Appendix E – Traffic Analysis Memorandum

Stantec

Memo

To:	Planetary Ventures 1600 Amphitheater Parkway Mountain View, CA 94043	From:	Daryl Zerfass / Cathy Lawrence Stantec Consulting Services Inc. 38 Technology Drive Irvine, CA 92618
File:	181710453	Date:	February 10, 2022

Reference: Traffic Analysis – Hangar 3 Structural Hazard Remediation Project

Hangar 3 is located within the Moffett Federal Airfield (MFA) area at NASA's Ames Research Center (ARC). NASA entered into an Adaptive Reuse Lease ("MFA Lease") with Planetary Ventures, LLC (PV) in 2014 for PV's use of MFA. PV proposes the structural hazard remediation of Hangar 3 to remedy the unsafe condition of Hangar 3 and eliminate an unacceptable structural hazard.

The scope of the Hangar 3 Structural Hazard Remediation Project (Proposed Action – Building Demolition) analyzed in this report is limited to activities related to demolition of Hangar 3 and Partial Preservation Alternative, and its potential transportation impact on the surrounding street system. Alternative modes of transportation are evaluated.

Project Description and Trip Generation Assumptions

Proposed Action – Building Demolition – Structural Hazard Remediation

The Proposed Action – Building Demolition would involve the demolition of Hangar 3 to remove a major safety liability (including removal and management of contaminated materials, equipment, and environmental media) in a timely way and would provide an environment without hazards to life or property from partial or full building collapse. The Proposed Action – Building Demolition would consist of pre-demolition activities, including inspections and identification of materials, abatement, demolition activities, and waste disposal and recycling.

The structural hazard remediation of Hangar 3 would occur in phases.

Phase 1 – Pre-Demolition

Phase 1 consists of pre-demolition activities. Phase 1 is anticipated to take 80 to 90 working days, and the typical workday hours are expected to be from 7 AM to 3:30 PM. Once the heavy equipment used in the abatement work is delivered to the site, it is expected to remain on-site for the duration of Phase 1 work. Off-haul truck trips are estimated to average two per workday for a total of four daily truck trips (two inbound, two outbound) during Phase 1.

The off-haul truck trips are assumed to be spread out at an average rate as they are loaded throughout the workday. It is estimated that one truck would enter, and one truck would exit the site during the AM peak hour, and one truck would enter, and, under worst-case conditions, one truck would exit the site during the PM peak hour after construction activities conclude for the workday.

Trucks take more space and have slower acceleration than passenger cars; therefore, a passenger car equivalent (PCE) factor is applied to the Proposed Action – Building Demolition truck trips. The exact types of off-haul trucks are not known at this time. An average PCE of 2.0 is applied to the truck trips for the purpose of roadway capacity analysis.

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

During the Phase 1 pre-demolition work, 50 workers are estimated to be onsite each workday. The construction workday is expected to be from 7:00 AM to 3:30 PM, and nearly all construction workers would arrive at and leave the construction site before the typical roadway AM and PM peak hours, respectively. A conservative estimate of 10 percent of workers arriving during the AM peak hour and 10 percent leaving during the PM peak hour was assumed. Also, when conservatively assuming each worker arrives in a separate personal vehicle, workers would generate 100 trips daily, of which 5 would occur during the AM peak hour and 5 would occur during the PM peak hour.

The construction workers are expected to use the Ellis Street Gate and to park at the Proposed Action – Building Demolition site. Truck traffic is assumed to use the 5th Avenue Gate.

Phase 2 – Demolition

Phase 2 consists of the demolition activities. Demolition is estimated to take 125 working days. A total of approximately 2,000 trucks removing materials or equipment (2,000 trips in, 2,000 trips out) are estimated for the duration of the demolition work, with a maximum estimate of 100 trucks per workday (100 trips in, 100 trips out).

Off-haul truck trips are expected to occur at an average rate as they are loaded throughout the eight-hour workday. The maximum expected daily number of trucks (100 trucks per workday) is assumed for this analysis as a worst-case assumption; therefore, during the AM peak hour it is estimated that 13 trucks would enter and 12 trucks would exit the site, and during the PM peak hour it is estimated that 12 trucks would enter and 13 trucks would exit the site. The remaining trucks would enter and exit the site during the off-peak hours.

The exact types of off-haul trucks are not known at this time. An average PCE of 2.0 is applied to the truck trips for the purpose of roadway capacity analysis.

During Phase 2 demolition, 20 workers are estimated to be onsite each workday. Trips generated by these workers are estimated as discussed above. Phase 2 workers would generate 40 trips daily, of which 2 would occur during the AM peak hour and 2 would occur during the PM peak hour.

The construction workers are expected to use the Ellis Street Gate and to park at the Proposed Action – Building Demolition site. Truck traffic is assumed to use the 5th Avenue Gate.

Phase 3 – Waste Disposal and Recycling

Phase 3 consists of waste disposal and recycling. This would occur during demolition; therefore, trip estimates for Phase 3 are included in Phases 1 and 2 trip estimates described above.

Partial Preservation Alternative

The Partial Preservation Alternative consists of the removal of the main volume, or central part, of Hangar 3 while both sets of concrete towers and box beam structures would be retained. A new stabilizing structure would be designed and constructed to support them. The Partial Preservation Alternative would add the renovation and reinforcement of the north and south façades as Phase 4 to the Project schedule. Phases 1 through 3 would remain the same as the Proposed Action – Building Demolition.

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

Phase 4 – Renovation and Reinforcement

Phase 4 consists of the renovation and reinforcement of the north and south facades of Hangar 3. The construction is estimated to take 260 working days after completion of Phases 2 and 3, and the typical workday hours are expected to be 7 AM to 3:30 PM. During the typical workday, off-haul trucks are estimated to number 30 per workday (30 trips in, 30 trips out) on average. The truck trips are assumed to be spread out proportionately at an average rate as they are loaded throughout the eight-hour workday. It is estimated that 4 trucks would enter, and 4 trucks would exit the site during the one-hour peak of the AM peak period, and 4 trucks would enter, and 4 trucks would exit the site during the one-hour peak of the PM peak period.

The exact types of off-haul trucks are not known at this time. An average PCE of 2.0 is applied to the truck trips for the purpose of roadway capacity analysis.

During Phase 4 renovation and reinforcement, 30 workers are estimated to be onsite each workday. Trips generated by these workers are estimated as discussed above. Phase 4 workers would generate 60 trips daily, of which 3 would occur during the AM peak hour and 3 would occur during the PM peak hour.

The construction workers are expected to use the Ellis Street Gate and to park at the Proposed Action – Building Demolition site. Truck traffic is assumed to use the 5th Avenue Gate.

Trip Generation – Peak Proposed Action – Building Demolition Phase

Table 1 (attached) summarizes the total trip generation for Phase 1 and Phase 2 of the Proposed Action – Building Demolition and Phase 1, Phase 2, and Phase 4 of the Partial Preservation Alternative. Phase 3 (waste disposal and recycling) would occur as part of the Phase 1 and Phase 2 demolition activity. The trip estimates for Phase 3 are included in the Phase 1 and Phase 2 trips. As shown in the table, Phase 2 of the Proposed Action – Building Demolition generates more PCE trips than Phase 1; therefore, the Phase 2 traffic estimate was used for the intersection analysis to provide the most conservative analysis conditions for the Proposed Action – Building Demolition. The Proposed Action – Building Demolition would generate 440 daily PCE trips, of which 52 PCE trips would be generated during the AM peak hour and 52 PCE trips would be generated during the PM peak hour.

The Partial Preservation Alternative would generate the same number of trips during Phases 1, 2, and 3 as the Proposed Action – Building Demolition, and the trips generated during Phase 4, which would occur after completion of Phases 2 and 3, would be fewer than those generated during Phase 2. Therefore, the results of the analysis of Phase 2 of the Proposed Action – Building Demolition would be the same for the Partial Preservation Alternative.

Existing Offsite Conditions

Intersection turning movement volumes collected in 2018 and 2019 during the typical weekday morning and evening commute periods (7 – 9 AM, 4 – 6 PM) were obtained from several sources. Traffic volumes during the peak one hour within the morning and evening count periods were used for the analysis and are referred to as the AM peak hour and PM peak hour. Due to the current travel restrictions in place due to the COVID-19 pandemic, new traffic counts taken at this time would not be representative of typical conditions. It is assumed that the existing traffic counts represent a conservative baseline given that some of the pre-COVID-19 traffic may not fully return to the road network in a post-COVID-19 environment due to the increase in telecommuting that has occurred, especially in this region where high-tech office users are predominant.

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

NASA-provided traffic counts were collected in May 2018 at the following study intersections:

Ellis Street & Manila Drive
Ellis Street & US 101 Northbound
Ellis Street & US 101 Southbound
Enterprise Way & Manila Drive/Moffett Park Drive
Mathilda Avenue & Moffett Park Drive
Mathilda Avenue & State Route (SR) 237 Westbound
Mathilda Avenue & SR 237 Eastbound

Google-provided intersection volumes were counted in November 2018 at the following study intersections:

Enterprise Way & 11th Avenue
US 101 Northbound & Moffett Park Drive
Innovation Way & Moffett Park Drive

Counts at the following study intersections were collected in January 2019 by Quality Counts:

Enterprise Way & 5th Avenue
Innovation Way & 11th Avenue
Mathilda Avenue & 5th Avenue

The locations of the study intersections are illustrated in **Figure 1** (attached). Peak hour factors for each intersection were determined from the intersection count data for use in the intersection delay analysis. Subsequent to the counts being collected in 2018 and 2019, the 5th Avenue Gate was re-opened to commuter bus traffic after being temporarily closed. A conservative assumption of approximately 30 percent of the existing commuter bus traffic using the Ellis Street Gate was rerouted to the new 5th Avenue Gate for the purpose of this study. These bus trips were added to the counts to approximate existing conditions.

Intersection Analysis Assumptions

The study intersections are located in the cities of Mountain View and Sunnyvale, and the analysis methodology and adverse effects criteria are consistent with the cities of Mountain View and Sunnyvale criteria. Traffix software was utilized in the analysis of the study intersections consistent with the analysis methodology used by Santa Clara County and the Cities of Mountain View and Sunnyvale. Level of service (LOS) D is defined by the cities as the acceptable LOS.

The existing traffic controls at the study intersections were assumed to remain unchanged from existing conditions under the future analysis conditions, with the exception of the improvements that are currently under construction as part of the State Route 237/Mathilda Avenue Interchange improvement project by the Valley Transportation Authority (VTA).

The criteria for evaluation of the study intersections are as follows:

1. An impact occurs when the background LOS is degraded from LOS D or better to LOS E or F, OR
2. If background LOS is E or F, an impact occurs when the Project increases delay by 4.0 seconds or more AND increases V/C by 0.01 or more, OR
3. If background LOS is E or F, an impact occurs when the Project decreases delay AND increases V/C by 0.01 or more.

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

These criteria are consistent with the criteria used by the cities of Mountain View and Sunnyvale to determine desirable operational conditions for city intersections.

Intersection Analysis

Given the proposed schedule, the background scenario against which the peak phase (Phase 2) of the Proposed Action – Building Demolition traffic is analyzed is year 2022. Baseline volumes were determined by applying a two percent per year growth factor to the traffic counts. The two percent ambient growth factor accounts for approved and pending projects in the area, including the portions of Moffett Park Specific Plan and East Whisman Precise Plan Project that may be developed by 2022. The historical ambient growth rate for this area has averaged less than two percent per year based on a comparison of existing peak hour volumes along the Mathilda Avenue corridor over a 16-year period (2002 to 2018). A summary of the derivation of the two percent growth factor is attached. Therefore, application of a two percent per year growth factor would produce a conservatively high future traffic forecast and is consistent with the City of Sunnyvale annual regional growth factors for arterials and collectors. Furthermore, the existing commuter bus traffic that has been rerouted to the 5th Avenue Gate under existing conditions is included to produce 2022 baseline volumes.

2022 Cumulative Construction Traffic

Construction of other projects within the MFA property are expected to occur during Phase 2 of the Proposed Action – Building Demolition and, based on information that was available at the time of this analysis, traffic associated with those projects was added to the 2022 baseline volumes to produce a conservative worst-case analysis. Various phases of construction of Hangar 1 and Eastside Airfield Improvements Project (EAIP) on the MFA property were anticipated to overlap with Phase 2 of the Proposed Action – Building Demolition. The construction schedules of these projects that coincide with the Proposed Action – Building Demolition were estimated.

Peak hour construction traffic for the cumulative projects was estimated based on the assumptions outlined above for the Proposed Action – Building Demolition.

- The abatement, structural rehab, and exterior cladding phases of Hangar 1 were anticipated to occur in 2022 during the peak construction phase the Proposed Action – Building Demolition. The Hangar 1 construction trips were estimated to be 37 during the AM peak hour and 37 during the PM peak hour. These trips would use the Ellis Street Gate for access.

- At the time of this analysis, site utilities and foundations work for the private hangar and parking lot improvements and paving for the bus maintenance facility of the EAIP were expected to occur in 2022, along with certain modifications to the golf course. Since that time, the golf course modification portion has been removed from the EAIP project description; however, the trips associated with these construction workers and trucks are included in the background traffic estimates, which results in a worst-case, more conservative background setting. The amount of EAIP construction traffic occurring in 2022 was estimated to be 12 trips during the AM peak hour and 12 trips during the PM peak hour. Worker trips are expected to use the Ellis Street Gate for access, and truck trips are assumed to use the 5th Avenue Gate.

These cumulative project trips were distributed to the study intersections and added to the existing intersection volumes to produce 2022 background volumes against which the Proposed Action – Building Demolition is evaluated.

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

The NASA Housing project and the remaining NRP components, including the university, are in the planning stages, and construction is not anticipated to occur until after completion of the Proposed Action – Building Demolition. Therefore, traffic from construction of the NASA Housing project and NRP components were not included in the background construction traffic estimates and will not add traffic to the background conditions at the study intersections. Furthermore, the Bay View project and construction of the US Geological Survey (USGS) Lab on Parcel 15 could overlap with Phase 2 of the Proposed Action - Building Demolition; however, based on the location of these projects, their traffic is expected to utilize the Moffett Boulevard Gate and would not affect the study intersections. Construction traffic from the Airside Fuel Farm Project, which consists of replacing the existing fuel farm facility with a new facility, was not included in the cumulative background traffic since information on the project's construction activities was not available at the time of this analysis.

Study Area Evaluation

As discussed above, the 5th Avenue Gate would continue to be open to PV commuter bus traffic but is anticipated to not be used by personal vehicles. It is also anticipated that construction truck traffic would also be temporarily allowed at the 5th Avenue Gate. During the Hangar 3 demolition, truck traffic is anticipated to use the 5th Avenue Gate to access SR 237 via 5th Avenue and Mathilda Avenue. Construction workers would access MFA via the Ellis Street Gate. Peak hour truck PCE trips and worker trips were assigned to the study intersections and added to the background volumes. **Figures 2 and 3** show the trips from the Proposed Action – Building Demolition at the study intersections during the AM and PM peak hour, respectively. Similarly, AM and PM peak hour trips from the MFA construction projects discussed above are illustrated in **Figures 4 and 5**, respectively.

The Existing AM and PM peak hour intersection volumes are illustrated in the attached **Figures 6 and 7**, respectively. The AM and PM peak hour intersection volumes under 2022 Background conditions are illustrated in **Figures 8 and 9**, respectively. The AM and PM peak hour intersection volumes under 2022 plus Project conditions are illustrated in **Figures 10 and 11**, respectively.

Table 2 (attached) summarizes existing and 2022 background peak hour delay and LOS at the study intersections. The surrounding study intersections would operate at LOS D or better during the AM and PM peak hours under background conditions that include Hangar 1 and EAIP construction traffic. Addition of the peak hour Hangar 3 Structural Hazard Remediation Project traffic to the study intersections would have no significant impact on the intersections, as shown in Table 2.

Alternative Modes of Transportation

Public transportation is available within the study area. VTA provides light rail (Orange Line) in the area with stations located at the northeast corner of Ellis Street and Manila Drive and the southwest corner of Mathilda Avenue and 5th Avenue.

VTA provides local bus routes, rapid bus lines, and express bus lines in the general area. Bus Route 51 provides access to the Moffett Boulevard Gate. Rapid Bus Route 523 and Express Route 121/122 stop at Mathilda Avenue and 5th Avenue. The City of Mountain View provides shuttle services in the general area; however, none of the shuttle routes serve MFA. Public bus routes do not circulate within MFA.

Bike lanes are striped on 5th Avenue and on Enterprise Way. Within MFA, sharrows are striped on Macon Road in the vicinity of the golf course; however, there are no bicycle facilities on Macon Road south of the Proposed Action – Building Demolition site.

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

Sidewalks are located on Ellis Street south of the Ellis Street Gate, on the south side of 5th Avenue east of Enterprise Way, and on the east side of Enterprise Way south of 5th Avenue. Pedestrian facilities are not provided along Macon Road within MFA.

The lack of alternative transportation modes within MFA to the construction site would result in a nominal number of construction workers using public transit, bicycle travel, or pedestrian facilities since public bus/shuttle, bicycle, or pedestrian connections between the light rail stations or bus stops and the Proposed Action – Building Demolition site would not be available. Therefore, the majority of construction workers are anticipated to drive personal vehicles or carpool to the site. The Proposed Action – Building Demolition would have no adverse effect on the transit, bicycle, or pedestrian networks in the study area either during or after demolition.

On-Site Transportation Evaluation

Truck traffic is expected to travel along Macon Road between the Proposed Action – Building Demolition site and 5th Avenue Gate. Construction workers would travel along Macon Road between the site and Ellis Street Gate. Macon Road is currently carrying approximately 170 vehicles during the AM peak hour traffic, 250 vehicles during the PM peak hour, and 4,130 vehicles daily based on December 2018 counts. Macon Road is currently operating at LOS A.

North of 5th Avenue, Phase 2 of the Proposed Action – Building Demolition would add approximately 52 AM peak hour PCE trips, 52 PM peak hour PCE trips, and 440 daily PCE trips to the traffic along Macon Road. South of 5th Avenue, Phase 2 of the Proposed Action – Building Demolition would add 2 AM peak hour trips, 2 PM peak hour trips, and 40 daily trips to Macon Road. Macon Road north and south of 5th Avenue would continue to operate at LOS A with the addition of the Proposed Action – Building Demolition traffic.

Emergency Access

Access for emergency vehicles would be maintained at all times during the Proposed Action – Building Demolition in accordance with the avoidance and minimization measures (AMM-3: Construction Traffic Control Plan).

Conclusions

The existing LOS at the study intersections is LOS D or better. Construction of Hangar 1 and EAIP is expected to occur during the same time frame as Phase 2 of demolition of Hangar 3; therefore, traffic from Hangar 1 and EAIP construction was added to 2022 intersection peak hour volumes to produce cumulative background conditions used for the analysis of Hangar 3 demolition traffic. The traffic anticipated from Phase 2 of the Proposed Action – Building Demolition is 52 PCE trips during the AM peak hour and 52 PCE trips during the PM peak hour. This level of additional peak hour traffic would not result in a significant impact at the study intersections, resulting in acceptable LOS D or better. The effects of the Proposed Action – Building Demolition on the transportation system are temporary since the Proposed Action – Building Demolition would not generate new operational trips once construction is complete. No off-site improvements are required for the proposed demolition at the study intersections.

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

Stantec Consulting Services Inc.

Daryl Zerfass, PE, PTP
Principal, Transportation Planning and Traffic Engineering

Phone: 949 923 6058
Daryl.Zerfass@stantec.com

Cathy Lawrence, PE
Transportation Engineer

Phone: 949 923 6064
Cathy.Lawrence@stantec.com

Attachment: Tables 1 – 2
Figures 1 - 11
Background Traffic Growth Estimate
Traffix Delay Results

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

Table 1 Hangar 3 Structural Hazard Remediation Project Trip Generation Summary

Phase	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Proposed Action – Buidling Demolition								
Phase 1 – Pre-Demolition								
Trucks	2 Trucks	1	1	2	1	1	2	4
Truck PCE (2.0)		*2*	*2*	*4*	*2*	*2*	*4*	*8*
Workers	50 Empl	5	0	5	0	5	5	100
Total Phase 1 PCE Trips		7	2	9	2	7	9	108
Phase 2 – Demolition								
Trucks	100 Trucks	13	12	25	12	13	25	200[1]
Truck PCE (2.0)		*26*	*24*	*50*	*24*	*26*	*50*	*400*
Workers	20 Empl	2	0	2	0	2	2	40
Total Phase 2 PCE Trips		28	24	52	24	28	52	440
Partial Preservation Alternative								
Phase 1 – Pre-Demolition								
Trucks	2 Trucks	1	1	2	1	1	2	4
Truck PCE (2.0)		*2*	*2*	*4*	*2*	*2*	*4*	*8*
Workers	50 Empl	5	0	5	0	5	5	100
Total Phase 1 PCE Trips		7	2	9	2	7	9	108
Phase 2 – Demolition								
Trucks	100 Trucks	13	12	25	12	13	25	200
Truck PCE (2.0)		*26*	*24*	*50*	*24*	*26*	*50*	*400*
Workers	20 Empl	2	0	2	0	2	2	40
Total Phase 2 PCE Trips		28	24	52	24	28	52	440
Phase 4 – Renovation and Reinforcement								
Trucks	30 Trucks	4	4	8	4	4	8	60
Truck PCE (2.0)		*8*	*8*	*16*	*8*	*8*	*16*	*120*
Workers	30 Empl	3	0	3	0	3	3	60
Total Phase 4 PCE Trips		11	8	19	8	11	19	80

Notes:
[1] The estimate of Phase 2 daily truck trips is conservatively high to determine the worst-case trip generation for the Proposed Action – Building Demolition. The average number of truck trips per workday would be lower, with the total number of truck trips not to exceed 4,000 truck trips for the duration of Phase 2.

ADT = Average daily trips
PCE = Passenger car equivalents
Empl = Employees

Reference: **Traffic Analysis – Hangar 3 Structural Hazard Remediation Project**

Table 2 Hangar 3 Structural Hazard Remediation Project Delay and LOS Summary

Intersection	Control Type	Existing				2022 Background				2022 Plus Proposed Action			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
1. Ellis & Manila	Stop Sign	B	10.3	C	18.6	B	11.1	D	25.3	C	11.1	D	25.3
2. Ellis & US 101 NB	Signal	C	24.9	C	24.1	C	24.8	C	23.9	C	24.8	C	23.9
3. Ellis & US 101 SB	Signal	C	34.2	C	31.7	D	35.7	C	25.8	D	35.7	C	25.8
4. Enterprise & 5th	Stop Sign	A	8.6	A	8.7	A	8.7	A	8.8	A	9.1	A	9.3
5. Enterprise & 11th	Signal	B	11.4	B	11.7	B	11.6	B	11.8	B	11.6	B	11.8
6. Enterprise & Manila	Signal	C	29.4	B	13.3	C	33.3	B	14.0	C	33.3	B	14.0
7. US 101 NB & Moffett Park	Stop Sign	A	5.3	B	13.7	A	5.4	B	15.3	A	5.4	B	15.3
8. Innovation & 11th	Stop Sign	B	13.2	C	20.3	B	14.4	D	25.1	B	14.4	D	25.1
9. Innovation & Moffett Park	Signal	B	11.3	B	15.4	B	11.7	B	15.7	B	11.7	B	15.7
10. Mathilda & 5th	Signal	B	16.1	B	19.1	B	16.3	B	19.3	B	16.4	B	19.6
11. Mathilda & Moffett Park	Signal	D	42.6	C	28.0	C	32.7	D	43.4	C	32.9	D	43.9
12. Mathilda & SR 237 WB	Signal	B	11.4	B	13.6	A	0.3	A	0.4	A	0.3	A	0.4
13. Mathilda & SR 237 EB	Signal	B	14.5	B	11.1	B	17.7	B	11.8	B	17.7	B	12.0

LOS = Level of service
NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

		Signal Control	Stop Sign Control
LOS ranges:	A	0.0 – 10.0 sec	0.0 – 10.0 sec
	B	10.1 – 20.0 sec	10.1 – 15.0 sec
	C	20.1 – 35.0 sec	15.1 – 25.0 sec
	D	35.1 – 55.0 sec	25.1 – 35.0 sec
	E	55.1 – 80.0 sec	35.1 – 50.0 sec
	F	Delay > 80.0 sec	Delay > 50.0 sec

