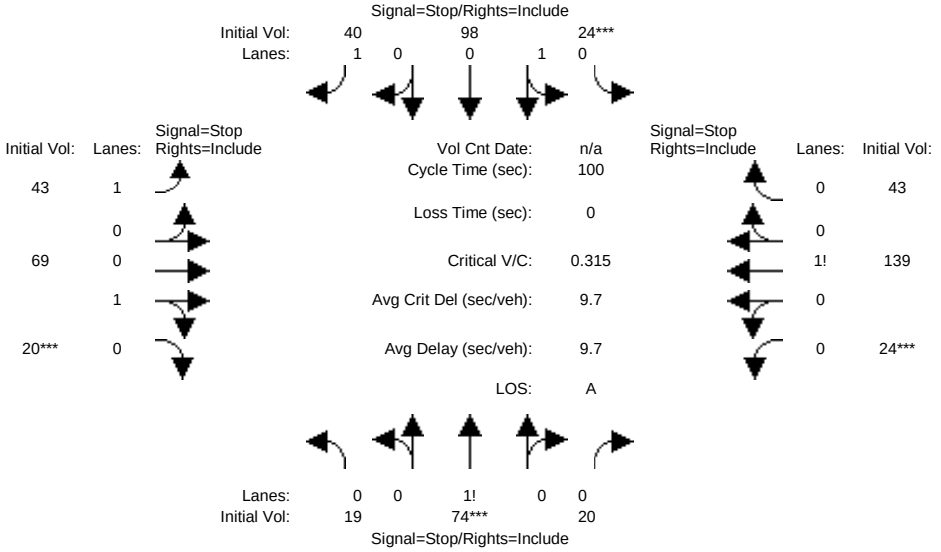
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	17	63	17	22	84	36	39	39	17	21	104	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	69	19	24	92	40	43	43	19	23	114	43
Added Vol:	0	0	1	0	1	0	0	1	1	1	0	0
PasserByVol:	0	5	0	0	5	0	0	25	0	0	25	0
Initial Fut:	19	74	20	24	98	40	43	69	20	24	139	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	74	20	24	98	40	43	69	20	24	139	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	20	24	98	40	43	69	20	24	139	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	20	24	98	40	43	69	20	24	139	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.66	0.17	0.20	0.80	1.00	1.00	0.78	0.22	0.12	0.67	0.21
Final Sat.:	102	407	108	121	490	706	580	503	144	76	442	136
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.20	0.20	0.06	0.07	0.14	0.14	0.32	0.32	0.32
Crit Moves:		****		****					****	****		
Delay/Veh:	9.7	9.7	9.7	9.6	9.6	7.8	9.1	8.8	8.8	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.6	9.6	7.8	9.1	8.8	8.8	10.6	10.6	10.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.7			9.2			8.9			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.2			8.9			10.6	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	19	74	20	24	98	40	43	69	20	24	139	43

Major Street Volume: 338
Minor Approach Volume: 162
Minor Approach Volume Threshold: 841

SIGNAL WARRANT DISCLAIMER

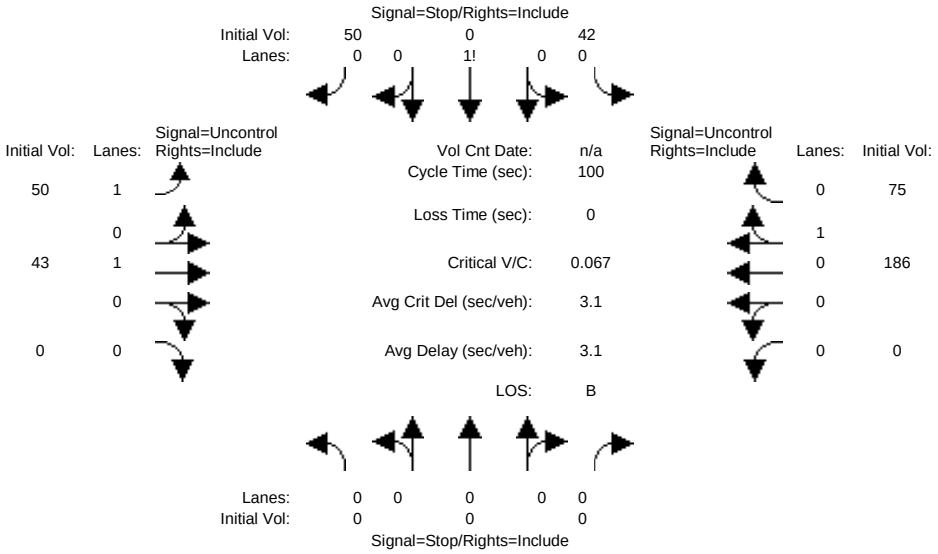
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	36	0	43	45	29	0	0	157	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	40	0	47	50	32	0	0	173	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	3	0	11	0	0	13	0
Initial Fut:	0	0	0	42	0	50	50	43	0	0	186	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	50	50	43	0	0	186	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	42	0	50	50	43	0	0	186	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	365	365	223	261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	639	566	821	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	620	545	821	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	716	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    42    0    50    50   43     0     0  186    75
ApproachDel:    xxxxxx             10.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=92]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=445]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

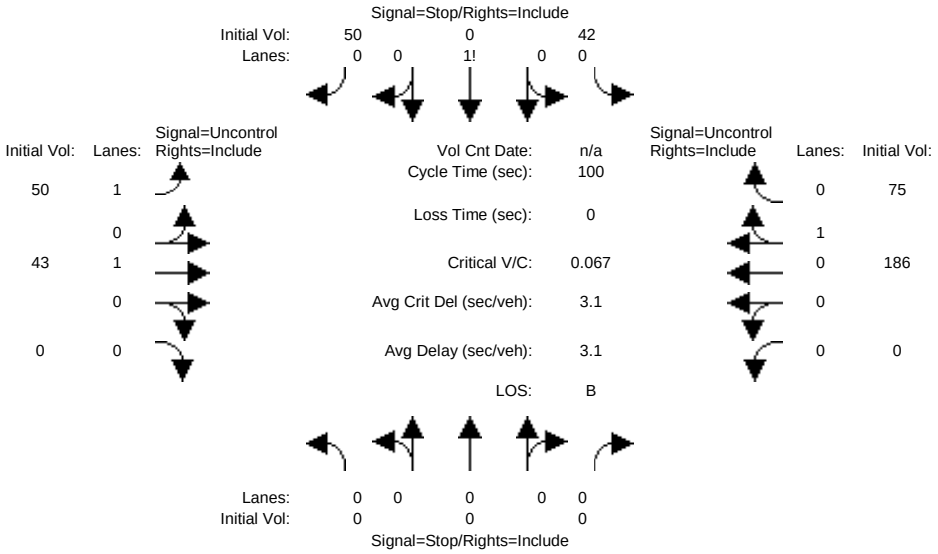
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    42    0    50    50   43     0     0  186    75
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              353
Minor Approach Volume:            92
Minor Approach Volume Threshold: 644
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	36	0	43	45	29	0	0	157	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	40	0	47	50	32	0	0	173	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	3	0	11	0	0	13	0
Initial Fut:	0	0	0	42	0	50	50	43	0	0	186	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	50	50	43	0	0	186	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	42	0	50	50	43	0	0	186	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	365	365	223	261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	639	566	821	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	620	545	821	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	716	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    42    0    50    50   43     0     0  186    75
ApproachDel:    xxxxxx             10.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=92]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=445]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

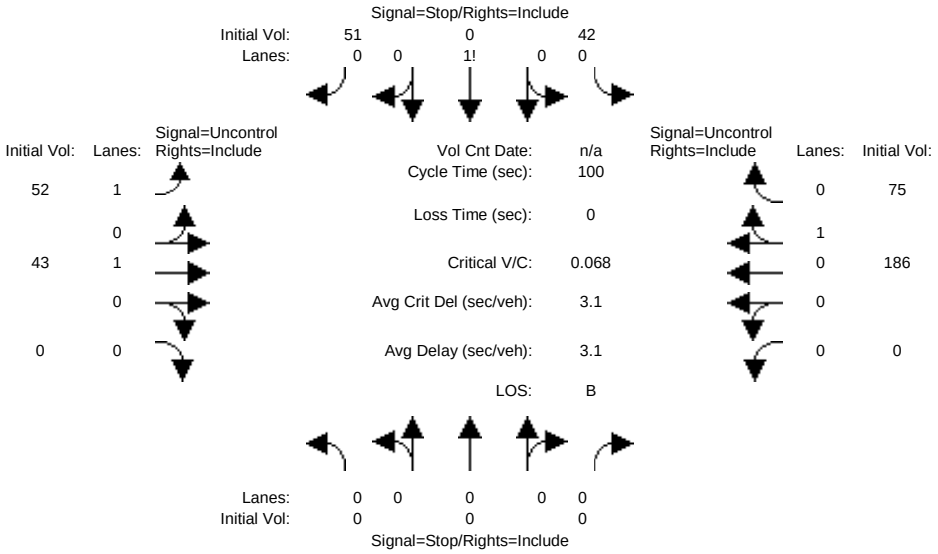
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    42    0    50    50   43     0     0  186    75
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              353
Minor Approach Volume:            92
Minor Approach Volume Threshold: 644
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	36	0	43	45	29	0	0	157	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	40	0	47	50	32	0	0	173	75
Added Vol:	0	0	0	0	0	1	2	0	0	0	0	0
PasserByVol:	0	0	0	2	0	3	0	11	0	0	13	0
Initial Fut:	0	0	0	42	0	51	52	43	0	0	186	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	51	52	43	0	0	186	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	42	0	51	52	43	0	0	186	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	369	369	223	261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	635	563	821	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	616	541	821	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	715	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    42    0    51    52   43     0     0  186    75
ApproachDel:    xxxxxx             10.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=93]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=448]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

