



HEXAGON TRANSPORTATION CONSULTANTS, INC.



# Santana Row Lots 9 & 17 Development

Traffic Impact Analysis

Prepared for:

**Federal Realty Investment Trust**

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## Executive Summary

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This report presents the results of the traffic impact analysis conducted for the proposed development of Lots 9 and 17 at Santana Row in San Jose, California. The entire Santana Row site is comprised of approximately 42 acres of land bound by Winchester Boulevard to the west, Stevens Creek Boulevard to the north and residential and office land uses to the east and south.

### Project Description

The proposed project consists of the development of additional office space on Lots 9 and 17, expansion of the existing movie theater on Lot 9, and addition of hotel rooms to the existing hotel at Santana Row. In addition, the project includes the partial closures of Santana Row (the street). Lot 9 is located in the southwest corner of the Olsen Drive and Hatton Road intersection along the southern boundary of Santana Row and currently includes an existing movie theater and surface parking lot. Lot 17 is comprised of four Lots along Dudley Avenue between Lot 9 and Tisch Way. Lot 17 currently includes a total of 47-apartment units and entitlement for 69,491 square feet (s.f.) of office space. The proposed development includes the following primary components:

- The development of up to 510,000 s.f. of office space on Lots 9 (254,000 s.f.) and 17 (256,000 s.f.).
- The addition of 7 theater screens (24,359 s.f.) to the existing 6-screen movie theater on Lot 9.
- The addition of 6 hotel rooms to the existing 214-room hotel along Santana Row.
- Closure of Santana Row Road to thru traffic from Olin Avenue to Olsen Drive (creation of pedestrian zone)

The proposed 510,000 s.f. of office space includes 69,491 s.f. of office space entitlement on Lot 17. Therefore, this study analyzes only the proposed 440,509 s.f. increase in office space.

A new 5-level parking structure on portions of Lots 9 and 17 as well as other parking facilities within Santana Row would provide parking for the proposed project. Access to the proposed parking structure would be provided via Olsen Drive, Hatton Street, and Dudley Avenue.

### Scope of Study

The purpose of the study is to identify the potential traffic impacts related to the proposed project. The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the Cities of San Jose, Campbell, and Santa Clara, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 41 existing signalized intersections, one future signalized intersection, and 18 directional freeway segments within the Cities of San Jose, Santa Clara, and Campbell. The study intersections were selected based upon the estimated number of project trips that are projected to be added through the intersection (10 or more trips per lane

per hour). Any intersections outside of the study area, including those in other jurisdictions, to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study also includes an evaluation of site access, which includes signal warrant analysis.

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

## Project Trip Generation

Hexagon has prepared project trip estimates for the proposed project based on trip generation rates obtained from the *City of San Jose Traffic Impact Analysis Handbook Vol.1, 2009*.

In addition, the trip estimates for each of the land use components of the proposed project were reduced to account for internalization, or interaction, between each of the proposed land uses as well as existing land uses at the Santana Row mixed-use development. The reductions are based on the Institute of Transportation Engineers (ITE) procedure for estimating multi-use trip generation as identified in their *Trip Generation Handbook*. Reductions of 3% during the AM peak hour and 13% during the PM peak hour were applied to the proposed development to account for internalization, as recommended in the ITE handbook. Additionally, the traffic estimated to be generated by the entitled 69,491 s.f. of office space on Lot 17 was subtracted from the gross project trips to calculate the additional traffic that would be generated by the proposed office space, or the net generated project trips.

Based on trip generation rates recommended by the City of San Jose and the above assumptions regarding trip reductions and internalization, the project as proposed is estimated to generate an additional 5,415 daily trips, with 635 trips occurring during the AM peak hour and 696 trips during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 572 inbound trips and 64 outbound trips during the AM peak hour and 162 inbound trips and 534 outbound trips during the PM peak hour.

## Background Plus Project Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under background plus project conditions. The results show that four intersections would be significantly impacted by the project, according to City of San Jose impact criteria. The impact and proposed improvements to mitigate the impact are described below.

### ***City of San Jose Protected Intersection Policy***

One of the four intersections identified to be impacted by the project, Winchester Boulevard and Stevens Creek Boulevard, is identified as a City of San Jose Protected Intersection. It is recommended that the intersection of Monroe Street and Stevens Creek Boulevard be added to the City of San Jose list of protected intersections.

The City of San Jose Protected Intersection Policy provides an exemption for intersections that are located along major transit corridors for which substantial transit improvements are planned. The policy allows for the addition of intersections to the list of Protected Intersections so long as they are located within designated Special Planning Areas and consistent with the General Plan. The Special Planning Areas may include:

- Transit-Oriented Development Corridors
- Planned Residential/Community Areas

- Neighborhood Business Districts
- Downtown Gateways

The Protected Intersection Policy requests that additional capacity not be added to the intersections and they be allowed to operate at capacity (thus, not being required to meet the City of San Jose LOS D standard) with the expectation that alternative routes or modes will be used by drivers when delays become unacceptable. The LOS policy specifies that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The policy acknowledges that exceptions to the City's LOS policy of maintaining a Level of Service D at local intersections will be made for certain Protected Intersections that have been built to their planned maximum capacity. If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided to other parts of the Citywide transportation system or that enhance non-auto modes of travel in the community near the Protected Intersection in furtherance of the General Plan goals and policies.

Potential improvements within the project area and adjacent neighborhoods could include:

- Traffic calming studies and implementation of measures/devices that could include traffic circles, chokers, treewells, chicanes, and permanent driver feedback radar speed signs.
- Streetscape features that include street and median trees and neighborhood entry features.
- Improved pedestrian connections throughout the project area including improved connections across Stevens Creek Boulevard and Winchester Boulevard by making crosswalks more visible to drivers, sidewalk widening, and uplighted crosswalks.
- Working with VTA to expand the existing bus service in the area including increased frequency of service, additional lines to serve areas that are not currently served, and covered bus stops.
- Traffic corridor and operations studies along Stevens Creek Boulevard and Winchester Boulevard to better serve traffic flow as well as transit and pedestrians/bicyclists.

#### **(1) Winchester Boulevard and Stevens Creek Boulevard**

**Impact:** This CMP intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** The intersection of Winchester Boulevard and Stevens Creek Boulevard has been identified as a City of San Jose Protected Intersection. Thus, in lieu of physical mitigations at the Winchester Boulevard and Stevens Creek Boulevard intersection, the project will construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

#### **(4) Monroe Street and Stevens Creek Boulevard**

**Impact:** This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on City of San Jose and CMP level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** There are no feasible improvements that can be implemented at the Monroe Street and Stevens Creek Boulevard intersection due to right-of-way restrictions. The intersection is projected to operate at LOS F conditions with 83.6 seconds of average delay during the PM peak hour. The addition of project traffic at the intersection will result in an increase in average delay of 53.5 seconds. The

intersection serves as the primary access point to major retail/commercial destination along Stevens Creek Boulevard and Winchester Boulevard. Access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard and partial access at Winchester Boulevard. Therefore, delays at the intersection will increase as approved and planned development proceeds in the area. It is likely that delays experienced by drivers that travel through the intersection will result in an adjustment of travel patterns to use alternate routes and displacement of traffic to surrounding roadways.

The planned use of Stevens Creek Boulevard as a transit corridor (VTA's Bus Rapid Transit) provides the opportunity to add the Monroe Street and Stevens Creek Boulevard intersection to the City's list of protected intersections. Thus, in lieu of physical mitigations, the project will be required to construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

### ***(15) San Tomas and Stevens Creek Boulevard***

**Impact:** This intersection would operate at LOS D during the AM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's level of service to degrade to an unacceptable level (LOS E) during the AM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** This intersection's level of service could be improved by adding a fourth through lane to both the north and south approaches (San Tomas Expressway). The Comprehensive County Expressway Planning Study identifies the widening of San Tomas Expressway to eight lanes as a Tier 1A priority. This improvement would reduce the average delay for vehicular traffic to an acceptable level (LOS D) during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution. However, payment of a fair-share toward improvement costs alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

### ***(22) San Tomas and Moorpark Avenue***

**Impact:** This intersection would operate at LOS D during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's level of service to degrade to an unacceptable level (LOS E) during the PM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** This intersection's level of service could be improved by adding a fourth through lane to both the north and south approaches (San Tomas Expressway). The Comprehensive County Expressway Planning Study identifies the widening of San Tomas Expressway to eight lanes as a Tier 1A priority. This improvement would reduce the average delay for vehicular traffic to an acceptable level (LOS D) during the PM peak hour. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution. However, payment of a fair-share toward improvement costs alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

## Freeway Segment Analysis

The results of the freeway level of service analysis are summarized in Table ES 2. The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on two directional freeway segments and HOV lanes on one directional freeway segment during at least one peak hour.

Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, and no comprehensive project to add through lanes has been developed by Caltrans or VTA for individual projects to contribute to, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

## Cumulative Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under cumulative conditions. The results show that, measured against the City of San Jose level of service impact criteria, the project's contribution to the increase in total volume from background traffic conditions to cumulative traffic conditions at one of the intersections identified above, Monroe Street and Stevens Creek Boulevard, would be more than 25 percent and deemed considerable based on City of San Jose criteria.

### **(4) Monroe Street and Stevens Creek Boulevard**

Mitigation Measure. There are no feasible improvements that can be implemented at the Monroe Street and Stevens Creek Boulevard intersection due to right-of-way restrictions. The intersection serves as the primary access point to major retail/commercial destination along Stevens Creek Boulevard and Winchester Boulevard. Access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard and partial access at Winchester Boulevard. Therefore, delays at the intersection will increase as approved and planned development proceeds in the area. It is likely that delays experienced by drivers that travel through the intersection will result in an adjustment of travel patterns to use alternate routes and displacement of traffic to surrounding roadways.

The planned use of Stevens Creek Boulevard as a transit corridor (VTA's Bus Rapid Transit) provides the opportunity to add the Monroe Street and Stevens Creek Boulevard intersection to the City's list of protected intersections. Thus, in lieu of physical mitigations, the project will be required to construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

## Other Transportation Issues

### **Site Access**

The following improvements are recommended to improve access to the project site:

*Hatton Street and Tisch Way* – Installation of a traffic signal is recommended at this location as part of the proposed project.

*Dudley Avenue and Tisch Way* – With the recommended installation of a traffic signal at Hatton Street and Tisch Way intersection, it is recommended that this intersection be restricted to right-in and out access only.



*Tisch Way Turn Restrictions (Alternative)* – As an alternative to the signalization of the Hatton Street and Tisch Way intersection, should the City choose not to implement the signal, left-turns at both the Hatton Street and Dudley Avenue intersections with Tisch Way should be prohibited. The turn restrictions would alleviate the left-turn queue issues along Tisch Way at its intersection with Hatton Street. The turn restrictions at Hatton Street and Dudley Avenue will result in a reduction of use of Monroe Street by outbound project traffic and an increased use of Olsen Drive and Winchester Boulevard.

### **Surrounding Streets and Neighborhoods**

An evaluation of indirect traffic related issues on six surrounding roadways was completed. However, unlike the intersection level of service analysis methodology, which has established impact thresholds, the analyses is based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Based on the characteristics of the streets, the traffic count data, and the estimated project traffic, the following conclusions can be drawn:

- Traffic volumes on each of the surrounding roadways are and would continue to be well within the volume range characteristic of each of the streets, with the exception of Baywood Avenue.
- Speeds along each of the surrounding roadways are within 5 mph of the posted speed limit, with the exception of Baywood Avenue.
- Twelve-foot travel lanes are striped along Monroe Street and on-street parking is allowed on both sides of the street, discouraging speeding.
- Traffic along these streets will increase and will be perceptible to residents of the adjacent neighborhoods as a result of the proposed project.