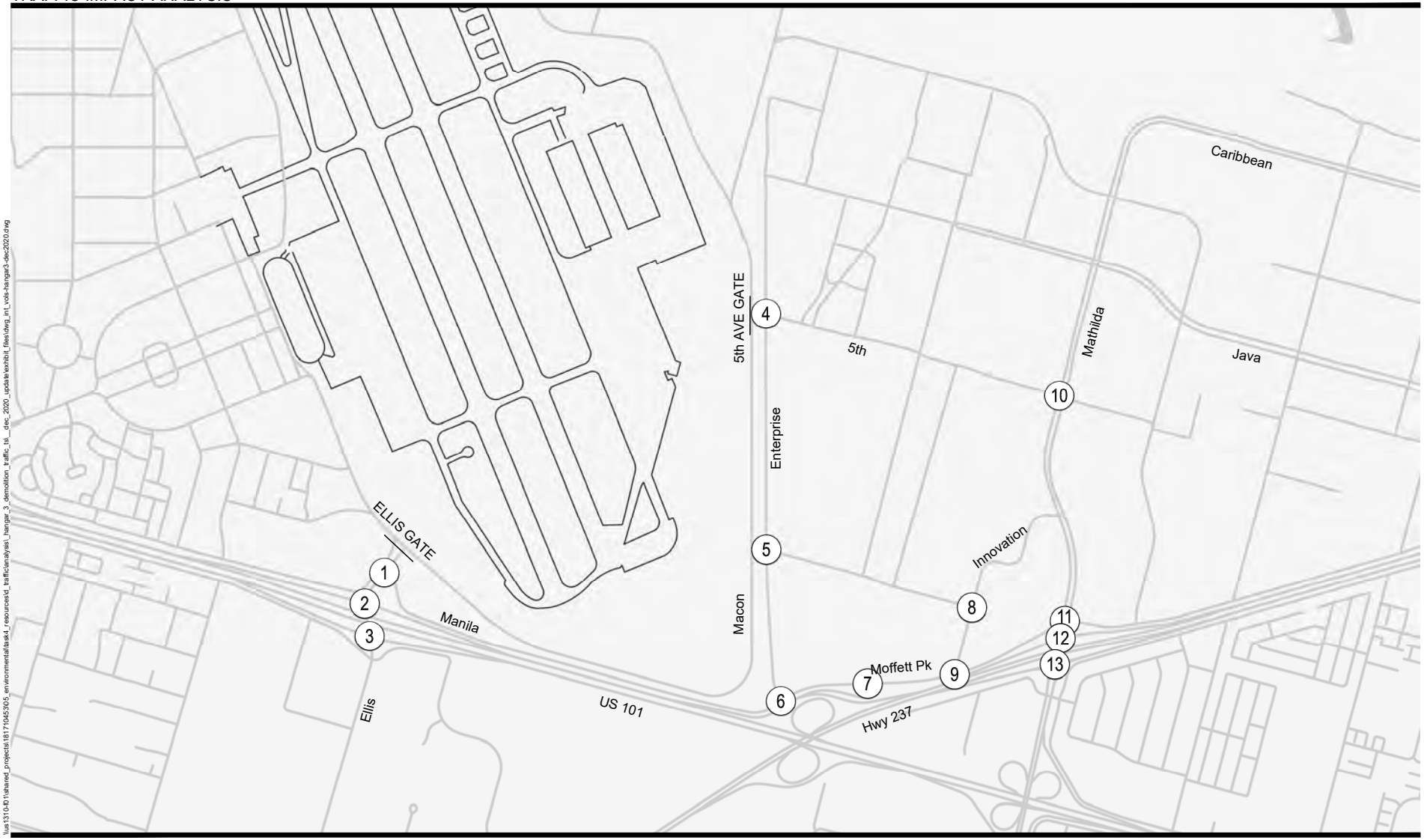

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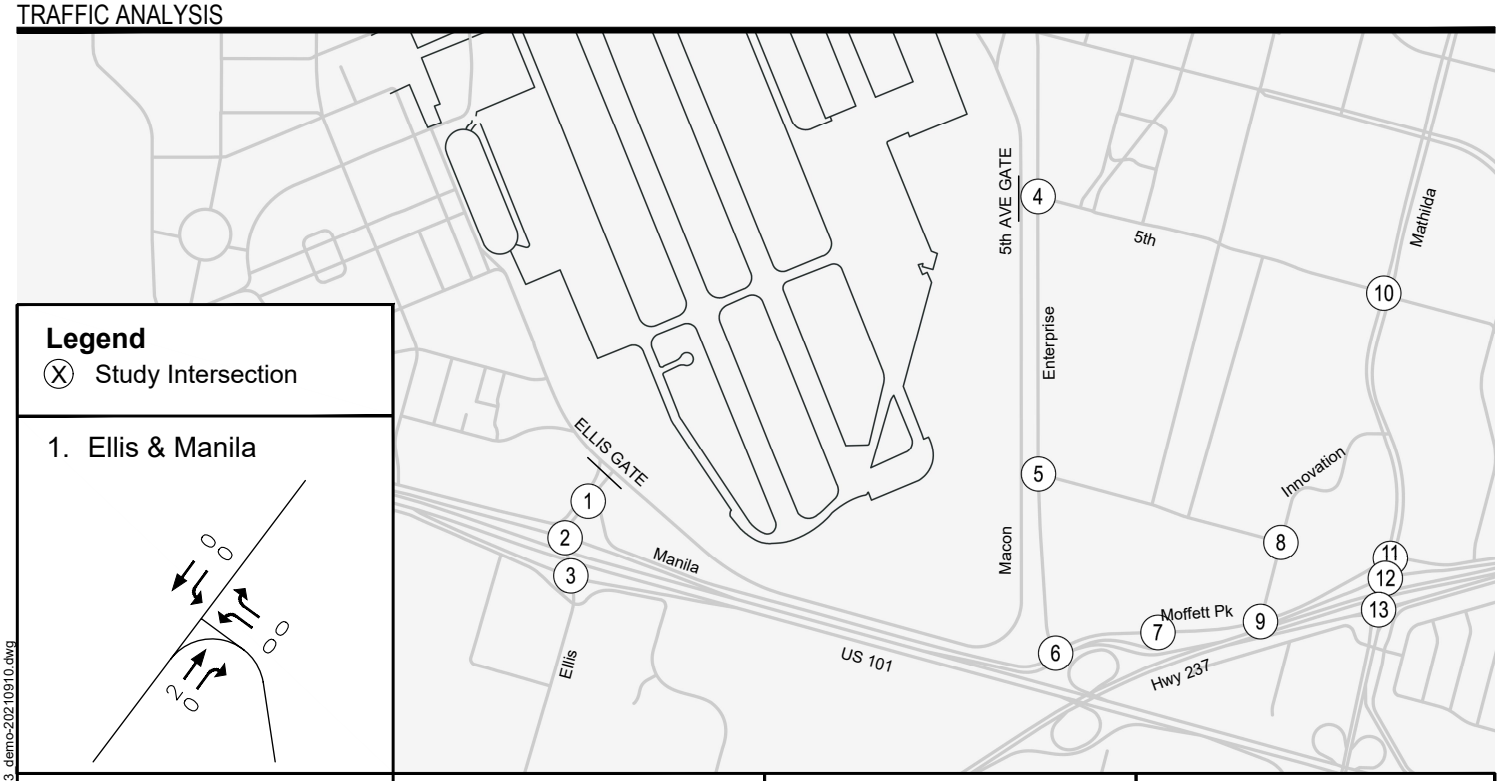
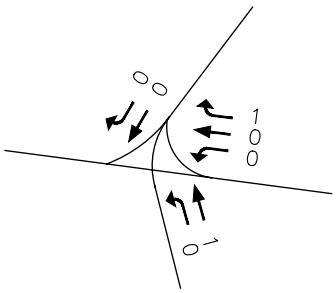
Figure 1
Study Intersection Locations

Peak Hour Intersection Turning Movement Volumes

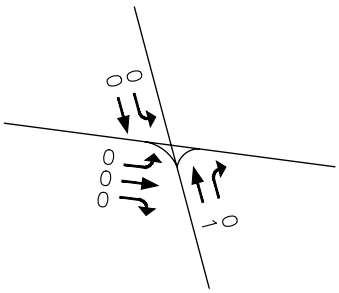


1. Ellis & Manila

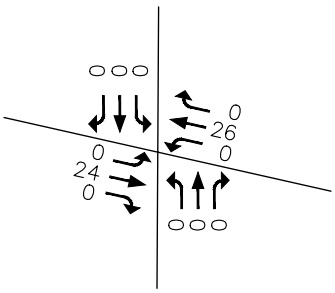
2. Ellis & US 101 NB



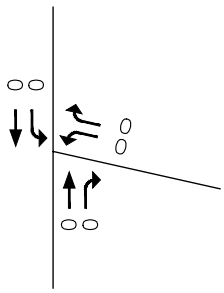
3. Ellis & US 101 SB



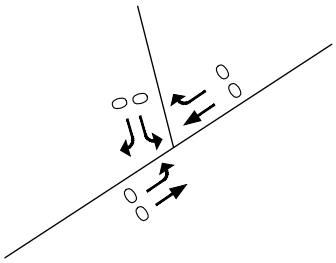
4. Enterprise & 5th



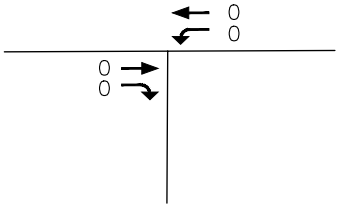
5. Enterprise & 11th



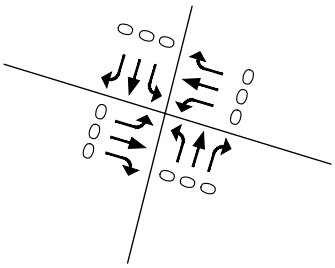
6. Enterprise & Manila



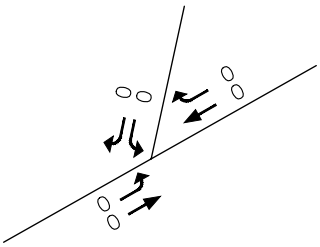
7. US 101 NB & Moffett Park



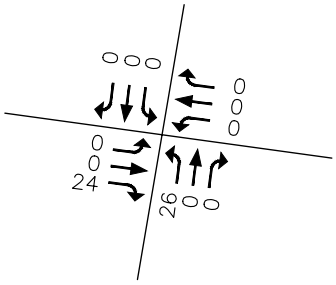
8. Innovation & 11th



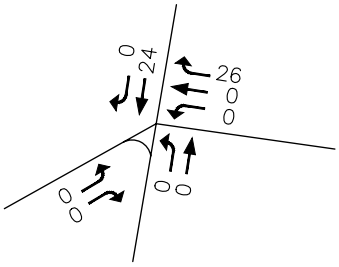
9. Innovation & Moffett Park



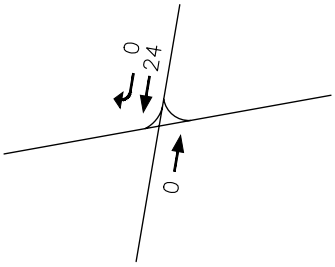
10. Mathilda & 5th



11. Mathilda & Moffett Park



12. Mathilda & Hwy 237 WB



13. Mathilda & Hwy 237 EB

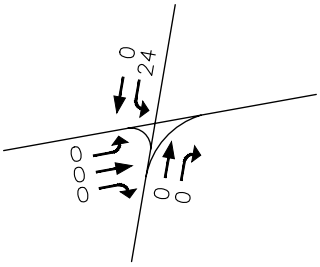


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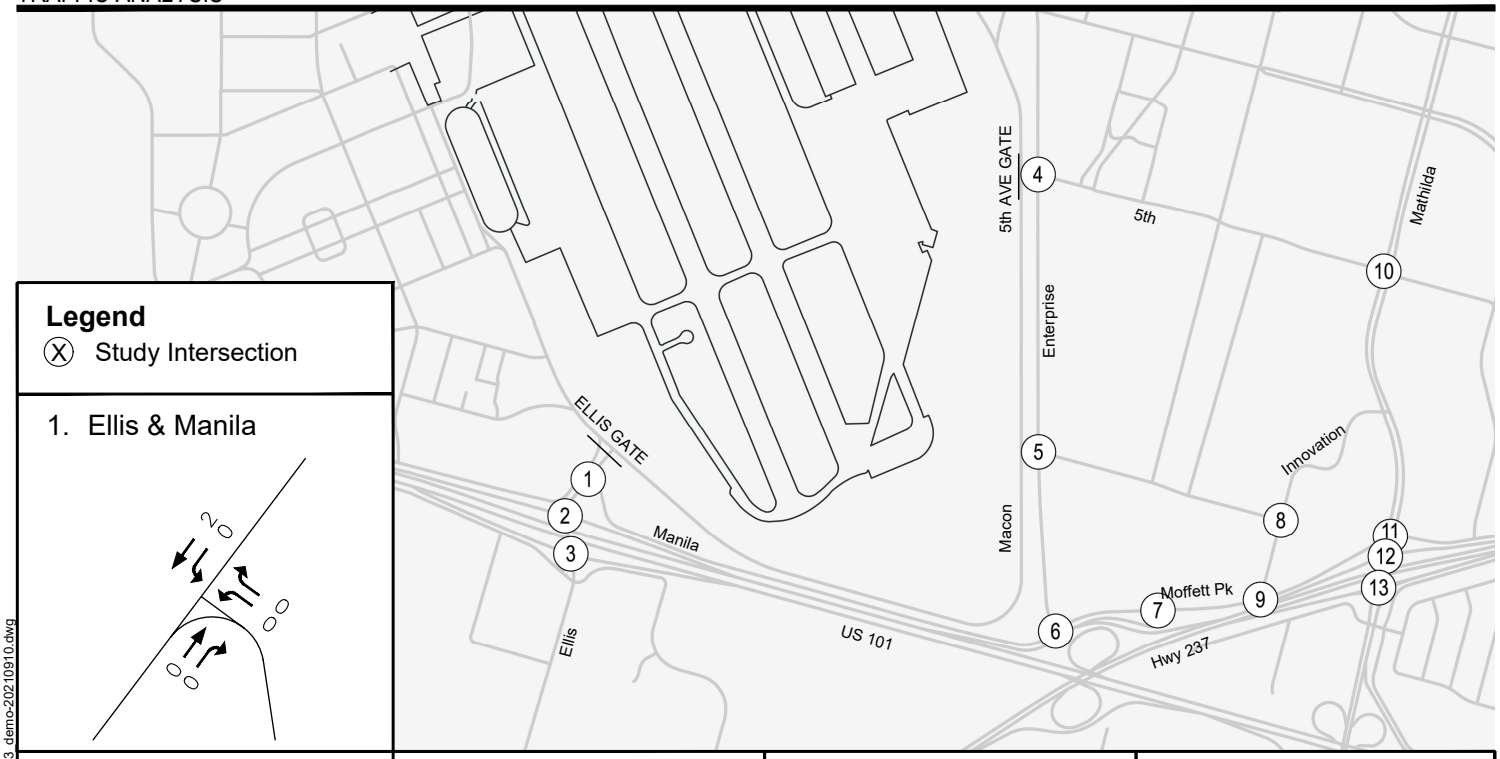
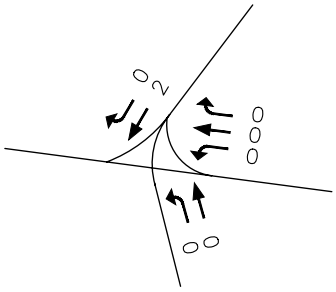
Figure 2

Proposed Action Phase 2 AM Peak Hour Trips

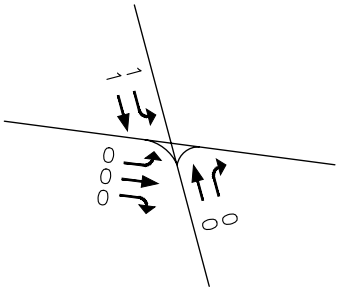


1. Ellis & Manila

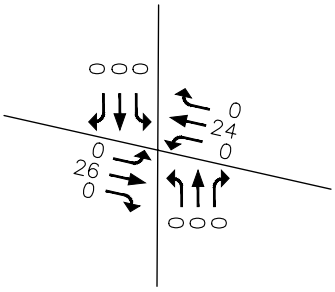
2. Ellis & US 101 NB



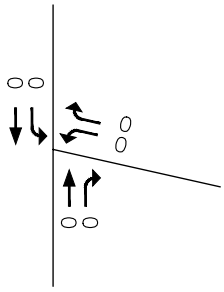
3. Ellis & US 101 SB



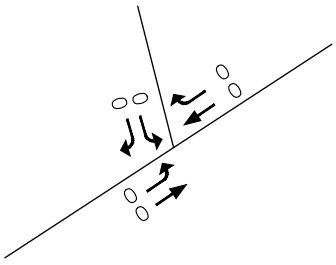
4. Enterprise & 5th



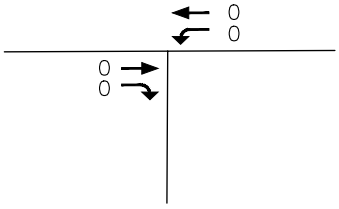
5. Enterprise & 11th



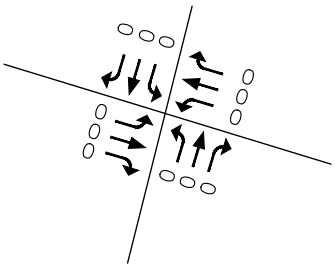
6. Enterprise & Manila



7. US 101 NB & Moffett Park



8. Innovation & 11th



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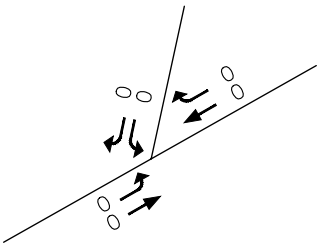

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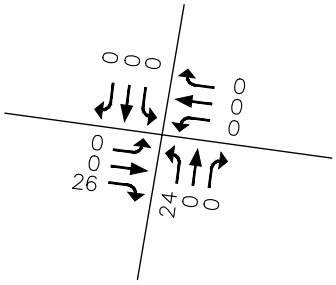

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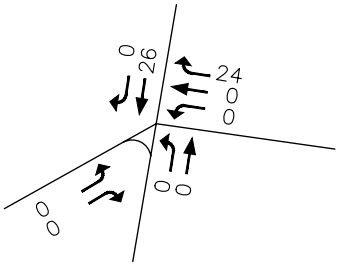
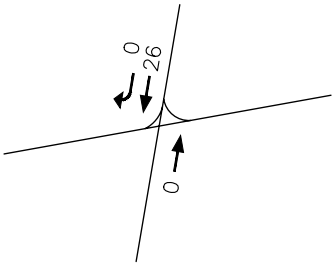


12. Mathilda & Hwy 237 WB



13. Mathilda & Hwy 237 EB

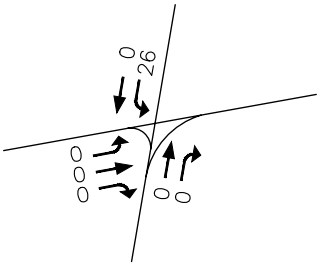


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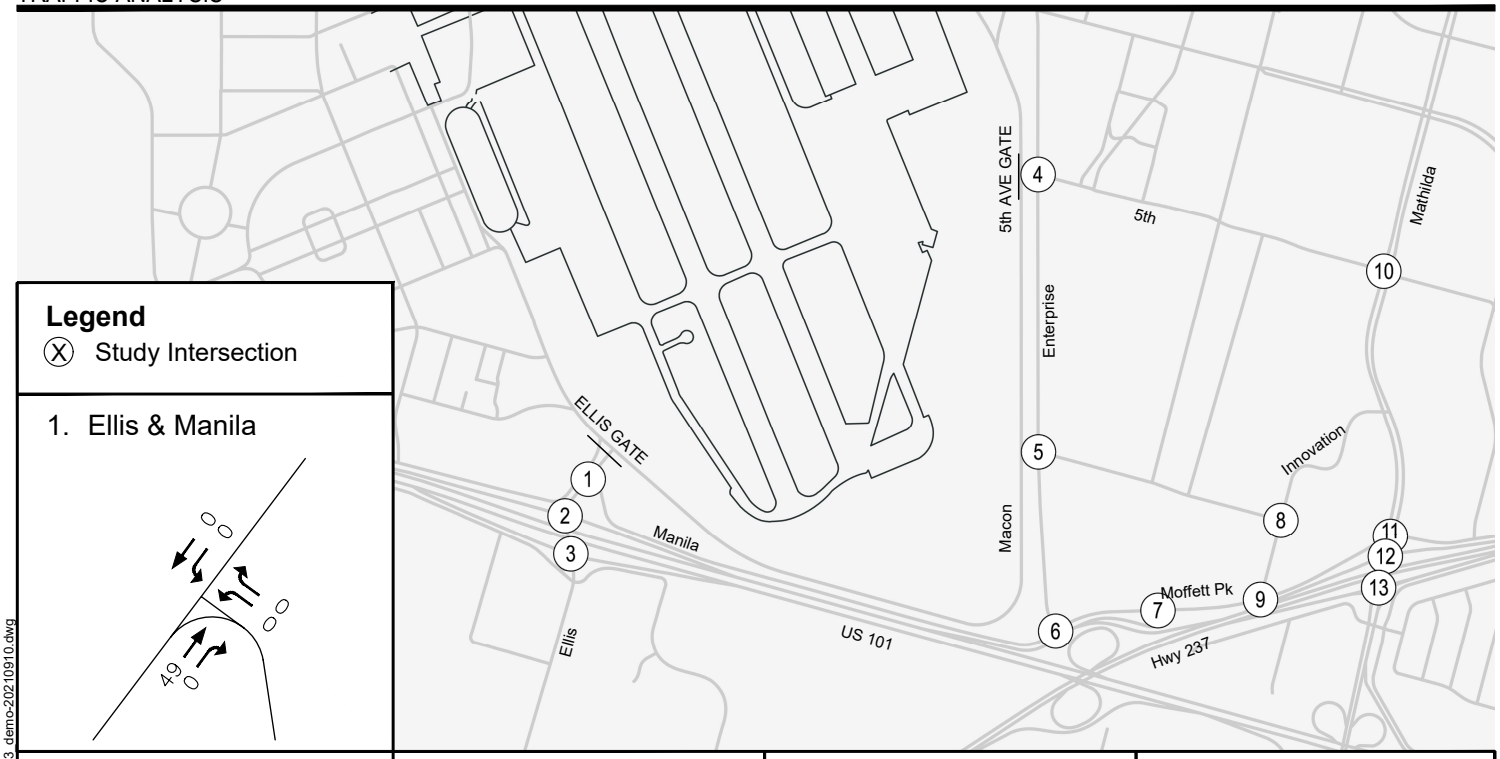
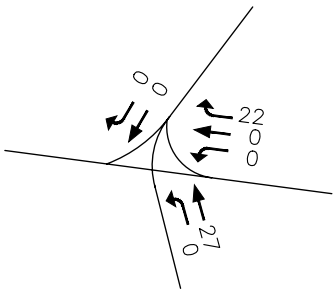
Figure 3

Proposed Action Phase 2 PM Peak Hour Trips



1. Ellis & Manila

2. Ellis & US 101 NB



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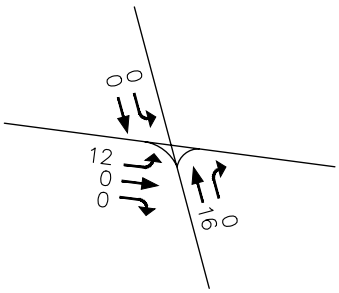
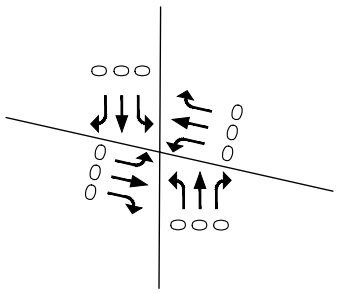
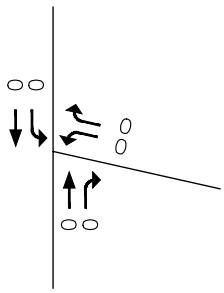


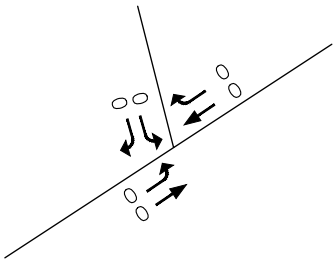
4. Enterprise & 5th



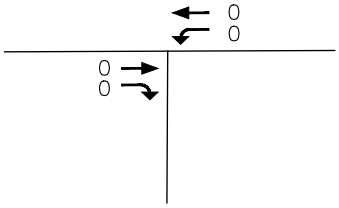
5. Enterprise & 11th



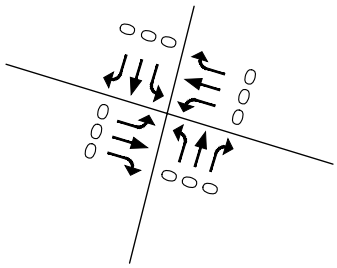
6. Enterprise & Manila



7. US 101 NB & Moffett Park



8. Innovation & 11th



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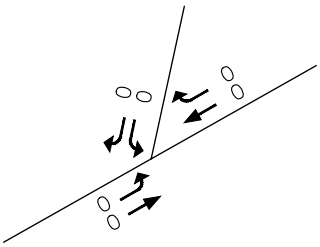
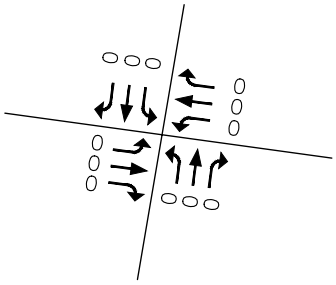
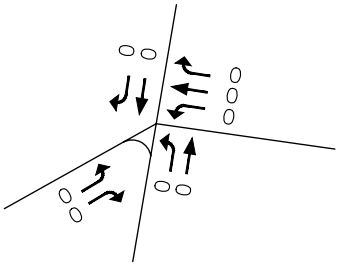


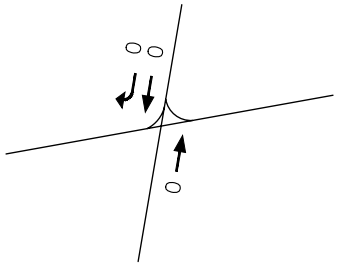
10. Mathilda & 5th



11. Mathilda & Moffett Park



12. Mathilda & Hwy 237 WB



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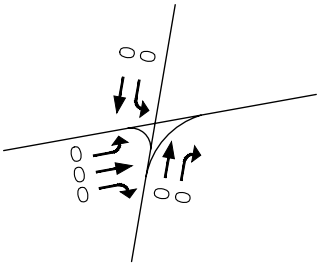