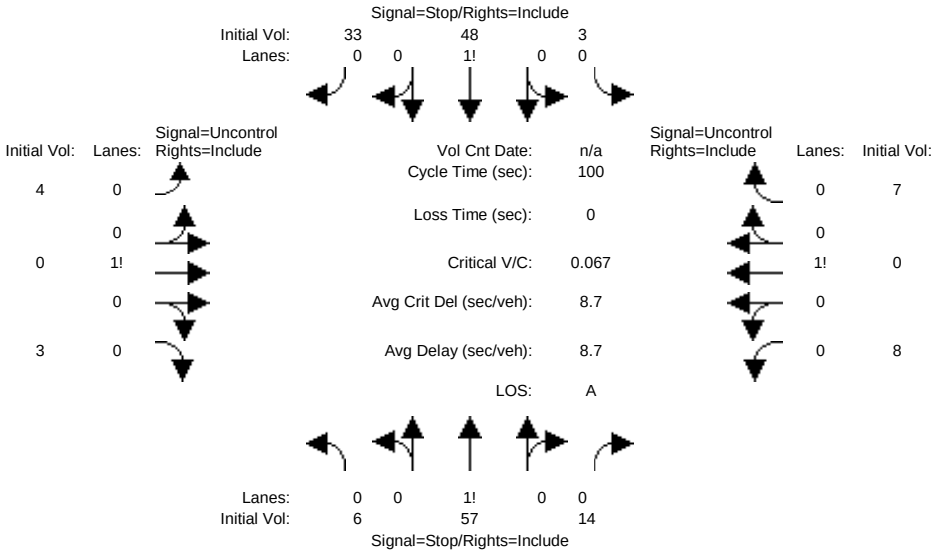
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    42    0    51    52   43     0     0  186    75
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              355
Minor Approach Volume:            93
Minor Approach Volume Threshold: 642
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	52	13	3	44	30	4	0	3	7	0	6
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	57	14	3	48	33	4	0	3	8	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	57	14	3	48	33	4	0	3	8	0	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:	6	57	14	3	48	33	4	0	3	8	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	14	3	48	33	4	0	3	8	0	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	70	32	2	65	31	3	7	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	927	864	1089	934	866	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	855	858	1089	870	860	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	0.01	0.07	0.01	0.00	0.06	0.03	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	893	xxxxx	xxxx	936	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.4			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7
ApproachDel:	9.4			9.2			xxxxx			xxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7

Major Street Volume: 22
Minor Approach Volume: 85
Minor Approach Volume Threshold: 1237

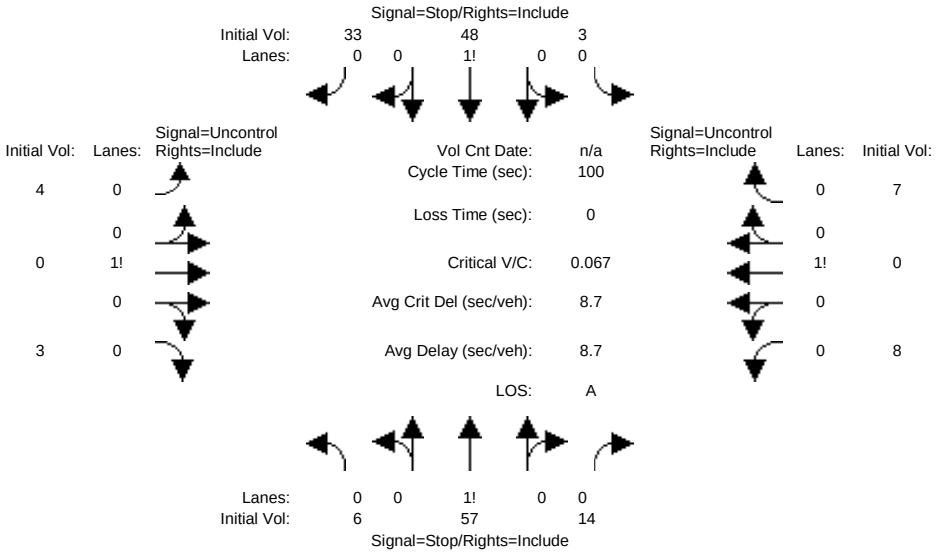
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	52	13	3	44	30	4	0	3	7	0	6
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	57	14	3	48	33	4	0	3	8	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	57	14	3	48	33	4	0	3	8	0	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:	6	57	14	3	48	33	4	0	3	8	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	14	3	48	33	4	0	3	8	0	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	70	32	2	65	31	3	7	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	927	864	1089	934	866	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	855	858	1089	870	860	1086	1627	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	0.01	0.07	0.01	0.00	0.06	0.03	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	893	xxxxx	xxxx	936	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.4			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7
ApproachDel:	9.4			9.2			xxxxx			xxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=184]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	6	57	14	3	48	33	4	0	3	8	0	7

Major Street Volume: 22
Minor Approach Volume: 85
Minor Approach Volume Threshold: 1237

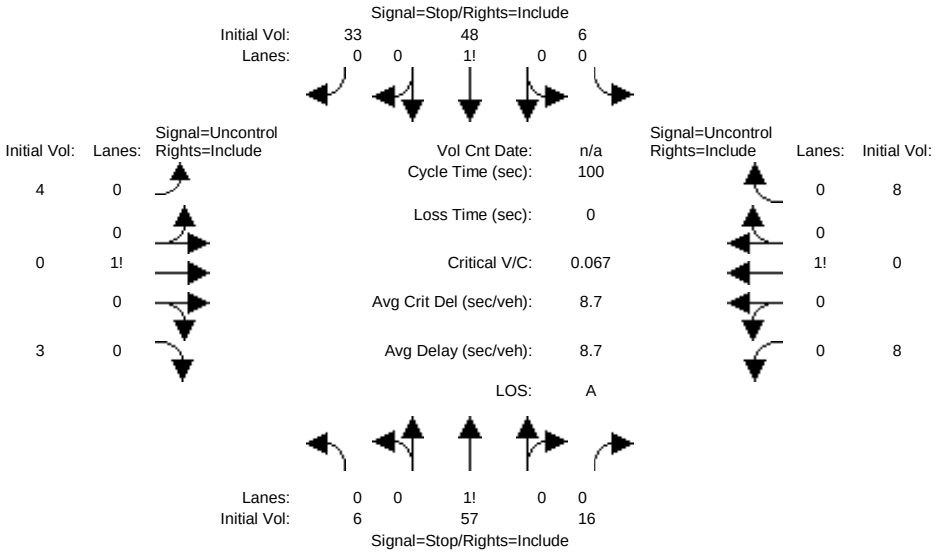
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	52	13	3	44	30	4	0	3	7	0	6
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	57	14	3	48	33	4	0	3	8	0	7
Added Vol:	0	0	2	3	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	57	16	6	48	33	4	0	3	8	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	57	16	6	48	33	4	0	3	8	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	16	6	48	33	4	0	3	8	0	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	70	33	2	66	31	4	8	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	926	863	1089	932	865	1086	1626	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	855	857	1089	866	859	1086	1626	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	0.01	0.07	0.01	0.01	0.06	0.03	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	896	xxxxx	xxxx	933	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.4			9.3		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    6   57    16     6   48    33     4    0     3     8    0     8
ApproachDel:       9.4              9.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=79]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=190]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=190]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

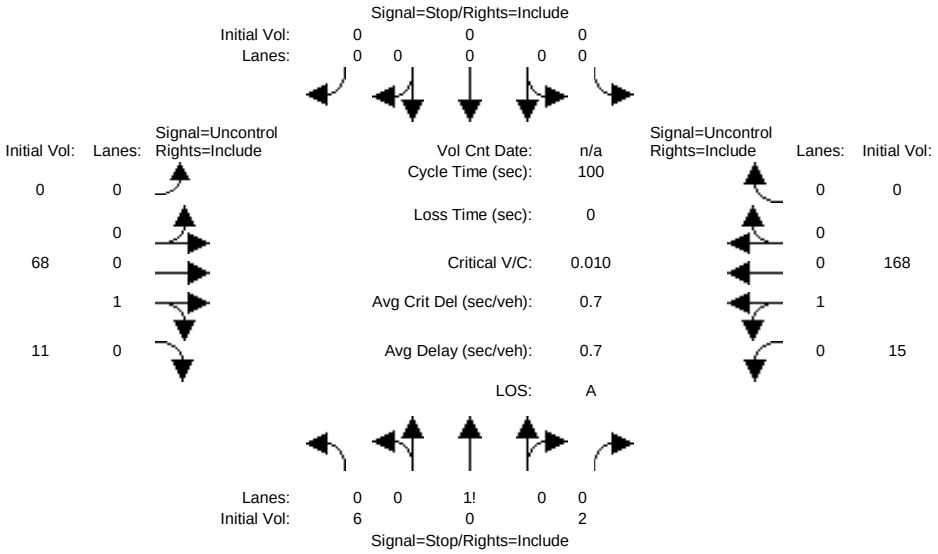
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #5 Torre Avenue/CC West Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    6   57    16     6   48    33     4    0     3     8    0     8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             23
Minor Approach Volume:           88
Minor Approach Volume Threshold: 1225
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	0	2	0	0	0	0	39	10	14	130	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	0	2	0	0	0	0	43	11	15	143	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	25	0	0	25	0
Initial Fut:	6	0	2	0	0	0	0	68	11	15	168	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	68	11	15	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	68	11	15	168	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	272	272	73	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	xxxx	xxxxx
Potent Cap.:	722	638	994	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Move Cap.:	716	632	994	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	778	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   68    11    15  168     0
ApproachDel:       9.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=270]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