### **Possible Traffic Calming Measures**

Traffic volumes on the surrounding roadways currently are and are projected to continue to be within the recommended range for collector streets. Nevertheless, it is evident that the existing and future traffic conditions along these streets, specifically Monroe Street, are of concern to residents of adjacent neighborhoods. In order to improve the traffic conditions along Monroe Street and Tisch Way, several measures as described below can be considered for implementation. However, the measures are not necessary to mitigate the effects of project traffic on the streets. The measures should be evaluated as part of a traffic calming study for the area.

Typically, traffic calming measures are implemented along streets where (1) the volume of traffic on a street is incompatible with the surrounding land uses and/or roadway design or (2) the speed of traffic on a street is excessive or unsafe, and/or (3) high volumes of cut-through traffic are experienced along the street. The primary differences between a typical traffic engineering study and a traffic calming study is that a traffic calming study generally includes (1) more neighborhood involvement and (2) considers "quality of life" issues in addition to traffic capacity and safety issues. Thus, completion of a traffic calming study for the area to identify the best suitable measures is recommended.

Although Monroe Street and Tisch Way are classified as collector streets (not residential), measures can be implemented to improve and facilitate multi-modal movement along these streets. The identified measures listed below are possible improvements that could be implemented as part of a traffic calming plan for the area. It should be noted that there are no established procedures for the application of traffic calming devices and criteria for device installation vary widely by jurisdiction.

- **Traffic Circles.** Traffic circles force vehicles to slow down in advance of intersections. Installation of traffic circles have the potential to reduce the number of collisions and would maintain low travel speeds through the intersections. However, traffic circles would cause a loss of parking spaces, are very expensive (ranging from approximately \$25,000 to \$45,000 each), and limit the access for large vehicles, including fire trucks. The Fire Department, would need review and approve the installation of traffic circles at the intersections along Monroe Street and Tisch Way because these measures could result in an increase in emergency response times.

- **Bulb-Outs.** An alternative measure would be to narrow the roadways at the intersections by extending the curb radius into the street. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs are expensive (about \$20,000 per intersection and require maintenance), result in a loss of on-street parking, and also impede emergency response vehicles and other trucks.
- **Street Narrowing.** This is typically considered to reduce vehicle speeds. However, all streets except Monroe Street are already narrow and speeds are not generally an issue. Further narrowing along the streets would preclude truck access. In addition, curb extensions get hit by vehicles regularly, which creates noise and damages vehicles. Street narrowing measures may be applicable along Monroe Street since it is wider than other surrounding streets.
- **Median Island.** The implementation of a median island along Monroe Street south of Stevens Creek Boulevard would effectively reduce speeds by narrowing the vehicular travel way and aesthetically improve the neighborhood environment.
- **Enhanced Crosswalks.** Pedestrian safety can be improved by making crosswalks on Monroe Street more visible to motorists by utilizing enhanced crosswalk striping or pavement treatments.

### *Intersection Operations Analysis*

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn pockets along Stevens Creek Boulevard at its intersections with Winchester Boulevard, Santana Row, Redwood Avenue, and Monroe Street currently and are projected to continue to exceed the existing vehicle storage capacity under project conditions during the peak hours.

The segment of Stevens Creek Boulevard between Winchester Boulevard and Monroe Street is regularly congested during the peak commute periods of the day. The congestion is caused by the close spacing of signalized intersections along the Stevens Creek Boulevard between Winchester Boulevard and I-880. Left-turn queues in the westbound direction regularly extend out of the provided turn-pockets at its intersections with Winchester Boulevard, Santana Row, Redwood Avenue, and Monroe Street.

Improvements along Stevens Creek Boulevard between Winchester Boulevard and Monroe Street are planned as part of the Valley Fair expansion. The planned roadway improvements include the following:

- Widening of Stevens Creek Boulevard along its north side to accommodate right-turning traffic (into Valley Fair driveways).
- Lengthening of turn pockets along Stevens Creek Boulevard from Winchester Boulevard to Monroe Street by shifting of travel lanes and adjustment of medians.
- Pedestrian enhancements at the intersection of Santana Row/Stevens Creek. The intersection will be modified to provide safer pedestrian crossing by realigning the intersection, removing exclusive right-turn lanes, and improving crosswalk treatments and pedestrian waiting areas.

The planned roadway improvements will increase storage capacities for the left-turn movements along Stevens Creek Boulevard between Monroe Street and Winchester Boulevard and implement a coordinated signal system on Stevens Creek Boulevard between I-880 and Winchester Boulevard. With the implementation of signal coordination along Stevens Creek Boulevard and Winchester Boulevard between Forest Avenue and Stevens Creek Boulevard, traffic flow along the streets will improve. The coordination will require that extra green time be provided to the through traffic along Stevens Creek Boulevard and Winchester Boulevard, which may result in longer delays at the minor street approaches.

## **Public Transit/Pedestrian/Bike Improvements**

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

### **Bicycle and Pedestrian Facility Improvements**

The Envision 2040 General Plan identifies the following goals in regards to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

#### Class II Bike lanes are planned for:

- Monroe Street, between Newhall Street and Tisch Way
- Moorpark Avenue, between Williams Road and College Drive
- Winchester Boulevard, between Moorpark Avenue and Payne Avenue
- Tisch Way, between Winchester Boulevard and Monroe Avenue

#### Class III Bicycle routes are planned for:

- Williams Road, between Winchester Boulevard and Daniel Way
- Daniel Way, Ori Avenue and Westfield Avenue

The VTA recommends bicycle parking rates for new developments in *Bicycle Technical Guidelines*. According to VTA's recommended rates, a project of this size should strive to supply approximately 64 bike lockers and 25 spaces in bike racks. Bike racks should be conveniently located near the building entrances.

In addition, the following are recommended to improve pedestrian safety and travel near the project site:

- Modifying the traffic signal and lane configurations at the Olsen Drive/Winchester Boulevard and Olin Avenue/Winchester Boulevard intersections to include protected left-turn phasing for the east and west approaches at each intersection to increase pedestrian crossing capacity and safety.
- Modifying the traffic signal at the Santana Row/Stevens Creek Boulevard intersection to include protected left-turn phasing for the north and south approaches for the purpose of providing a striped crosswalk along the east side of the intersection to increase pedestrian crossing capacity and safety.

### **Transit Facility Improvements**

The Envision 2040 General Plan identifies the following goals in regards to public transit:

- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.
- Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard.

There is a VTA Bus Rapid Transit (BRT) line planned for the West San Carlos Street/Stevens Creek Boulevard corridor. The BRT will run on Stevens Creek Boulevard along Santana Row's northern frontage. Two BRT infrastructure solutions have been proposed: a single reversible transit-only lane between Winchester and MacArthur; and a dual-lane, transit-only overhead viaduct between Henry and MacArthur. The former option would include a center passing lane through the station loading areas, while the latter would include an aerial station.

The Stevens Creek Boulevard corridor serves as the primary access point to major retail/commercial destinations along Stevens Creek Boulevard and access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard. The proposed center lane BRT will require the removal of one travel lane in each direction of travel along a segment of Stevens Creek Boulevard between Winchester Boulevard and I-880 that is already congested. The removal of vehicular capacity along the primary travel corridor will result in a significant increase in congestion on the segment. Therefore, it is recommended that future BRT service along Stevens Creek Boulevard between Winchester Boulevard and I-880 be accommodated within the existing travel lanes along with improvements to signal timing to improve traffic progression through the corridor.

The West San Carlos Street/Stevens Creek Boulevard BRT is in only the preliminary stages of its environmental review and there is no identified schedule for its completion.

**Table ES 1  
Intersection Level of Service Summary**

Study Number	Intersection	Jurisdiction	Peak Hour	Count Date	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative				
					Delay	LOS	Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Delay	LOS	Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Contribution
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	02/27/13	35.5	D	35.9	D	0.2	0.006	36.1	D	37.2	D	8.6	0.034	68.8	E	82.8	0.587	10%
			PM	09/18/12	50.7	D	55.0	D	11.8	0.070	60.1	E	68.1	E	20.4	0.076	191.9	F	273.9	0.699	10%
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	02/13/13	15.1	B	13.2	B	-1.0	0.009	15.0	B	13.6	B	-0.5	0.008	14.7	B	2.3	0.183	
			PM	02/13/13	29.7	C	26.6	C	-4.1	-0.024	31.0	C	28.7	C	-3.4	-0.025	28.5	C	-2.3	0.137	
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	02/13/13	8.2	A	8.9	A	0.0	0.004	9.8	A	11.0	B	0.0	0.003	10.4	B	0.5	0.173	
			PM	02/13/13	22.0	C	22.2	C	0.9	0.012	29.7	C	29.8	C	0.7	0.011	29.4	C	1.9	0.169	
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	02/13/13	28.8	C	31.7	C	1.5	0.032	34.1	C	36.4	D	1.3	0.027	43.5	D	14.6	0.210	
			PM	02/13/13	38.6	D	52.7	D	18.2	0.194	83.6	F	137.1	F	71.0	0.170	172.2	F	126.9	0.304	25%
5	I-880 SB off-ramp and Stevens Creek Boulevard *	San Jose	AM	02/13/13	23.8	C	25.2	C	1.3	0.078	23.0	C	23.6	C	-10.9	0.039	26.5	C	-6.4	0.225	
			PM	09/18/12	21.8	C	22.1	C	0.3	0.020	18.7	B	19.0	B	0.2	0.033	21.5	C	3.2	0.148	
6	Bascom Avenue and San Carlos Street	San Jose	AM	02/14/13	41.9	D	42.5	D	0.9	0.019	43.0	D	43.5	D	0.9	0.016	45.0	D	3.3	0.062	
			PM	02/14/13	51.3	D	51.6	D	0.4	0.017	52.6	D	53.0	D	0.4	0.015	54.5	D	2.0	0.061	
7	Meridian Avenue and San Carlos Street	San Jose	AM	02/14/13	39.4	D	39.5	D	0.1	0.014	40.3	D	40.4	D	0.2	0.012	40.9	D	0.9	0.047	
			PM	02/14/13	46.4	D	46.5	D	0.1	0.010	52.2	D	52.6	D	0.7	0.008	54.0	D	2.9	0.032	
8	Lincoln Avenue and San Carlos Street	San Jose	AM	02/14/13	35.3	D	35.3	D	0.1	0.012	37.2	D	37.2	D	0.2	0.011	37.4	D	0.6	0.041	
			PM	02/14/13	39.0	D	38.9	D	0.0	0.008	41.7	D	41.7	D	0.2	0.008	41.6	D	0.6	0.028	
9	Bird Avenue and San Carlos Street *	San Jose	AM	04/18/13	33.0	C	33.2	C	0.3	0.004	35.7	D	35.9	D	0.3	0.004	36.4	D	1.0	0.016	
			PM	09/18/12	39.0	D	39.2	D	0.3	0.005	42.4	D	42.6	D	0.3	0.005	43.1	D	1.1	0.016	
10	Monroe Street and Forest Street	San Jose	AM	02/14/13	17.4	B	17.3	B	0.0	0.002	17.8	B	17.8	B	0.0	0.004	17.8	B	0.1	0.016	
			PM	02/14/13	20.2	C	20.3	C	0.1	0.003	21.1	C	21.1	C	0.1	0.003	21.3	C	0.4	0.010	
11	Monroe Street and Hedding Street	San Jose	AM	02/14/13	35.7	D	35.9	D	0.1	0.002	36.0	D	36.1	D	0.1	0.002	36.4	D	0.2	0.007	
			PM	05/07/13	37.3	D	37.4	D	0.0	0.003	37.6	D	37.7	D	-1.3	0.004	37.8	D	-0.7	0.018	
12	Monroe Street and Newhall Street	San Jose	AM	02/14/13	26.6	C	26.7	C	0.0	0.005	26.9	C	26.9	C	0.0	0.005	27.1	C	-0.1	0.018	
			PM	02/14/13	27.0	C	27.1	C	0.1	0.008	27.1	C	27.2	C	0.1	0.007	27.5	C	0.3	0.022	
13	Winchester Boulevard and Hedding Street	San Jose	AM	02/14/13	31.0	C	31.4	C	0.4	0.012	31.7	C	32.1	C	0.3	0.011	33.7	C	6.2	0.117	
			PM	02/14/13	35.9	D	36.2	D	0.7	0.017	38.3	D	38.6	D	0.9	0.015	39.6	D	3.5	0.054	
14	Winchester Boulevard and Forest Street	San Jose	AM	02/14/13	15.4	B	15.0	B	0.2	0.008	20.2	C	22.3	C	0.3	0.006	21.9	C	1.0	0.029	
			PM	02/14/13	21.5	C	21.2	C	-0.8	0.026	30.5	C	33.3	C	1.8	0.023	34.6	C	4.2	0.089	
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	02/26/13	51.1	D	52.5	D	1.9	0.012	54.2	D	55.4	E	1.7	0.010	59.9	E	8.0	0.046	22%
			PM	09/11/12	68.2	E	69.1	E	1.2	0.002	74.8	E	75.7	E	1.3	0.002	79.0	E	5.9	0.012	24%
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	02/26/13	34.8	C	34.7	C	0.0	0.000	35.0	D	35.0	C	0.0	0.000	34.9	C	0.0	0.004	
			PM	09/25/12	38.1	D	38.4	D	0.6	0.013	38.5	D	38.7	D	0.5	0.011	39.5	D	2.0	0.044	
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	04/16/13	37.9	D	37.9	D	0.0	0.000	37.8	D	37.8	D	0.0	0.000	37.7	D	0.0	0.004	
			PM	09/19/12	37.1	D	37.0	D	0.0	0.001	37.0	D	36.9	D	0.0	0.001	36.8	D	-0.1	0.005	
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	04/17/13	45.2	D	45.2	D	0.0	0.001	45.0	D	45.0	D	0.0	0.000	45.0	D	0.1	0.002	
			PM	09/19/12	41.0	D	41.1	D	0.2	0.004	41.1	D	41.2	D	0.1	0.003	41.3	D	0.5	0.012	
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	04/18/13	23.4	C	23.3	C	0.0	0.000	23.3	C	23.2	C	0.0	0.000	23.1	C	0.0	0.004	
			PM	09/19/12	21.9	C	21.8	C	-0.1	0.004	21.8	C	21.7	C	-0.1	0.003	21.6	C	-0.3	0.013	
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	04/18/13	40.7	D	40.7	D	0.0	0.000	42.2	D	42.2	D	0.0	0.000	42.2	D	0.1	0.000	
			PM	09/19/12	34.5	C	34.4	C	0.0	0.000	34.6	C	34.6	C	0.0	0.000	34.8	C	0.6	0.004	
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	04/18/13	41.5	D	41.7	D	0.2	0.005	41.8	D	42.0	D	0.1	0.004	42.9	D	1.1	0.024	
			PM	09/19/12	44.1	D	44.2	D	0.1	0.004	44.7	D	44.6	D	-0.2	0.000	45.1	D	0.3	0.013	
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	03/07/13	51.8	D	51.8	D	0.1	0.000	52.9	D	52.8	D	0.1	0.000	53.3	D	0.7	0.005	
			PM	09/06/12	52.8	D	54.4	D	2.3	0.012	54.9	D	56.3	E	2.2	0.010	61.7	E	11.6	0.049	19%
23	Winchester Boulevard and Olin Avenue	San Jose	AM	02/13/13	17.6	B	16.3	B	-0.6	0.019	17.5	B	17.1	B	-0.1	0.019	20.5	C	7.0	0.405	
			PM	02/13/13	21.5	C	20.8	C	-1.4	0.059	20.4	C	20.1	C	-0.7	0.054	58.8	E	49.4	0.540	9%