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Figure 4

MFA Construction Projects AM Peak Hour Trips

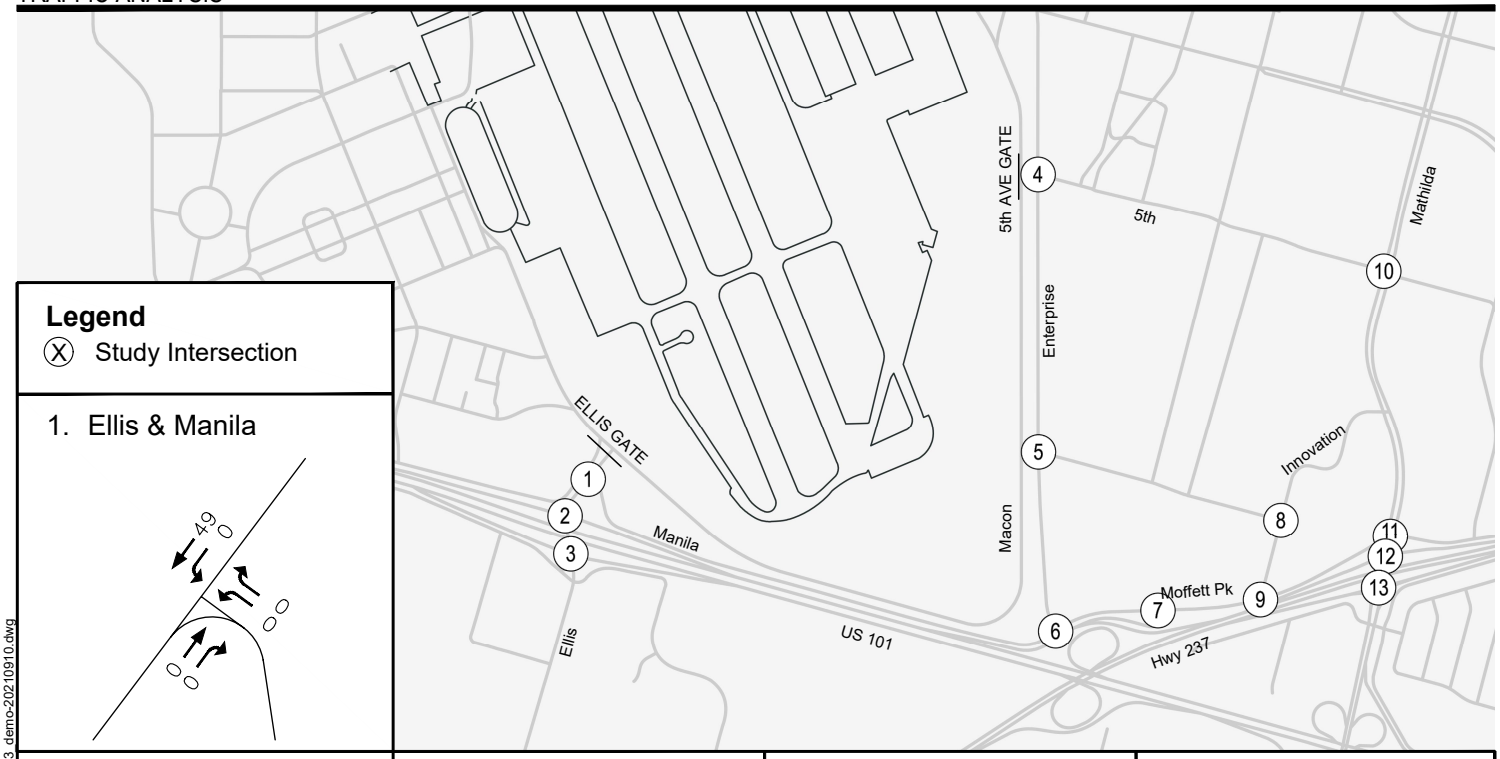

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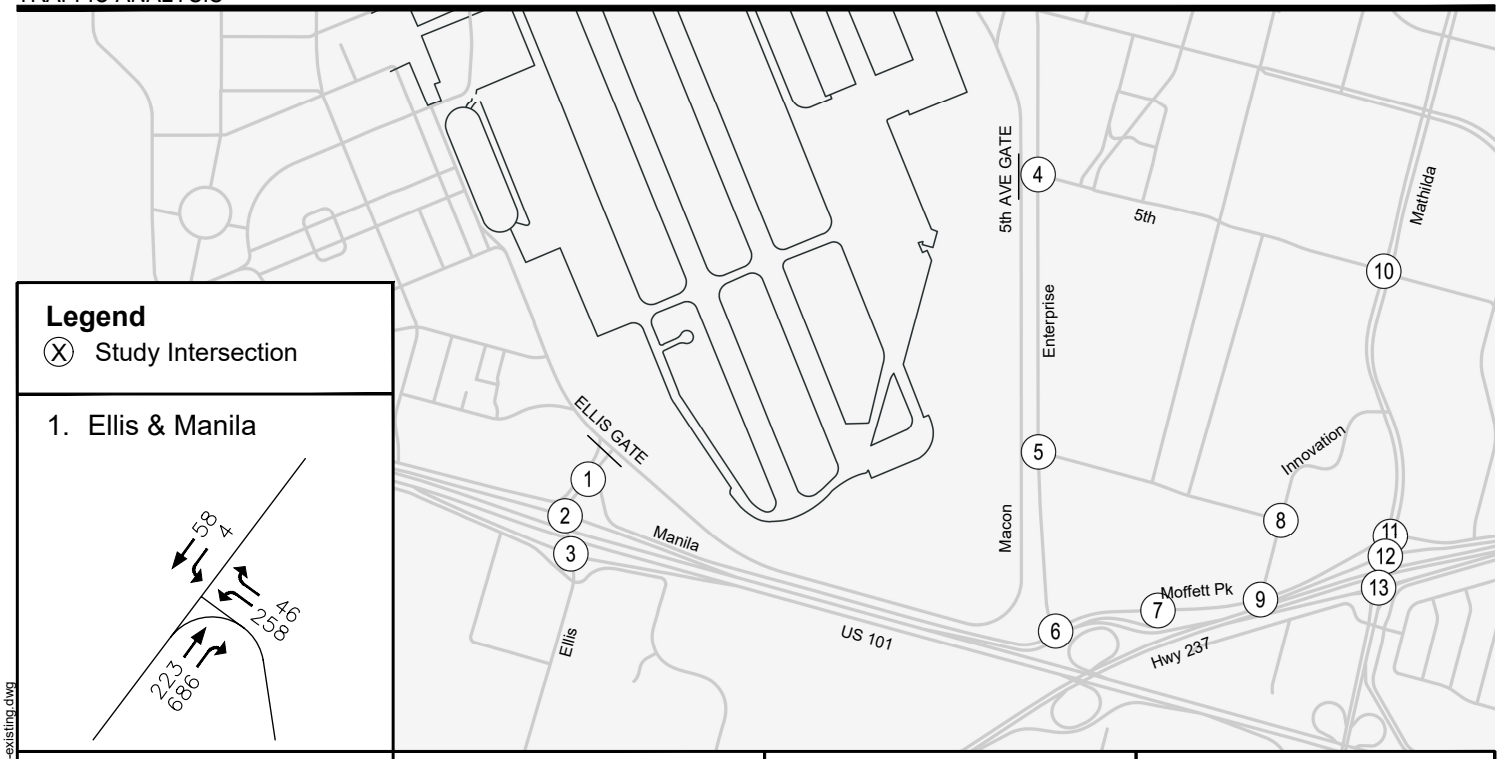
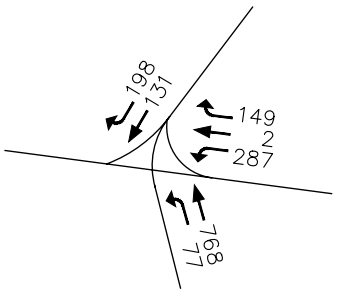
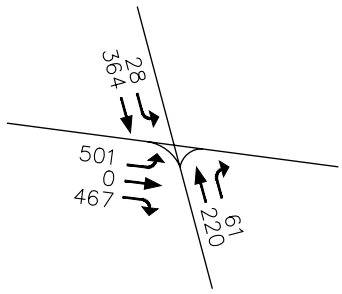
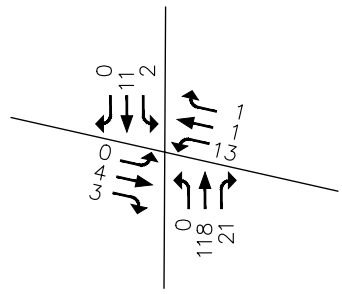
Figure 5

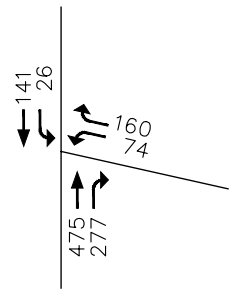
MFA Construction Projects PM Peak Hour Trips

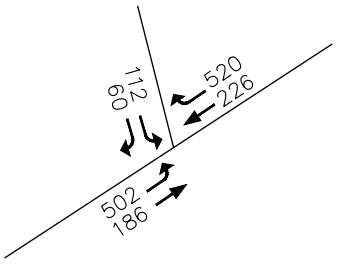


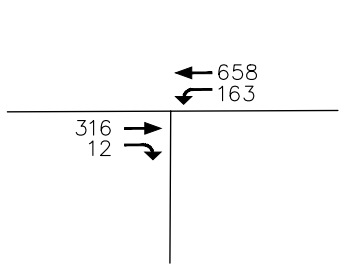


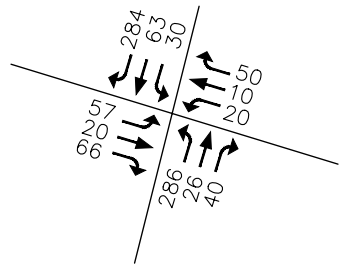


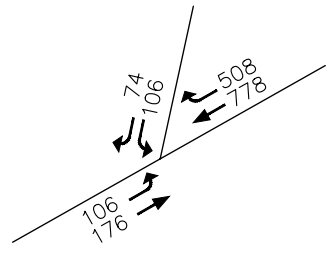


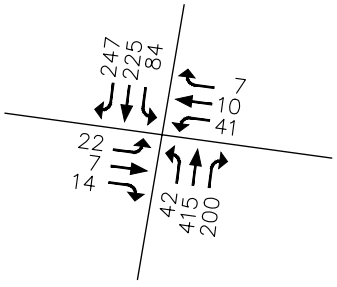


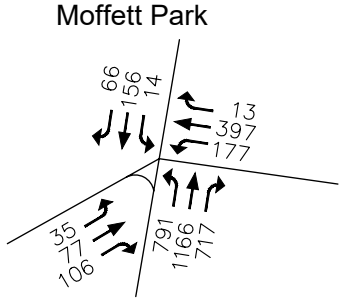


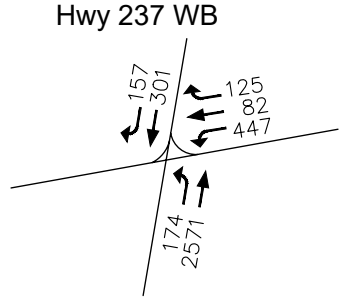












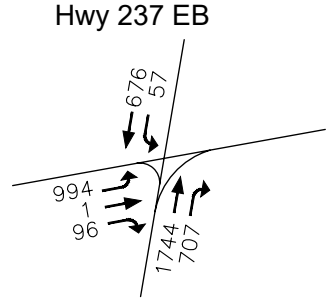


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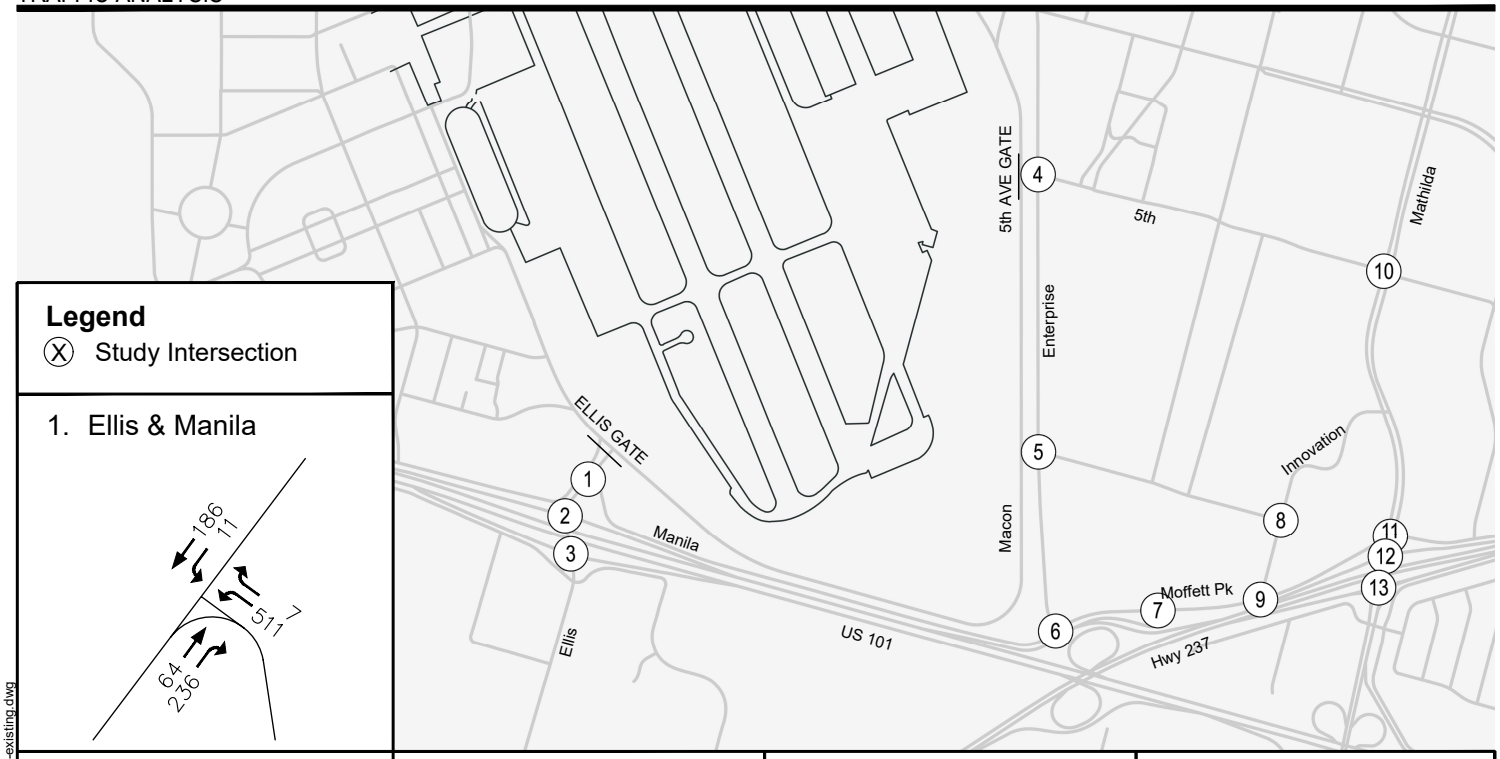
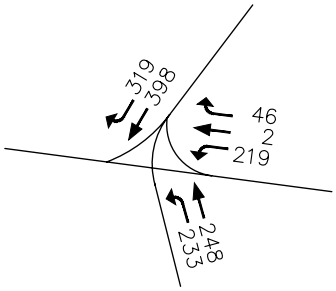
Figure 6
Existing AM Peak Hour Volumes

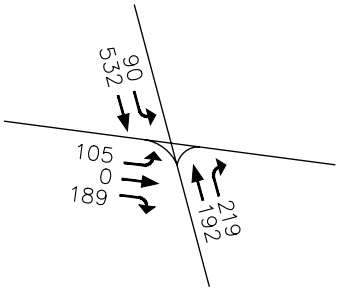


1. Ellis & Manila

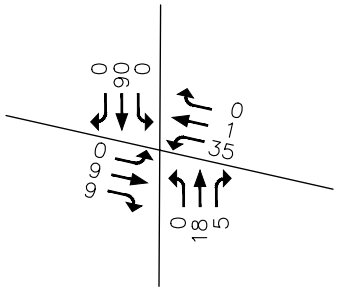
2. Ellis & US 101 NB



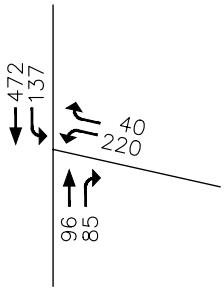
3. Ellis & US 101 SB



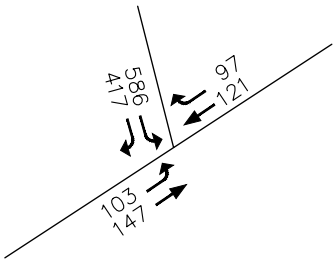
4. Enterprise & 5th



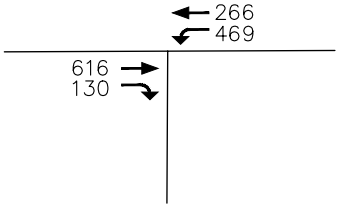
5. Enterprise & 11th



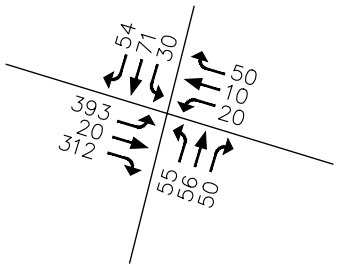
6. Enterprise & Manila



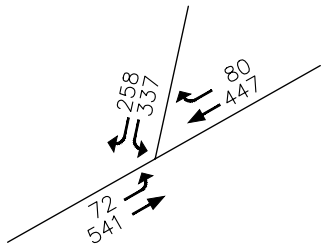
7. US 101 NB & Moffett Park



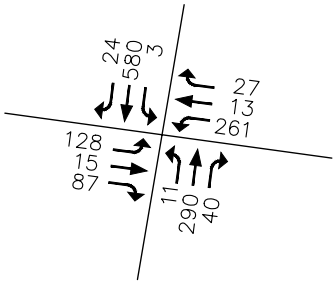
8. Innovation & 11th



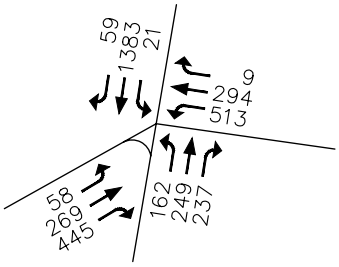
9. Innovation & Moffett Park



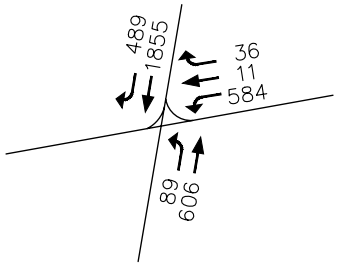
10. Mathilda & 5th



11. Mathilda & Moffett Park



12. Mathilda & Hwy 237 WB



13. Mathilda & Hwy 237 EB

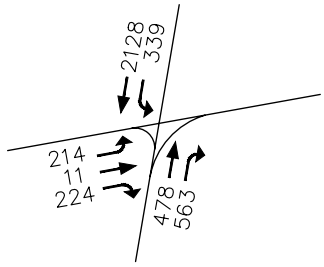


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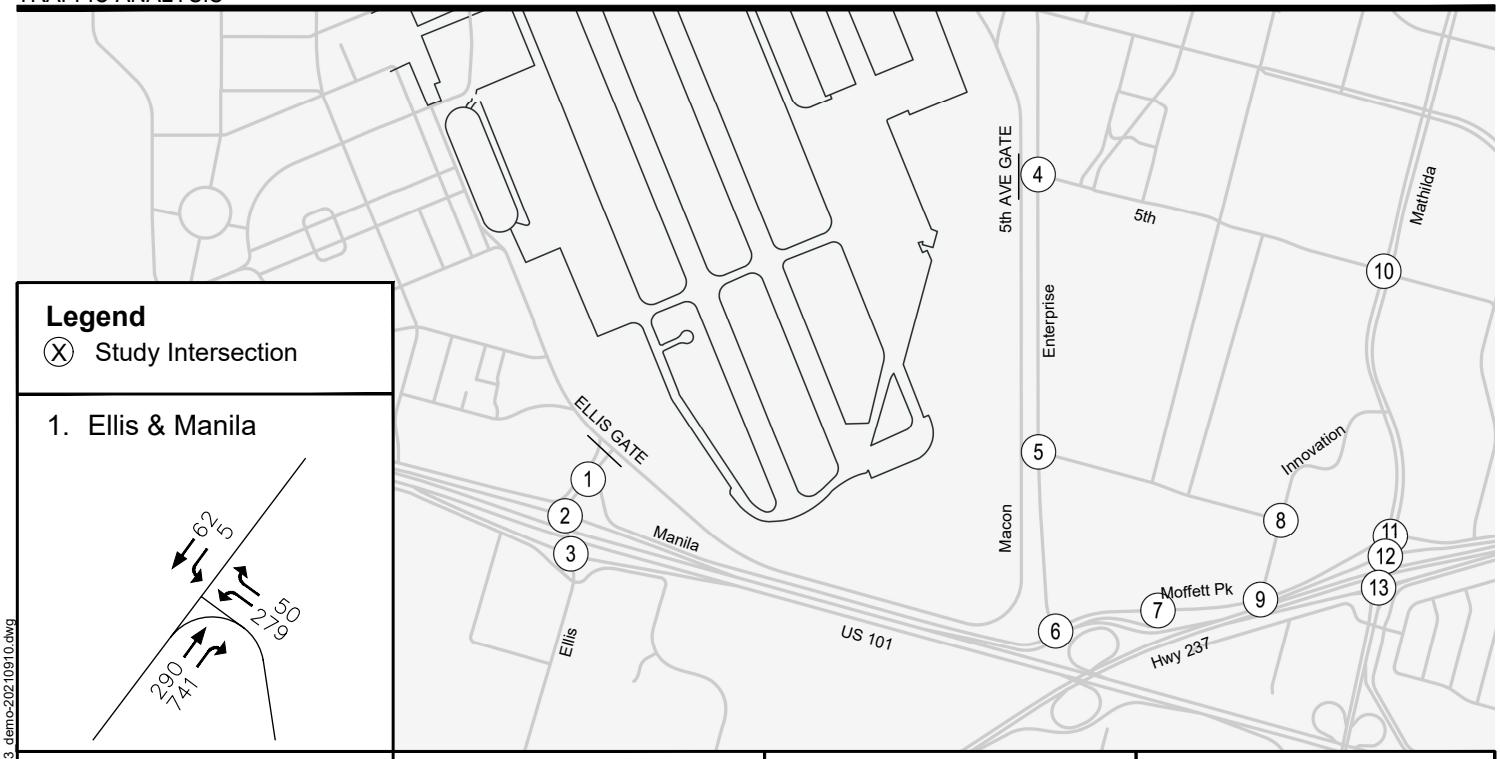
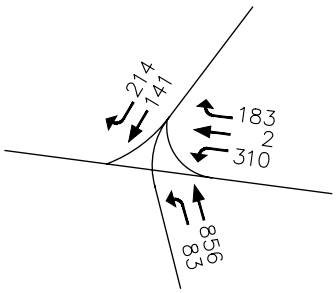
Figure 7
Existing PM Peak Hour Volumes