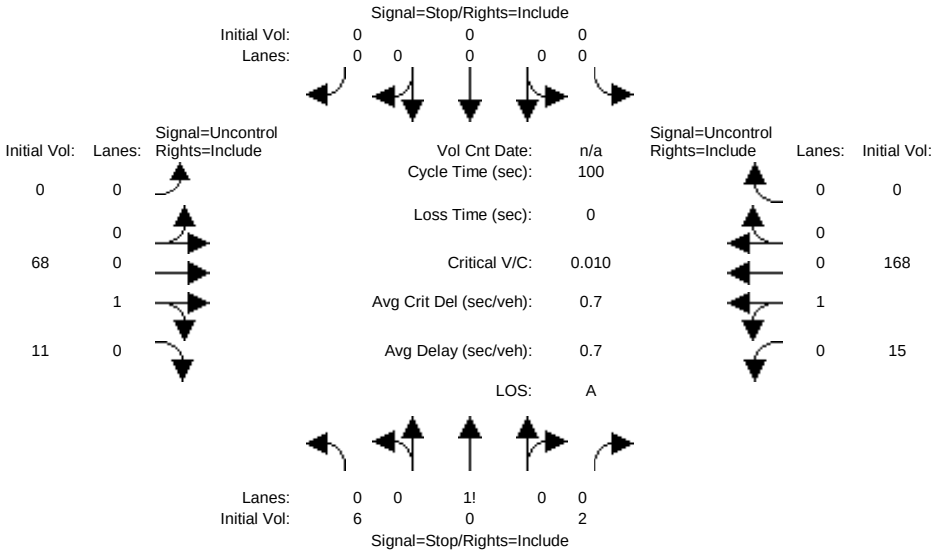
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   68    11    15  168     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              262
Minor Approach Volume:            8
Minor Approach Volume Threshold: 576
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	0	2	0	0	0	0	39	10	14	130	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	0	2	0	0	0	0	43	11	15	143	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	25	0	0	25	0
Initial Fut:	6	0	2	0	0	0	0	68	11	15	168	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	68	11	15	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	68	11	15	168	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	272	272	73	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	xxxx	xxxxx
Potent Cap.:	722	638	994	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Move Cap.:	716	632	994	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	778	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   68    11    15  168     0
ApproachDel:       9.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=270]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2     0    0     0     0   68    11    15  168     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              262
Minor Approach Volume:            8
Minor Approach Volume Threshold: 576
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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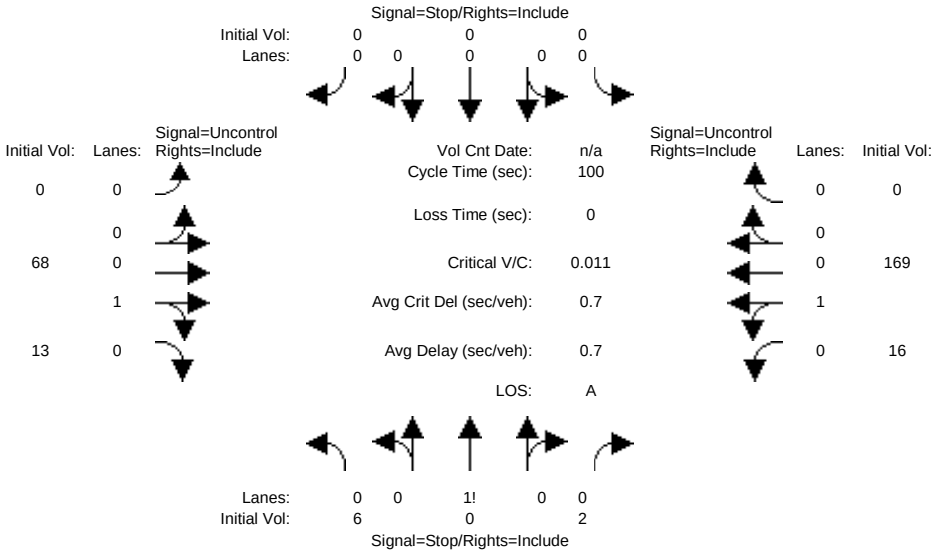
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


CUPERTINO CIVIC CENTER TIA
SJ15-1555

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P AM

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	0	2	0	0	0	0	39	10	14	130	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	0	2	0	0	0	0	43	11	15	143	0
Added Vol:	0	0	0	0	0	0	0	0	2	1	1	0
PasserByVol:	0	0	0	0	0	0	0	25	0	0	25	0
Initial Fut:	6	0	2	0	0	0	0	68	13	16	169	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	68	13	16	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	68	13	16	169	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	276	276	74	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	81	xxxx	xxxxx
Potent Cap.:	718	635	993	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Move Cap.:	712	628	993	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	774	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Initial Vol:	6	0	2	0	0	0	0	68	13	16	169	0
ApproachDel:	9.7			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=274]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Initial Vol:	6	0	2	0	0	0	0	68	13	16	169	0

Major Street Volume: 266
Minor Approach Volume: 8
Minor Approach Volume Threshold: 572

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

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CUPERTINO CIVIC CENTER TIA
SJ15-1555

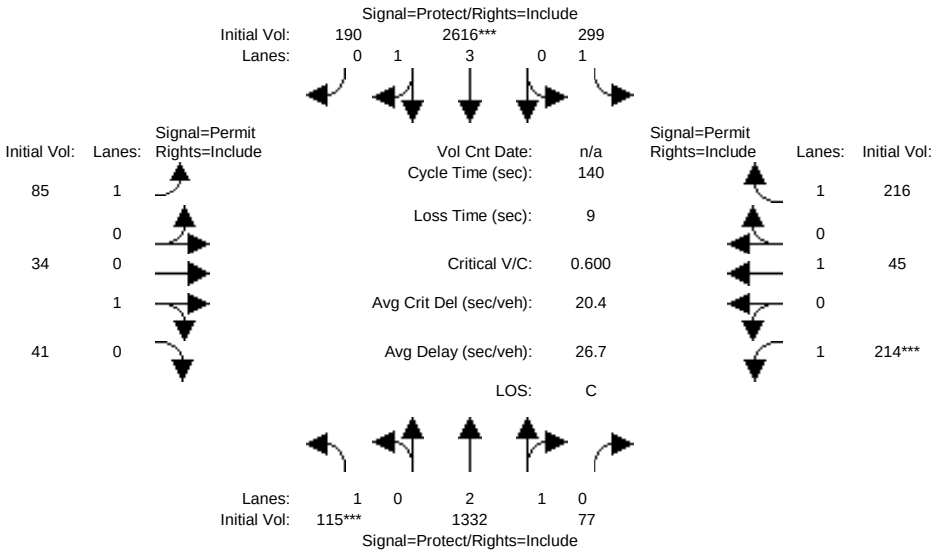
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				Background PM				Background + P PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	De Anza Boulevard/Rodrigues Avenue	C	26.7	0.600	20.4	C	26.7	0.600	20.4	C	27.2	0.607	+ 0.006	21.0	+ 0.6	?	xx.x	x.xxx	xx.x
#2	De Anza Boulevard/Pacifica Drive/McClellan Rd	F	101.9	1.157	131.9	F	101.9	1.157	131.9	F	102.2	1.158	+ 0.001	132.4	+ 0.5	?	xx.x	x.xxx	xx.x
#3	Rodrigues Avenue/Torre Avenue	B	10.8	0.345	10.8	B	10.8	0.345	10.8	B	11.0	0.361	+ 0.016	11.0	+ 0.3	?	xx.x	x.xxx	xx.x
#4	Pacifica Drive/Torre Avenue	B	5.4	0.162	5.4	B	5.4	0.162	5.4	B	5.6	0.167	+ 0.005	5.6	+ 0.2	?	xx.x	x.xxx	xx.x
#5	Torre Avenue/CC West Driveway	B	9.3	0.173	9.3	B	9.3	0.173	9.3	B	9.5	0.181	+ 0.009	9.5	+ 0.2	?	xx.x	x.xxx	xx.x
#6	Rodrigues Avenue/CC North Driveway	B	2.2	0.052	2.2	B	2.2	0.052	2.2	B	2.5	0.065	+ 0.013	2.5	+ 0.2	?	xx.x	x.xxx	xx.x