**Table ES 1 (Cont'd)**  
**Intersection Level of Service Summary**

Study Number	Intersection	Jurisdiction	Peak Hour	Count Date	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative										
					Delay	LOS	Delay	LOS	Incr. In Crit.	Incr. In Delay	Incr. In Crit.	Incr. In V/C	Delay	LOS	Delay	LOS	Incr. In Crit.	Incr. In Delay	Incr. In Crit.	Incr. In V/C	Delay	LOS	Incr. In Crit.	Incr. In Delay	Incr. In Crit.	Incr. In V/C	Contribution
24	Winchester Boulevard and Olsen Drive	San Jose	AM	02/13/13	14.3	B	23.1	C	12.2	0.040	21.6	C	27.3	C	7.8	0.035	30.3	C	13.8	0.391							
			PM	02/13/13	19.9	B	28.8	C	8.4	0.126	27.5	C	35.1	D	12.8	0.160	<b>76.2</b>	<b>E</b>	<b>59.4</b>	<b>0.554</b>	<b>12%</b>						
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	05/07/13	21.7	C	23.1	C	1.1	0.012	26.5	C	28.9	C	1.0	0.010	29.2	C	4.3	0.056							
			PM	02/13/13	30.0	C	35.6	D	5.7	0.107	35.8	D	43.3	D	10.0	0.092	51.8	D	31.4	0.194							
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	02/13/13	37.8	D	38.6	D	1.2	0.047	39.1	D	39.9	D	1.2	0.040	44.4	D	7.9	0.177							
			PM	02/13/13	38.3	D	38.4	D	0.2	0.013	39.4	D	39.5	D	2.7	0.006	40.2	D	3.7	0.049							
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	02/26/13	11.2	B	11.5	B	0.2	0.023	11.6	B	11.8	B	0.1	0.019	12.4	B	0.7	0.081							
			PM	09/18/12	13.1	B	13.2	B	0.0	0.006	13.5	B	13.6	B	0.0	0.005	14.0	B	0.2	0.032							
28	Winchester Boulevard and Williams Road	San Jose	AM	02/14/13	38.1	D	39.1	D	1.5	0.017	38.7	D	39.7	D	1.5	0.015	<b>57.6</b>	<b>E</b>	<b>29.1</b>	<b>0.128</b>	<b>14%</b>						
			PM	02/14/13	34.0	C	34.1	C	0.3	0.007	34.1	C	34.2	C	0.3	0.006	38.8	D	4.5	0.066							
29	Winchester Boulevard and Payne Avenue	San Jose	AM	02/14/13	39.7	D	39.7	D	0.0	0.011	39.6	D	39.6	D	0.1	0.009	39.4	D	0.2	0.038							
			PM	02/14/13	37.1	D	36.9	D	-0.2	0.008	36.8	D	36.7	D	-0.1	0.007	36.2	D	-0.6	0.031							
30	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	02/14/13	40.5	D	40.6	D	0.1	0.006	40.5	D	40.7	D	0.0	0.005	41.5	D	0.6	0.031							
			PM	09/05/12	46.1	D	46.2	D	0.2	0.004	46.2	D	46.3	D	0.1	0.003	46.6	D	0.7	0.018							
31	Winchester Boulevard and Campbell Avenue	Campbell	AM	04/23/13	26.1	C	26.2	C	0.1	0.007	26.1	C	26.1	C	0.1	0.006	26.3	C	0.4	0.023							
			PM	04/23/13	26.6	C	26.6	C	0.1	0.003	26.6	C	26.7	C	0.3	0.009	26.6	C	0.3	0.011							
32	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	02/14/13	48.8	D	48.6	D	0.1	0.001	79.2	E	79.1	E	0.3	0.001	79.9	E	2.7	0.007							
			PM	09/06/12	46.6	D	46.6	D	0.1	0.002	61.6	E	61.7	E	0.5	0.002	62.6	E	2.4	0.008							
33	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	02/14/13	29.9	C	29.9	C	0.0	0.001	29.8	C	29.7	C	0.0	0.000	29.7	C	0.0	0.003							
			PM	02/14/13	30.5	C	30.5	C	0.0	0.001	30.6	C	30.6	C	0.0	0.001	30.5	C	0.0	0.004							
34	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	02/14/13	46.2	D	46.6	D	0.8	0.004	72.9	E	73.8	E	1.7	0.004	77.6	E	8.6	0.020							
			PM	02/14/13	45.2	D	45.8	D	1.2	0.006	73.2	E	74.7	E	2.7	0.006	79.5	E	11.4	0.025							
35	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	04/18/13	18.3	B	18.3	B	0.0	0.000	32.6	C	32.7	C	0.1	0.000	34.0	C	2.1	0.007							
			PM	04/18/13	12.3	B	12.3	B	0.1	0.003	24.7	C	25.0	C	0.5	0.003	26.2	C	2.8	0.015							
36	San Tomas Expressway and Homestead Road *	Santa Clara	AM	04/16/13	77.8	E	77.8	E	0.1	0.000	<b>145.2</b>	<b>F</b>	<b>145.1</b>	<b>F</b>	<b>0.1</b>	<b>0.000</b>	<b>146.4</b>	<b>F</b>	<b>2.6</b>	<b>0.006</b>	<b>18%</b>						
			PM	09/06/12	58.3	E	58.5	E	0.5	0.002	<b>109.5</b>	<b>F</b>	<b>109.8</b>	<b>F</b>	<b>0.7</b>	<b>0.002</b>	<b>111.4</b>	<b>F</b>	<b>3.9</b>	<b>0.010</b>	<b>21%</b>						
37	Scott Boulevard and Homestead Road	Santa Clara	AM	04/18/13	21.7	C	21.8	C	0.0	0.000	21.7	C	21.7	C	0.0	0.000	21.7	C	0.0	0.001							
			PM	04/18/13	24.8	C	24.8	C	0.2	0.003	24.8	C	24.9	C	0.2	0.003	25.0	C	0.7	0.009							
38	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	04/18/13	24.2	C	24.2	C	0.0	0.001	24.4	C	24.4	C	0.0	0.001	24.4	C	0.0	0.003							
			PM	04/18/13	23.1	C	23.0	C	0.0	0.002	22.7	C	22.7	C	0.0	0.001	22.6	C	0.0	0.003							
39	Winchester Boulevard and Market Street	Santa Clara	AM	04/16/13	8.2	A	8.3	A	0.1	0.002	8.1	A	8.2	A	0.1	0.002	8.3	A	0.2	0.010							
			PM	04/16/13	6.8	A	6.8	A	0.0	0.001	6.7	A	6.7	A	0.0	0.001	6.5	A	0.0	0.006							
40	Winchester Boulevard and Bellomy Street	Santa Clara	AM	04/16/13	10.0	B	10.0	B	0.0	0.001	10.0	B	10.0	A	0.0	0.001	10.0	A	0.1	0.006							
			PM	04/16/13	8.1	A	8.1	A	0.0	0.001	7.9	A	7.9	A	0.0	0.001	7.6	A	-0.2	0.006							
41	Winchester Boulevard and Newhall Street	Santa Clara	AM	02/14/13	23.2	C	23.4	C	0.3	0.008	24.3	C	24.5	C	0.1	0.007	25.2	C	0.6	0.028							
			PM	02/14/13	19.4	B	19.9	B	0.7	0.021	20.5	C	21.0	C	0.7	0.018	22.6	C	2.7	0.063							
42	NB I-880 Ramps and Stevens Creek Boulevard (Future)	San Jose	AM	--	--	--	--	--	11.8	0.137	19.2	B	19.8	B	0.6	0.048	22.1	C	3.1	0.188							
			PM	--	--	--	--	--	8.9	0.117	20.6	C	21.2	C	0.8	0.029	22.7	C	3.1	0.101							

\* Denotes CMP Intersections  
 Entries in bold indicate unacceptable level of service.  
 Entries in bold and boxed indicate significant impact.