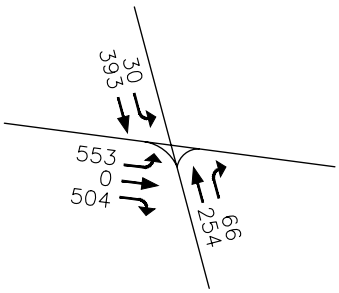


1. Ellis & Manila

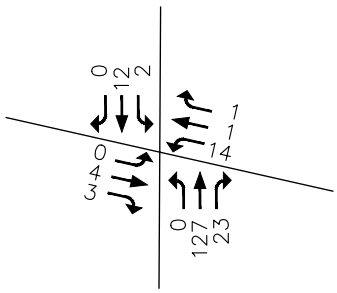
2. Ellis & US 101 NB



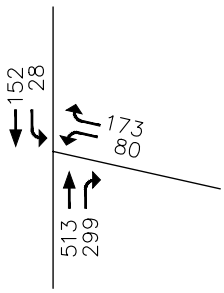
3. Ellis & US 101 SB



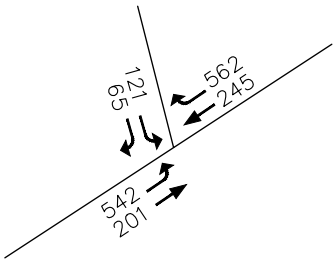
4. Enterprise & 5th



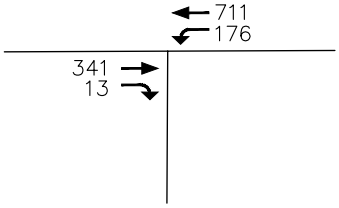
5. Enterprise & 11th



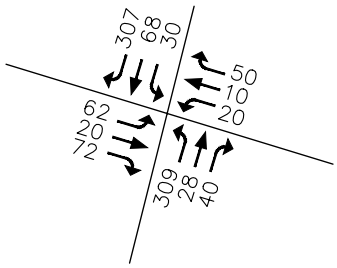
6. Enterprise & Manila



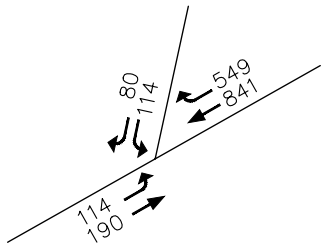
7. US 101 NB & Moffett Park



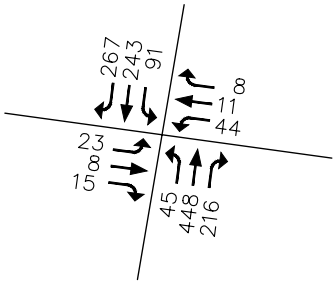
8. Innovation & 11th



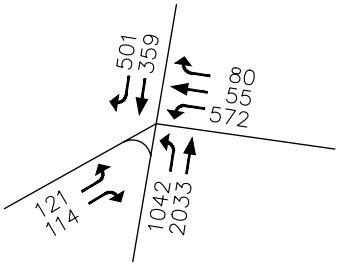
9. Innovation & Moffett Park



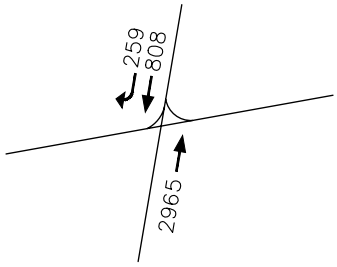
10. Mathilda & 5th



11. Mathilda & Moffett Park



12. Mathilda & Hwy 237 WB



13. Mathilda & Hwy 237 EB

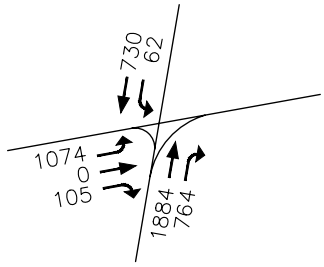


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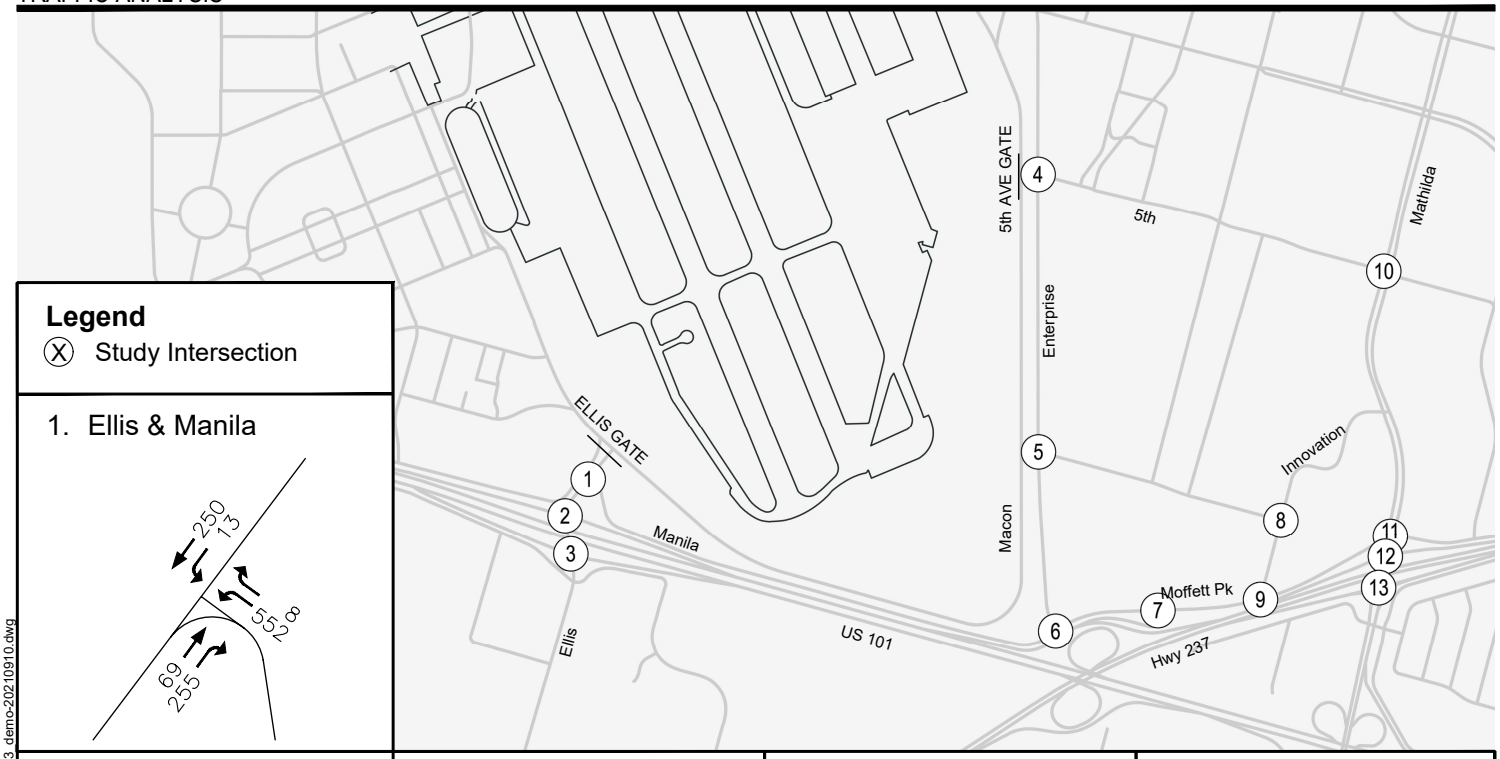
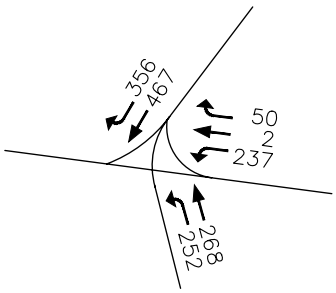
Figure 8
2022 Background AM Peak Hour Volumes



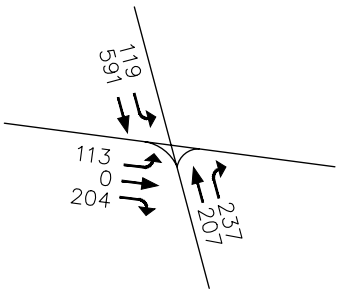
Legend
Ⓧ Study Intersection

1. Ellis & Manila

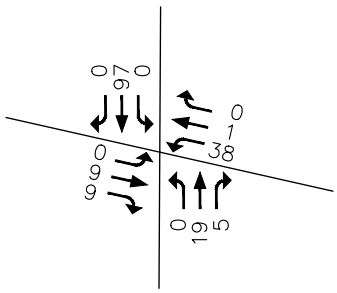
2. Ellis & US 101 NB



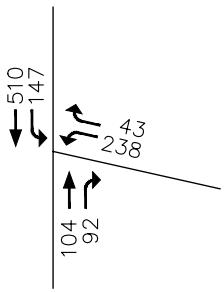
3. Ellis & US 101 SB



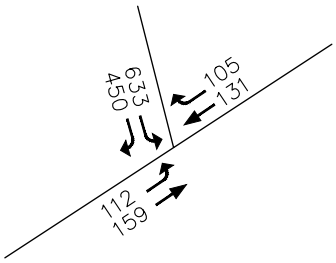
4. Enterprise & 5th



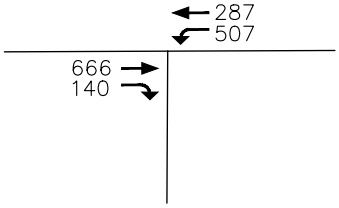
5. Enterprise & 11th



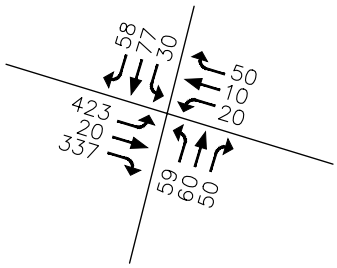
6. Enterprise & Manila



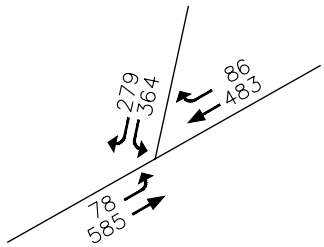
7. US 101 NB & Moffett Park



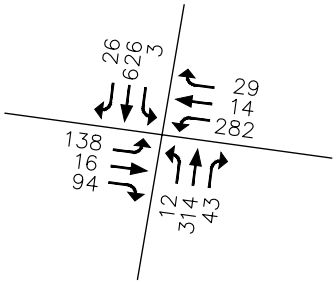
8. Innovation & 11th



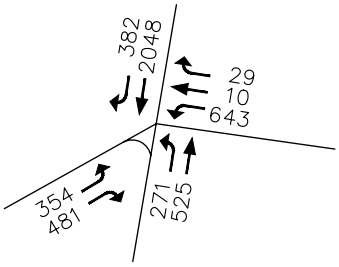
9. Innovation & Moffett Park



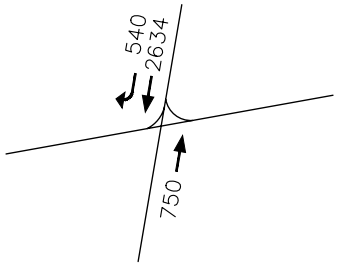
10. Mathilda & 5th



11. Mathilda & Moffett Park



12. Mathilda & Hwy 237 WB



13. Mathilda & Hwy 237 EB

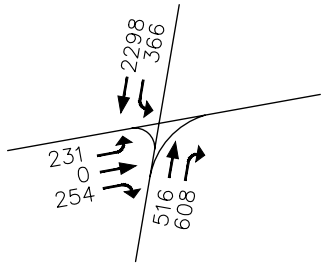


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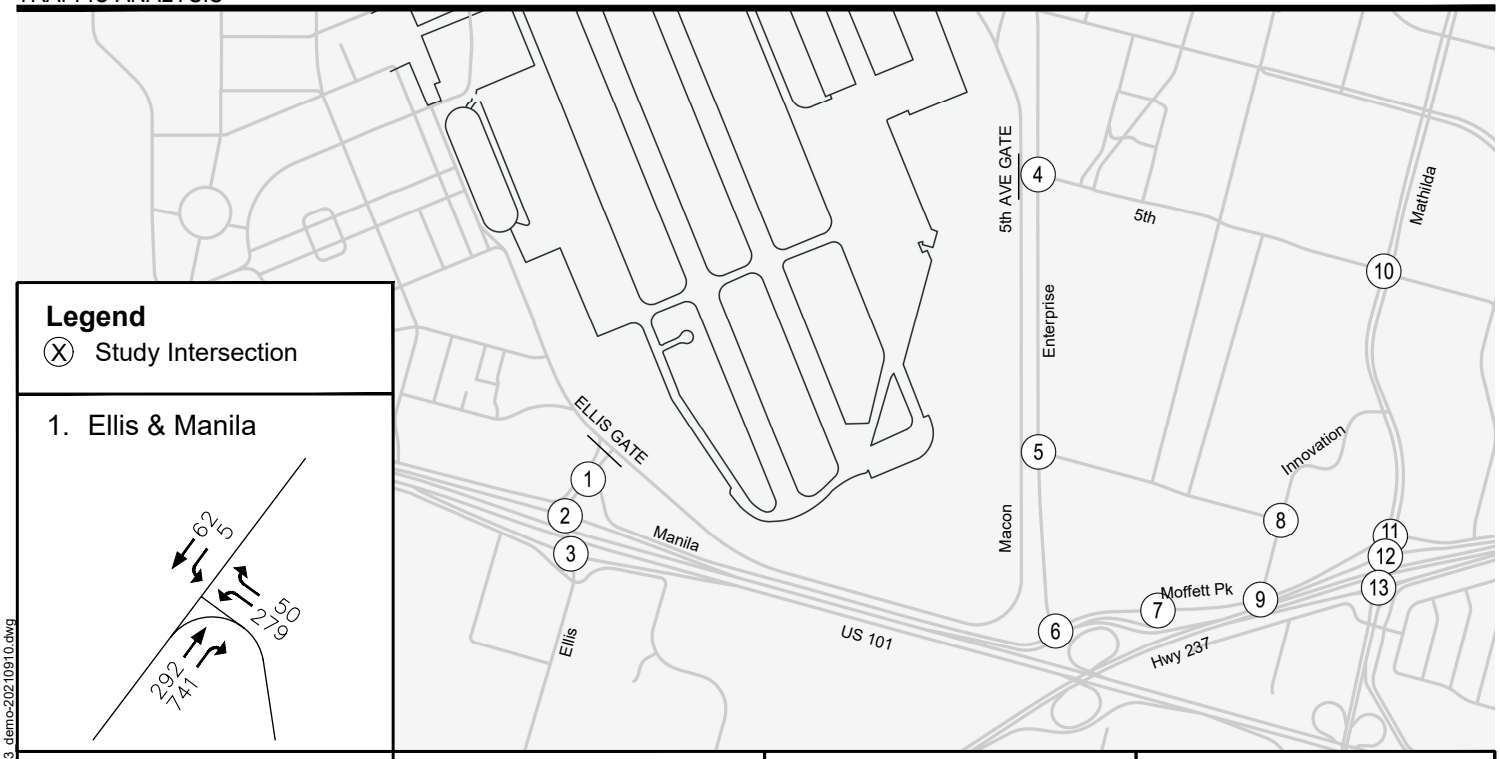
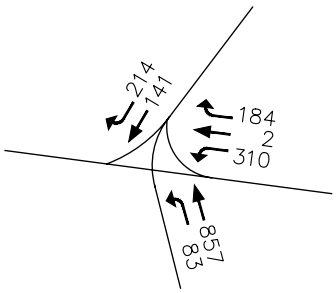
Figure 9
2022 Background PM Peak Hour Volumes

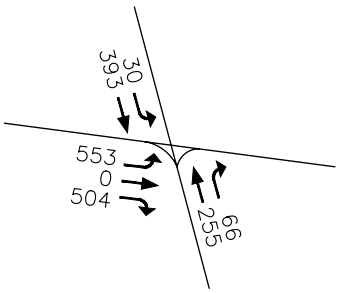


1. Ellis & Manila

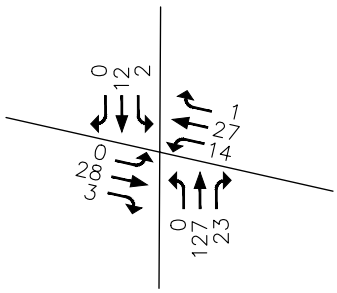
2. Ellis & US 101 NB



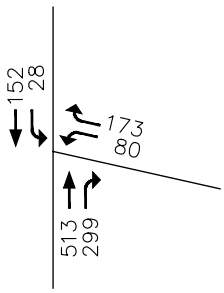
3. Ellis & US 101 SB



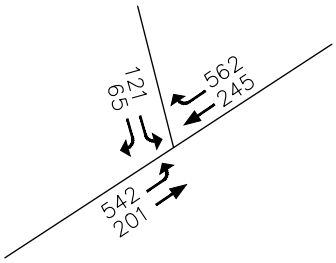
4. Enterprise & 5th



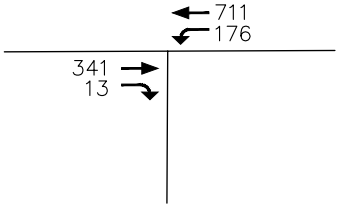
5. Enterprise & 11th



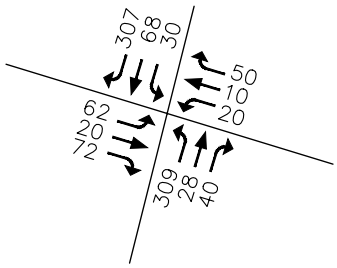
6. Enterprise & Manila



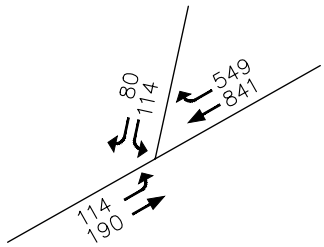
7. US 101 NB & Moffett Park



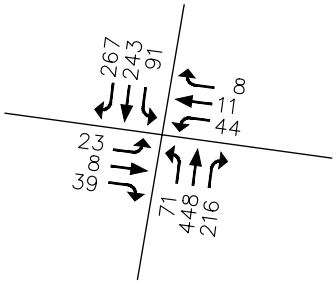
8. Innovation & 11th



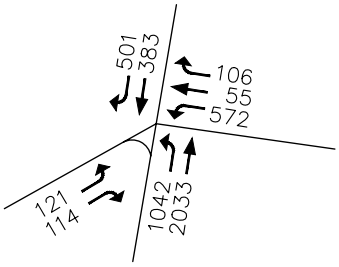
9. Innovation & Moffett Park



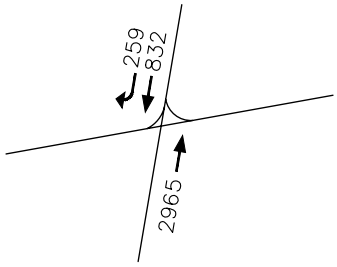
10. Mathilda & 5th



11. Mathilda & Moffett Park



12. Mathilda & Hwy 237 WB



13. Mathilda & Hwy 237 EB

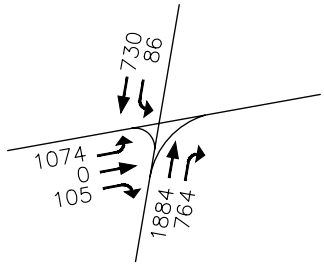


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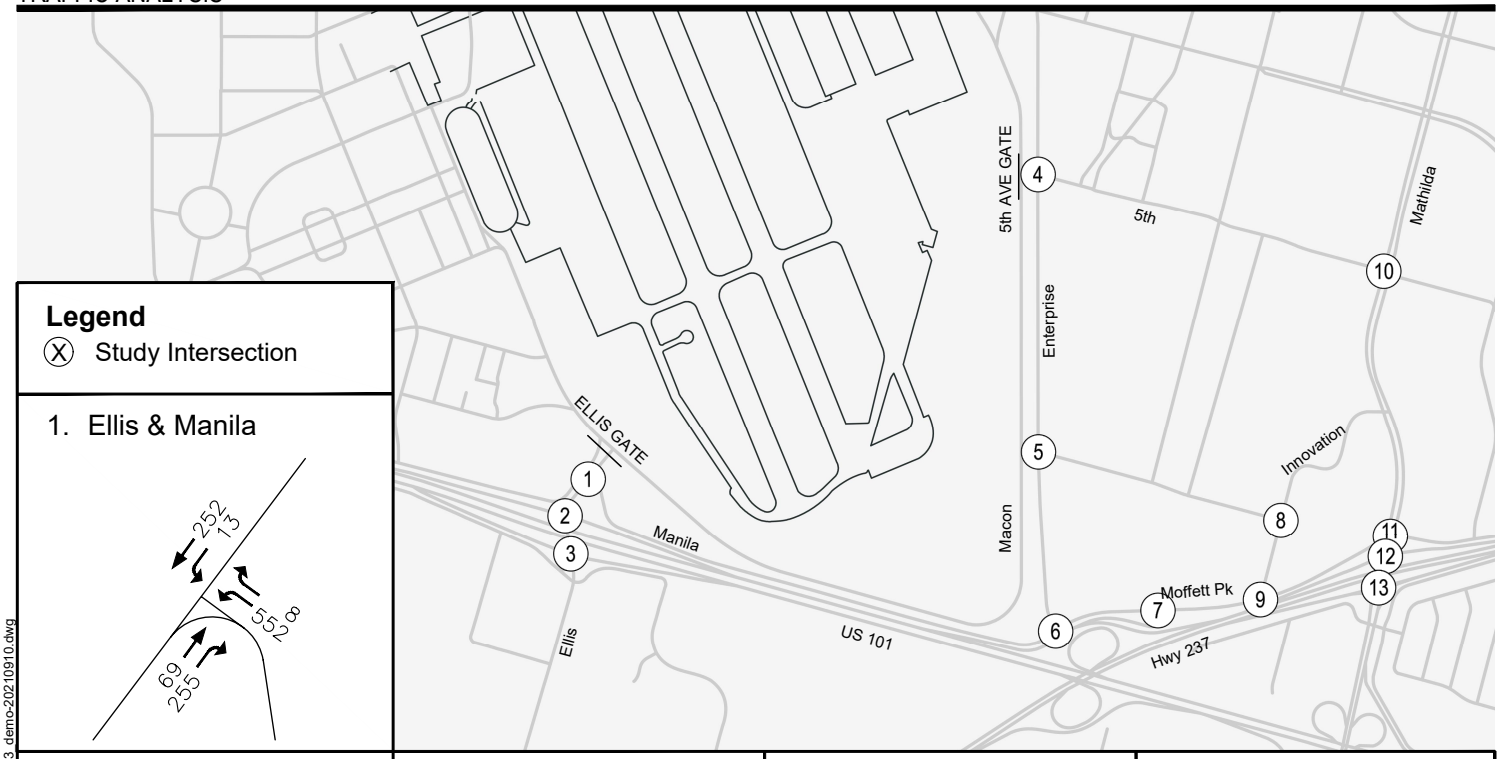
Figure 10

2022 + Proposed Action Phase 2 AM Peak Hour Volumes



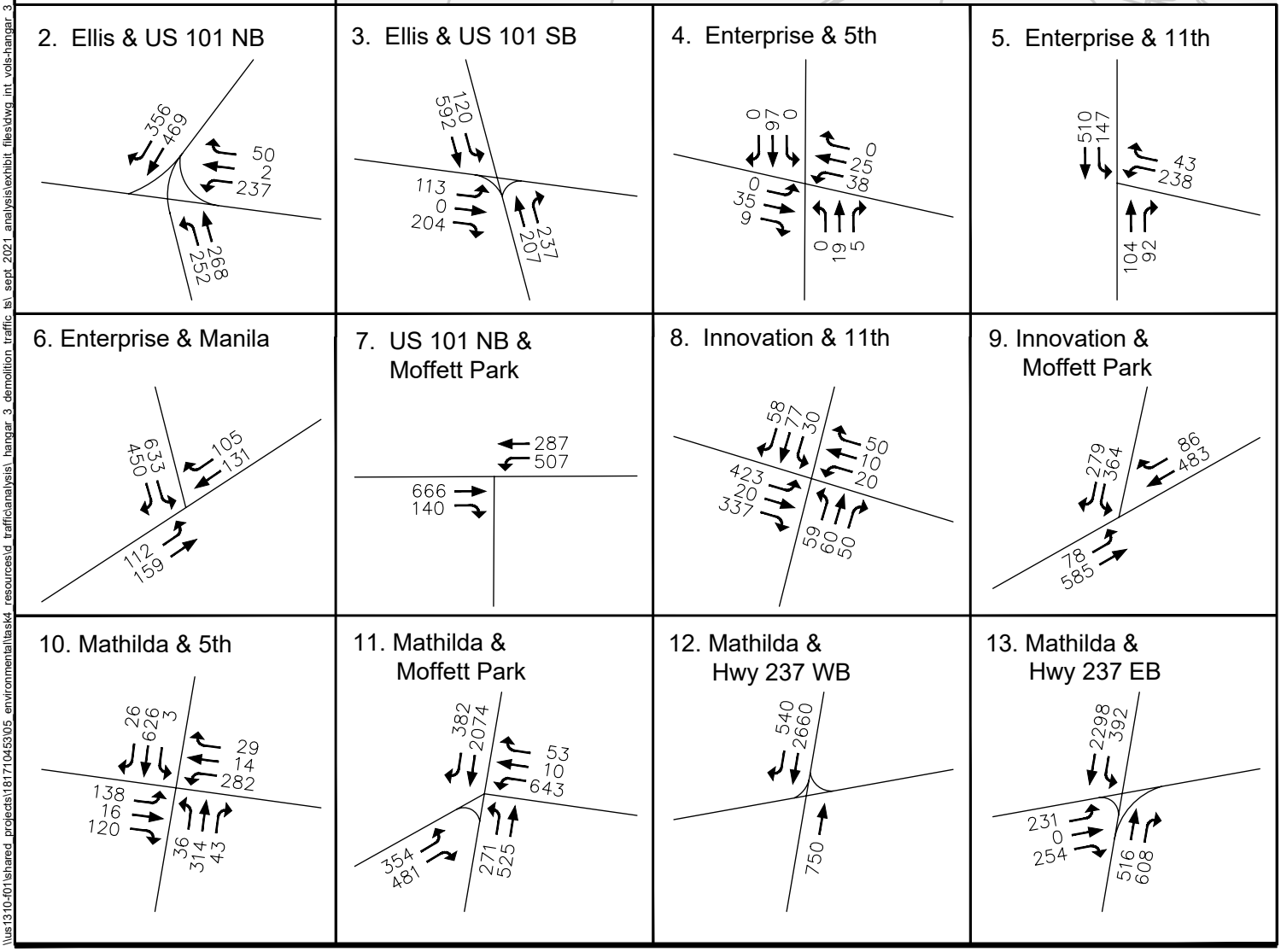


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Figure 11

2022 + Proposed Action Phase 2 PM Peak Hour Volumes

Background Traffic Growth Estimate

16-Year Volume Growth - Moffett Park SP 2002 Counts to EAIP 2018 Counts

Intersection	EAIP Intersection Number	Moffett Park Intersection Number	Volume												Total Volume	16 Year Growth	Annual Rate
			Southbound Left	Southbound Through	Southbound Right	Westbound Left	Westbound Through	Westbound Right	Northbound Left	Northbound Through	Northbound Right	Eastbound Left	Eastbound Through	Eastbound Right			
AM Peak Hour																	
Mathilda & 5th Ave	10	25															
2002			12	82	25	16	9	3	142	535	112	33	13	38	1020		
2018			84	229	246	41	10	7	41	415	200	18	7	14	1312	28.63%	1.79%
Mathilda & Moffett Park	11	32															
2002			5	187	24	138	21	9	503	1167	934	25	57	47	3117		
2018			14	156	70	177	397	13	792	1166	717	35	77	106	3720	19.35%	1.21%
Mathilda & Hwy 237 WB	12	35															
2002			0	305	67	411	4	203	143	2401	0	0	0	0	3534		
2018			0	301	157	447	82	125	174	2572	0	0	0	0	3858	9.17%	0.57%
Mathilda & Hwy 237 EB	13	34															
2002			61	655	0	0	0	0	0	1844	1154	700	2	91	4507		
2018			57	676	0	0	0	0	0	1745	707	994	1	96	4276	-5.13%	-0.32%
PM Peak Hour																	
Mathilda & 5th Ave	10	25															
2002			2	501	18	107	8	5	41	134	22	26	6	167	1037		
2018			3	580	23	261	13	27	11	297	40	119	15	87	1476	42.33%	2.65%
Mathilda & Moffett Park	11	32															
2002			13	830	101	653	172	13	101	189	226	12	17	311	2638		
2018			21	1383	59	513	294	9	162	249	237	65	269	445	3706	40.49%	2.53%
Mathilda & Hwy 237 WB	12	35															
2002			0	1510	284	858	54	82	191	434	0	0	0	0	3413		
2018			0	1855	489	584	11	36	89	606	0	0	0	0	3670	7.53%	0.47%
Mathilda & Hwy 237 EB	13	34															
2002			192	2176	0	0	0	0	0	444	530	181	2	143	3668		
2018			339	2128	0	0	0	0	0	478	563	214	11	224	3957	7.88%	0.49%
Average Mathilda Avenue Corridor Growth																	**1.17%**