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



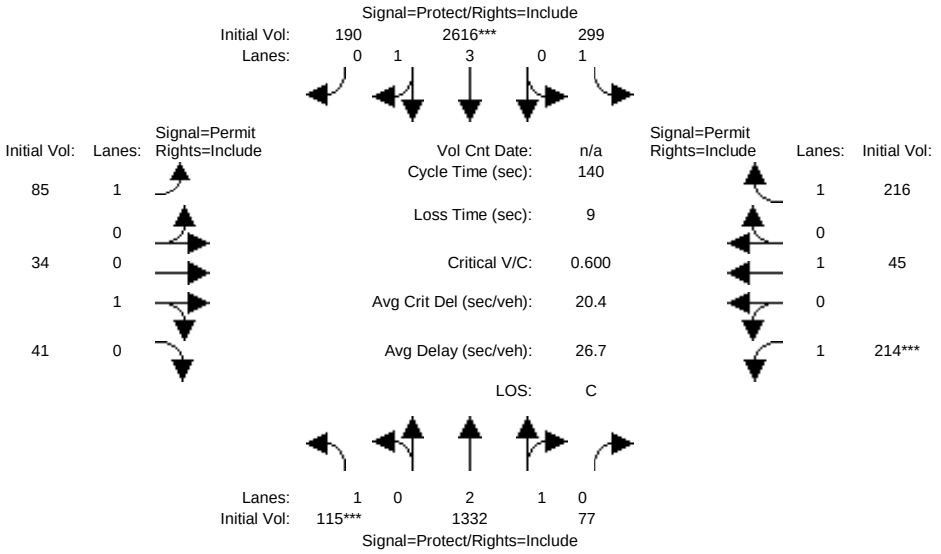
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1061	52	254	2170	64	59	22	19	176	32	178
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	95	1167	57	279	2387	70	65	24	21	194	35	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	20	165	20	20	229	120	20	10	20	20	10	20
Initial Fut:	115	1332	77	299	2616	190	85	34	41	214	45	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1332	77	299	2616	190	85	34	41	214	45	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1332	77	299	2616	190	85	34	41	214	45	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1332	77	299	2616	190	85	34	41	214	45	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	3.72	0.28	1.00	0.46	0.54	1.00	1.00	1.00
Final Sat.:	1750	5293	307	1750	6990	509	1750	820	980	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.17	0.37	0.37	0.05	0.04	0.04	0.12	0.02	0.12
Crit Moves:	****				****					****		
Green Time:	15.3	61.0	61.0	41.5	87.3	87.3	28.5	28.5	28.5	28.5	28.5	28.5
Volume/Cap:	0.60	0.58	0.58	0.58	0.60	0.60	0.24	0.21	0.21	0.60	0.12	0.61
Delay/Veh:	64.7	30.1	30.1	43.4	16.1	16.1	47.0	46.6	46.6	53.5	45.6	53.7
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:	64.7	30.1	30.1	43.4	16.1	16.1	47.0	46.6	46.6	53.5	45.6	53.7
LOS by Move:	E	C	C	D	B	B	D	D	D	D-	D	D-
HCM2k95thQ:	10	26	26	22	31	31	7	6	6	18	3	18

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



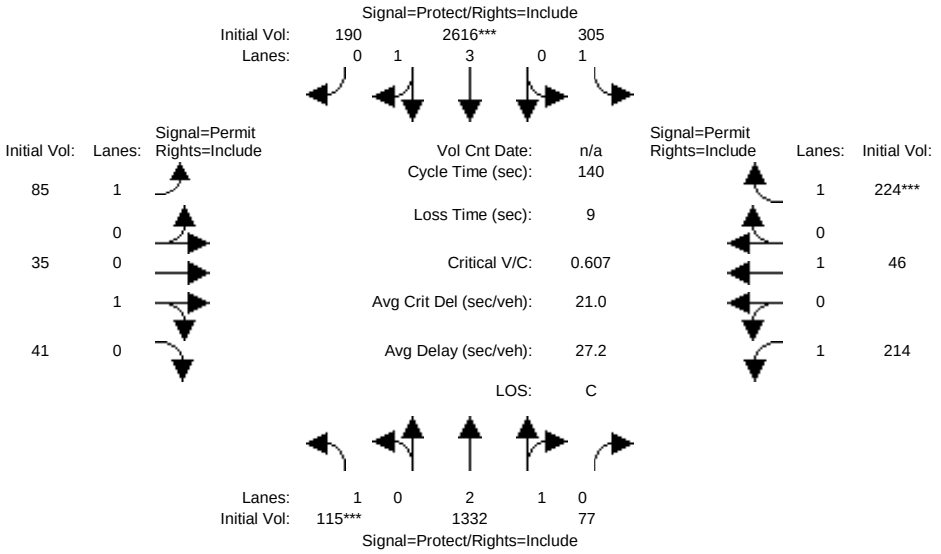
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1061	52	254	2170	64	59	22	19	176	32	178
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	95	1167	57	279	2387	70	65	24	21	194	35	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	20	165	20	20	229	120	20	10	20	20	10	20
Initial Fut:	115	1332	77	299	2616	190	85	34	41	214	45	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1332	77	299	2616	190	85	34	41	214	45	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1332	77	299	2616	190	85	34	41	214	45	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1332	77	299	2616	190	85	34	41	214	45	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	3.72	0.28	1.00	0.46	0.54	1.00	1.00	1.00
Final Sat.:	1750	5293	307	1750	6990	509	1750	820	980	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.17	0.37	0.37	0.05	0.04	0.04	0.12	0.02	0.12
Crit Moves:	****				****					****		
Green Time:	15.3	61.0	61.0	41.5	87.3	87.3	28.5	28.5	28.5	28.5	28.5	28.5
Volume/Cap:	0.60	0.58	0.58	0.58	0.60	0.60	0.24	0.21	0.21	0.60	0.12	0.61
Delay/Veh:	64.7	30.1	30.1	43.4	16.1	16.1	47.0	46.6	46.6	53.5	45.6	53.7
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:	64.7	30.1	30.1	43.4	16.1	16.1	47.0	46.6	46.6	53.5	45.6	53.7
LOS by Move:	E	C	C	D	B	B	D	D	D	D-	D	D-
HCM2k95thQ:	10	26	26	22	31	31	7	6	6	18	3	18

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #1: De Anza Boulevard/Rodrigues Avenue



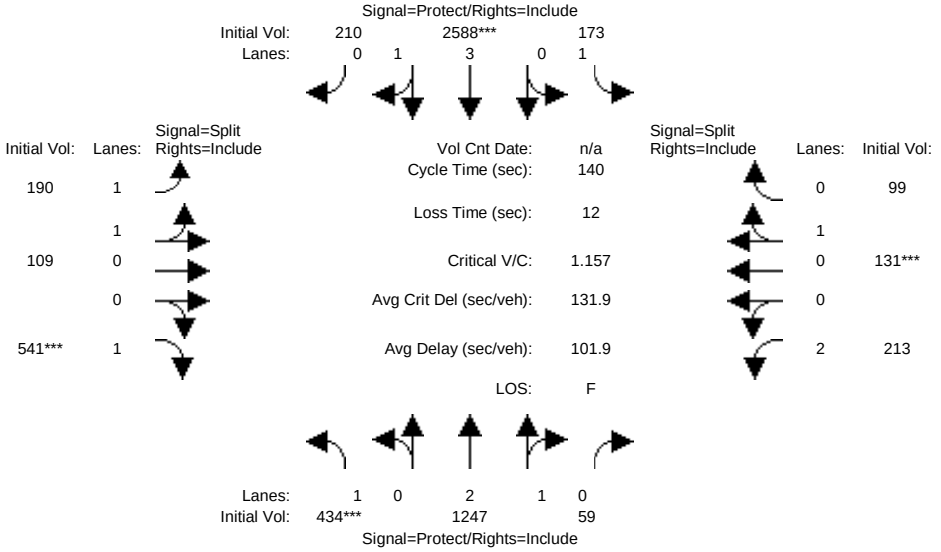
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1061	52	254	2170	64	59	22	19	176	32	178
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	95	1167	57	279	2387	70	65	24	21	194	35	196
Added Vol:	0	0	0	6	0	0	0	1	0	0	1	8
PasserByVol:	20	165	20	20	229	120	20	10	20	20	10	20
Initial Fut:	115	1332	77	305	2616	190	85	35	41	214	46	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1332	77	305	2616	190	85	35	41	214	46	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1332	77	305	2616	190	85	35	41	214	46	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1332	77	305	2616	190	85	35	41	214	46	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	3.72	0.28	1.00	0.46	0.54	1.00	1.00	1.00
Final Sat.:	1750	5293	307	1750	6990	509	1750	833	967	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.17	0.37	0.37	0.05	0.04	0.04	0.12	0.02	0.13
Crit Moves:	****				****							****
Green Time:	15.1	59.9	59.9	41.6	86.4	86.4	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.61	0.59	0.59	0.59	0.61	0.61	0.23	0.20	0.20	0.58	0.12	0.61
Delay/Veh:	65.2	31.0	31.0	43.7	16.6	16.6	46.1	45.8	45.8	52.0	44.8	52.9
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:	65.2	31.0	31.0	43.7	16.6	16.6	46.1	45.8	45.8	52.0	44.8	52.9
LOS by Move:	E	C	C	D	B	B	D	D	D	D-	D	D-
HCM2k95thQ:	10	26	26	22	32	32	7	6	6	17	3	18