**Table ES 2  
Freeway Segment Level of Service Summary**

Freeway	Segment	Direction	Peak Hour	Existing Plus Project												Project Trips			
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
				Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
SR 17	Hamilton to I-280	NB	AM	23.0	3.0	6,900	5,308	77	F	--	--	--	--	--	--	58	0.8%	--	--
			PM	65.0	3.0	6,900	5,677	29	D	--	--	--	--	--	--	17	0.2%	--	--
I-880	I-280 to Stevens Cr	NB	AM	16.0	3.0	6,900	4,613	96	F	--	--	--	--	--	--	143	2.1%	--	--
			PM	66.5	3.0	6,900	3,441	17	B	--	--	--	--	--	--	41	0.6%	--	--
I-880	Stevens Cr to N. Bascom Ave	NB	AM	26.0	3.0	6,900	5,466	70	F	--	--	--	--	--	--	6	0.1%	--	--
			PM	65.0	3.0	6,900	5,929	30	D	--	--	--	--	--	--	79	1.1%	--	--
I-880	N. Bascom Ave to The Alameda	NB	AM	36.0	3.0	6,900	6,056	56	E	--	--	--	--	--	--	6	0.1%	--	--
			PM	65.5	3.0	6,900	5,389	27	D	--	--	--	--	--	--	79	1.1%	--	--
I-280	Lawrence Expwy to Saratoga Ave	EB	AM	61.0	3.0	6,900	6,640	36	D	67.0	1.0	1,650	816	12	B	50	0.7%	6	0.4%
			PM	32.0	3.0	6,900	5,971	62	F	60.0	1.0	1,650	2,224	37	D	11	0.2%	4	0.2%
I-280	Saratoga Ave to Winchester Blvd	EB	AM	59.0	3.0	6,900	6,600	37	D	67.0	1.0	1,650	746	11	A	50	0.7%	6	0.3%
			PM	45.0	3.0	6,900	6,491	48	E	70.0	1.0	1,650	2,034	29	D	11	0.2%	4	0.2%
I-280	Winchester Blvd to I-880	EB	AM	66.0	3.0	6,900	5,150	26	C	67.0	1.0	1,650	940	14	B	0	0.0%	0	0.0%
			PM	52.0	3.0	6,900	6,560	42	D	70.0	1.0	1,650	1,470	21	C	0	0.0%	0	0.0%
I-280	I-880 to Meridian Ave	EB	AM	65.5	3.0	6,900	5,319	27	D	67.0	1.0	1,650	671	10	A	9	0.1%	1	0.1%
			PM	25.0	3.0	6,900	5,538	74	F	70.0	1.0	1,650	2,122	30	D	58	0.8%	22	1.3%
I-280	Meridian Ave to Bird Ave	EB	AM	46.0	4.0	9,200	8,660	47	E	--	--	--	--	--	--	10	0.1%	--	--
			PM	28.0	4.0	9,200	7,590	68	F	--	--	--	--	--	--	80	0.9%	--	--
I-280	Bird Ave to Meridian Ave	WB	AM	13.0	4.0	9,200	5,496	106	F	--	--	--	--	--	--	86	0.9%	--	--
			PM	58.0	4.0	9,200	8,844	38	D	--	--	--	--	--	--	24	0.3%	--	--
I-280	Meridian Ave to I-880	WB	AM	7.0	3.4	7,820	3,134	132	F	27.0	1.0	1,650	1,872	69	F	54	0.7%	32	1.9%
			PM	66.0	3.4	7,820	5,189	23	C	70.0	1.0	1,650	1,265	18	B	19	0.2%	5	0.3%
I-280	I-880 to Winchester Blvd	WB	AM	16.0	3.0	6,900	4,520	94	F	42.0	1.0	1,650	2,100	50	E	0	0.0%	0	0.0%
			PM	65.5	3.0	6,900	5,310	27	D	70.0	1.0	1,650	1,470	21	C	0	0.0%	0	0.0%
I-280	Winchester Blvd to Saratoga Ave	WB	AM	12.0	3.0	6,900	3,893	108	F	45.0	1.0	1,650	2,161	48	E	3	0.0%	1	0.1%
			PM	62.0	3.0	6,900	6,554	35	D	70.0	1.0	1,650	1,269	18	B	44	0.6%	9	0.5%
I-280	Saratoga Ave to Lawrence Expwy	WB	AM	16.0	3.0	6,900	4,423	92	F	36.0	1.0	1,650	2,061	57	E	3	0.0%	1	0.1%
			PM	65.5	3.0	6,900	5,357	27	D	70.0	1.0	1,650	636	9	A	47	0.7%	6	0.3%
I-880	The Alameda to N. Bascom Ave	SB	AM	66.0	3.0	6,900	5,234	26	C	--	--	--	--	--	--	84	1.2%	--	--
			PM	25.0	3.0	6,900	5,502	73	F	--	--	--	--	--	--	22	0.3%	--	--
I-880	N. Bascom Ave to Stevens Cr	SB	AM	24.0	3.0	6,900	5,414	75	F	--	--	--	--	--	--	84	1.2%	--	--
			PM	30.0	3.0	6,900	5,782	64	F	--	--	--	--	--	--	22	0.3%	--	--
I-880	Stevens Cr to I-280	SB	AM	66.0	3.0	6,900	5,167	26	C	--	--	--	--	--	--	17	0.2%	--	--
			PM	65.0	3.0	6,900	5,984	31	D	--	--	--	--	--	--	134	1.9%	--	--
SR 17	I-280 to Hamilton	SB	AM	66.0	3.0	6,900	4,367	22	C	--	--	--	--	--	--	7	0.1%	--	--
			PM	61.0	3.0	6,900	6,644	36	D	--	--	--	--	--	--	54	0.8%	--	--

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.  
  - Denotes significant impact

# 1. Introduction

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This report presents the results of the traffic impact analysis conducted for the proposed development of Lots 9 and 17 at Santana Row in San Jose, California. The entire Santana Row site is comprised of approximately 42 acres of land bound by Winchester Boulevard to the west, Stevens Creek Boulevard to the north and residential and office land uses to the east and south.

## Project Description

The proposed project consists of the development of additional office space on Lots 9 and 17, expansion of the existing movie theater on Lot 9, and addition of hotel rooms to the existing hotel at Santana Row. In addition, the project includes the partial closures of Santana Row (the street). Lot 9 is located in the southwest corner of the Olsen Drive and Hatton Road intersection along the southern boundary of Santana Row and currently includes an existing movie theater and surface parking lot. Lot 17 is comprised of four Lots along Dudley Avenue between Lot 9 and Tisch Way. Lot 17 currently includes a total of 47-apartment units and entitlement for 69,491 square feet (s.f.) of office space. The proposed development includes the following primary components:

- The development of up to 510,000 s.f. of office space on Lots 9 (254,000 s.f.) and 17 (256,000 s.f.).
- The addition of 7 theater screens (24,359 s.f.) to the existing 6-screen movie theater on Lot 9.
- The addition of 6 hotel rooms to the existing 214-room hotel along Santana Row.
- Closure of Santana Row Road to thru traffic from Olin Avenue to Olsen Drive (creation of pedestrian zone)

The proposed 510,000 s.f. of office space includes 69,491 s.f. of office space entitlement on Lot 17. Therefore, this study analyzes only the proposed 440,509 s.f. increase in office space.

A new 5-level parking structure on portion of Lots 9 and 17 as well as other parking facilities within Santana Row would provide parking for the proposed project. Access to the proposed parking structure would be provided via Olsen Drive, Hatton Street, and Dudley Avenue. The project site location and the surrounding study area are shown on Figure 1. Figure 2 provides the location of each of the project components. The project site plan is shown on Figure 3.

## Scope of Study

The purpose of the study is to identify the potential traffic impacts related to the proposed project. The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). Although the proposed project is located in the City of San Jose, facilities within the Cities of Campbell and Santa Clara also would be affected by the proposed project. Thus, the impacts of the project also were evaluated





**Figure 1**  
Site Location and Study Intersections



**Figure 2**  
**Project Components**

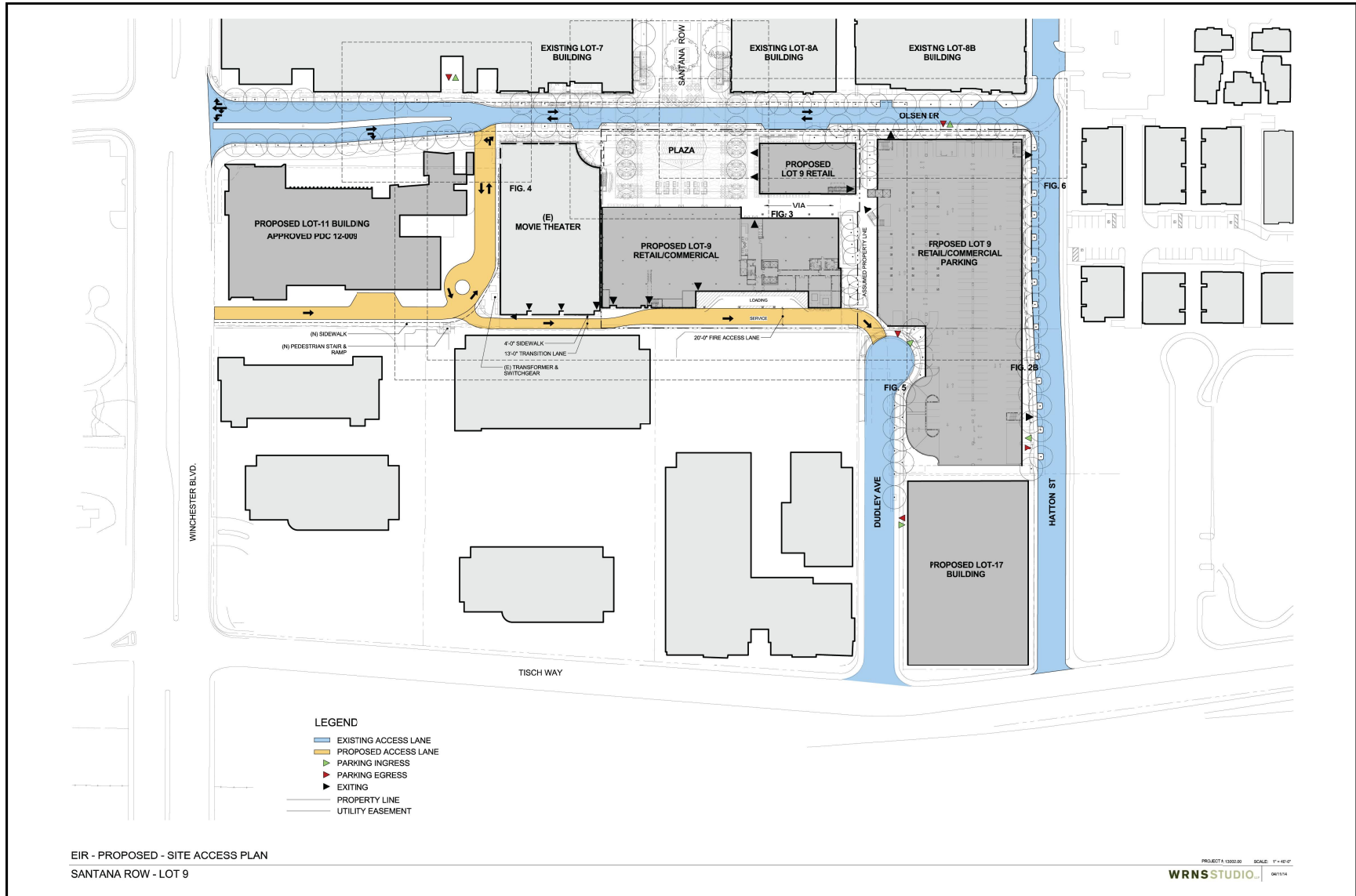


Figure 3  
Site Plan

following the standards and methodologies set forth by the Cities of Campbell and Santa Clara for facilities located within their jurisdiction.