Traffix Delay Results

Existing Conditions

Planetary Ventures
MFA Hangar 3 Project

Scenario Report

Scenario:	Existing AM Peak
Command:	Default Command
Volume:	Existing AM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Planetary Ventures
MFA Hangar 3 Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ellis & Manila	B	10.3	0.439	B	10.3	0.439	+ 0.000 V/C
# 2 Ellis & US 101 NB	C	24.9	0.573	C	24.9	0.573	+ 0.000 D/V
# 3 Ellis & US 101 SB	C-	34.2	0.466	C-	34.2	0.466	+ 0.000 D/V
# 4 Enterprise & 5th	A	8.6	0.204	A	8.6	0.204	+ 0.000 V/C
# 5 Enterprise & 11th	B+	11.4	0.400	B+	11.4	0.400	+ 0.000 D/V
# 6 Enterprise & Manila/Moffett Pa	C	29.4	0.755	C	29.4	0.755	+ 0.000 D/V
# 7 US 101 NB & Moffett Park	A	5.3	0.420	A	5.3	0.420	+ 0.000 D/V
# 8 Innovation & 11th	B	13.2	0.587	B	13.2	0.587	+ 0.000 V/C
# 9 Innovation & Moffett Park	B+	11.3	0.524	B+	11.3	0.524	+ 0.000 D/V
# 10 Mathilda & 5th	B	16.1	0.244	B	16.1	0.244	+ 0.000 D/V
# 11 Mathilda & Moffett Park	D	42.6	0.845	D	42.6	0.845	+ 0.000 D/V
# 12 Mathilda & Hwy 237 WB	B+	11.4	0.610	B+	11.4	0.610	+ 0.000 D/V
# 13 Mathilda & Hwy 237 EB	B	14.5	0.522	B	14.5	0.522	+ 0.000 D/V

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #1 Ellis & Manila

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439	
Loss Time (sec):	12	Average Delay (sec/veh):	10.3	
Optimal Cycle:	0	Level Of Service:	B	

Street Name:	Ellis						Manila					
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		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 2	0 1		0 1 1	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:AM Peak Hour												
Base Vol:	0	223	686	4	58	0	0	0	0	258	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	223	686	4	58	0	0	0	0	258	0	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	223	686	4	58	0	0	0	0	258	0	46
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	235	0	4	61	0	0	0	0	272	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	235	0	4	61	0	0	0	0	272	0	48
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	235	0	4	61	0	0	0	0	272	0	48
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:	0.00	2.00	1.00	0.13	1.87	0.00	0.00	0.00	0.00	0.85	0.00	0.15
Final Sat.:	0	1270	725	77	1126	0	0	0	0	619	0	110
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.18	0.00	0.05	0.05	xxxx	xxxx	xxxx	xxxx	0.44	xxxx	0.44
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.3	0.0	8.7	8.7	0.0	0.0	0.0	0.0	11.3	0.0	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	0.0	8.7	8.7	0.0	0.0	0.0	0.0	11.3	0.0	11.3
LOS by Move:	*	A	*	A	A	*	*	*	*	B	*	B
ApproachDel:		9.3			8.7			xxxxxx			11.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.3			8.7			xxxxxx			11.3	
LOS by Appr:		A			A			*			B	
AllWayAvgQ:	0.0	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.7	0.7	0.7

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #2 Ellis & US 101 NB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	9	Average Delay (sec/veh):	24.9
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Ellis						US 101 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 2
Volume Module: AM Peak Hour												
Base Vol:	77	768	0	0	131	198	0	0	0	287	2	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	768	0	0	131	198	0	0	0	287	2	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	768	0	0	131	198	0	0	0	287	2	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	82	817	0	0	139	211	0	0	0	305	2	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	817	0	0	139	211	0	0	0	305	2	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	817	0	0	139	211	0	0	0	305	2	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.19	1.81	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	337	3363	0	0	1900	1750	0	0	0	1788	12	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.00	0.07	0.12	0.00	0.00	0.00	0.17	0.17	0.05
Crit Moves:		****			****						****	
Green Time:	22.5	22.5	0.0	0.0	12.6	12.6	0.0	0.0	0.0	15.9	15.9	15.9
Volume/Cap:	0.65	0.65	0.00	0.00	0.35	0.57	0.00	0.00	0.00	0.65	0.65	0.19
Delay/Veh:	28.2	28.2	0.0	0.0	20.4	22.6	0.0	0.0	0.0	22.7	22.7	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	0.0	0.0	20.4	22.6	0.0	0.0	0.0	22.7	22.7	17.2
LOS by Move:	C	C	A	A	C+	C+	A	A	A	C+	C+	B
HCM2kAvgQ:	8	8	0	0	3	5	0	0	0	6	6	1

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #3 Ellis & US 101 SB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	9	Average Delay (sec/veh):	34.2
Optimal Cycle:	36	Level Of Service:	C-

Street Name:	Ellis						US 101 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:AM Peak Hour												
Base Vol:	0	220	61	28	364	0	501	0	467	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	61	28	364	0	501	0	467	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	220	61	28	364	0	501	0	467	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	242	0	31	400	0	551	0	513	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	242	0	31	400	0	551	0	513	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	242	0	31	400	0	551	0	513	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.02	0.21	0.00	0.31	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	10.0	0.0	7.0	17.0	0.0	34.0	0.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.00	0.15	0.74	0.00	0.56	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	22.6	0.0	24.2	25.1	0.0	45.2	0.0	35.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.6	0.0	24.2	25.1	0.0	45.2	0.0	35.7	0.0	0.0	0.0
LOS by Move:	A	C+	A	C	C	A	D	A	D+	A	A	A
HCM2kAvgQ:	0	2	0	1	9	0	8	0	7	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #4 Enterprise & 5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.204
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Enterprise						5th					
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		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 0	0	0 0	0 1	0	0 1	0 0	1
Volume Module:AM Peak Hour												
Base Vol:	0	118	21	2	11	0	0	4	3	13	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	118	21	2	11	0	0	4	3	13	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	118	21	2	11	0	0	4	3	13	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	0	134	24	2	13	0	0	5	0	15	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	134	24	2	13	0	0	5	0	15	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	134	24	2	13	0	0	5	0	15	1	1
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:	1.00	0.85	0.15	0.15	0.85	0.00	0.00	1.00	0.00	0.93	0.07	1.00
Final Sat.:	685	658	117	115	634	0	0	529	0	496	38	645
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.02	0.02	xxxx	xxxx	0.01	xxxx	0.03	0.03	0.00
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	8.5	8.5	7.9	7.9	0.0	0.0	9.7	0.0	9.5	9.5	8.1
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:	0.0	8.5	8.5	7.9	7.9	0.0	0.0	9.7	0.0	9.5	9.5	8.1
LOS by Move:	*	A	A	A	A	*	*	A	*	A	A	A
ApproachDel:		8.5			7.9			9.7			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			7.9			9.7			9.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #5 Enterprise & 11th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	9	Average Delay (sec/veh):	11.4
Optimal Cycle:	36	Level Of Service:	B+

Street Name:	Enterprise						11th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:AM Peak Hour												
Base Vol:	0	475	277	26	141	0	0	0	0	74	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	475	277	26	141	0	0	0	0	74	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	475	277	26	141	0	0	0	0	74	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	522	304	29	155	0	0	0	0	81	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	304	29	155	0	0	0	0	81	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	522	304	29	155	0	0	0	0	81	0	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2336	1362	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.02	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****
Green Time:	0.0	30.4	30.4	7.0	37.4	0.0	0.0	0.0	0.0	13.6	0.0	13.6
Volume/Cap:	0.00	0.44	0.44	0.14	0.07	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Delay/Veh:	0.0	9.6	9.6	24.1	4.5	0.0	0.0	0.0	0.0	18.4	0.0	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	9.6	24.1	4.5	0.0	0.0	0.0	0.0	18.4	0.0	20.7
LOS by Move:	A	A	A	C	A	A	A	A	A	B-	A	C+
HCM2kAvgQ:	0	5	5	1	1	0	0	0	0	1	0	4

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #6 Enterprise & Manila/Moffett Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	9	Average Delay (sec/veh):	29.4
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Enterprise						Manila/Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	112	0	60	502	186	0	0	226	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	112	0	60	502	186	0	0	226	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	112	0	60	502	186	0	0	226	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	124	0	67	558	207	0	0	251	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	67	558	207	0	0	251	578
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	124	0	67	558	207	0	0	251	578
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.32	0.11	0.00	0.00	0.13	0.33
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	39.8	81.0	0.0	0.0	41.2	41.2
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.38	0.80	0.13	0.00	0.00	0.32	0.80
Delay/Veh:	0.0	0.0	0.0	56.4	0.0	43.5	33.2	2.1	0.0	0.0	20.1	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.4	0.0	43.5	33.2	2.1	0.0	0.0	20.1	32.2
LOS by Move:	A	A	A	E+	A	D	C-	A	A	A	C+	C-
HCM2kAvgQ:	0	0	0	6	0	2	18	1	0	0	5	19

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #7 US 101 NB & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	9	Average Delay (sec/veh):	5.3
Optimal Cycle:	29	Level Of Service:	A

Street Name:	US 101 NB						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 1	1 0	1	0 0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	316	12	163	658	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	316	12	163	658	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	316	12	163	658	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	326	12	168	678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	326	12	168	678	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	326	12	168	678	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.01	0.10	0.36	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3	30.3	20.7	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.01	0.28	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	7.4	14.5	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	7.4	14.5	1.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	3	3	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #8 Innovation & 11th

Cycle (sec):	100					Critical Vol./Cap.(X):						0.587				
Loss Time (sec):	0					Average Delay (sec/veh):						13.2				
Optimal Cycle:	0					Level Of Service:						B				
Street Name:	Innovation								11th							
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						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	1 0	1 0	1	0 1	1 0	1	0 0	1 1	0	0 1!	0 0				
Volume Module:AM Peak Hour																
Base Vol:	286	26	40	30	63	284	57	20	66	20	10	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	286	26	40	30	63	284	57	20	66	20	10	50				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	286	26	40	30	63	284	57	20	66	20	10	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82				
PHF Volume:	349	32	49	37	77	346	70	24	80	24	12	61				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	349	32	49	37	77	346	70	24	80	24	12	61				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	349	32	49	37	77	346	70	24	80	24	12	61				
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:	2.00	0.39	0.61	1.00	1.00	1.00	1.00	0.47	1.53	0.25	0.12	0.63				
Final Sat.:	981	219	338	488	524	590	425	221	748	124	62	310				
Capacity Analysis Module:																
Vol/Sat:	0.36	0.14	0.14	0.08	0.15	0.59	0.16	0.11	0.11	0.20	0.20	0.20				
Crit Moves:	****					****	****				****					
Delay/Veh:	13.5	9.9	9.9	10.4	10.4	16.3	12.1	10.6	10.4	11.2	11.2	11.2				
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:	13.5	9.9	9.9	10.4	10.4	16.3	12.1	10.6	10.4	11.2	11.2	11.2				
LOS by Move:	B	A	A	B	B	C	B	B	B	B	B	B				
ApproachDel:	12.8			14.8			11.1			11.2						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	12.8			14.8			11.1			11.2						
LOS by Appr:	B			B			B			B						
AllWayAvgQ:	0.5	0.2	0.2	0.1	0.2	1.2	0.2	0.1	0.1	0.2	0.2	0.2				

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #9 Innovation & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	9	Average Delay (sec/veh):	11.3
Optimal Cycle:	39	Level Of Service:	B+

Street Name:	Innovation						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1	0	1! 0	0	1	0 2	0 0	0 0	2 0 1
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	106	0	74	106	176	0	0	778	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	0	74	106	176	0	0	778	508
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	0	74	106	176	0	0	778	508
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	112	0	78	112	185	0	0	819	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	78	112	185	0	0	819	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	78	112	185	0	0	819	535
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:	0.00	0.00	0.00	1.42	0.00	0.58	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2480	0	1020	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.06	0.05	0.00	0.00	0.22	0.31
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	10.0	41.0	0.0	0.0	31.0	31.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.46	0.38	0.07	0.00	0.00	0.42	0.59
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	23.4	23.1	3.2	0.0	0.0	9.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	23.4	23.1	3.2	0.0	0.0	9.1	11.1
LOS by Move:	A	A	A	C+	A	C	C	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	2	0	3	2	1	0	0	5	8

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #10 Mathilda & 5th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.244
Loss Time (sec):	12	Average Delay (sec/veh):	16.1
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Mathilda						5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	3 0	9	2 0	1 0	1	2 0	0 1	0
Volume Module:	AM Peak Hour											
Base Vol:	42	415	200	84	225	247	22	7	14	41	10	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	415	200	84	225	247	22	7	14	41	10	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	415	200	84	225	247	22	7	14	41	10	7
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	47	466	225	94	253	0	25	8	16	46	11	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	466	225	94	253	0	25	8	16	46	11	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	466	225	94	253	0	25	8	16	46	11	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.80	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	9.00	2.00	1.00	1.00	2.00	0.59	0.41
Final Sat.:	3150	3798	1800	1750	5700	13653	3150	1900	1750	3150	1059	741
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.05	0.04	0.00	0.01	0.00	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****				****	
Green Time:	12.8	21.5	21.5	9.5	18.2	0.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.07	0.34	0.35	0.34	0.15	0.00	0.07	0.02	0.05	0.13	0.06	0.06
Delay/Veh:	18.9	14.2	14.2	23.2	15.2	0.0	23.7	21.0	21.1	23.9	21.1	21.1
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:	18.9	14.2	14.2	23.2	15.2	0.0	23.7	21.0	21.1	23.9	21.1	21.1
LOS by Move:	B-	B	B	C	B	A	C	C+	C+	C	C+	C+
HCM2kAvgQ:	0	3	3	2	1	0	0	0	0	1	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #11 Mathilda & Moffett Park

Cycle (sec):	70	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	12	Average Delay (sec/veh):	42.6
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Mathilda						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 3	1 0		1 0 1	0 1		2 0 0	1 0	
Volume Module:AM Peak Hour												
Base Vol:	791	1166	717	14	156	66	35	77	106	177	397	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	791	1166	717	14	156	66	35	77	106	177	397	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	791	1166	717	14	156	66	35	77	106	177	397	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	833	1227	755	15	164	69	37	81	0	186	418	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	833	1227	755	15	164	69	37	81	0	186	418	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	833	1227	755	15	164	69	37	81	0	186	418	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.97	0.03
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1743	57
Capacity Analysis Module:												
Vol/Sat:	0.26	0.32	0.43	0.01	0.03	0.04	0.02	0.04	0.00	0.06	0.24	0.24
Crit Moves:			****	****			****				****	
Green Time:	22.9	28.3	28.3	7.0	12.4	12.4	7.0	13.4	0.0	9.4	15.7	15.7
Volume/Cap:	0.81	0.80	1.07	0.08	0.16	0.22	0.21	0.22	0.00	0.44	1.07	1.07
Delay/Veh:	36.8	24.6	62.5	28.8	24.5	24.8	29.6	24.2	0.0	28.7	91.0	91.0
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:	36.8	24.6	62.5	28.8	24.5	24.8	29.6	24.2	0.0	28.7	91.0	91.0
LOS by Move:	D+	C	E	C	C	C	C	C	A	C	F	F
HCM2kAvgQ:	12	14	30	0	1	2	1	2	0	3	18	18

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #12 Mathilda & Hwy 237 WB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	9	Average Delay (sec/veh):	11.4
Optimal Cycle:	39	Level Of Service:	B+

Street Name:	Mathilda						Hwy 237 WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	0	0 0	3 1	0	0 0	0 0	0	1 1	0 0	1
Volume Module: AM Peak Hour												
Base Vol:	174	2571	0	0	301	157	0	0	0	447	82	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	2571	0	0	301	157	0	0	0	447	82	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	2571	0	0	301	157	0	0	0	447	82	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	185	2735	0	0	320	167	0	0	0	476	87	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	2735	0	0	320	167	0	0	0	476	87	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	2735	0	0	320	167	0	0	0	476	87	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.69	0.31	1.00
Final Sat.:	1750	7600	0	0	5700	1750	0	0	0	3000	550	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.00	0.00	0.06	0.10	0.00	0.00	0.00	0.16	0.16	0.08
Crit Moves:		****		****							****	
Green Time:	14.6	35.4	0.0	0.0	20.8	20.8	0.0	0.0	0.0	15.6	15.6	15.6
Volume/Cap:	0.44	0.61	0.00	0.00	0.16	0.27	0.00	0.00	0.00	0.61	0.61	0.29
Delay/Veh:	19.9	8.1	0.0	0.0	13.6	14.2	0.0	0.0	0.0	20.7	20.7	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	8.1	0.0	0.0	13.6	14.2	0.0	0.0	0.0	20.7	20.7	18.1
LOS by Move:	B-	A	A	A	B	B	A	A	A	C+	C+	B-
HCM2kAvgQ:	4	9	0	0	1	3	0	0	0	6	6	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #13 Mathilda & Hwy 237 EB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	9	Average Delay (sec/veh):	14.5
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Mathilda						Hwy 237 EB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 0	1	1 0	3 0	0	2 1	0 0	1	0 0	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	0	1744	707	57	676	0	994	1	96	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1744	707	57	676	0	994	1	96	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1744	707	57	676	0	994	1	96	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1855	0	61	719	0	1057	1	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1855	0	61	719	0	1057	1	102	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1855	0	61	719	0	1057	1	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4945	5	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.03	0.13	0.00	0.21	0.21	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	21.0	0.0	7.0	28.0	0.0	23.0	23.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.30	0.27	0.00	0.56	0.56	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	16.0	0.0	25.1	9.8	0.0	14.9	14.9	12.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	0.0	25.1	9.8	0.0	14.9	14.9	12.2	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	6	0	1	3	0	7	7	1	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

Scenario Report

Scenario:	Existing PM Peak
Command:	Default Command
Volume:	Existing PM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Planetary Ventures
MFA Hangar 3 Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ellis & Manila	C	18.6	0.784	C	18.6	0.784	+ 0.000 V/C
# 2 Ellis & US 101 NB	C	24.1	0.565	C	24.1	0.565	+ 0.000 D/V
# 3 Ellis & US 101 SB	C	31.7	0.491	C	31.7	0.491	+ 0.000 D/V
# 4 Enterprise & 5th	A	8.7	0.145	A	8.7	0.145	+ 0.000 V/C
# 5 Enterprise & 11th	B+	11.7	0.196	B+	11.7	0.196	+ 0.000 D/V
# 6 Enterprise & Manila/Moffett Pa	B	13.3	0.572	B	13.3	0.572	+ 0.000 D/V
# 7 US 101 NB & Moffett Park	B	13.7	0.718	B	13.7	0.718	+ 0.000 D/V
# 8 Innovation & 11th	C	20.3	0.856	C	20.3	0.856	+ 0.000 V/C
# 9 Innovation & Moffett Park	B	15.4	0.498	B	15.4	0.498	+ 0.000 D/V
# 10 Mathilda & 5th	B-	19.1	0.346	B-	19.1	0.346	+ 0.000 D/V
# 11 Mathilda & Moffett Park	C	28.0	0.704	C	28.0	0.704	+ 0.000 D/V
# 12 Mathilda & Hwy 237 WB	B	13.6	0.665	B	13.6	0.665	+ 0.000 D/V
# 13 Mathilda & Hwy 237 EB	B+	11.1	0.596	B+	11.1	0.596	+ 0.000 D/V

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #1 Ellis & Manila

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784	
Loss Time (sec):	12	Average Delay (sec/veh):	18.6	
Optimal Cycle:	0	Level Of Service:	C	

Street Name:	Ellis						Manila					
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		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 2	0 1		0 1 1	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:PM Peak Hour												
Base Vol:	0	64	236	11	186	0	0	0	0	511	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	64	236	11	186	0	0	0	0	511	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	64	236	11	186	0	0	0	0	511	0	7
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	70	0	12	202	0	0	0	0	555	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	12	202	0	0	0	0	555	0	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	70	0	12	202	0	0	0	0	555	0	8
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:	0.00	2.00	1.00	0.11	1.89	0.00	0.00	0.00	0.00	0.99	0.00	0.01
Final Sat.:	0	1046	582	61	1040	0	0	0	0	709	0	10
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.00	0.20	0.19	xxxx	xxxx	xxxx	xxxx	0.78	xxxx	0.78
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.5	0.0	10.3	10.2	0.0	0.0	0.0	0.0	22.9	0.0	22.9
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:	0.0	9.5	0.0	10.3	10.2	0.0	0.0	0.0	0.0	22.9	0.0	22.9
LOS by Move:	*	A	*	B	B	*	*	*	*	C	*	C
ApproachDel:		9.5			10.2			xxxxxx			22.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.5			10.2			xxxxxx			22.9	
LOS by Appr:		A			B			*			C	
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.0	3.0	3.0	3.0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #2 Ellis & US 101 NB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	9	Average Delay (sec/veh):	24.1
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Ellis						US 101 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 2
Volume Module: PM Peak Hour												
Base Vol:	233	248	0	0	398	319	0	0	0	219	2	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	248	0	0	398	319	0	0	0	219	2	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	248	0	0	398	319	0	0	0	219	2	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	251	267	0	0	428	343	0	0	0	235	2	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	267	0	0	428	343	0	0	0	235	2	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	267	0	0	428	343	0	0	0	235	2	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.09	0.91	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	1791	1906	0	0	2053	1645	0	0	0	1784	16	3150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.13	0.13	0.02
Crit Moves:		****			****						****	
Green Time:	14.9	14.9	0.0	0.0	22.1	22.1	0.0	0.0	0.0	14.0	14.0	14.0
Volume/Cap:	0.57	0.57	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.57	0.57	0.07
Delay/Veh:	38.3	38.3	0.0	0.0	15.7	15.7	0.0	0.0	0.0	22.1	22.1	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	0.0	0.0	15.7	15.7	0.0	0.0	0.0	22.1	22.1	17.9
LOS by Move:	D+	D+	A	A	B	B	A	A	A	C+	C+	B
HCM2kAvgQ:	5	5	0	0	7	7	0	0	0	5	5	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #3 Ellis & US 101 SB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	9	Average Delay (sec/veh):	31.7
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Ellis						US 101 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module: PM Peak Hour												
Base Vol:	0	192	219	90	532	0	105	0	189	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	192	219	90	532	0	105	0	189	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	192	219	90	532	0	105	0	189	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	206	0	97	572	0	113	0	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	206	0	97	572	0	113	0	203	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	206	0	97	572	0	113	0	203	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.06	0.30	0.00	0.06	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	21.6	0.0	15.2	36.8	0.0	14.2	0.0	14.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.15	0.00	0.22	0.49	0.00	0.27	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	0.0	18.0	6.7	0.0	106.0	0.0	85.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	0.0	18.0	6.7	0.0	106.0	0.0	85.9	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	1	0	2	6	0	2	0	4	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #4 Enterprise & 5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.145
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Enterprise						5th					
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		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1 0	0	0 0	0 1	0	0 1	0 0	1
Volume Module:PM Peak Hour												
Base Vol:	0	18	5	0	90	0	0	9	9	35	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	5	0	90	0	0	9	9	35	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	18	5	0	90	0	0	9	9	35	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.00	0.82	0.82	0.00	0.82	0.82	0.82
PHF Volume:	0	22	6	0	110	0	0	11	0	43	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	22	6	0	110	0	0	11	0	43	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	22	6	0	110	0	0	11	0	43	1	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	0.00	1.00	0.00	0.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	657	584	162	0	756	0	0	534	0	526	15	657
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	xxxx	0.15	xxxx	xxxx	0.02	xxxx	0.08	0.08	0.00
Crit Moves:			****		****			****		****		
Delay/Veh:	0.0	7.6	7.6	0.0	8.5	0.0	0.0	9.7	0.0	9.8	9.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	7.6	0.0	8.5	0.0	0.0	9.7	0.0	9.8	9.8	0.0
LOS by Move:	*	A	A	*	A	*	*	A	*	A	A	*
ApproachDel:		7.6			8.5			9.7			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			8.5			9.7			9.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #5 Enterprise & 11th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.196
Loss Time (sec):	9	Average Delay (sec/veh):	11.7
Optimal Cycle:	36	Level Of Service:	B+

Street Name:	Enterprise						11th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0 0	2 0	0 0	1
Volume Module:PM Peak Hour												
Base Vol:	0	96	85	137	472	0	0	0	0	220	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	85	137	472	0	0	0	0	220	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	85	137	472	0	0	0	0	220	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	107	94	152	524	0	0	0	0	244	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	94	152	524	0	0	0	0	244	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	107	94	152	524	0	0	0	0	244	0	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.04	0.96	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1961	1736	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.09	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.03
Crit Moves:		****		****								****
Green Time:	0.0	15.8	15.8	25.2	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.21	0.21	0.21	0.20	0.00	0.00	0.00	0.00	0.47	0.00	0.15
Delay/Veh:	0.0	17.3	17.3	11.2	3.5	0.0	0.0	0.0	0.0	23.2	0.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	17.3	11.2	3.5	0.0	0.0	0.0	0.0	23.2	0.0	21.6
LOS by Move:	A	B	B	B+	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	2	2	2	2	0	0	0	0	3	0	1

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #6 Enterprise & Manila/Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	9	Average Delay (sec/veh):	13.3
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Enterprise						Manila/Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	586	0	417	103	147	0	0	121	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	586	0	417	103	147	0	0	121	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	586	0	417	103	147	0	0	121	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	623	0	444	110	156	0	0	129	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	623	0	444	110	156	0	0	129	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	623	0	444	110	156	0	0	129	103
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.25	0.06	0.08	0.00	0.00	0.07	0.06
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	34.0	0.0	34.0	7.0	17.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.45	0.54	0.29	0.00	0.00	0.41	0.35
Delay/Veh:	0.0	0.0	0.0	10.0	0.0	7.9	27.8	17.1	0.0	0.0	23.2	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.0	0.0	7.9	27.8	17.1	0.0	0.0	23.2	22.9
LOS by Move:	A	A	A	B+	A	A	C	B	A	A	C	C+
HCM2kAvgQ:	0	0	0	9	0	5	3	2	0	0	3	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #7 US 101 NB & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	9	Average Delay (sec/veh):	13.7
Optimal Cycle:	48	Level Of Service:	B