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



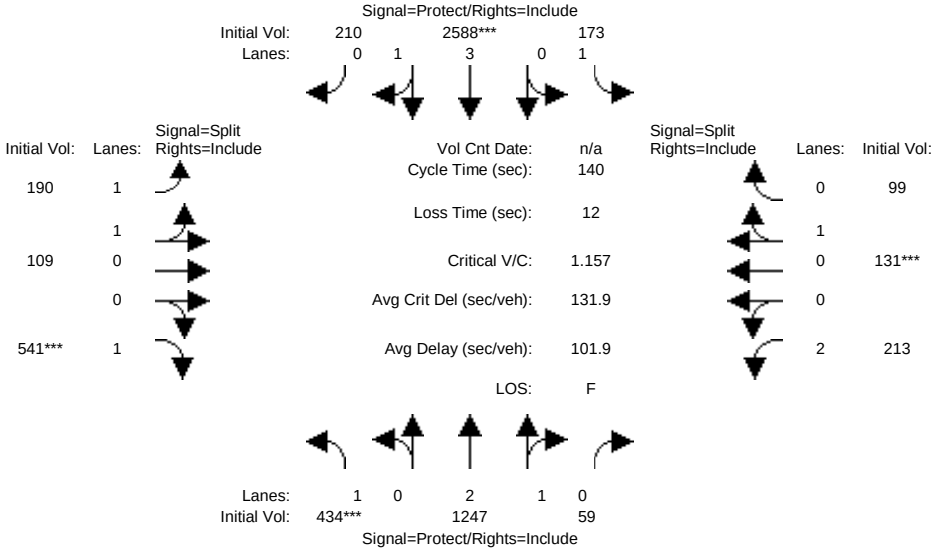
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	348	970	52	129	2161	166	150	99	467	189	119	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	383	1067	57	142	2377	183	165	109	514	208	131	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	51	180	2	31	211	27	25	0	27	5	0	24
Initial Fut:	434	1247	59	173	2588	210	190	109	541	213	131	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	1247	59	173	2588	210	190	109	541	213	131	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1247	59	173	2588	210	190	109	541	213	131	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	434	1247	59	173	2588	210	190	109	541	213	131	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	3.69	0.31	1.28	0.72	1.00	2.00	0.57	0.43
Final Sat.:	1750	5346	254	1750	6937	562	2256	1293	1750	3150	1026	774
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.23	0.10	0.37	0.37	0.08	0.08	0.31	0.07	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	30.0	52.8	52.8	22.4	45.2	45.2	37.4	37.4	37.4	15.4	15.4	15.4
Volume/Cap:	1.16	0.62	0.62	0.62	1.16	1.16	0.32	0.32	1.16	0.61	1.16	1.16
Delay/Veh:	151.4	36.0	36.0	59.0	123	123.1	41.2	41.2	143.5	62.6	175	174.7
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:	151.4	36.0	36.0	59.0	123	123.1	41.2	41.2	143.5	62.6	175	174.7
LOS by Move:	F	D+	D+	E+	F	F	D	D	F	E	F	F
HCM2k95thQ:	50	27	27	14	66	66	11	11	59	12	30	30

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



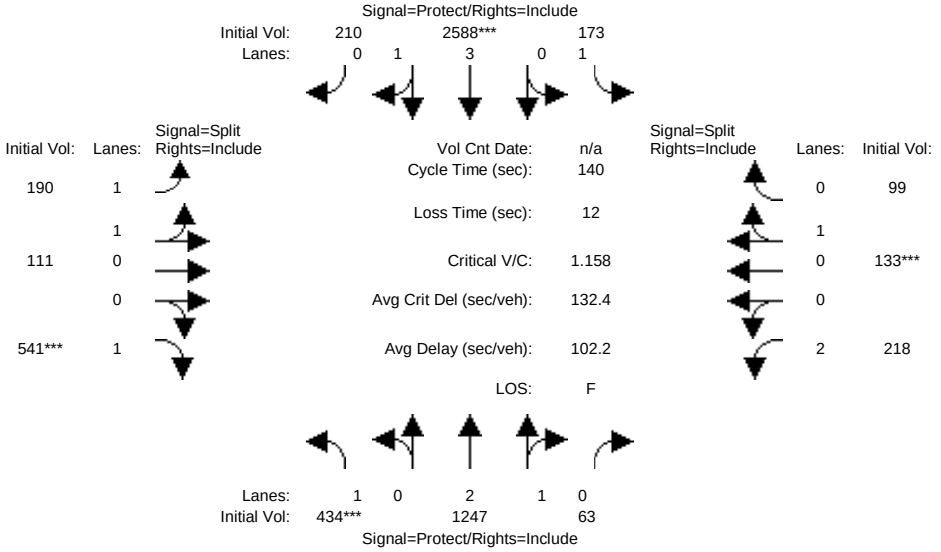
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	348	970	52	129	2161	166	150	99	467	189	119	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	383	1067	57	142	2377	183	165	109	514	208	131	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	51	180	2	31	211	27	25	0	27	5	0	24
Initial Fut:	434	1247	59	173	2588	210	190	109	541	213	131	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	1247	59	173	2588	210	190	109	541	213	131	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1247	59	173	2588	210	190	109	541	213	131	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	434	1247	59	173	2588	210	190	109	541	213	131	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	3.69	0.31	1.28	0.72	1.00	2.00	0.57	0.43
Final Sat.:	1750	5346	254	1750	6937	562	2256	1293	1750	3150	1026	774
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.23	0.10	0.37	0.37	0.08	0.08	0.31	0.07	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	30.0	52.8	52.8	22.4	45.2	45.2	37.4	37.4	37.4	15.4	15.4	15.4
Volume/Cap:	1.16	0.62	0.62	0.62	1.16	1.16	0.32	0.32	1.16	0.61	1.16	1.16
Delay/Veh:	151.4	36.0	36.0	59.0	123	123.1	41.2	41.2	143.5	62.6	175	174.7
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:	151.4	36.0	36.0	59.0	123	123.1	41.2	41.2	143.5	62.6	175	174.7
LOS by Move:	F	D+	D+	E+	F	F	D	D	F	E	F	F
HCM2k95thQ:	50	27	27	14	66	66	11	11	59	12	30	30

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #2: De Anza Boulevard/Pacifica Drive/McClellan Rd



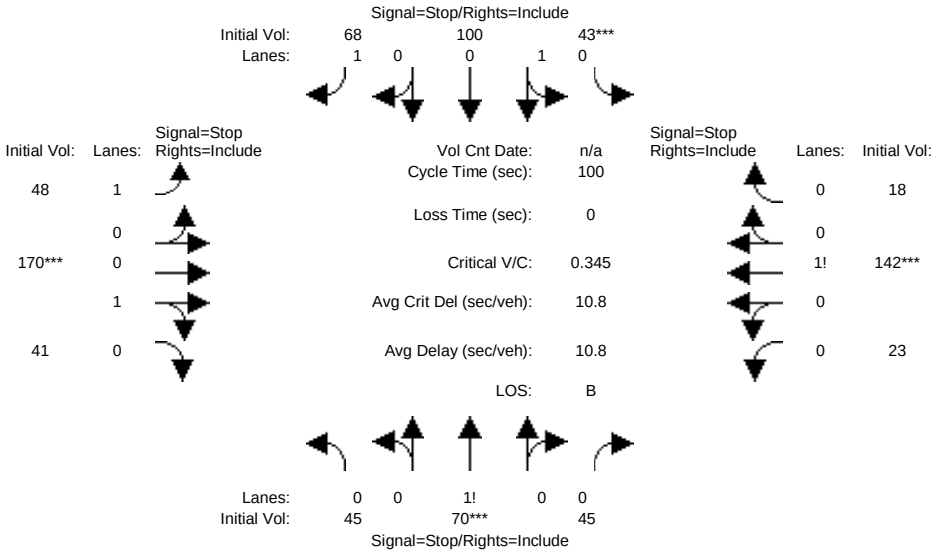
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	348	970	52	129	2161	166	150	99	467	189	119	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	383	1067	57	142	2377	183	165	109	514	208	131	75
Added Vol:	0	0	4	0	0	0	0	2	0	5	2	0
PasserByVol:	51	180	2	31	211	27	25	0	27	5	0	24
Initial Fut:	434	1247	63	173	2588	210	190	111	541	218	133	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	1247	63	173	2588	210	190	111	541	218	133	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1247	63	173	2588	210	190	111	541	218	133	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	434	1247	63	173	2588	210	190	111	541	218	133	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	3.69	0.31	1.27	0.73	1.00	2.00	0.57	0.43
Final Sat.:	1750	5330	270	1750	6937	562	2241	1308	1750	3150	1032	768
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.23	0.10	0.37	0.37	0.08	0.08	0.31	0.07	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	30.0	52.8	52.8	22.3	45.1	45.1	37.4	37.4	37.4	15.6	15.6	15.6
Volume/Cap:	1.16	0.62	0.62	0.62	1.16	1.16	0.32	0.32	1.16	0.62	1.16	1.16
Delay/Veh:	151.9	36.0	36.0	59.2	124	123.6	41.3	41.3	144.0	62.9	175	174.9
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:	151.9	36.0	36.0	59.2	124	123.6	41.3	41.3	144.0	62.9	175	174.9
LOS by Move:	F	D+	D+	E+	F	F	D	D	F	E	F	F
HCM2k95thQ:	50	27	27	14	66	66	11	11	59	12	30	30

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	41	56	41	39	84	62	44	109	37	21	84	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	62	45	43	92	68	48	120	41	23	92	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	8	0	0	50	0	0	50	0
Initial Fut:	45	70	45	43	100	68	48	170	41	23	142	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	70	45	43	100	68	48	170	41	23	142	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	70	45	43	100	68	48	170	41	23	142	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	70	45	43	100	68	48	170	41	23	142	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.44	0.28	0.30	0.70	1.00	1.00	0.81	0.19	0.13	0.78	0.09
Final Sat.:	162	250	162	168	393	645	550	492	118	73	453	56
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.26	0.26	0.11	0.09	0.35	0.35	0.31	0.31	0.31
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	11.0	11.0	10.7	10.7	8.5	9.5	11.1	11.1	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	10.7	10.7	8.5	9.5	11.1	11.1	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	A	A	B	B	B	B	B
ApproachDel:		11.0			10.0			10.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			10.0			10.8			11.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.5	0.5	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	45	70	45	43	100	68	48	170	41	23	142	18