The study includes an analysis of AM and PM peak-hour traffic conditions for 41 existing signalized intersections, one future signalized intersection, and 18 directional freeway segments within the Cities of San Jose, Santa Clara, and Campbell. The study intersections were selected based upon the estimated number of project trips that are projected to be added through the intersection (10 or more trips per lane per hour). Any intersections outside of the study area, including those in other jurisdictions, to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study also includes an evaluation of site access, which includes signal warrant analysis. The study intersections and freeway segments are identified below.

## ***Study Intersections***

### **City of San Jose Study Intersections**

1. Winchester Boulevard and Stevens Creek Boulevard\*
2. Santana Row and Stevens Creek Boulevard
3. Redwood Avenue and Stevens Creek Boulevard
4. Monroe Street and Stevens Creek Boulevard
5. I-880 SB off-ramp and Stevens Creek Boulevard\*
6. Bascom Avenue and San Carlos Street
7. Meridian Avenue and San Carlos Street
8. Lincoln Avenue and San Carlos Street
9. Bird Avenue and San Carlos Street\*
10. Monroe Street and Forest Street
11. Monroe Street and Hedding Street
12. Monroe Street and Newhall Street
13. Winchester Boulevard and Hedding Street
14. Winchester Boulevard and Forest Street
15. San Tomas Expressway and Stevens Creek Boulevard\*
16. Saratoga Avenue and Stevens Creek Boulevard\*
17. Kiely Boulevard and Stevens Creek Boulevard\*
18. Saratoga Avenue and Kiely Boulevard\*
19. Saratoga Avenue and I-280 (North)\*
20. Saratoga Avenue and I-280 (South)\*
21. Saratoga Avenue and Moorpark Avenue\*
22. San Tomas Expressway and Moorpark Avenue\*
23. Winchester Boulevard and Olin Avenue
24. Winchester Boulevard and Olsen Drive
25. Winchester Boulevard and I-280 WB on-ramp
26. Winchester Boulevard and Moorpark Avenue
27. I-280 EB off-ramp and Moorpark Avenue\*
28. Winchester Boulevard and Williams Road
29. Winchester Boulevard and Payne Avenue

### **City of Campbell Study Intersections**

30. Winchester Boulevard and Hamilton Avenue\*
31. Winchester Boulevard and Campbell Avenue

### **City of Santa Clara Study Intersections**

32. San Tomas Expressway and Saratoga Avenue\*
33. Saratoga Avenue and Pruneridge Avenue
34. San Tomas Expressway and Pruneridge Avenue

35. San Tomas Expressway and Forbes Avenue
36. San Tomas Expressway and Homestead Road\*
37. Scott Boulevard and Homestead Road
38. Saratoga Avenue and Scott Boulevard
39. Winchester Boulevard and Market Street
40. Winchester Boulevard and Bellomy Street
41. Winchester Boulevard and Newhall Street

\* CMP Designated Intersection

### **Study Freeway Segments**

Northbound SR 17, between Hamilton Avenue and I-280  
 Northbound I-880, between I-280 and Stevens Creek Boulevard  
 Northbound I-880, between Stevens Creek Boulevard and Bascom Avenue  
 Northbound I-880, between Bascom Avenue and The Alameda  
 Eastbound I-280, between Lawrence Expressway and Saratoga Avenue  
 Eastbound I-280, between Saratoga Avenue and Winchester Boulevard  
 Eastbound I-280, between Winchester Boulevard and I-880  
 Eastbound I-280, between I-880 and Meridian Avenue  
 Eastbound I-280, between Meridian Avenue and Bird Avenue  
 Westbound I-280, between Bird Avenue and Meridian Avenue  
 Westbound I-280, between Meridian Avenue and I-880  
 Westbound I-280, between I-880 and Winchester Boulevard  
 Westbound I-280, between Winchester Boulevard and Saratoga Avenue  
 Westbound I-280, between Saratoga Avenue and Lawrence Expressway  
 Southbound I-880, between The Alameda and Bascom Avenue  
 Southbound I-880, between Bascom Avenue and Stevens Creek Boulevard  
 Southbound I-880, between Stevens Creek Boulevard and I-280  
 Southbound SR 17, between and I-280 and Hamilton Avenue

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

- Scenario 1:** *Existing Conditions.* Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose and supplemented with new manual turning-movement counts conducted in February through May of 2013.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.
- Scenario 3:** *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The Cities of Campbell and Santa Clara provided information on approved projects in the study area for which traffic was included under background conditions. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

**Scenario 4:** *Background Plus Project Conditions.* Projected peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

## Methodology

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

### **Data Requirements**

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

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

### **Analysis Methodologies and Level of Service Standards**

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

### **Signalized Intersections**

Signalized study intersections are subject to the local municipalities' level of service standards. The City of San Jose and Cities of Campbell and Santa Clara level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, each of the Cities' methodologies employs the CMP defaults values for the analysis parameters. Each of the Cities' level of service standard for intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

### **CMP Signalized Intersections**

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

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

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

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

### Freeway Segments

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

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

Where:

D= density, in vehicles per mile per lane (vpmp)

V= peak hour volume, in vehicles per hour (vph)

N= number of travel lanes

S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,800 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

**Table 2**  
**Freeway Level of Service Based on Density**

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.1 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.1 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.1 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	greater than 58.0

Source: Santa Clara County 2009 CMP (Based on the *Highway Capacity Manual* (2000), Washington, D.C.).

## Report Organization

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



## 2. Existing Conditions

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This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections and freeway segments in the study area.

### Existing Roadway Network

Regional access to the project site is provided via I-880 and I-280. These facilities are described below.

*I-880* is a six-lane freeway in the vicinity of the site. It extends north to Oakland and south to I-280 in San Jose, at which point it makes a transition into SR 17 to Santa Cruz. Access to the site is provided via its interchange with Stevens Creek Boulevard. The Stevens Creek Boulevard interchange at I-880 is currently under construction. The new reconfigured interchange will include two new signals to serve northbound and southbound I-880 traffic that is bound for Stevens Creek Boulevard.

*I-280* is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Oakland. Access to and from northbound I-280 to the site is provided via its interchange with Winchester Boulevard.

Local access to the site is provided by Stevens Creek Boulevard, Winchester Boulevard, Tisch Way, and South Monroe Street. These roadways are described below.

*Stevens Creek Boulevard* is a divided six-lane east-west roadway in the vicinity of the project site. It extends from Cupertino eastward to I-880, at which point it makes a transition into San Carlos Street to Downtown San Jose. Access to the site is provided via its full access signalized intersection at Santana Row.

*Winchester Boulevard* is a divided six-lane north-south roadway that runs from Los Gatos to Lincoln Street in Santa Clara. Winchester Boulevard provides direct access to Lot 9 via Olsen Drive.

*Tisch Way* is a two-lane east-west roadway that extends eastward from Winchester Boulevard to South Monroe Street. Access to Santana Row and Lot 17 is provided via Hatton Road and Dudley Avenue.

*South Monroe Street* is a two-lane north-south roadway that extends northward from Tisch Way to Stevens Creek Boulevard.

### Existing Bicycle and Pedestrian Facilities

There are no city designated bike lanes in the vicinity of the project site. However, some roadways that do not provide designated bike lanes are identified bike routes.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets. Sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors near the site. At South Monroe Street and Tisch Way, there is a pedestrian footbridge over I-280 connecting South Monroe Street/Tisch Way and Moorpark Avenue.

## Existing Transit Service

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

### *VTA Bus Service*

The Valley Fair Transit Center is located at Valley Fair shopping mall, north of Santana Row, within close proximity of the project site. The Valley Fair Transit Center is served by two bus lines (lines 23 and 60). The 23 line provides service between DeAnza College and the Alum Rock Transit Center via Stevens Creek Boulevard, with 10-15-minute headways during commute hours. The 60 line provides service between the Winchester Transit Center and Great America via Winchester Boulevard, with 15-20-minute headways during commute hours. The nearest bus stop locations are located at the Olin Avenue and Olsen Drive intersections with Winchester Boulevard. Other bus lines in the vicinity of the project site include the 25 line that provides service between the Alum Rock Transit Center and De Anza College, with 10-20-minute headways during commute hours. Limited Stop Express Route 323 operates along Stevens Creek Boulevard. However, the nearest route 323 stops are located at Kiely Boulevard and Bascom Avenue.

## Existing Intersection Lane Configurations

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

## Existing Traffic Volumes

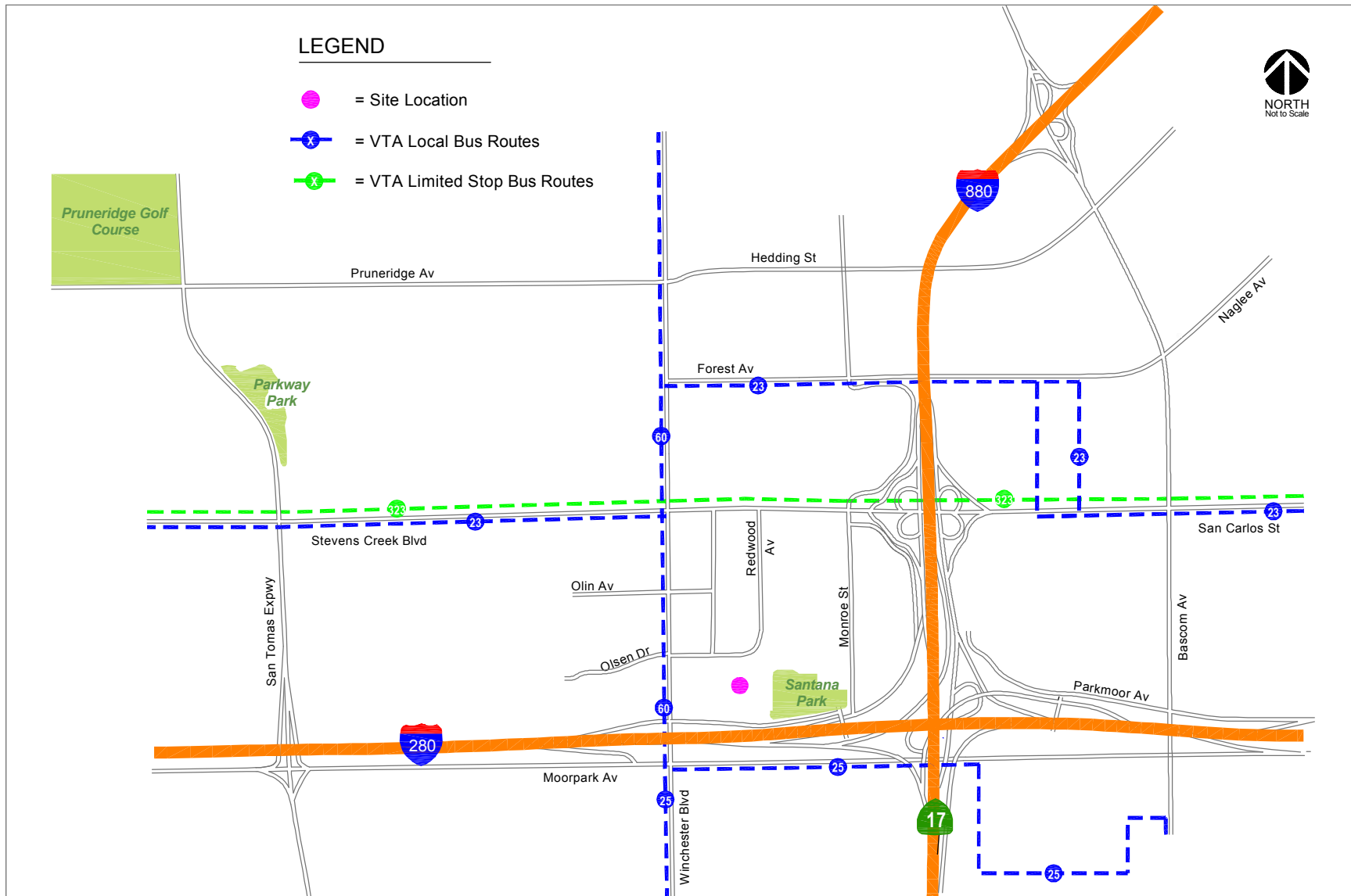
Existing peak-hour traffic volumes were obtained from new manual intersection turning movement counts completed in February through May 2013, the City of San Jose, and the 2012 CMP Monitoring Report. The existing peak-hour intersection volumes are shown on Figure 6. Intersection turning-movement counts conducted for this analysis are presented in Appendix A. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