Street Name:	US 101 NB						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 1	1 0	1	0 0
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	616	130	469	266	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	616	130	469	266	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	616	130	469	266	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	635	134	484	274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	635	134	484	274	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	635	134	484	274	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.08	0.28	0.14	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.9	27.9	23.1	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.16	0.72	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	9.4	19.4	0.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	9.4	19.4	0.8	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B-	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	11	2	10	1	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #8 Innovation & 11th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	0	Average Delay (sec/veh):	20.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Innovation						11th					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1	0 1	1 0	1	0 0	1 1	0	0 1!	0 0
Volume Module:PM Peak Hour												
Base Vol:	55	56	50	30	71	54	393	20	312	20	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	56	50	30	71	54	393	20	312	20	10	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	56	50	30	71	54	393	20	312	20	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	63	64	57	34	81	61	447	23	355	23	11	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	64	57	34	81	61	447	23	355	23	11	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	64	57	34	81	61	447	23	355	23	11	57
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:	1.02	1.04	0.94	1.00	1.14	0.86	1.00	0.12	1.88	0.25	0.13	0.62
Final Sat.:	434	472	461	422	515	419	521	74	1165	136	68	339
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.12	0.08	0.16	0.15	0.86	0.31	0.30	0.17	0.17	0.17
Crit Moves:	****				****		****				****	
Delay/Veh:	12.0	11.3	10.5	11.4	11.5	10.8	37.5	10.9	10.8	10.5	10.5	10.5
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:	12.0	11.3	10.5	11.4	11.5	10.8	37.5	10.9	10.8	10.5	10.5	10.5
LOS by Move:	B	B	B	B	B	B	E	B	B	B	B	B
ApproachDel:	11.3			11.2			25.3			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			11.2			25.3			10.5		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.2	0.1	4.0	0.4	0.4	0.2	0.2	0.2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #9 Innovation & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	9	Average Delay (sec/veh):	15.4
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Innovation						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0	0	1 0	2 0	0	0 2	0 1
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	337	0	258	72	541	0	0	447	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	337	0	258	72	541	0	0	447	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	337	0	258	72	541	0	0	447	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	355	0	272	76	569	0	0	471	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	355	0	272	76	569	0	0	471	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	355	0	272	76	569	0	0	471	84
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:	0.00	0.00	0.00	1.40	0.00	0.60	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2441	0	1059	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.26	0.04	0.15	0.00	0.00	0.12	0.05
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	10.0	23.3	0.0	0.0	13.3	13.3
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.56	0.26	0.39	0.00	0.00	0.56	0.22
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	12.4	22.3	13.3	0.0	0.0	21.5	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.3	0.0	12.4	22.3	13.3	0.0	0.0	21.5	19.3
LOS by Move:	A	A	A	B+	A	B	C+	B	A	A	C+	B-
HCM2kAvgQ:	0	0	0	3	0	7	2	4	0	0	5	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #10 Mathilda & 5th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	12	Average Delay (sec/veh):	19.1
Optimal Cycle:	46	Level Of Service:	B-

Street Name:	Mathilda						5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 3	0 9		2 0 1	0 1		2 0 0	1 0	
Volume Module:PM Peak Hour												
Base Vol:	11	290	40	3	580	24	128	15	87	261	13	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	290	40	3	580	24	128	15	87	261	13	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	290	40	3	580	24	128	15	87	261	13	27
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	13	337	47	3	674	0	149	17	101	303	15	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	337	47	3	674	0	149	17	101	303	15	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	337	47	3	674	0	149	17	101	303	15	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.80	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.62	0.38	1.00	3.00	9.00	2.00	1.00	1.00	2.00	0.33	0.67
Final Sat.:	3150	4920	679	1750	5700	13653	3150	1900	1750	3150	585	1215
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.00	0.12	0.00	0.05	0.01	0.06	0.10	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	7.0	14.2	14.2	9.9	17.1	0.0	9.8	10.0	10.0	13.9	14.1	14.1
Volume/Cap:	0.03	0.29	0.29	0.01	0.42	0.00	0.29	0.06	0.35	0.42	0.11	0.11
Delay/Veh:	23.5	18.9	18.9	21.0	17.6	0.0	22.3	21.1	22.8	20.0	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	18.9	18.9	21.0	17.6	0.0	22.3	21.1	22.8	20.0	18.2	18.2
LOS by Move:	C	B-	B-	C+	B	A	C+	C+	C+	B-	B-	B-
HCM2kAvgQ:	0	2	2	0	4	0	2	0	2	3	1	1

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #11 Mathilda & Moffett Park

Cycle (sec):	70	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	12	Average Delay (sec/veh):	28.0
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Mathilda						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 3	1 0		1 0 1	0 1		2 0 0	1 0	
Volume Module:PM Peak Hour												
Base Vol:	162	249	237	21	1383	59	58	269	445	513	294	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	249	237	21	1383	59	58	269	445	513	294	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	249	237	21	1383	59	58	269	445	513	294	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	172	265	252	22	1471	63	62	286	0	546	313	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	265	252	22	1471	63	62	286	0	546	313	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	172	265	252	22	1471	63	62	286	0	546	313	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.83	0.17	1.00	1.00	1.00	2.00	0.97	0.03
Final Sat.:	3150	3800	1750	1750	7193	307	1750	1900	1750	3150	1747	53
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.14	0.01	0.20	0.20	0.04	0.15	0.00	0.17	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	7.0	15.8	15.8	11.0	19.7	19.7	11.2	14.5	0.0	16.7	20.1	20.1
Volume/Cap:	0.55	0.31	0.64	0.08	0.73	0.73	0.22	0.73	0.00	0.73	0.62	0.62
Delay/Veh:	66.3	29.1	26.3	25.4	24.0	24.0	26.0	32.4	0.0	28.1	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	29.1	26.3	25.4	24.0	24.0	26.0	32.4	0.0	28.1	24.1	24.1
LOS by Move:	E	C	C	C	C	C	C	C-	A	C	C	C
HCM2kAvgQ:	3	3	6	0	9	9	1	7	0	8	7	7

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #12 Mathilda & Hwy 237 WB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	9	Average Delay (sec/veh):	13.6
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Mathilda						Hwy 237 WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	0	0 0	3 1	0	0 0	0 0	0	1 1	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	89	606	0	0	1855	489	0	0	0	584	11	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	606	0	0	1855	489	0	0	0	584	11	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	606	0	0	1855	489	0	0	0	584	11	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	645	0	0	1973	520	0	0	0	621	12	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	645	0	0	1973	520	0	0	0	621	12	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	645	0	0	1973	520	0	0	0	621	12	38
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	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	4.00	0.00	0.00	3.13	0.87	0.00	0.00	0.00	1.96	0.04	1.00
Final Sat.:	1750	7600	0	0	5933	1564	0	0	0	3484	66	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.18	0.18	0.02
Crit Moves:	****				****					****		
Green Time:	7.0	35.6	0.0	0.0	28.6	28.6	0.0	0.0	0.0	15.4	15.4	15.4
Volume/Cap:	0.46	0.14	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.70	0.70	0.09
Delay/Veh:	26.4	5.4	0.0	0.0	12.9	12.9	0.0	0.0	0.0	22.6	22.6	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	5.4	0.0	0.0	12.9	12.9	0.0	0.0	0.0	22.6	22.6	17.1
LOS by Move:	C	A	A	A	B	B	A	A	A	C+	C+	B
HCM2kAvgQ:	2	1	0	0	10	10	0	0	0	7	7	1

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #13 Mathilda & Hwy 237 EB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	9	Average Delay (sec/veh):	11.1
Optimal Cycle:	38	Level Of Service:	B+

Street Name:	Mathilda						Hwy 237 EB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 0	1	1 0	3 0	0	2 1	0 0	1	0 0	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	478	563	339	2128	0	214	11	224	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	478	563	339	2128	0	214	11	224	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	478	563	339	2128	0	214	11	224	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	483	0	342	2149	0	216	11	226	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	0	342	2149	0	216	11	226	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	483	0	342	2149	0	216	11	226	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.86	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	1.00	3.00	0.00	2.87	0.13	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	1750	1750	5700	0	4706	242	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.20	0.38	0.00	0.05	0.05	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	17.5	0.0	20.5	38.0	0.0	13.0	13.0	13.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.00	0.57	0.60	0.00	0.21	0.21	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	15.9	0.0	17.5	6.8	0.0	19.4	19.4	23.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	0.0	17.5	6.8	0.0	19.4	19.4	23.7	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	B-	B-	C	A	A	A
HCM2kAvgQ:	0	1	0	6	8	0	1	1	5	0	0	0

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

2022 Background Conditions

Planetary Ventures
MFA Hangar 3 Project

Scenario Report

Scenario:	2022 Background - AM Peak
Command:	Default Command
Volume:	2022 Background - AM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Planetary Ventures
MFA Hangar 3 Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ellis & Manila	B	11.1	0.496	B	11.1	0.496	+ 0.000 V/C
# 2 Ellis & US 101 NB	C	24.8	0.638	C	24.8	0.638	+ 0.000 D/V
# 3 Ellis & US 101 SB	D+	35.7	0.526	D+	35.7	0.526	+ 0.000 D/V
# 4 Enterprise & 5th	A	8.7	0.220	A	8.7	0.220	+ 0.000 V/C
# 5 Enterprise & 11th	B+	11.6	0.432	B+	11.6	0.432	+ 0.000 D/V
# 6 Enterprise & Manila/Moffett Pa	C-	33.3	0.816	C-	33.3	0.816	+ 0.000 D/V
# 7 US 101 NB & Moffett Park	A	5.4	0.454	A	5.4	0.454	+ 0.000 D/V
# 8 Innovation & 11th	B	14.4	0.649	B	14.4	0.649	+ 0.000 V/C
# 9 Innovation & Moffett Park	B+	11.7	0.566	B+	11.7	0.566	+ 0.000 D/V
# 10 Mathilda & 5th	B	16.3	0.270	B	16.3	0.270	+ 0.000 D/V
# 11 Mathilda & Moffett Park	C-	32.7	0.922	C-	32.7	0.922	+ 0.000 D/V
# 12 Mathilda & Hwy 237 WB	A	0.3	0.350	A	0.3	0.350	+ 0.000 D/V
# 13 Mathilda & Hwy 237 EB	B	17.7	0.746	B	17.7	0.746	+ 0.000 D/V

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #1 Ellis & Manila

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	12	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ellis									Manila								
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					
Rights:	Ignore				Include				Include				Include					
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10		
Lanes:	0	0	2	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1!	0	0
Volume Module:AM Peak Hour																				
Base Vol:	0	290		741	5	62		0	0	0		0	279	0		50		
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Initial Bse:	0	290		741	5	62		0	0	0		0	279	0		50		
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0		
New Trips:	0	0		0	0	0		0	0	0		0	0	0		0		
Initial Fut:	0	290		741	5	62		0	0	0		0	279	0		50		
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.00	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95		
PHF Volume:	0	305		0	5	65		0	0	0		0	294	0		53		
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0		
Reduced Vol:	0	305		0	5	65		0	0	0		0	294	0		53		
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
FinalVolume:	0	305		0	5	65		0	0	0		0	294	0		53		
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:	0.00	2.00		1.00	0.15	1.85		0.00	0.00	0.00		1.00	0.85	0.00		0.15		
Final Sat.:	0	1247		709	86	1069		0	0	0		700	593	0		106		
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.24		0.00	0.06	0.06		xxxx	xxxx	xxxx		0.00	0.50	xxxx		0.50		
Crit Moves:		****			****							****	****					
Delay/Veh:	0.0	10.0		0.0	9.0	8.9		0.0	0.0	0.0		0.0	12.6	0.0		12.6		
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:	0.0	10.0		0.0	9.0	8.9		0.0	0.0	0.0		0.0	12.6	0.0		12.6		
LOS by Move:	*	A		*	A	A		*	*	*		*	B	*		B		
ApproachDel:	10.0				8.9				xxxxxx				12.6					
Delay Adj:	1.00				1.00				xxxxx				1.00					
ApprAdjDel:	10.0				8.9				xxxxxx				12.6					
LOS by Appr:	A				A				*				B					
AllWayAvgQ:	0.0	0.3		0.0	0.1	0.1		0.0	0.0	0.0		0.0	0.9	0.9		0.9		

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #2 Ellis & US 101 NB

Cycle (sec):	55	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9	Average Delay (sec/veh):	24.8
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Ellis						US 101 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 2
Volume Module: AM Peak Hour												
Base Vol:	83	856	0	0	141	214	0	0	0	310	2	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	856	0	0	141	214	0	0	0	310	2	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	856	0	0	141	214	0	0	0	310	2	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	88	911	0	0	150	228	0	0	0	330	2	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	911	0	0	150	228	0	0	0	330	2	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	911	0	0	150	228	0	0	0	330	2	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.18	1.82	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	327	3373	0	0	1900	1750	0	0	0	1788	12	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.08	0.13	0.00	0.00	0.00	0.18	0.18	0.06
Crit Moves:	****				****					****		
Green Time:	20.7	20.7	0.0	0.0	11.2	11.2	0.0	0.0	0.0	14.1	14.1	14.1
Volume/Cap:	0.72	0.72	0.00	0.00	0.39	0.64	0.00	0.00	0.00	0.72	0.72	0.24
Delay/Veh:	28.2	28.2	0.0	0.0	19.2	22.4	0.0	0.0	0.0	24.0	24.0	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	0.0	0.0	19.2	22.4	0.0	0.0	0.0	24.0	24.0	16.4
LOS by Move:	C	C	A	A	B-	C+	A	A	A	C	C	B
HCM2kAvgQ:	9	9	0	0	3	5	0	0	0	7	7	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #3 Ellis & US 101 SB

Cycle (sec):	55	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	9	Average Delay (sec/veh):	35.7
Optimal Cycle:	36	Level Of Service:	D+

Street Name:	Ellis						US 101 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:AM Peak Hour												
Base Vol:	0	254	66	30	393	0	553	0	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	254	66	30	393	0	553	0	504	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	254	66	30	393	0	553	0	504	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	279	0	33	432	0	608	0	554	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	279	0	33	432	0	608	0	554	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	279	0	33	432	0	608	0	554	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.02	0.23	0.00	0.35	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	10.0	0.0	7.0	17.0	0.0	29.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.15	0.74	0.00	0.66	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	0.0	21.7	21.8	0.0	50.2	0.0	39.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	0.0	21.7	21.8	0.0	50.2	0.0	39.4	0.0	0.0	0.0
LOS by Move:	A	C+	A	C+	C+	A	D	A	D	A	A	A
HCM2kAvgQ:	0	3	0	1	8	0	9	0	8	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #4 Enterprise & 5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Enterprise						5th					
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		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:AM Peak Hour												
Base Vol:	0	127	23	2	12	0	0	4	3	14	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	23	2	12	0	0	4	3	14	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	127	23	2	12	0	0	4	3	14	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	0	144	26	2	14	0	0	5	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	144	26	2	14	0	0	5	0	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	144	26	2	14	0	0	5	0	16	1	1
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:	1.00	0.85	0.15	0.14	0.86	0.00	0.00	2.00	0.00	0.93	0.07	1.00
Final Sat.:	684	656	119	107	640	0	0	1054	0	495	35	640
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.02	0.02	xxxx	xxxx	0.00	xxxx	0.03	0.03	0.00
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	8.6	8.6	7.9	7.9	0.0	0.0	9.4	0.0	9.5	9.5	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	8.6	7.9	7.9	0.0	0.0	9.4	0.0	9.5	9.5	8.2
LOS by Move:	*	A	A	A	A	*	*	A	*	A	A	A
ApproachDel:		8.6			7.9			9.4			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			7.9			9.4			9.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #5 Enterprise & 11th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	9	Average Delay (sec/veh):	11.6
Optimal Cycle:	36	Level Of Service:	B+

Street Name:	Enterprise						11th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:AM Peak Hour												
Base Vol:	0	513	299	28	152	0	0	0	0	80	0	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	513	299	28	152	0	0	0	0	80	0	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	513	299	28	152	0	0	0	0	80	0	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	564	329	31	167	0	0	0	0	88	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	329	31	167	0	0	0	0	88	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	564	329	31	167	0	0	0	0	88	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2337	1362	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.11
Crit Moves:		****		****								****
Green Time:	0.0	30.3	30.3	7.0	37.3	0.0	0.0	0.0	0.0	13.7	0.0	13.7
Volume/Cap:	0.00	0.48	0.48	0.15	0.07	0.00	0.00	0.00	0.00	0.12	0.00	0.48
Delay/Veh:	0.0	9.9	9.9	24.2	4.5	0.0	0.0	0.0	0.0	18.5	0.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	9.9	24.2	4.5	0.0	0.0	0.0	0.0	18.5	0.0	21.0
LOS by Move:	A	A	A	C	A	A	A	A	A	B-	A	C+
HCM2kAvgQ:	0	6	6	1	1	0	0	0	0	1	0	4

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #6 Enterprise & Manila/Moffett Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	9	Average Delay (sec/veh):	33.3
Optimal Cycle:	72	Level Of Service:	C-

Street Name:	Enterprise						Manila/Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	121	0	65	542	201	0	0	245	562
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	121	0	65	542	201	0	0	245	562
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	121	0	65	542	201	0	0	245	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	134	0	72	602	223	0	0	272	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	72	602	223	0	0	272	624
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	134	0	72	602	223	0	0	272	624
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.04	0.34	0.12	0.00	0.00	0.14	0.36
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	39.8	81.0	0.0	0.0	41.2	41.2
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.41	0.87	0.15	0.00	0.00	0.35	0.87
Delay/Veh:	0.0	0.0	0.0	62.3	0.0	43.8	38.7	2.1	0.0	0.0	20.4	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.3	0.0	43.8	38.7	2.1	0.0	0.0	20.4	37.5
LOS by Move:	A	A	A	E	A	D	D+	A	A	A	C+	D+
HCM2kAvgQ:	0	0	0	6	0	3	21	2	0	0	6	22

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #7 US 101 NB & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	9	Average Delay (sec/veh):	5.4
Optimal Cycle:	30	Level Of Service:	A

Street Name:	US 101 NB						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 1	1 0	1	0 0
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	341	13	176	711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	341	13	176	711	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	341	13	176	711	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	352	13	181	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	352	13	181	733	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	352	13	181	733	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.01	0.10	0.39	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3	31.3	19.7	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.01	0.32	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	6.9	15.4	1.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	6.9	15.4	1.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	3	4	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #8 Innovation & 11th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	14.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Innovation						11th					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1	0 1	1 0	1	0 0	1 1	0	0 1!	0 0
Volume Module:AM Peak Hour												
Base Vol:	309	28	40	30	68	307	62	20	72	20	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	28	40	30	68	307	62	20	72	20	10	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	28	40	30	68	307	62	20	72	20	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	377	34	49	37	83	374	76	24	88	24	12	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	34	49	37	83	374	76	24	88	24	12	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	34	49	37	83	374	76	24	88	24	12	61
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:	2.00	0.41	0.59	1.00	1.00	1.00	1.00	0.43	1.57	0.25	0.12	0.63
Final Sat.:	960	224	319	477	513	577	417	202	746	120	60	300
Capacity Analysis Module:												
Vol/Sat:	0.39	0.15	0.15	0.08	0.16	0.65	0.18	0.12	0.12	0.20	0.20	0.20
Crit Moves:	****					****	****				****	
Delay/Veh:	14.4	10.2	10.2	10.6	10.8	18.8	12.5	10.9	10.6	11.5	11.5	11.5
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:	14.4	10.2	10.2	10.6	10.8	18.8	12.5	10.9	10.6	11.5	11.5	11.5
LOS by Move:	B	B	B	B	B	C	B	B	B	B	B	B
ApproachDel:	13.6			16.8			11.4			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			16.8			11.4			11.5		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.6	0.2	0.2	0.1	0.2	1.6	0.2	0.1	0.1	0.2	0.2	0.2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #9 Innovation & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	9	Average Delay (sec/veh):	11.7
Optimal Cycle:	39	Level Of Service:	B+

Street Name:	Innovation						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0	0	1 0	2 0	0	0 2	0 1
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	114	0	80	114	190	0	0	841	549
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	114	0	80	114	190	0	0	841	549
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	114	0	80	114	190	0	0	841	549
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	120	0	84	120	200	0	0	885	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	84	120	200	0	0	885	578
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	84	120	200	0	0	885	578
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:	0.00	0.00	0.00	1.42	0.00	0.58	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2478	0	1022	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.07	0.05	0.00	0.00	0.23	0.33
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	10.0	41.0	0.0	0.0	31.0	31.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.49	0.41	0.08	0.00	0.00	0.45	0.64
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	23.6	23.3	3.2	0.0	0.0	9.3	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.1	0.0	23.6	23.3	3.2	0.0	0.0	9.3	12.0
LOS by Move:	A	A	A	C+	A	C	C	A	A	A	A	B
HCM2kAvgQ:	0	0	0	2	0	3	3	1	0	0	5	9

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #10 Mathilda & 5th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.270
Loss Time (sec):	12	Average Delay (sec/veh):	16.3
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Mathilda						5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 3	0	9	2 0 1	0	1	2 0 0	1	0
Volume Module:AM Peak Hour												
Base Vol:	45	448	216	91	243	267	23	8	15	44	11	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	448	216	91	243	267	23	8	15	44	11	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	448	216	91	243	267	23	8	15	44	11	8
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	51	503	243	102	273	0	26	9	17	49	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	503	243	102	273	0	26	9	17	49	12	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	503	243	102	273	0	26	9	17	49	12	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.80	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	9.00	2.00	1.00	1.00	2.00	0.58	0.42
Final Sat.:	3150	3798	1800	1750	5700	13653	3150	1900	1750	3150	1042	758
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.06	0.05	0.00	0.01	0.00	0.01	0.02	0.01	0.01
Crit Moves:		****		****					****	****		
Green Time:	12.8	21.5	21.5	9.5	18.2	0.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.08	0.37	0.38	0.37	0.16	0.00	0.07	0.03	0.06	0.13	0.07	0.07
Delay/Veh:	18.9	14.3	14.4	23.4	15.3	0.0	23.7	21.0	21.1	23.9	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	14.3	14.4	23.4	15.3	0.0	23.7	21.0	21.1	23.9	21.2	21.2
LOS by Move:	B-	B	B	C	B	A	C	C+	C+	C	C+	C+
HCM2kAvgQ:	0	4	4	2	1	0	0	0	0	1	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #11 Mathilda & Moffett Park

Cycle (sec):	90	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	12	Average Delay (sec/veh):	32.7
Optimal Cycle:	114	Level Of Service:	C-

Street Name:	Mathilda						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	0	0	10	10	7	0	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	1 1	0 1	0
Volume Module:AM Peak Hour												
Base Vol:	1042	2033	0	0	359	501	121	0	114	572	55	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1042	2033	0	0	359	501	121	0	114	572	55	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1042	2033	0	0	359	501	121	0	114	572	55	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	1097	2140	0	0	378	527	127	0	0	602	58	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1097	2140	0	0	378	527	127	0	0	602	58	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1097	2140	0	0	378	527	127	0	0	602	58	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.94	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	0.41	0.59
Final Sat.:	3150	5700	0	0	3800	1750	1800	0	1750	3559	733	1067
Capacity Analysis Module:												
Vol/Sat:	0.35	0.38	0.00	0.00	0.10	0.30	0.07	0.00	0.00	0.17	0.08	0.08
Crit Moves:	****					****	****				****	
Green Time:	32.7	61.0	0.0	0.0	28.3	28.3	7.0	0.0	0.0	17.0	10.0	10.0
Volume/Cap:	0.96	0.55	0.00	0.00	0.32	0.96	0.91	0.00	0.00	0.90	0.71	0.71
Delay/Veh:	54.9	10.5	0.0	0.0	23.5	50.1	91.0	0.0	0.0	47.9	40.9	40.9
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:	54.9	10.5	0.0	0.0	23.5	50.1	91.0	0.0	0.0	47.9	40.9	40.9
LOS by Move:	D-	B+	A	A	C	D	F	A	A	D	D	D
HCM2kAvgQ:	24	10	0	0	4	21	7	0	0	12	6	6

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #12 Mathilda & Hwy 237 WB

Cycle (sec):	180	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	9	Average Delay (sec/veh):	0.3
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Mathilda						Hwy 237 WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5	0 0	0 0	3	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module:	AM Peak Hour											
Base Vol:	0	2965	0	0	808	259	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2965	0	0	808	259	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2965	0	0	808	259	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	3154	0	0	860	276	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3154	0	0	860	276	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3154	0	0	860	276	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	5697	1800	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	171	0.0	0.0	171	171.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	0	0	1	1	0	0	0	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #13 Mathilda & Hwy 237 EB

Cycle (sec):	50	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	9	Average Delay (sec/veh):	17.7
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Mathilda						Hwy 237 EB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 0	2	1 0	3 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:AM Peak Hour												
Base Vol:	0	1884	764	62	730	0	1074	0	105	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1884	764	62	730	0	1074	0	105	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1884	764	62	730	0	1074	0	105	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	2004	0	66	777	0	1143	0	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2004	0	66	777	0	1143	0	112	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2004	0	66	777	0	1143	0	112	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.04	0.14	0.00	0.36	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	12.5	0.0	7.0	19.5	0.0	21.5	0.0	21.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.84	0.00	0.27	0.35	0.00	0.84	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	20.8	0.0	19.8	10.9	0.0	17.8	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	0.0	19.8	10.9	0.0	17.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	A	C+	A	B-	B+	A	B	A	A	A	A	A
HCM2kAvgQ:	0	9	0	1	3	0	13	0	1	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

Scenario Report

Scenario:	2022 Background - PM Peak
Command:	Default Command
Volume:	2022 Background - PM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Planetary Ventures
MFA Hangar 3 Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ellis & Manila	D	25.3	0.883	D	25.3	0.883	+ 0.000 V/C
# 2 Ellis & US 101 NB	C	23.9	0.638	C	23.9	0.638	+ 0.000 D/V
# 3 Ellis & US 101 SB	C	25.8	0.332	C	25.8	0.332	+ 0.000 D/V
# 4 Enterprise & 5th	A	8.8	0.157	A	8.8	0.157	+ 0.000 V/C
# 5 Enterprise & 11th	B+	11.8	0.211	B+	11.8	0.211	+ 0.000 D/V
# 6 Enterprise & Manila/Moffett Pa	B	14.0	0.619	B	14.0	0.619	+ 0.000 D/V
# 7 US 101 NB & Moffett Park	B	15.3	0.777	B	15.3	0.777	+ 0.000 D/V
# 8 Innovation & 11th	D	25.1	0.932	D	25.1	0.932	+ 0.000 V/C
# 9 Innovation & Moffett Park	B	15.7	0.539	B	15.7	0.539	+ 0.000 D/V
# 10 Mathilda & 5th	B-	19.3	0.373	B-	19.3	0.373	+ 0.000 D/V
# 11 Mathilda & Moffett Park	D	43.4	0.859	D	43.4	0.859	+ 0.000 D/V
# 12 Mathilda & Hwy 237 WB	A	0.4	0.474	A	0.4	0.474	+ 0.000 D/V
# 13 Mathilda & Hwy 237 EB	B+	11.8	0.652	B+	11.8	0.652	+ 0.000 D/V