Major Street Volume: 442
Minor Approach Volume: 212
Minor Approach Volume Threshold: 725

SIGNAL WARRANT DISCLAIMER

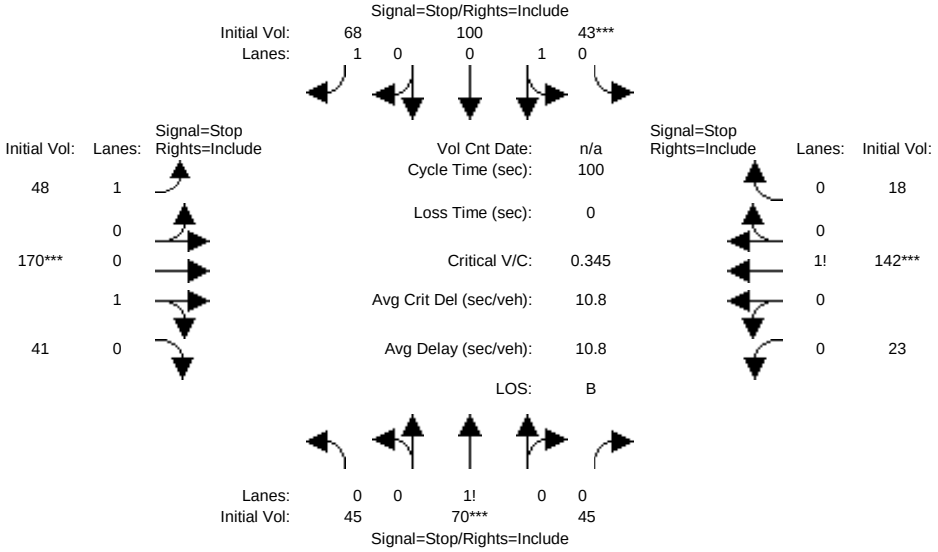
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	41	56	41	39	84	62	44	109	37	21	84	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	62	45	43	92	68	48	120	41	23	92	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	8	0	0	50	0	0	50	0
Initial Fut:	45	70	45	43	100	68	48	170	41	23	142	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	70	45	43	100	68	48	170	41	23	142	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	70	45	43	100	68	48	170	41	23	142	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	70	45	43	100	68	48	170	41	23	142	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.44	0.28	0.30	0.70	1.00	1.00	0.81	0.19	0.13	0.78	0.09
Final Sat.:	162	250	162	168	393	645	550	492	118	73	453	56
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.26	0.26	0.11	0.09	0.35	0.35	0.31	0.31	0.31
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	11.0	11.0	10.7	10.7	8.5	9.5	11.1	11.1	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	10.7	10.7	8.5	9.5	11.1	11.1	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	A	A	B	B	B	B	B
ApproachDel:		11.0			10.0			10.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			10.0			10.8			11.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.5	0.5	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	45	70	45	43	100	68	48	170	41	23	142	18

Major Street Volume: 442
Minor Approach Volume: 212
Minor Approach Volume Threshold: 725

SIGNAL WARRANT DISCLAIMER

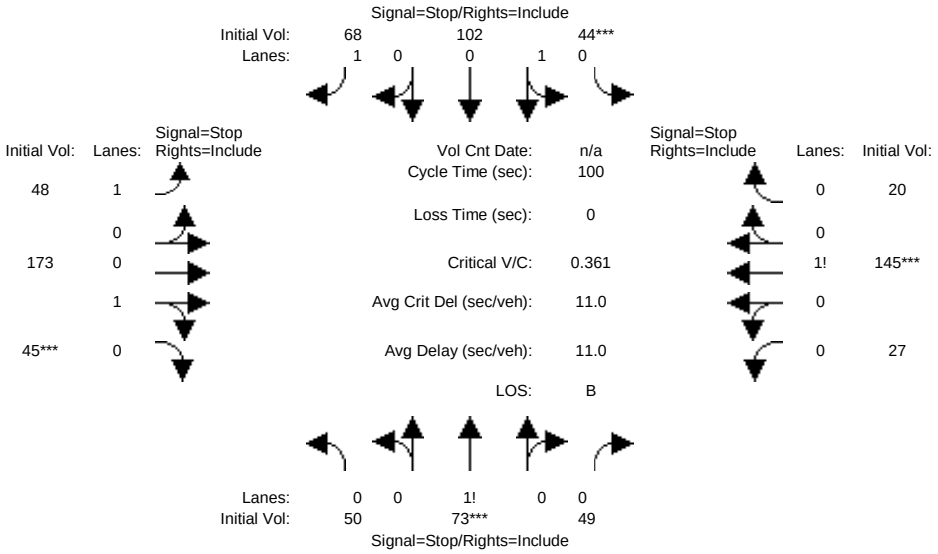
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background + P PM

Intersection #3: Rodrigues Avenue/Torre 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
Volume Module:												
Base Vol:	41	56	41	39	84	62	44	109	37	21	84	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	45	62	45	43	92	68	48	120	41	23	92	18
Added Vol:	5	3	4	1	2	0	0	3	4	4	3	2
PasserByVol:	0	8	0	0	8	0	0	50	0	0	50	0
Initial Fut:	50	73	49	44	102	68	48	173	45	27	145	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	73	49	44	102	68	48	173	45	27	145	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	73	49	44	102	68	48	173	45	27	145	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	73	49	44	102	68	48	173	45	27	145	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.42	0.29	0.30	0.70	1.00	1.00	0.79	0.21	0.14	0.76	0.10
Final Sat.:	165	239	162	166	387	634	543	479	124	81	435	59
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.26	0.26	0.11	0.09	0.36	0.36	0.33	0.33	0.33
Crit Moves:		****			****				****		****	
Delay/Veh:	11.4	11.4	11.4	10.9	10.9	8.6	9.6	11.4	11.4	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	10.9	10.9	8.6	9.6	11.4	11.4	11.7	11.7	11.7
LOS by Move:	B	B	B	B	B	A	A	B	B	B	B	B
ApproachDel:		11.4			10.2			11.1			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			10.2			11.1			11.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.1	0.1	0.5	0.5	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Rodrigues Avenue/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	50	73	49	44	102	68	48	173	45	27	145	20

Major Street Volume: 458
Minor Approach Volume: 215
Minor Approach Volume Threshold: 710

SIGNAL WARRANT DISCLAIMER

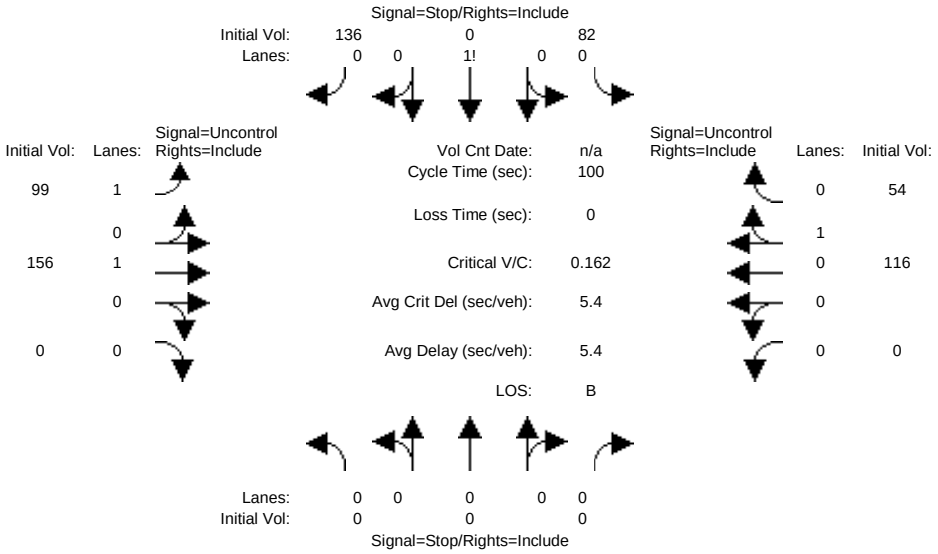
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	72	0	119	90	112	0	0	84	49
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	79	0	131	99	123	0	0	92	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	5	0	33	0	0	24	0
Initial Fut:	0	0	0	82	0	136	99	156	0	0	116	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	82	0	136	99	156	0	0	116	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	82	0	136	99	156	0	0	116	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	498	498	143	170	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	536	477	909	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	507	444	909	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.15	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	700	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    82    0   136    99  156     0     0  116    54
ApproachDel:    xxxxxx             12.5           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=218]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=644]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