## Existing Intersection Levels of Service

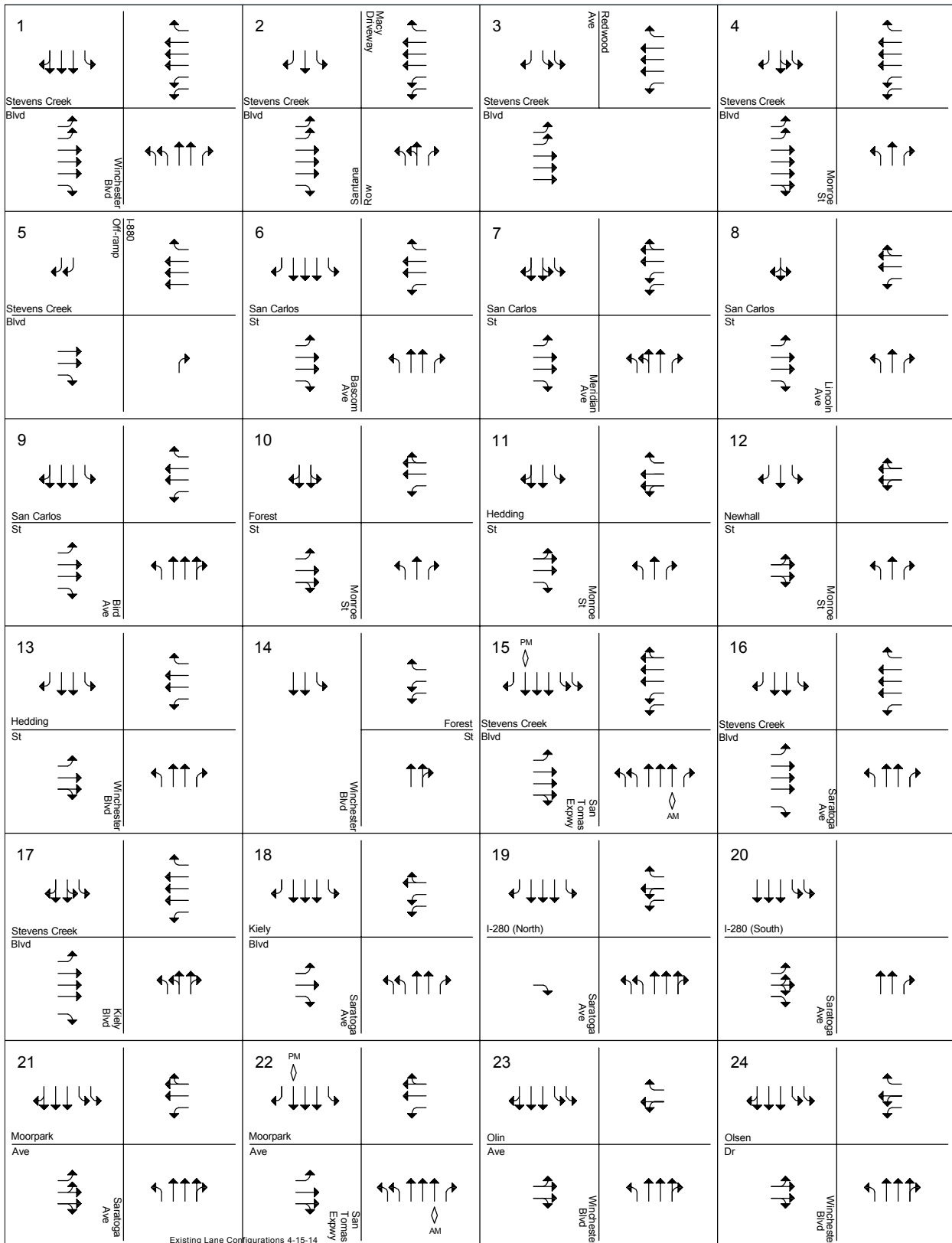
Intersection levels of service were evaluated against applicable municipal and CMP standards. The results of the intersection level of service analysis under existing conditions are summarized in Table 3.

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, the study intersection of San Tomas Expressway and Stevens Creek Boulevard currently operates at an unacceptable LOS E during the PM peak hour.

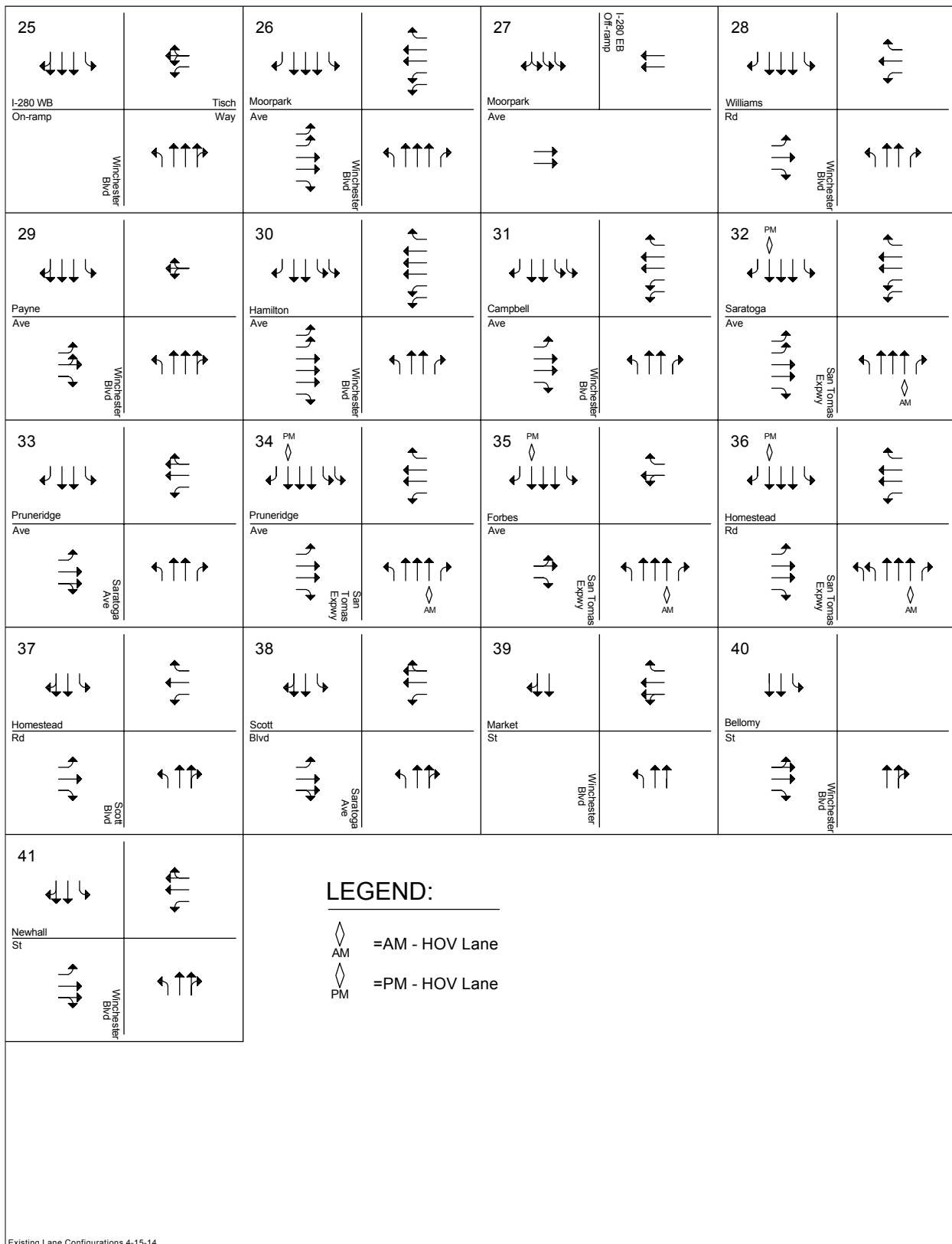
All other study intersections currently operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The level of service calculation sheets are included in Appendix C.