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #1 Ellis & Manila

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883	
Loss Time (sec):	12	Average Delay (sec/veh):	25.3	
Optimal Cycle:	0	Level Of Service:	D	

Street Name:	Ellis						Manila					
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		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 2	0 1		0 1 1	0 0		0 0 0	0 1		0 0 1!	0 0	
Volume Module:PM Peak Hour												
Base Vol:	0	69	255	13	250	0	0	0	0	552	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	69	255	13	250	0	0	0	0	552	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	69	255	13	250	0	0	0	0	552	0	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	75	0	14	272	0	0	0	0	600	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	14	272	0	0	0	0	600	0	9
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	0	14	272	0	0	0	0	600	0	9
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:	0.00	2.00	1.00	0.10	1.90	0.00	0.00	0.00	1.00	0.99	0.00	0.01
Final Sat.:	0	1027	570	54	1033	0	0	0	643	679	0	10
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.00	0.26	0.26	xxxx	xxxx	xxxx	0.00	0.88	xxxx	0.88
Crit Moves:		****		****					****	****		
Delay/Veh:	0.0	9.9	0.0	11.3	11.2	0.0	0.0	0.0	0.0	33.8	0.0	33.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	11.3	11.2	0.0	0.0	0.0	0.0	33.8	0.0	33.8
LOS by Move:	*	A	*	B	B	*	*	*	*	D	*	D
ApproachDel:		9.9			11.2			xxxxxx			33.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.9			11.2			xxxxxx			33.8	
LOS by Appr:		A			B			*			D	
AllWayAvgQ:	0.0	0.1	0.0	0.3	0.3	0.0	0.0	0.0	0.0	4.9	4.9	4.9

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #2 Ellis & US 101 NB

Cycle (sec):	55	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9	Average Delay (sec/veh):	23.9
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Ellis						US 101 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 2
Volume Module: PM Peak Hour												
Base Vol:	252	268	0	0	467	356	0	0	0	237	2	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	268	0	0	467	356	0	0	0	237	2	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	268	0	0	467	356	0	0	0	237	2	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	271	288	0	0	502	383	0	0	0	255	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	288	0	0	502	383	0	0	0	255	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	288	0	0	502	383	0	0	0	255	2	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.11	0.89	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	1792	1906	0	0	2098	1600	0	0	0	1785	15	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.14	0.14	0.02
Crit Moves:		****			****						****	
Green Time:	13.0	13.0	0.0	0.0	20.6	20.6	0.0	0.0	0.0	12.3	12.3	12.3
Volume/Cap:	0.64	0.64	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.64	0.64	0.08
Delay/Veh:	38.9	38.9	0.0	0.0	15.1	15.1	0.0	0.0	0.0	22.7	22.7	16.9
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:	38.9	38.9	0.0	0.0	15.1	15.1	0.0	0.0	0.0	22.7	22.7	16.9
LOS by Move:	D+	D+	A	A	B	B	A	A	A	C+	C+	B
HCM2kAvgQ:	6	6	0	0	7	7	0	0	0	5	5	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #3 Ellis & US 101 SB

Cycle (sec):	40	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	9	Average Delay (sec/veh):	25.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Ellis						US 101 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	207	237	119	591	0	113	0	204	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	237	119	591	0	113	0	204	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	207	237	119	591	0	113	0	204	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	223	0	128	635	0	122	0	219	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	223	0	128	635	0	122	0	219	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	223	0	128	635	0	122	0	219	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.07	0.33	0.00	0.07	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	10.0	0.0	7.7	17.7	0.0	13.3	0.0	13.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.00	0.38	0.75	0.00	0.21	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	12.1	0.0	14.7	13.2	0.0	71.8	0.0	57.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	0.0	14.7	13.2	0.0	71.8	0.0	57.2	0.0	0.0	0.0
LOS by Move:	A	B	A	B	B	A	E	A	E+	A	A	A
HCM2kAvgQ:	0	1	0	2	9	0	1	0	3	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #4 Enterprise & 5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.157
Loss Time (sec):	0	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Enterprise						5th					
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		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:PM Peak Hour												
Base Vol:	0	19	5	0	97	0	0	9	9	38	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	19	5	0	97	0	0	9	9	38	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	19	5	0	97	0	0	9	9	38	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.00	0.82	0.82	0.00	0.82	0.82	0.82
PHF Volume:	0	23	6	0	118	0	0	11	0	46	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	6	0	118	0	0	11	0	46	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	23	6	0	118	0	0	11	0	46	1	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	0.00	1.00	0.00	0.00	2.00	0.00	0.97	0.03	1.00
Final Sat.:	655	586	154	0	754	0	0	1067	0	524	14	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	xxxx	0.16	xxxx	xxxx	0.01	xxxx	0.09	0.09	0.00
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	7.7	7.7	0.0	8.6	0.0	0.0	9.4	0.0	9.9	9.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.7	0.0	8.6	0.0	0.0	9.4	0.0	9.9	9.9	0.0
LOS by Move:	*	A	A	*	A	*	*	A	*	A	A	*
ApproachDel:		7.7			8.6			9.4			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.6			9.4			9.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #5 Enterprise & 11th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	9	Average Delay (sec/veh):	11.8
Optimal Cycle:	36	Level Of Service:	B+

Street Name:	Enterprise						11th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:PM Peak Hour												
Base Vol:	0	104	92	147	510	0	0	0	0	238	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	104	92	147	510	0	0	0	0	238	0	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	104	92	147	510	0	0	0	0	238	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	116	102	163	567	0	0	0	0	264	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	116	102	163	567	0	0	0	0	264	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	116	102	163	567	0	0	0	0	264	0	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.04	0.96	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1962	1736	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.09	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.03
Crit Moves:		****		****								****
Green Time:	0.0	15.9	15.9	25.1	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.22	0.22	0.22	0.22	0.00	0.00	0.00	0.00	0.50	0.00	0.16
Delay/Veh:	0.0	17.4	17.4	11.3	3.6	0.0	0.0	0.0	0.0	23.5	0.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	17.4	11.3	3.6	0.0	0.0	0.0	0.0	23.5	0.0	21.7
LOS by Move:	A	B	B	B+	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	2	2	2	2	0	0	0	0	3	0	1

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #6 Enterprise & Manila/Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	9	Average Delay (sec/veh):	14.0
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Enterprise						Manila/Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	633	0	450	112	159	0	0	131	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	633	0	450	112	159	0	0	131	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	633	0	450	112	159	0	0	131	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	673	0	479	119	169	0	0	139	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	673	0	479	119	169	0	0	139	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	673	0	479	119	169	0	0	139	112
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.27	0.07	0.09	0.00	0.00	0.07	0.06
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	34.0	0.0	34.0	7.0	17.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.48	0.58	0.31	0.00	0.00	0.44	0.38
Delay/Veh:	0.0	0.0	0.0	11.1	0.0	8.1	29.4	17.3	0.0	0.0	23.5	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.1	0.0	8.1	29.4	17.3	0.0	0.0	23.5	23.1
LOS by Move:	A	A	A	B+	A	A	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	11	0	6	3	3	0	0	3	2

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

Planetary Ventures
MFA Hangar 3 Project

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

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Intersection #7 US 101 NB & Moffett Park

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.777	
Loss Time (sec):	9	Average Delay (sec/veh):	15.3	
Optimal Cycle:	55	Level Of Service:	B	

****

Street Name:	US 101 NB						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 1	1 0	1	0 0
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	666	140	507	287	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	666	140	507	287	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	666	140	507	287	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	687	144	523	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	687	144	523	296	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	687	144	523	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.08	0.30	0.16	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.9	27.9	23.1	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.18	0.78	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.8	9.5	21.9	0.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.8	9.5	21.9	0.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	13	2	11	1	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #8 Innovation & 11th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	0	Average Delay (sec/veh):	25.1
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Innovation						11th					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1	0 1	1 0	1	0 0	1 1	0	0 1!	0 0
Volume Module:PM Peak Hour												
Base Vol:	59	60	50	30	77	58	423	20	337	20	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	60	50	30	77	58	423	20	337	20	10	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	60	50	30	77	58	423	20	337	20	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	67	68	57	34	88	66	481	23	383	23	11	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	68	57	34	88	66	481	23	383	23	11	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	68	57	34	88	66	481	23	383	23	11	57
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:	1.04	1.07	0.89	1.00	1.14	0.86	1.00	0.11	1.89	0.25	0.13	0.62
Final Sat.:	441	477	432	418	513	413	516	68	1155	133	67	333
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.13	0.08	0.17	0.16	0.93	0.33	0.33	0.17	0.17	0.17
Crit Moves:	****				****		****				****	
Delay/Veh:	12.3	11.6	10.8	11.6	11.9	11.1	50.1	11.4	11.3	10.7	10.7	10.7
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:	12.3	11.6	10.8	11.6	11.9	11.1	50.1	11.4	11.3	10.7	10.7	10.7
LOS by Move:	B	B	B	B	B	B	F	B	B	B	B	B
ApproachDel:		11.6			11.6			32.3			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			11.6			32.3			10.7	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	5.8	0.5	0.5	0.2	0.2	0.2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #9 Innovation & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	9	Average Delay (sec/veh):	15.7
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Innovation						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1	0	1! 0	0	1	0 2	0	0 2	0 1
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	364	0	279	78	585	0	0	483	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	364	0	279	78	585	0	0	483	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	364	0	279	78	585	0	0	483	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	383	0	294	82	616	0	0	508	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	294	82	616	0	0	508	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	383	0	294	82	616	0	0	508	91
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:	0.00	0.00	0.00	1.39	0.00	0.61	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2441	0	1059	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.28	0.05	0.16	0.00	0.00	0.13	0.05
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	10.0	23.3	0.0	0.0	13.3	13.3
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.60	0.28	0.42	0.00	0.00	0.60	0.23
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	13.0	22.4	13.6	0.0	0.0	22.2	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	0.0	13.0	22.4	13.6	0.0	0.0	22.2	19.4
LOS by Move:	A	A	A	B+	A	B	C+	B	A	A	C+	B-
HCM2kAvgQ:	0	0	0	4	0	8	2	4	0	0	5	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #10 Mathilda & 5th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	12	Average Delay (sec/veh):	19.3
Optimal Cycle:	46	Level Of Service:	B-

Street Name:	Mathilda						5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 3	0 9		2 0 1	0 1		2 0 0	1 0	
Volume Module:PM Peak Hour												
Base Vol:	12	314	43	3	626	26	138	16	94	282	14	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	314	43	3	626	26	138	16	94	282	14	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	314	43	3	626	26	138	16	94	282	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	14	365	50	3	728	0	160	19	109	328	16	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	365	50	3	728	0	160	19	109	328	16	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	365	50	3	728	0	160	19	109	328	16	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.80	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.63	0.37	1.00	3.00	9.00	2.00	1.00	1.00	2.00	0.33	0.67
Final Sat.:	3150	4925	674	1750	5700	13653	3150	1900	1750	3150	586	1214
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.00	0.13	0.00	0.05	0.01	0.06	0.10	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	7.0	14.2	14.2	9.9	17.1	0.0	9.9	10.0	10.0	13.9	14.1	14.1
Volume/Cap:	0.04	0.31	0.31	0.01	0.45	0.00	0.31	0.06	0.37	0.45	0.12	0.12
Delay/Veh:	23.6	19.0	19.0	21.0	17.8	0.0	22.4	21.1	23.0	20.2	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	19.0	19.0	21.0	17.8	0.0	22.4	21.1	23.0	20.2	18.2	18.2
LOS by Move:	C	B-	B-	C+	B	A	C+	C+	C	C+	B-	B-
HCM2kAvgQ:	0	2	2	0	4	0	2	0	2	4	1	1

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #11 Mathilda & Moffett Park

Cycle (sec):	140	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	12	Average Delay (sec/veh):	43.4
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Mathilda						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	0	0	10	10	7	0	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	1 1	0 1	0
Volume Module:PM Peak Hour												
Base Vol:	271	525	0	0	2048	382	354	0	481	643	10	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	525	0	0	2048	382	354	0	481	643	10	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	525	0	0	2048	382	354	0	481	643	10	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	288	559	0	0	2179	406	377	0	0	684	11	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	559	0	0	2179	406	377	0	0	684	11	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	288	559	0	0	2179	406	377	0	0	684	11	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.95	0.95	0.92	0.94	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.51	0.49	1.00	0.00	1.00	2.00	0.26	0.74
Final Sat.:	3150	5700	0	0	4719	880	1800	0	1750	3565	462	1338
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.46	0.46	0.21	0.00	0.00	0.19	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	14.2	85.6	0.0	0.0	71.5	71.5	32.4	0.0	0.0	42.4	10.0	10.0
Volume/Cap:	0.90	0.16	0.00	0.00	0.90	0.90	0.90	0.00	0.00	0.63	0.32	0.32
Delay/Veh:	123.8	14.8	0.0	0.0	35.7	35.7	75.0	0.0	0.0	43.3	61.9	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.8	14.8	0.0	0.0	35.7	35.7	75.0	0.0	0.0	43.3	61.9	61.9
LOS by Move:	F	B	A	A	D+	D+	E-	A	A	D	E	E
HCM2kAvgQ:	10	3	0	0	37	37	20	0	0	14	2	2

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

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Planetary Ventures
MFA Hangar 3 Project

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

Intersection #12 Mathilda & Hwy 237 WB

Cycle (sec):	180	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	9	Average Delay (sec/veh):	0.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Mathilda						Hwy 237 WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5	0 0	0 0	3	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module: PM Peak Hour												
Base Vol:	0	750	0	0	2634	540	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	0	0	2634	540	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	750	0	0	2634	540	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	798	0	0	2802	574	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	798	0	0	2802	574	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	798	0	0	2802	574	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	0.00	0.00	3.29	0.71	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	6222	1276	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green Time:	0.0	171	0.0	0.0	171	171.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	5	5	0	0	0	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #13 Mathilda & Hwy 237 EB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	9	Average Delay (sec/veh):	11.8
Optimal Cycle:	42	Level Of Service:	B+

Street Name:	Mathilda						Hwy 237 EB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	7	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 0	2	1 0	3 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:PM Peak Hour												
Base Vol:	0	516	608	366	2298	0	231	0	254	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	516	608	366	2298	0	231	0	254	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
New Trips:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	516	608	366	2298	0	231	0	254	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	521	0	370	2321	0	233	0	257	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	521	0	370	2321	0	233	0	257	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	521	0	370	2321	0	233	0	257	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.21	0.41	0.00	0.07	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	16.5	0.0	21.0	37.5	0.0	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.00	0.60	0.65	0.00	0.33	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	16.7	0.0	17.8	7.6	0.0	19.7	0.0	25.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	0.0	17.8	7.6	0.0	19.7	0.0	25.0	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	2	0	7	10	0	2	0	6	0	0	0

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

2022 Plus Proposed Action Conditions

Planetary Ventures
MFA Hangar 3 Project

Scenario Report

Scenario:	2022 + Hangar 3 Demo Phase 2 - AM Peak
Command:	Default Command
Volume:	2022 + Hangar 3 Demo Phase 2 - AM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Planetary Ventures
MFA Hangar 3 Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ellis & Manila	B	11.1	0.496	B	11.1	0.496	+ 0.000 V/C
# 2 Ellis & US 101 NB	C	24.8	0.638	C	24.8	0.638	-0.001 D/V
# 3 Ellis & US 101 SB	D+	35.7	0.526	D+	35.7	0.526	-0.008 D/V
# 4 Enterprise & 5th	A	8.7	0.220	A	9.1	0.231	+ 0.011 V/C
# 5 Enterprise & 11th	B+	11.6	0.432	B+	11.6	0.432	+ 0.000 D/V
# 6 Enterprise & Manila/Moffett Pa	C-	33.3	0.816	C-	33.3	0.816	+ 0.000 D/V
# 7 US 101 NB & Moffett Park	A	5.4	0.454	A	5.4	0.454	+ 0.000 D/V
# 8 Innovation & 11th	B	14.4	0.649	B	14.4	0.649	+ 0.000 V/C
# 9 Innovation & Moffett Park	B+	11.7	0.566	B+	11.7	0.566	+ 0.000 D/V
# 10 Mathilda & 5th	B	16.3	0.270	B	16.4	0.290	+ 0.184 D/V
# 11 Mathilda & Moffett Park	C-	32.7	0.922	C-	32.9	0.940	+ 0.133 D/V
# 12 Mathilda & Hwy 237 WB	A	0.3	0.350	A	0.3	0.350	-0.000 D/V
# 13 Mathilda & Hwy 237 EB	B	17.7	0.746	B	17.7	0.763	+ 0.028 D/V

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #1 Ellis & Manila

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496	
Loss Time (sec):	12	Average Delay (sec/veh):	11.1	
Optimal Cycle:	0	Level Of Service:	B	

Street Name:	Ellis						Manila					
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		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 2	0 1		0 1 1	0 0		0 0 0	0 1		0 0 1!	0 0	
Volume Module:AM Peak Hour												
Base Vol:	0	290	741	5	62	0	0	0	0	279	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	290	741	5	62	0	0	0	0	279	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	292	741	5	62	0	0	0	0	279	0	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	307	0	5	65	0	0	0	0	294	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	307	0	5	65	0	0	0	0	294	0	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	307	0	5	65	0	0	0	0	294	0	53
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:	0.00	2.00	1.00	0.15	1.85	0.00	0.00	0.00	1.00	0.85	0.00	0.15
Final Sat.:	0	1247	709	86	1069	0	0	0	699	592	0	106
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.25	0.00	0.06	0.06	xxxx	xxxx	xxxx	0.00	0.50	xxxx	0.50
Crit Moves:		****		****					****			****
Delay/Veh:	0.0	10.0	0.0	9.0	8.9	0.0	0.0	0.0	0.0	12.6	0.0	12.6
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:	0.0	10.0	0.0	9.0	8.9	0.0	0.0	0.0	0.0	12.6	0.0	12.6
LOS by Move:	*	A	*	A	A	*	*	*	*	B	*	B
ApproachDel:		10.0			8.9			xxxxxx			12.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.0			8.9			xxxxxx			12.6	
LOS by Appr:		A			A			*			B	
AllWayAvgQ:	0.0	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.9	0.9	0.9

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #2 Ellis & US 101 NB

Cycle (sec):	55	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9	Average Delay (sec/veh):	24.8
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Ellis						US 101 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	2
Volume Module:AM Peak Hour												
Base Vol:	83	856	0	0	141	214	0	0	0	310	2	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	856	0	0	141	214	0	0	0	310	2	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	1	0	0	0	0	0	0	0	0	0	1
Initial Fut:	83	857	0	0	141	214	0	0	0	310	2	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	88	912	0	0	150	228	0	0	0	330	2	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	912	0	0	150	228	0	0	0	330	2	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:	88	912	0	0	150	228	0	0	0	330	2	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	0.18	1.82	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	327	3373	0	0	1900	1750	0	0	0	1788	12	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.08	0.13	0.00	0.00	0.00	0.18	0.18	0.06
Crit Moves:	****				****					****		
Green Time:	20.7	20.7	0.0	0.0	11.2	11.2	0.0	0.0	0.0	14.1	14.1	14.1
Volume/Cap:	0.72	0.72	0.00	0.00	0.39	0.64	0.00	0.00	0.00	0.72	0.72	0.24
Delay/Veh:	28.2	28.2	0.0	0.0	19.2	22.4	0.0	0.0	0.0	24.1	24.1	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	0.0	0.0	19.2	22.4	0.0	0.0	0.0	24.1	24.1	16.4
LOS by Move:	C	C	A	A	B-	C+	A	A	A	C	C	B
HCM2kAvgQ:	9	9	0	0	3	5	0	0	0	7	7	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #3 Ellis & US 101 SB

Cycle (sec):	55	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	9	Average Delay (sec/veh):	35.7
Optimal Cycle:	36	Level Of Service:	D+

Street Name:	Ellis						US 101 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:AM Peak Hour												
Base Vol:	0	254	66	30	393	0	553	0	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	254	66	30	393	0	553	0	504	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	1	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	255	66	30	393	0	553	0	504	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	280	0	33	432	0	608	0	554	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	0	33	432	0	608	0	554	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	0	33	432	0	608	0	554	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.02	0.23	0.00	0.35	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	10.0	0.0	7.0	17.0	0.0	29.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.15	0.74	0.00	0.66	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	0.0	21.7	21.8	0.0	50.2	0.0	39.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	0.0	21.7	21.8	0.0	50.2	0.0	39.4	0.0	0.0	0.0
LOS by Move:	A	C+	A	C+	C+	A	D	A	D	A	A	A
HCM2kAvgQ:	0	3	0	1	8	0	9	0	8	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #4 Enterprise & 5th

Cycle (sec):	100			Critical Vol./Cap.(X):			0.231									
Loss Time (sec):	0			Average Delay (sec/veh):			9.1									
Optimal Cycle:	0			Level Of Service:			A									
Street Name:	Enterprise								5th							
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						
Rights:	Include			Ignore			Ignore			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 0	1 0	0	1 0	0 0	0	1 0	1 0	0	1 0	0 1				
Volume Module:AM Peak Hour																
Base Vol:	0	127	23	2	12	0	0	4	3	14	1	1				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	127	23	2	12	0	0	4	3	14	1	1				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Project:	0	0	0	0	0	0	0	24	0	0	26	0				
Initial Fut:	0	127	23	2	12	0	0	28	3	14	27	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88				
PHF Volume:	0	144	26	2	14	0	0	32	0	16	31	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	144	26	2	14	0	0	32	0	16	31	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	0	144	26	2	14	0	0	32	0	16	31	1				
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:	1.00	0.85	0.15	0.14	0.86	0.00	0.00	2.00	0.00	0.34	0.66	1.00				
Final Sat.:	656	625	113	101	608	0	0	1046	0	188	363	634				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23	0.02	0.02	xxxx	xxxx	0.03	xxxx	0.08	0.08	0.00				
Crit Moves:		****			****			****			****					
Delay/Veh:	0.0	8.9	8.9	8.1	8.1	0.0	0.0	9.6	0.0	9.6	9.6	8.2				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	8.9	8.9	8.1	8.1	0.0	0.0	9.6	0.0	9.6	9.6	8.2				
LOS by Move:	*	A	A	A	A	*	*	A	*	A	A	A				
ApproachDel:		8.9			8.1			9.6			9.6					
Delay Adj:		1.00			1.00			1.00			1.00					
ApprAdjDel:		8.9			8.1			9.6			9.6					
LOS by Appr:		A			A			A			A					
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0				

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #5 Enterprise & 11th

Cycle (sec):	60			Critical Vol./Cap.(X):			0.432								
Loss Time (sec):	9			Average Delay (sec/veh):			11.6								
Optimal Cycle:	36			Level Of Service:			B+								
Street Name:	Enterprise								11th						
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0 0	2 0	0 0	1			
Volume Module:AM Peak Hour															
Base Vol:	0	513	299	28	152	0	0	0	0	80	0	173			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	513	299	28	152	0	0	0	0	80	0	173			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Project:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	513	299	28	152	0	0	0	0	80	0	173			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
PHF Volume:	0	564	329	31	167	0	0	0	0	88	0	190			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	564	329	31	167	0	0	0	0	88	0	190			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	564	329	31	167	0	0	0	0	88	0	190			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92			
Lanes:	0.00	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00			
Final Sat.:	0	2337	1362	1750	3800	0	0	0	0	3150	0	1750			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.24	0.24	0.02	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.11			
Crit Moves:		****		****								****			
Green Time:	0.0	30.3	30.3	7.0	37.3	0.0	0.0	0.0	0.0	13.7	0.0	13.7			
Volume/Cap:	0.00	0.48	0.48	0.15	0.07	0.00	0.00	0.00	0.00	0.12	0.00	0.48			
Delay/Veh:	0.0	9.9	9.9	24.2	4.5	0.0	0.0	0.0	0.0	18.5	0.0	21.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	9.9	9.9	24.2	4.5	0.0	0.0	0.0	0.0	18.5	0.0	21.0			
LOS by Move:	A	A	A	C	A	A	A	A	A	B-	A	C+			
HCM2kAvgQ:	0	6	6	1	1	0	0	0	0	1	0	4			

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #6 Enterprise & Manila/Moffett Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	9	Average Delay (sec/veh):	33.3
Optimal Cycle:	72	Level Of Service:	C-

Street Name:	Enterprise						Manila/Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	121	0	65	542	201	0	0	245	562
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	121	0	65	542	201	0	0	245	562
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	121	0	65	542	201	0	0	245	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	134	0	72	602	223	0	0	272	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	72	602	223	0	0	272	624
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	134	0	72	602	223	0	0	272	624
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.04	0.34	0.12	0.00	0.00	0.14	0.36
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	39.8	81.0	0.0	0.0	41.2	41.2
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.41	0.87	0.15	0.00	0.00	0.35	0.87
Delay/Veh:	0.0	0.0	0.0	62.3	0.0	43.8	38.7	2.1	0.0	0.0	20.4	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.3	0.0	43.8	38.7	2.1	0.0	0.0	20.4	37.5
LOS by Move:	A	A	A	E	A	D	D+	A	A	A	C+	D+
HCM2kAvgQ:	0	0	0	6	0	3	21	2	0	0	6	22

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #7 US 101 NB & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	9	Average Delay (sec/veh):	5.4
Optimal Cycle:	30	Level Of Service:	A