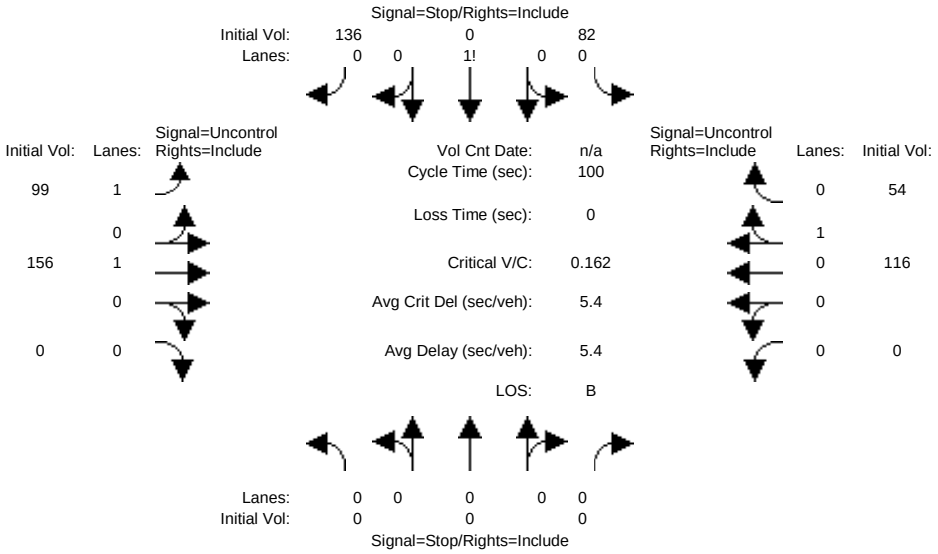
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    82    0   136    99  156     0     0  116    54
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              426
Minor Approach Volume:            218
Minor Approach Volume Threshold: 579
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	72	0	119	90	112	0	0	84	49
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	79	0	131	99	123	0	0	92	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	5	0	33	0	0	24	0
Initial Fut:	0	0	0	82	0	136	99	156	0	0	116	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	82	0	136	99	156	0	0	116	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	82	0	136	99	156	0	0	116	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	498	498	143	170	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	536	477	909	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	507	444	909	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.15	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	700	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    82    0   136    99  156     0     0  116    54
ApproachDel:    xxxxxx             12.5           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=218]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=644]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

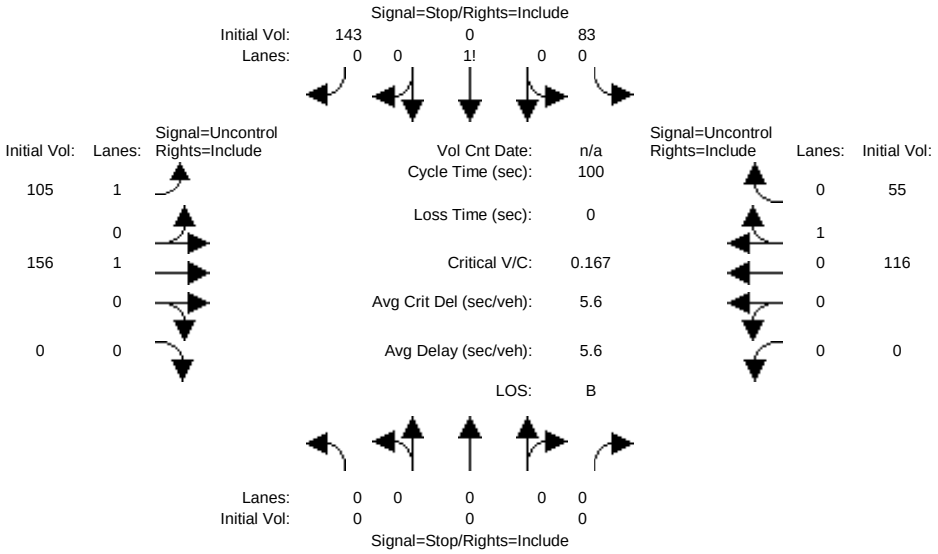
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    82    0   136    99  156     0     0  116    54
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              426
Minor Approach Volume:            218
Minor Approach Volume Threshold: 579
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #4: Pacifica Drive/Torre Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	72	0	119	90	112	0	0	84	49
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	79	0	131	99	123	0	0	92	54
Added Vol:	0	0	0	1	0	7	6	0	0	0	0	1
PasserByVol:	0	0	0	3	0	5	0	33	0	0	24	0
Initial Fut:	0	0	0	83	0	143	105	156	0	0	116	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	0	143	105	156	0	0	116	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	83	0	143	105	156	0	0	116	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	510	510	144	171	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	527	469	909	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	497	435	909	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.16	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	696	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Pacifica Drive/Torre Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    83    0   143   105  156     0     0  116    55
ApproachDel:    xxxxxx             12.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=226]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=659]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

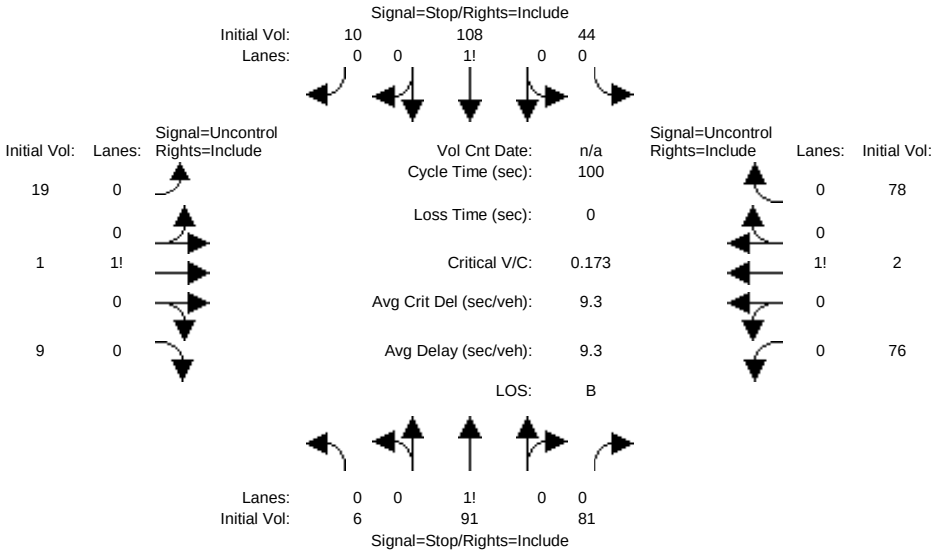
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Pacifica Drive/Torre Avenue
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    83    0   143   105  156     0     0  116    55
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              433
Minor Approach Volume:            226
Minor Approach Volume Threshold: 574
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	83	74	40	98	9	17	1	8	69	2	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	91	81	44	108	10	19	1	9	76	2	78
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:	6	91	81	44	108	10	19	1	9	76	2	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	91	81	44	108	10	19	1	9	76	2	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	91	81	44	108	10	19	1	9	76	2	78
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	295	275	6	322	240	41	80	xxxx	xxxxx	10	xxxx	xxxxx
Potent Cap.:	661	636	1083	635	664	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	543	597	1083	495	624	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	0.01	0.15	0.08	0.09	0.17	0.01	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	748	xxxxx	xxxx	596	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.3			13.3		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78
ApproachDel:	11.3			13.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=178]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=162]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78

Major Street Volume: 185
Minor Approach Volume: 178
Minor Approach Volume Threshold: 670

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

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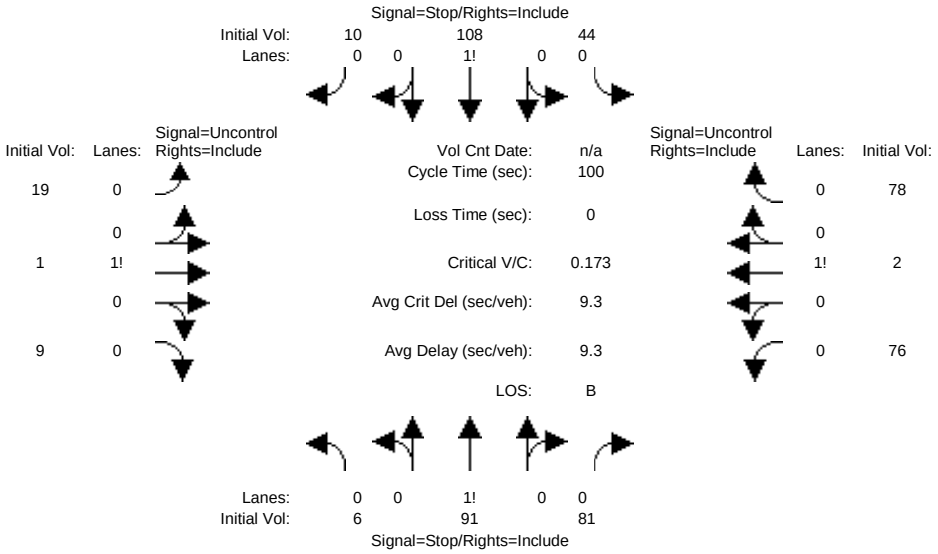
CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	83	74	40	98	9	17	1	8	69	2	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	91	81	44	108	10	19	1	9	76	2	78
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:	6	91	81	44	108	10	19	1	9	76	2	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	91	81	44	108	10	19	1	9	76	2	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	91	81	44	108	10	19	1	9	76	2	78
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	295	275	6	322	240	41	80	xxxx	xxxxx	10	xxxx	xxxxx
Potent Cap.:	661	636	1083	635	664	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	543	597	1083	495	624	1035	1530	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	0.01	0.15	0.08	0.09	0.17	0.01	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	748	xxxxx	xxxx	596	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.3			13.3		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78
ApproachDel:	11.3			13.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=178]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=162]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=525]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	91	81	44	108	10	19	1	9	76	2	78

Major Street Volume: 185
Minor Approach Volume: 178
Minor Approach Volume Threshold: 670