**Figure 4**  
Existing Transit Services



**Figure 5**  
**Existing Lane Configurations**



Existing Lane Configurations 4-15-14

Figure 5 (Cont'd)  
Existing Lane Configurations

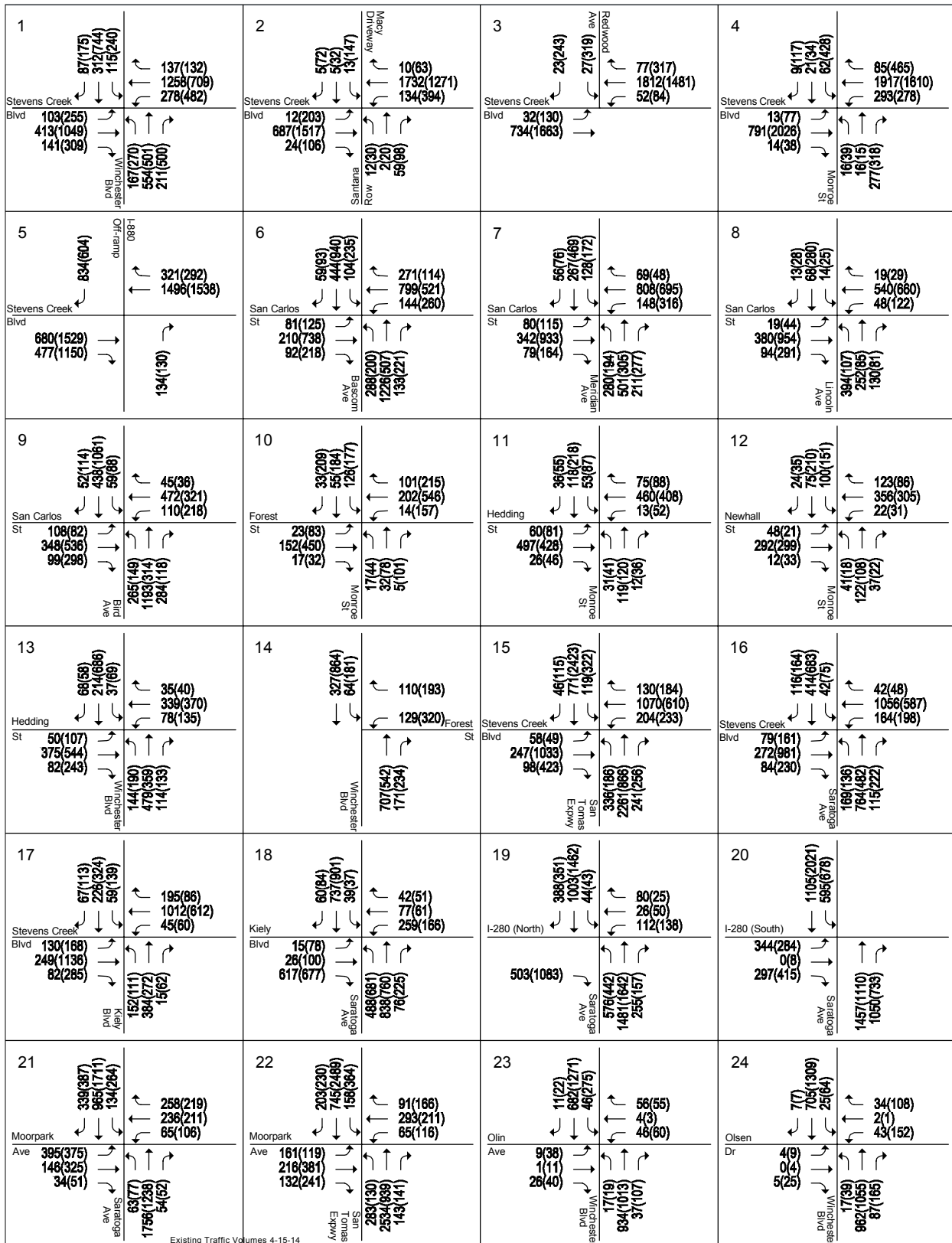
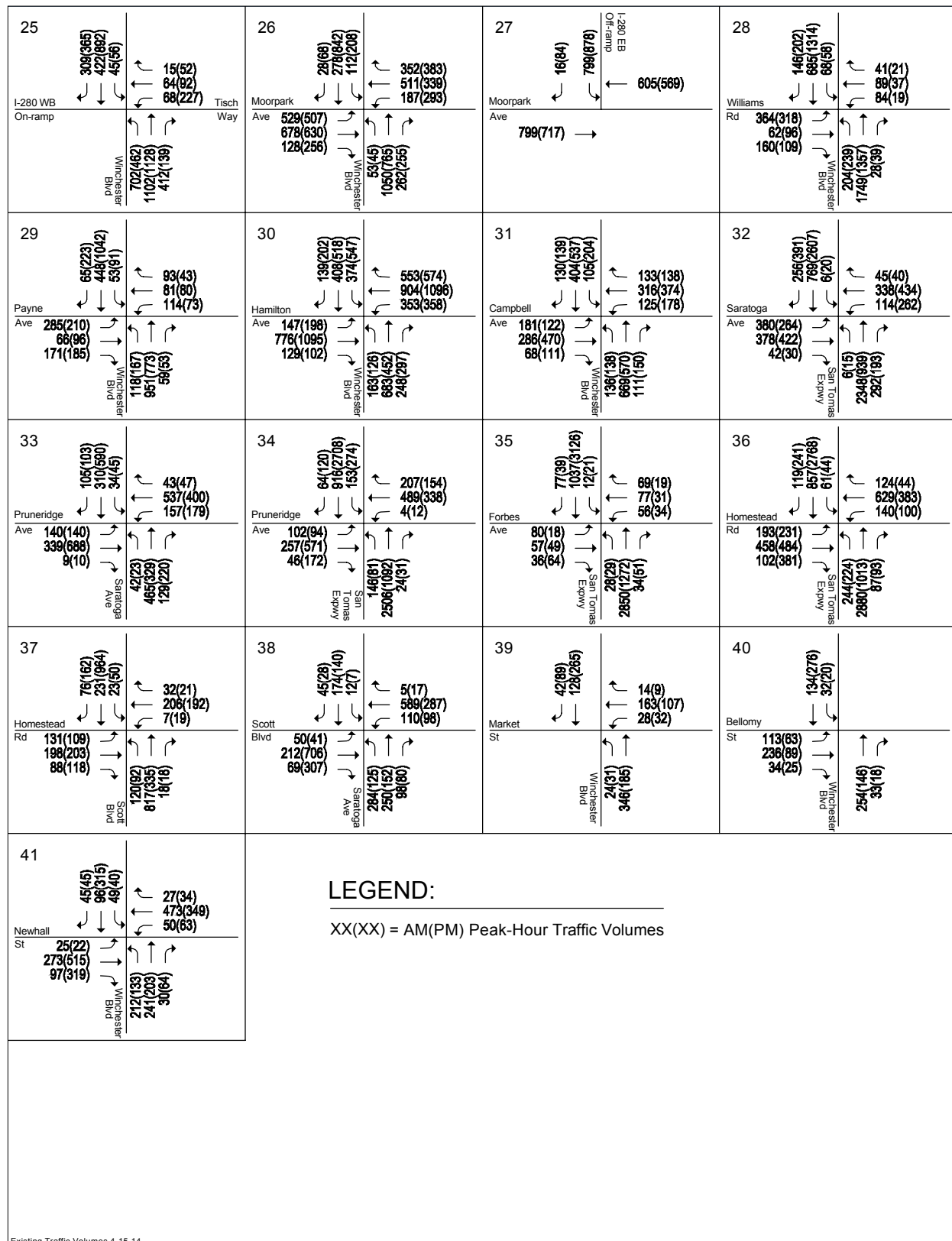


Figure 6  
Existing Traffic Volumes



Existing Traffic Volumes 4-15-14

Figure 6 (Cont'd)  
Existing Traffic Volumes

**Table 3**  
**Existing Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Count Date	Avg. Delay	LOS
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	02/27/13	35.5	D
			PM	09/18/12	50.7	D
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	02/13/13	15.1	B
			PM	02/13/13	29.7	C
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	02/13/13	8.2	A
			PM	02/13/13	22.0	C
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	02/13/13	28.8	C
			PM	02/13/13	38.6	D
5	I-880 SB off-ramp and Stevens Creek Boulevard *	San Jose	AM	02/13/13	23.8	C
			PM	09/18/12	21.8	C
6	Bascom Avenue and San Carlos Street	San Jose	AM	02/14/13	41.9	D
			PM	02/14/13	51.3	D
7	Meridian Avenue and San Carlos Street	San Jose	AM	02/14/13	39.4	D
			PM	02/14/13	46.4	D
8	Lincoln Avenue and San Carlos Street	San Jose	AM	02/14/13	35.3	D
			PM	02/14/13	39.0	D
9	Bird Avenue and San Carlos Street *	San Jose	AM	04/18/13	33.0	C
			PM	09/18/12	39.0	D
10	Monroe Street and Forest Street	San Jose	AM	02/14/13	17.4	B
			PM	02/14/13	20.2	C
11	Monroe Street and Hedding Street	San Jose	AM	02/14/13	35.7	D
			PM	05/07/13	37.3	D
12	Monroe Street and Newhall Street	San Jose	AM	02/14/13	26.6	C
			PM	02/14/13	27.0	C
13	Winchester Boulevard and Hedding Street	San Jose	AM	02/14/13	31.0	C
			PM	02/14/13	35.9	D
14	Winchester Boulevard and Forest Street	San Jose	AM	02/14/13	15.4	B
			PM	02/14/13	21.5	C
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	02/26/13	51.1	D
			PM	09/11/12	<b>68.2</b>	<b>E</b>
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	02/26/13	34.8	C
			PM	09/25/12	38.1	D
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	04/16/13	37.9	D
			PM	09/19/12	37.1	D
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	04/17/13	45.2	D
			PM	09/19/12	41.0	D
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	04/18/13	23.4	C
			PM	09/19/12	21.9	C
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	04/18/13	40.7	D
			PM	09/19/12	34.5	C
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	04/18/13	41.5	D
			PM	09/19/12	44.1	D
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	03/07/13	51.8	D
			PM	09/06/12	52.8	D
23	Winchester Boulevard and Olin Avenue	San Jose	AM	02/13/13	17.6	B
			PM	02/13/13	21.5	C



**Table 3 (Cont'd)**  
**Existing Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Count Date	Avg. Delay	LOS
24	Winchester Boulevard and Olsen Drive	San Jose	AM	02/13/13	14.3	B
			PM	02/13/13	19.9	B
25	Winchester Boulevard and I-280 WB on-ramp	San Jose	AM	05/07/13	21.7	C
			PM	02/13/13	30.0	C
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	02/13/13	37.8	D
			PM	02/13/13	38.3	D
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	02/26/13	11.2	B
			PM	09/18/12	13.1	B
28	Winchester Boulevard and Williams Road	San Jose	AM	02/14/13	38.1	D
			PM	02/14/13	34.0	C
29	Winchester Boulevard and Payne Avenue	San Jose	AM	02/14/13	39.7	D
			PM	02/14/13	37.1	D
30	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	02/14/13	40.5	D
			PM	09/05/12	46.1	D
31	Winchester Boulevard and Campbell Avenue	Campbell	AM	04/23/13	26.1	C
			PM	04/23/13	26.6	C
32	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	02/14/13	48.8	D
			PM	09/06/12	46.6	D
33	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	02/14/13	29.9	C
			PM	02/14/13	30.5	C
34	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	02/14/13	46.2	D
			PM	02/14/13	45.2	D
35	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	04/18/13	18.3	B
			PM	04/18/13	12.3	B
36	San Tomas Expressway and Homestead Road *	Santa Clara	AM	04/16/13	77.8	E
			PM	09/06/12	58.3	E
37	Scott Boulevard and Homestead Road	Santa Clara	AM	04/18/13	21.7	C
			PM	04/18/13	24.8	C
38	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	04/18/13	24.2	C
			PM	04/18/13	23.1	C
39	Winchester Boulevard and Market Street	Santa Clara	AM	04/16/13	8.2	A
			PM	04/16/13	6.8	A
40	Winchester Boulevard and Bellomy Street	Santa Clara	AM	04/16/13	10.0	B
			PM	04/16/13	8.1	A
41	Winchester Boulevard and Newhall Street	Santa Clara	AM	02/14/13	23.2	C
			PM	02/14/13	19.4	B
42	NB I-880 Ramps and Stevens Creek Boulevard (Future)	San Jose	AM	--	--	--
			PM	--	--	--

\* Denotes CMP Intersections  
 Entries in bold indicate unacceptable level of service.

## Existing Freeway Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2012 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the analysis are summarized in Table 4. The results show 13 of the 18 directional study freeway segments currently operate at an unacceptable LOS F during at least one peak hour of traffic. The results also show that one of the directional HOV lane segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours.

Northbound SR 17, between Hamilton Avenue and I-280 (AM Peak Hour)  
Northbound I-880, between I-280 and Stevens Creek Boulevard (AM Peak Hour)  
Northbound I-880, between Stevens Creek Boulevard and Bascom Avenue (AM Peak Hour)  
Eastbound I-280, between Lawrence Expressway and Saratoga Avenue (PM Peak Hour)  
Eastbound I-280, between I-880 and Meridian Avenue (PM Peak Hour)  
Eastbound I-280, between Meridian Avenue and Bird Avenue (PM Peak Hour)  
Westbound I-280, between Bird Avenue and Meridian Avenue (AM Peak Hour)  
Westbound I-280, between Meridian Avenue and I-880 (AM Peak Hour)  
Westbound I-280, between I-880 and Winchester Boulevard (AM Peak Hour)  
Westbound I-280, between Winchester Boulevard and Saratoga Avenue (AM Peak Hour)  
Westbound I-280, between Saratoga Avenue and Lawrence Expressway (AM Peak Hour)  
Southbound I-880, between The Alameda and Bascom Avenue (PM Peak Hour)  
Southbound I-880, between Bascom Avenue and Stevens Creek Boulevard (AM & PM Peak Hour)

## Observed Existing Traffic Conditions

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

Field observations revealed the following operational problems that may not be reflected in level of service calculations:

In general, Stevens Creek Boulevard experiences heavy congestion during the weekday PM peak hour in both directions of travel between Winchester Boulevard and I-880. The congestion is made worse by the close spacing of several signalized intersections along the roadway. At its intersections with I-880 and Monroe Street, vehicles do not clear at nearly every approach during the PM peak hour. Left-turn queues in the westbound direction regularly extend out of the provided turn-pockets at its intersections with Winchester Boulevard and Santana Row during the PM peak hour. Vehicles making the westbound left-turn movement at Santana Row do not clear within the allotted green time. Left-turn pockets in the eastbound direction are adequate with no vehicles spilling out of the provided storage.