Street Name:	US 101 NB						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 1	1 0	1	0 0
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	341	13	176	711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	341	13	176	711	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	341	13	176	711	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	352	13	181	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	352	13	181	733	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	352	13	181	733	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.01	0.10	0.39	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3	31.3	19.7	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.01	0.32	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	6.9	15.4	1.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	6.9	15.4	1.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	3	4	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #8 Innovation & 11th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	14.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Innovation						11th					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1	0 1	1 0	1	0 0	1 1	0	0 1!	0 0
Volume Module:AM Peak Hour												
Base Vol:	309	28	40	30	68	307	62	20	72	20	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	28	40	30	68	307	62	20	72	20	10	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	28	40	30	68	307	62	20	72	20	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	377	34	49	37	83	374	76	24	88	24	12	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	34	49	37	83	374	76	24	88	24	12	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	34	49	37	83	374	76	24	88	24	12	61
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:	2.00	0.41	0.59	1.00	1.00	1.00	1.00	0.43	1.57	0.25	0.12	0.63
Final Sat.:	960	224	319	477	513	577	417	202	746	120	60	300
Capacity Analysis Module:												
Vol/Sat:	0.39	0.15	0.15	0.08	0.16	0.65	0.18	0.12	0.12	0.20	0.20	0.20
Crit Moves:	****					****	****				****	
Delay/Veh:	14.4	10.2	10.2	10.6	10.8	18.8	12.5	10.9	10.6	11.5	11.5	11.5
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:	14.4	10.2	10.2	10.6	10.8	18.8	12.5	10.9	10.6	11.5	11.5	11.5
LOS by Move:	B	B	B	B	B	C	B	B	B	B	B	B
ApproachDel:	13.6			16.8			11.4			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			16.8			11.4			11.5		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.6	0.2	0.2	0.1	0.2	1.6	0.2	0.1	0.1	0.2	0.2	0.2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #9 Innovation & Moffett Park

Cycle (sec):	60			Critical Vol./Cap.(X):			0.566									
Loss Time (sec):	9			Average Delay (sec/veh):			11.7									
Optimal Cycle:	39			Level Of Service:			B+									
Street Name:	Innovation								Moffett Park							
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	7	0	10	10	10	0	0	10	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0 0	0 0	1	0	1! 0	0	1	0 2	0	0	0	0 2	0	1	
Volume Module:AM Peak Hour																
Base Vol:	0	0	0	114	0	80	114	190	0	0	841	549				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	114	0	80	114	190	0	0	841	549				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Project:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	114	0	80	114	190	0	0	841	549				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	120	0	84	120	200	0	0	885	578				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	120	0	84	120	200	0	0	885	578				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	120	0	84	120	200	0	0	885	578				
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:	0.00	0.00	0.00	1.42	0.00	0.58	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	2478	0	1022	1750	3800	0	0	3800	1750				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.07	0.05	0.00	0.00	0.23	0.33				
Crit Moves:						****	****					****				
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	10.0	41.0	0.0	0.0	31.0	31.0				
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.49	0.41	0.08	0.00	0.00	0.45	0.64				
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	23.6	23.3	3.2	0.0	0.0	9.3	12.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	22.1	0.0	23.6	23.3	3.2	0.0	0.0	9.3	12.0				
LOS by Move:	A	A	A	C+	A	C	C	A	A	A	A	B				
HCM2kAvgQ:	0	0	0	2	0	3	3	1	0	0	5	9				

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #10 Mathilda & 5th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	12	Average Delay (sec/veh):	16.4
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Mathilda						5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	3 0	9	2 0	1 0	1	2 0	0 1	0
Volume Module:AM Peak Hour												
Base Vol:	45	448	216	91	243	267	23	8	15	44	11	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	448	216	91	243	267	23	8	15	44	11	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	26	0	0	0	0	0	0	0	24	0	0	0
Initial Fut:	71	448	216	91	243	267	23	8	39	44	11	8
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	80	503	243	102	273	0	26	9	44	49	12	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	503	243	102	273	0	26	9	44	49	12	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	503	243	102	273	0	26	9	44	49	12	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.80	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	9.00	2.00	1.00	1.00	2.00	0.58	0.42
Final Sat.:	3150	3798	1800	1750	5700	13653	3150	1900	1750	3150	1042	758
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.05	0.00	0.01	0.00	0.03	0.02	0.01	0.01
Crit Moves:		****		****					****	****		
Green Time:	12.8	21.5	21.5	9.5	18.2	0.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.12	0.37	0.38	0.37	0.16	0.00	0.07	0.03	0.15	0.13	0.07	0.07
Delay/Veh:	19.2	14.3	14.4	23.4	15.3	0.0	23.7	21.0	21.6	23.9	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	14.3	14.4	23.4	15.3	0.0	23.7	21.0	21.6	23.9	21.2	21.2
LOS by Move:	B-	B	B	C	B	A	C	C+	C+	C	C+	C+
HCM2kAvgQ:	1	4	4	2	1	0	0	0	1	1	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #11 Mathilda & Moffett Park

Cycle (sec):	90	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	12	Average Delay (sec/veh):	32.9
Optimal Cycle:	123	Level Of Service:	C-

Street Name:	Mathilda						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	0	0	10	10	7	0	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	1 1	0 1	0
Volume Module:AM Peak Hour												
Base Vol:	1042	2033	0	0	359	501	121	0	114	572	55	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1042	2033	0	0	359	501	121	0	114	572	55	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	24	0	0	0	0	0	0	26
Initial Fut:	1042	2033	0	0	383	501	121	0	114	572	55	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	1097	2140	0	0	403	527	127	0	0	602	58	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1097	2140	0	0	403	527	127	0	0	602	58	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1097	2140	0	0	403	527	127	0	0	602	58	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.94	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	2.00	0.34	0.66
Final Sat.:	3150	5700	0	0	3800	1750	1800	0	1750	3557	615	1185
Capacity Analysis Module:												
Vol/Sat:	0.35	0.38	0.00	0.00	0.11	0.30	0.07	0.00	0.00	0.17	0.09	0.09
Crit Moves:	****					****	****				****	
Green Time:	32.7	61.0	0.0	0.0	28.3	28.3	7.0	0.0	0.0	17.0	10.0	10.0
Volume/Cap:	0.96	0.55	0.00	0.00	0.34	0.96	0.91	0.00	0.00	0.90	0.85	0.85
Delay/Veh:	54.9	10.5	0.0	0.0	23.7	49.8	91.0	0.0	0.0	47.6	46.7	46.7
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:	54.9	10.5	0.0	0.0	23.7	49.8	91.0	0.0	0.0	47.6	46.7	46.7
LOS by Move:	D-	B+	A	A	C	D	F	A	A	D	D	D
HCM2kAvgQ:	24	10	0	0	4	21	7	0	0	12	8	8

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #12 Mathilda & Hwy 237 WB

Cycle (sec):	180	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	9	Average Delay (sec/veh):	0.3
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Mathilda						Hwy 237 WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5	0 0	0 0	3	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module: AM Peak Hour												
Base Vol:	0	2965	0	0	808	259	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2965	0	0	808	259	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	24	0	0	0	0	0	0	0
Initial Fut:	0	2965	0	0	832	259	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	3154	0	0	885	276	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3154	0	0	885	276	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3154	0	0	885	276	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	0.00	0.00	3.01	0.99	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	5717	1780	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	171	0.0	0.0	171	171.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	0	0	1	1	0	0	0	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #13 Mathilda & Hwy 237 EB

Cycle (sec):	50	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	9	Average Delay (sec/veh):	17.7
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Mathilda						Hwy 237 EB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 0	2	1 0	3 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:AM Peak Hour												
Base Vol:	0	1884	764	62	730	0	1074	0	105	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1884	764	62	730	0	1074	0	105	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	24	0	0	0	0	0	0	0	0
Initial Fut:	0	1884	764	86	730	0	1074	0	105	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	2004	0	91	777	0	1143	0	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2004	0	91	777	0	1143	0	112	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2004	0	91	777	0	1143	0	112	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.05	0.14	0.00	0.36	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	12.5	0.0	7.0	19.5	0.0	21.5	0.0	21.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.84	0.00	0.37	0.35	0.00	0.84	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	20.8	0.0	20.5	10.9	0.0	17.8	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	0.0	20.5	10.9	0.0	17.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	A	C+	A	C+	B+	A	B	A	A	A	A	A
HCM2kAvgQ:	0	9	0	2	3	0	13	0	1	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

Scenario Report

Scenario:	2022 + Hangar 3 Demo Phase 2 - PM Peak
Command:	Default Command
Volume:	2022 + Hangar 3 Demo Phase 2 - PM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Planetary Ventures
MFA Hangar 3 Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ellis & Manila	D	25.3	0.883	D	25.3	0.884	+ 0.001 V/C
# 2 Ellis & US 101 NB	C	23.9	0.638	C	23.9	0.638	+ 0.004 D/V
# 3 Ellis & US 101 SB	C	25.8	0.332	C	25.8	0.332	+ 0.005 D/V
# 4 Enterprise & 5th	A	8.8	0.157	A	9.3	0.165	+ 0.008 V/C
# 5 Enterprise & 11th	B+	11.8	0.211	B+	11.8	0.211	+ 0.000 D/V
# 6 Enterprise & Manila/Moffett Pa	B	14.0	0.619	B	14.0	0.619	+ 0.000 D/V
# 7 US 101 NB & Moffett Park	B	15.3	0.777	B	15.3	0.777	+ 0.000 D/V
# 8 Innovation & 11th	D	25.1	0.932	D	25.1	0.932	+ 0.000 V/C
# 9 Innovation & Moffett Park	B	15.7	0.539	B	15.7	0.539	+ 0.000 D/V
# 10 Mathilda & 5th	B-	19.3	0.373	B-	19.6	0.406	+ 0.287 D/V
# 11 Mathilda & Moffett Park	D	43.4	0.859	D	43.9	0.880	+ 0.473 D/V
# 12 Mathilda & Hwy 237 WB	A	0.4	0.474	A	0.4	0.478	+ 0.003 D/V
# 13 Mathilda & Hwy 237 EB	B+	11.8	0.652	B+	12.0	0.652	+ 0.121 D/V

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #1 Ellis & Manila

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884	
Loss Time (sec):	12	Average Delay (sec/veh):	25.3	
Optimal Cycle:	0	Level Of Service:	D	

Street Name:	Ellis						Manila					
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		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 2	0 1		0 1 1	0 0		0 0 0	0 1		0 0 1!	0 0	
Volume Module:PM Peak Hour												
Base Vol:	0	69	255	13	250	0	0	0	0	552	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	69	255	13	250	0	0	0	0	552	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	2	0	0	0	0	0	0	0
Initial Fut:	0	69	255	13	252	0	0	0	0	552	0	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	75	0	14	274	0	0	0	0	600	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	14	274	0	0	0	0	600	0	9
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	0	14	274	0	0	0	0	600	0	9
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:	0.00	2.00	1.00	0.10	1.90	0.00	0.00	0.00	1.00	0.99	0.00	0.01
Final Sat.:	0	1026	570	53	1033	0	0	0	642	679	0	10
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.00	0.27	0.27	xxxx	xxxx	xxxx	0.00	0.88	xxxx	0.88
Crit Moves:		****		****					****			****
Delay/Veh:	0.0	9.9	0.0	11.3	11.2	0.0	0.0	0.0	0.0	33.9	0.0	33.9
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:	0.0	9.9	0.0	11.3	11.2	0.0	0.0	0.0	0.0	33.9	0.0	33.9
LOS by Move:	*	A	*	B	B	*	*	*	*	D	*	D
ApproachDel:		9.9			11.2			xxxxxx			33.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.9			11.2			xxxxxx			33.9	
LOS by Appr:		A			B			*			D	
AllWayAvgQ:	0.0	0.1	0.0	0.3	0.3	0.0	0.0	0.0	0.0	4.9	4.9	4.9

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #2 Ellis & US 101 NB

Cycle (sec):	55	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9	Average Delay (sec/veh):	23.9
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Ellis						US 101 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1 0	0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 2
Volume Module: PM Peak Hour												
Base Vol:	252	268	0	0	467	356	0	0	0	237	2	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	268	0	0	467	356	0	0	0	237	2	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	2	0	0	0	0	0	0	0
Initial Fut:	252	268	0	0	469	356	0	0	0	237	2	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	271	288	0	0	504	383	0	0	0	255	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	288	0	0	504	383	0	0	0	255	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	288	0	0	504	383	0	0	0	255	2	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.83
Lanes:	1.00	1.00	0.00	0.00	1.11	0.89	0.00	0.00	0.00	0.99	0.01	2.00
Final Sat.:	1792	1906	0	0	2102	1596	0	0	0	1785	15	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.14	0.14	0.02
Crit Moves:	****					****					****	
Green Time:	13.0	13.0	0.0	0.0	20.7	20.7	0.0	0.0	0.0	12.3	12.3	12.3
Volume/Cap:	0.64	0.64	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.64	0.64	0.08
Delay/Veh:	38.9	38.9	0.0	0.0	15.1	15.1	0.0	0.0	0.0	22.7	22.7	16.9
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:	38.9	38.9	0.0	0.0	15.1	15.1	0.0	0.0	0.0	22.7	22.7	16.9
LOS by Move:	D+	D+	A	A	B	B	A	A	A	C+	C+	B
HCM2kAvgQ:	6	6	0	0	7	7	0	0	0	5	5	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #3 Ellis & US 101 SB

Cycle (sec):	40	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	9	Average Delay (sec/veh):	25.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Ellis						US 101 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	0	1	1 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:PM Peak Hour												
Base Vol:	0	207	237	119	591	0	113	0	204	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	207	237	119	591	0	113	0	204	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	1	1	0	0	0	0	0	0	0
Initial Fut:	0	207	237	120	592	0	113	0	204	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	223	0	129	637	0	122	0	219	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	223	0	129	637	0	122	0	219	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	223	0	129	637	0	122	0	219	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	1900	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.07	0.34	0.00	0.07	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	10.0	0.0	7.8	17.8	0.0	13.2	0.0	13.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.00	0.38	0.75	0.00	0.21	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	12.1	0.0	14.7	13.2	0.0	72.0	0.0	57.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	0.0	14.7	13.2	0.0	72.0	0.0	57.3	0.0	0.0	0.0
LOS by Move:	A	B	A	B	B	A	E	A	E+	A	A	A
HCM2kAvgQ:	0	1	0	2	9	0	1	0	3	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #4 Enterprise & 5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.165	
Loss Time (sec):	0	Average Delay (sec/veh):	9.3	
Optimal Cycle:	0	Level Of Service:	A	

Street Name:	Enterprise						5th					
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		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:PM Peak Hour												
Base Vol:	0	19	5	0	97	0	0	9	9	38	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	19	5	0	97	0	0	9	9	38	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	26	0	0	24	0
Initial Fut:	0	19	5	0	97	0	0	35	9	38	25	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.00	0.82	0.82	0.00	0.82	0.82	0.82
PHF Volume:	0	23	6	0	118	0	0	43	0	46	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	6	0	118	0	0	43	0	46	30	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	23	6	0	118	0	0	43	0	46	30	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	0.00	1.00	0.00	0.00	2.00	0.00	0.60	0.40	1.00
Final Sat.:	623	557	146	0	717	0	0	1060	0	332	218	648
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	xxxx	0.17	xxxx	xxxx	0.04	xxxx	0.14	0.14	0.00
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	7.9	7.9	0.0	8.9	0.0	0.0	9.6	0.0	10.1	10.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	7.9	0.0	8.9	0.0	0.0	9.6	0.0	10.1	10.1	0.0
LOS by Move:	*	A	A	*	A	*	*	A	*	B	B	*
ApproachDel:		7.9			8.9			9.6			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.9			9.6			10.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #5 Enterprise & 11th

Cycle (sec):	60			Critical Vol./Cap.(X):			0.211									
Loss Time (sec):	9			Average Delay (sec/veh):			11.8									
Optimal Cycle:	36			Level Of Service:			B+									
Street Name:	Enterprise									11th						
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1				
Volume Module:PM Peak Hour																
Base Vol:	0	104	92	147	510	0	0	0	0	238	0	43				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	104	92	147	510	0	0	0	0	238	0	43				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Project:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	104	92	147	510	0	0	0	0	238	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
PHF Volume:	0	116	102	163	567	0	0	0	0	264	0	48				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	116	102	163	567	0	0	0	0	264	0	48				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	116	102	163	567	0	0	0	0	264	0	48				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92				
Lanes:	0.00	1.04	0.96	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	1962	1736	1750	3800	0	0	0	0	3150	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.06	0.09	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.03				
Crit Moves:		****		****								****				
Green Time:	0.0	15.9	15.9	25.1	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0				
Volume/Cap:	0.00	0.22	0.22	0.22	0.22	0.00	0.00	0.00	0.00	0.50	0.00	0.16				
Delay/Veh:	0.0	17.4	17.4	11.3	3.6	0.0	0.0	0.0	0.0	23.5	0.0	21.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	17.4	17.4	11.3	3.6	0.0	0.0	0.0	0.0	23.5	0.0	21.7				
LOS by Move:	A	B	B	B+	A	A	A	A	A	C	A	C+				
HCM2kAvgQ:	0	2	2	2	2	0	0	0	0	3	0	1				

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #6 Enterprise & Manila/Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	9	Average Delay (sec/veh):	14.0
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Enterprise						Manila/Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	633	0	450	112	159	0	0	131	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	633	0	450	112	159	0	0	131	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	633	0	450	112	159	0	0	131	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	673	0	479	119	169	0	0	139	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	673	0	479	119	169	0	0	139	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	673	0	479	119	169	0	0	139	112
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.27	0.07	0.09	0.00	0.00	0.07	0.06
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	34.0	0.0	34.0	7.0	17.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.48	0.58	0.31	0.00	0.00	0.44	0.38
Delay/Veh:	0.0	0.0	0.0	11.1	0.0	8.1	29.4	17.3	0.0	0.0	23.5	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.1	0.0	8.1	29.4	17.3	0.0	0.0	23.5	23.1
LOS by Move:	A	A	A	B+	A	A	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	11	0	6	3	3	0	0	3	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #7 US 101 NB & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	9	Average Delay (sec/veh):	15.3
Optimal Cycle:	55	Level Of Service:	B

Street Name:	US 101 NB						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 1	1 0	1	0 0
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	666	140	507	287	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	666	140	507	287	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	666	140	507	287	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	0	0	0	0	687	144	523	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	687	144	523	296	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	687	144	523	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.08	0.30	0.16	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.9	27.9	23.1	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.18	0.78	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.8	9.5	21.9	0.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.8	9.5	21.9	0.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	13	2	11	1	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #8 Innovation & 11th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.932	
Loss Time (sec):	0	Average Delay (sec/veh):	25.1	
Optimal Cycle:	0	Level Of Service:	D	

Street Name:	Innovation						11th					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1	0 1	1 0	1	0 0	1 1	0	0 1!	0 0
Volume Module:PM Peak Hour												
Base Vol:	59	60	50	30	77	58	423	20	337	20	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	60	50	30	77	58	423	20	337	20	10	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	60	50	30	77	58	423	20	337	20	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	67	68	57	34	88	66	481	23	383	23	11	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	68	57	34	88	66	481	23	383	23	11	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	68	57	34	88	66	481	23	383	23	11	57
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:	1.04	1.07	0.89	1.00	1.14	0.86	1.00	0.11	1.89	0.25	0.13	0.62
Final Sat.:	441	477	432	418	513	413	516	68	1155	133	67	333
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.13	0.08	0.17	0.16	0.93	0.33	0.33	0.17	0.17	0.17
Crit Moves:	****				****		****				****	
Delay/Veh:	12.3	11.6	10.8	11.6	11.9	11.1	50.1	11.4	11.3	10.7	10.7	10.7
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:	12.3	11.6	10.8	11.6	11.9	11.1	50.1	11.4	11.3	10.7	10.7	10.7
LOS by Move:	B	B	B	B	B	B	F	B	B	B	B	B
ApproachDel:	11.6			11.6			32.3			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			11.6			32.3			10.7		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	5.8	0.5	0.5	0.2	0.2	0.2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #9 Innovation & Moffett Park

Cycle (sec):	60	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	9	Average Delay (sec/veh):	15.7
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Innovation						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1! 0	0	1	0	2	0	0	0	0	2	0	1
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	364	0	279	78	585	0	0	483	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	364	0	279	78	585	0	0	483	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	364	0	279	78	585	0	0	483	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	383	0	294	82	616	0	0	508	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	294	82	616	0	0	508	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	383	0	294	82	616	0	0	508	91
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:	0.00	0.00	0.00	1.39	0.00	0.61	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2441	0	1059	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.28	0.05	0.16	0.00	0.00	0.13	0.05
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	10.0	23.3	0.0	0.0	13.3	13.3
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.60	0.28	0.42	0.00	0.00	0.60	0.23
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	13.0	22.4	13.6	0.0	0.0	22.2	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	0.0	13.0	22.4	13.6	0.0	0.0	22.2	19.4
LOS by Move:	A	A	A	B+	A	B	C+	B	A	A	C+	B-
HCM2kAvgQ:	0	0	0	4	0	8	2	4	0	0	5	2

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #10 Mathilda & 5th

Cycle (sec):	60	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	12	Average Delay (sec/veh):	19.6
Optimal Cycle:	46	Level Of Service:	B-

Street Name:	Mathilda						5th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		1 0 3	0 9		2 0 1	0 1		2 0 0	1 0	
Volume Module:PM Peak Hour												
Base Vol:	12	314	43	3	626	26	138	16	94	282	14	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	314	43	3	626	26	138	16	94	282	14	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	24	0	0	0	0	0	0	0	26	0	0	0
Initial Fut:	36	314	43	3	626	26	138	16	120	282	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	42	365	50	3	728	0	160	19	140	328	16	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	365	50	3	728	0	160	19	140	328	16	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	365	50	3	728	0	160	19	140	328	16	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.80	0.83	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.63	0.37	1.00	3.00	9.00	2.00	1.00	1.00	2.00	0.33	0.67
Final Sat.:	3150	4925	674	1750	5700	13653	3150	1900	1750	3150	586	1214
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.00	0.13	0.00	0.05	0.01	0.08	0.10	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	7.0	14.0	14.0	9.8	16.8	0.0	10.0	10.5	10.5	13.7	14.2	14.2
Volume/Cap:	0.11	0.32	0.32	0.01	0.46	0.00	0.31	0.06	0.46	0.46	0.12	0.12
Delay/Veh:	23.9	19.2	19.2	21.1	18.0	0.0	22.3	20.7	23.3	20.4	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	19.2	19.2	21.1	18.0	0.0	22.3	20.7	23.3	20.4	18.1	18.1
LOS by Move:	C	B-	B-	C+	B-	A	C+	C+	C	C+	B-	B-
HCM2kAvgQ:	1	2	2	0	4	0	2	0	3	4	1	1

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #11 Mathilda & Moffett Park

Cycle (sec):	140	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	12	Average Delay (sec/veh):	43.9
Optimal Cycle:	117	Level Of Service:	D

Street Name:	Mathilda						Moffett Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	0	0	10	10	7	0	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	1 1	0 1	0
Volume Module:PM Peak Hour												
Base Vol:	271	525	0	0	2048	382	354	0	481	643	10	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	525	0	0	2048	382	354	0	481	643	10	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	26	0	0	0	0	0	0	24
Initial Fut:	271	525	0	0	2074	382	354	0	481	643	10	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	288	559	0	0	2206	406	377	0	0	684	11	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	559	0	0	2206	406	377	0	0	684	11	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	288	559	0	0	2206	406	377	0	0	684	11	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.95	0.95	0.92	0.94	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.52	0.48	1.00	0.00	1.00	2.00	0.16	0.84
Final Sat.:	3150	5700	0	0	4728	871	1800	0	1750	3563	286	1514
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.47	0.47	0.21	0.00	0.00	0.19	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	14.1	85.8	0.0	0.0	71.8	71.8	32.2	0.0	0.0	42.2	10.0	10.0
Volume/Cap:	0.91	0.16	0.00	0.00	0.91	0.91	0.91	0.00	0.00	0.64	0.52	0.52
Delay/Veh:	125.3	14.7	0.0	0.0	36.1	36.1	76.3	0.0	0.0	43.5	63.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.3	14.7	0.0	0.0	36.1	36.1	76.3	0.0	0.0	43.5	63.0	63.0
LOS by Move:	F	B	A	A	D+	D+	E-	A	A	D	E	E
HCM2kAvgQ:	10	3	0	0	38	38	20	0	0	14	4	4

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #12 Mathilda & Hwy 237 WB

Cycle (sec):	180	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	9	Average Delay (sec/veh):	0.4
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Mathilda						Hwy 237 WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5	0 0	0 0	3	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module: PM Peak Hour												
Base Vol:	0	750	0	0	2634	540	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	0	0	2634	540	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	26	0	0	0	0	0	0	0
Initial Fut:	0	750	0	0	2660	540	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	798	0	0	2830	574	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	798	0	0	2830	574	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	798	0	0	2830	574	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	0.00	0.00	3.30	0.70	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	9500	0	0	6232	1265	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green Time:	0.0	171	0.0	0.0	171	171.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	5	5	0	0	0	0	0	0

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

Planetary Ventures
MFA Hangar 3 Project

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

Intersection #13 Mathilda & Hwy 237 EB

Cycle (sec):	60	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	9	Average Delay (sec/veh):	12.0
Optimal Cycle:	42	Level Of Service:	B+

Street Name:	Mathilda						Hwy 237 EB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	7	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	5 0	2	1 0	3 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:PM Peak Hour												
Base Vol:	0	516	608	366	2298	0	231	0	254	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	516	608	366	2298	0	231	0	254	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	26	0	0	0	0	0	0	0	0
Initial Fut:	0	516	608	392	2298	0	231	0	254	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	521	0	396	2321	0	233	0	257	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	521	0	396	2321	0	233	0	257	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	521	0	396	2321	0	233	0	257	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	2.00	1.00	3.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	9500	3150	1750	5700	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.23	0.41	0.00	0.07	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	15.9	0.0	21.6	37.5	0.0	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.21	0.00	0.63	0.65	0.00	0.33	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	17.2	0.0	17.9	7.6	0.0	19.7	0.0	25.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	0.0	17.9	7.6	0.0	19.7	0.0	25.0	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	2	0	8	10	0	2	0	6	0	0	0

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