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

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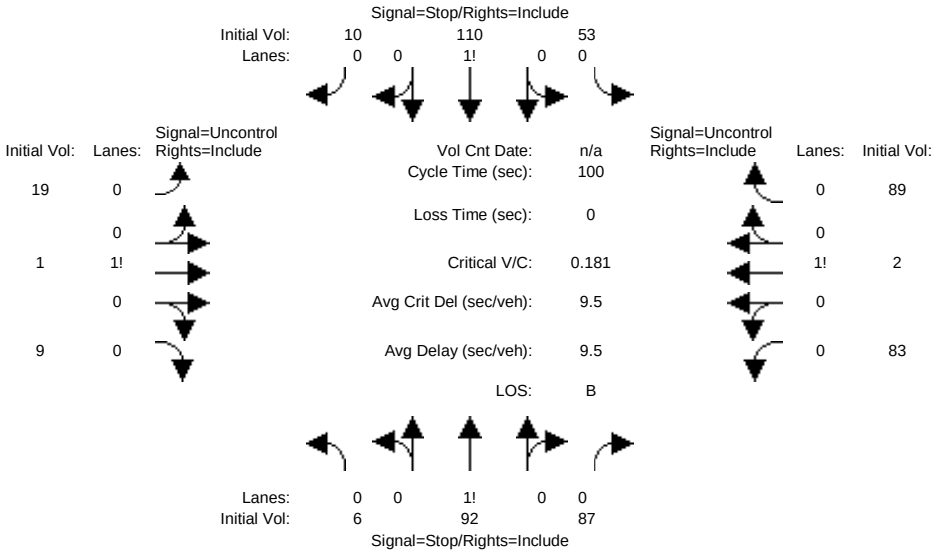
CUPERTINO CIVIC CENTER TIA
SJ15-1555

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #5: Torre Avenue/CC West Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	5	83	74	40	98	9	17	1	8	69	2	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	6	91	81	44	108	10	19	1	9	76	2	78
Added Vol:	0	1	6	9	2	0	0	0	0	7	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	92	87	53	110	10	19	1	9	83	2	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	92	87	53	110	10	19	1	9	83	2	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	92	87	53	110	10	19	1	9	83	2	89
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	315	300	6	345	260	47	91	xxxx	xxxxx	10	xxxx	xxxxx
Potent Cap.:	641	616	1083	613	648	1028	1516	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	520	575	1083	470	606	1028	1516	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	0.01	0.16	0.08	0.11	0.18	0.01	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	736	xxxxx	xxxx	569	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.5			14.1		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	92	87	53	110	10	19	1	9	83	2	89
ApproachDel:	11.5			14.1			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=185]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=561]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=173]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=561]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Torre Avenue/CC West Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	92	87	53	110	10	19	1	9	83	2	89

Major Street Volume: 203
Minor Approach Volume: 185
Minor Approach Volume Threshold: 645

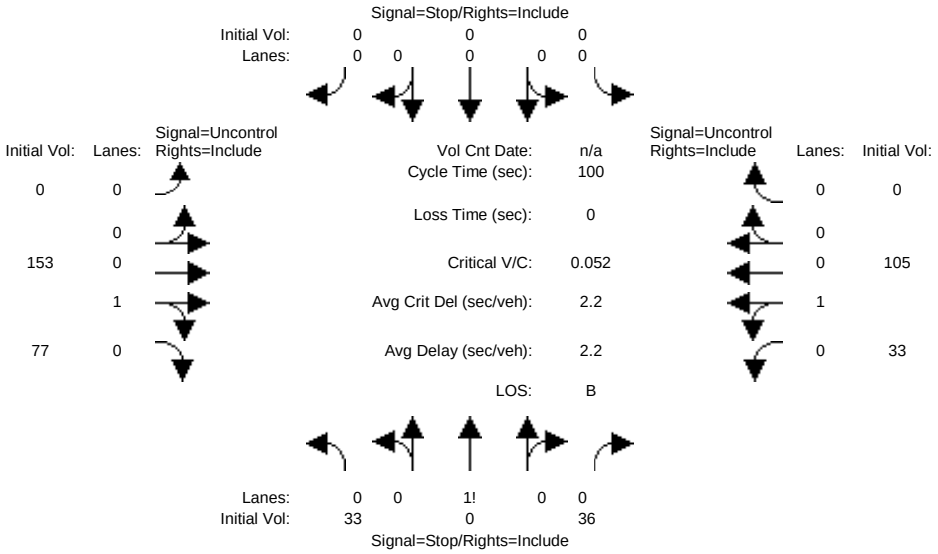
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	0	33	0	0	0	0	139	70	30	95	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	33	0	36	0	0	0	0	153	77	33	105	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:	33	0	36	0	0	0	0	153	77	33	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	36	0	0	0	0	153	77	33	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	0	36	0	0	0	0	153	77	33	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	362	362	191	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	xxxx	xxxxx
Potent Cap.:	641	569	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Move Cap.:	629	555	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	730	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
ApproachDel:      10.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=69]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=437]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

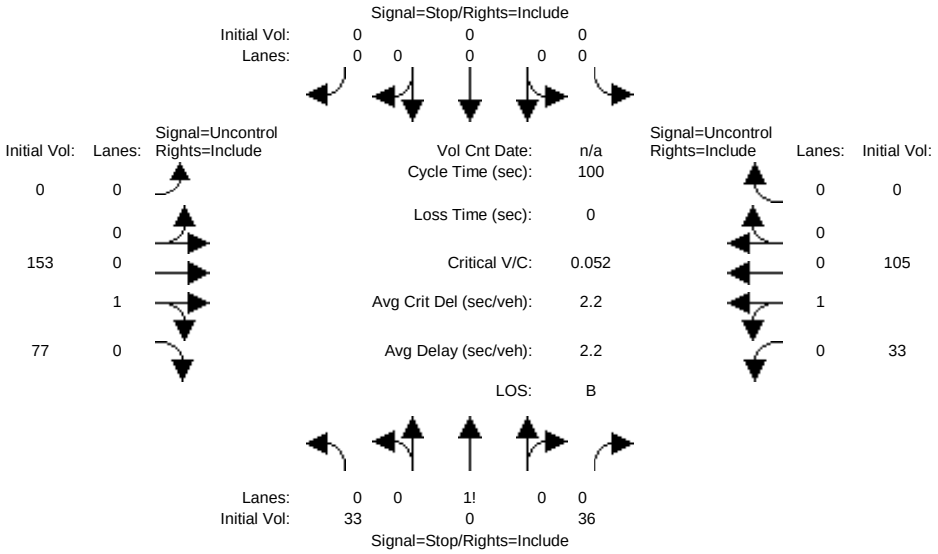
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             367
Minor Approach Volume:           69
Minor Approach Volume Threshold: 486
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

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

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	0	33	0	0	0	0	139	70	30	95	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	33	0	36	0	0	0	0	153	77	33	105	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:	33	0	36	0	0	0	0	153	77	33	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	36	0	0	0	0	153	77	33	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	0	36	0	0	0	0	153	77	33	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	362	362	191	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	xxxx	xxxxx
Potent Cap.:	641	569	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Move Cap.:	629	555	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1350	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	730	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
ApproachDel:      10.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=69]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=437]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

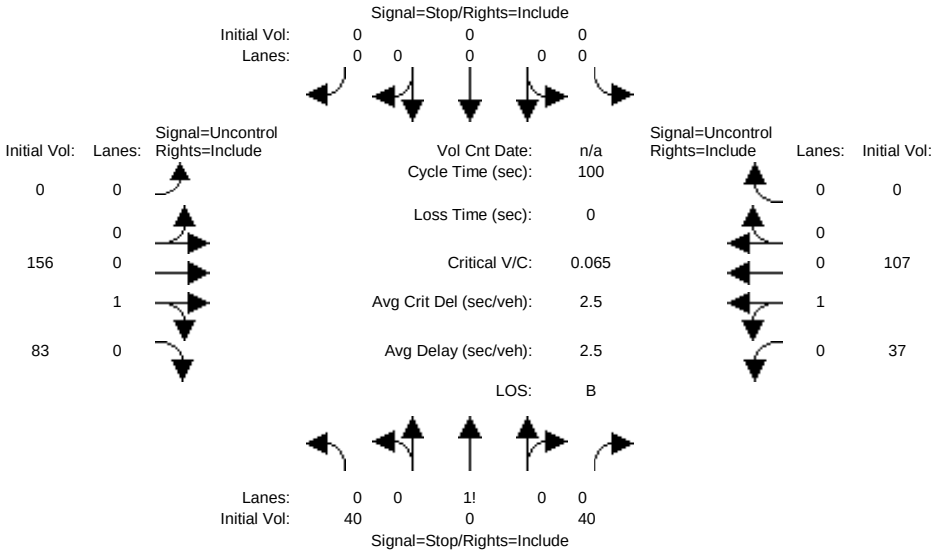
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   33    0    36     0    0     0     0  153    77    33  105     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             367
Minor Approach Volume:           69
Minor Approach Volume Threshold: 486
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


CUPERTINO CIVIC CENTER TIA
SJ15-1555

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P PM

Intersection #6: Rodrigues Avenue/CC North Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	30	0	33	0	0	0	0	139	70	30	95	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	33	0	36	0	0	0	0	153	77	33	105	0
Added Vol:	7	0	4	0	0	0	0	3	6	4	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	40	0	0	0	0	156	83	37	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	40	0	0	0	0	156	83	37	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	40	0	0	0	0	156	83	37	107	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	378	378	197	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	xxxx	xxxxx
Potent Cap.:	628	557	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx
Move Cap.:	614	541	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1340	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	713	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Rodrigues Avenue/CC North Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   40    0    40     0    0     0     0  156    83    37  107     0
ApproachDel:      10.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=80]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=463]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Rodrigues Avenue/CC North Driveway
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:   40    0    40     0    0     0     0  156    83    37  107     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             382
Minor Approach Volume:           80
Minor Approach Volume Threshold: 476
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SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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