Operations along Stevens Creek Boulevard can be improved by providing longer left-turn pockets into the Santana Row entrance. The longer pockets would allow for more storage capacity and prevent the blockage of through lanes. A second southbound left-turn lane at the intersection with Winchester Boulevard would provide for more green time to all other approaches and improve intersection operations. Improvements to the intersections near the Monroe Street and I-880 intersections are physically restricted. Capacity enhancing improvements at the Stevens Creek Boulevard and I-880 interchange are currently underway.

The right lane on eastbound Stevens Creek Boulevard is sometimes congested from I-880 to Santana Row with vehicles accessing the southbound I-880 on-ramp. Consequently, some vehicles aggressively enter the right lane at the last minute to avoid the long wait. A possible improvement is to add storage to the on-ramp. There are improvements currently underway at the I-880/Stevens Creek Boulevard/I-280

**Table 4**  
**Existing Freeway Segment Levels of Service**

Freeway Segment	Direction	Peak Hour	Mixed-Flow Lane					HOV Lane				
			Avg. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Volume/a/	Density	LOS
SR 17 Hamilton to I-280	NB	AM	23.0	3.0	5,250	76	F	--	--	--	--	
		PM	65.0	3.0	5,660	29	D	--	--	--	--	
I-880 I-280 to Stevens Cr	NB	AM	16.0	3.0	4,470	93	F	--	--	--	--	
		PM	66.5	3.0	3,400	17	B	--	--	--	--	
I-880 Stevens Cr to N. Bascom Ave	NB	AM	26.0	3.0	5,460	70	F	--	--	--	--	
		PM	65.0	3.0	5,850	30	D	--	--	--	--	
I-880 N. Bascom Ave to The Alameda	NB	AM	36.0	3.0	6,050	56	E	--	--	--	--	
		PM	65.5	3.0	5,310	27	D	--	--	--	--	
I-280 Lawrence Expwy to Saratoga Ave	EB	AM	61.0	3.0	6,590	36	D	67.0	1.0	810	12.0	B
		PM	32.0	3.0	5,960	62	F	60.0	1.0	2,220	37.0	D
I-280 Saratoga Ave to Winchester Blvd	EB	AM	59.0	3.0	6,550	37	D	67.0	1.0	740	11.0	A
		PM	45.0	3.0	6,480	48	E	70.0	1.0	2,030	29.0	D
I-280 Winchester Blvd to I-880	EB	AM	66.0	3.0	5,150	26	C	67.0	1.0	940	14.0	B
		PM	52.0	3.0	6,560	42	D	70.0	1.0	1,470	21.0	C
I-280 I-880 to Meridian Ave	EB	AM	65.5	3.0	5,310	27	D	67.0	1.0	670	10.0	A
		PM	25.0	3.0	5,480	73	F	70.0	1.0	2,100	30.0	D
I-280 Meridian Ave to Bird Ave	EB	AM	46.0	4.0	8,650	47	E	--	--	--	--	
		PM	28.0	4.0	7,510	67	F	--	--	--	--	
I-280 Bird Ave to Meridian Ave	WB	AM	13.0	4.0	5,410	104	F	--	--	--	--	
		PM	58.0	4.0	8,820	38	D	--	--	--	--	
I-280 Meridian Ave to I-880	WB	AM	7.0	3.4	3,080	129	F	27.0	1.0	1,840	68.0	F
		PM	66.0	3.4	5,170	23	C	70.0	1.0	1,260	18.0	B
I-280 I-880 to Winchester Blvd	WB	AM	16.0	3.0	4,520	94	F	42.0	1.0	2,100	50.0	E
		PM	65.5	3.0	5,310	27	D	70.0	1.0	1,470	21.0	C
I-280 Winchester Blvd to Saratoga Ave	WB	AM	12.0	3.0	3,890	108	F	45.0	1.0	2,160	48.0	E
		PM	62.0	3.0	6,510	35	D	70.0	1.0	1,260	18.0	B
I-280 Saratoga Ave to Lawrence Expwy	WB	AM	16.0	3.0	4,420	92	F	36.0	1.0	2,060	57.0	E
		PM	65.5	3.0	5,310	27	D	70.0	1.0	630	9.0	A
I-880 The Alameda to N. Bascom Ave	SB	AM	66.0	3.0	5,150	26	C	--	--	--	--	
		PM	25.0	3.0	5,480	73	F	--	--	--	--	
I-880 N. Bascom Ave to Stevens Cr	SB	AM	24.0	3.0	5,330	74	F	--	--	--	--	
		PM	30.0	3.0	5,760	64	F	--	--	--	--	
I-880 Stevens Cr to I-280	SB	AM	66.0	3.0	5,150	26	C	--	--	--	--	
		PM	65.0	3.0	5,850	30	D	--	--	--	--	
SR 17 I-280 to Hamilton	SB	AM	66.0	3.0	4,360	22	C	--	--	--	--	
		PM	61.0	3.0	6,590	36	D	--	--	--	--	

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.

interchange. The improvements to the interchange will reduce queuing and other operational problems along Stevens Creek Boulevard near the interchange.

All other study intersections operate without any major operational problems.



### 3.

## Existing Plus Project Conditions

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This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. Existing plus project traffic conditions could potentially exist if the project was constructed and occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. Existing plus project conditions also does not include any planned and funded roadway improvements that have not been constructed. Projected traffic volumes based on the trip generation estimates and assignment of project trips were developed using the same methods discussed and presented in Chapter 5.

### Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network with the exception of roadway improvements planned as part of the project described below.

**Santana Row Closure** - Santana Row is proposed to be closed to vehicular traffic between Olin Avenue and Olsen Drive. The proposed Santana Row closure will allow for the development of a pedestrian plaza to connect the existing Santana Row development to the planned development on Lot 9. Minimal vehicular access would be provided for deliveries and services during off peak hours (early morning / late evening) when retail establishments are closed.

### Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. This procedure is explained in more detail in Chapter 5 (Background Plus Project Conditions) of this report.

#### *Trip Generation*

Based on trip generation rates recommended by the City of San Jose, the proposed project size, the existing land use on site, and the applied trip reductions, the project as proposed is estimated to generate an additional 6,184 daily trips, with 739 trips occurring during the AM peak hour and 789 trips during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 663 inbound trips and 77 outbound trips during the AM peak hour and 178 inbound trips and 611 outbound trips during the

PM peak hour. The project trip generation estimates under existing plus project conditions are presented in Table 5.

### ***Trip Distribution and Assignment***

The trip distribution pattern for the proposed project was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. Trip distribution and assignment are discussed in detail in Chapter 5. Figure 7 shows the assignment of net project traffic on the local transportation network under existing plus project conditions.

## **Existing Plus Project Traffic Volumes**

Project trips, as represented in the project trip assignment discussed above, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 8. Traffic volumes for all components of traffic are tabulated in Appendix B.

## **Existing Plus Project Intersection Analysis**

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 6. The results of the level of service analysis show that, measured against the City of San Jose level of service policy, the following study intersection is projected to operate at an unacceptable LOS E during the PM peak hour under existing plus project conditions:

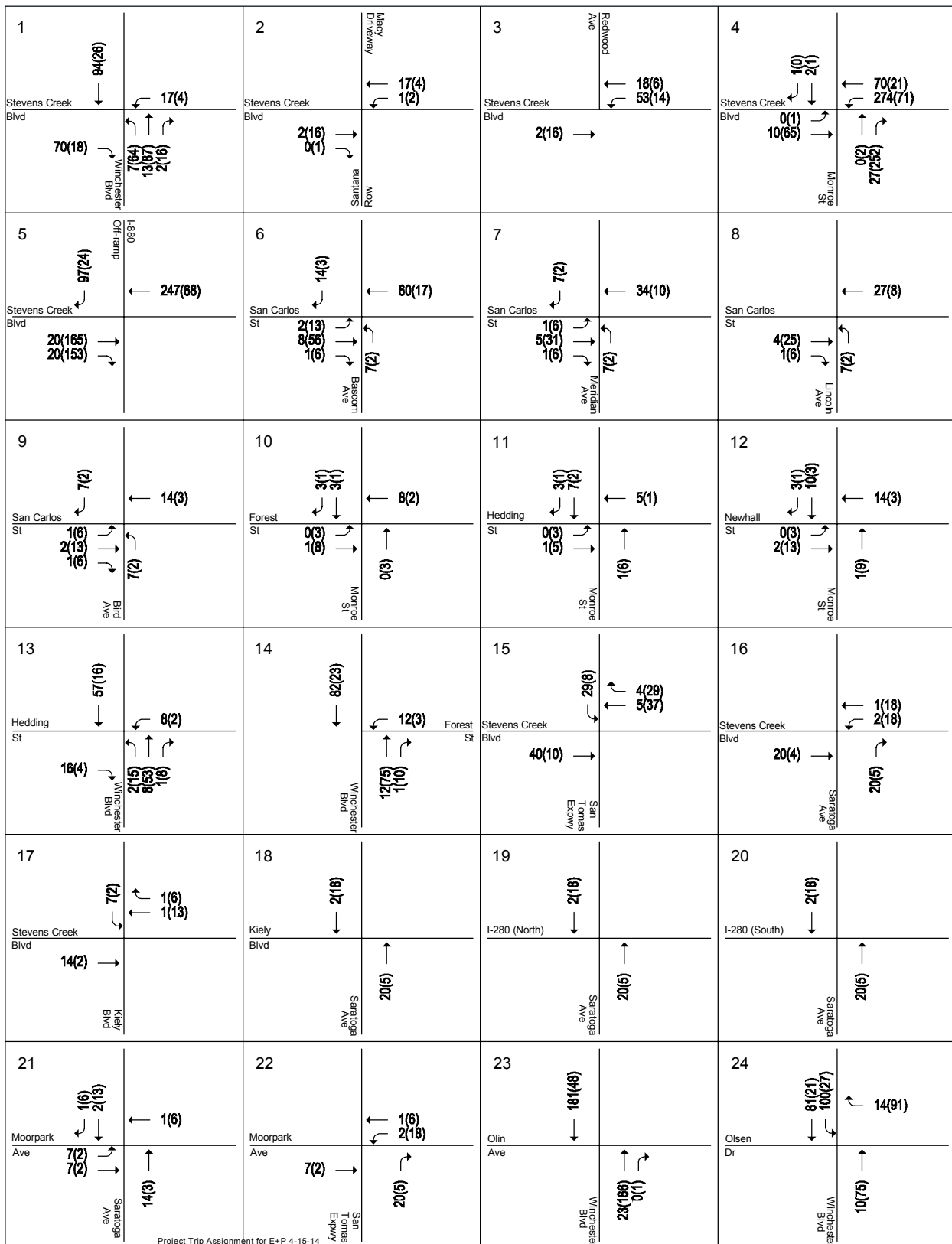
15. San Tomas Expressway and Stevens Creek Boulevard

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The level of service calculation sheets are included in Appendix C.

**Table 5**  
**Existing Plus Project Trip Generation Estimates**

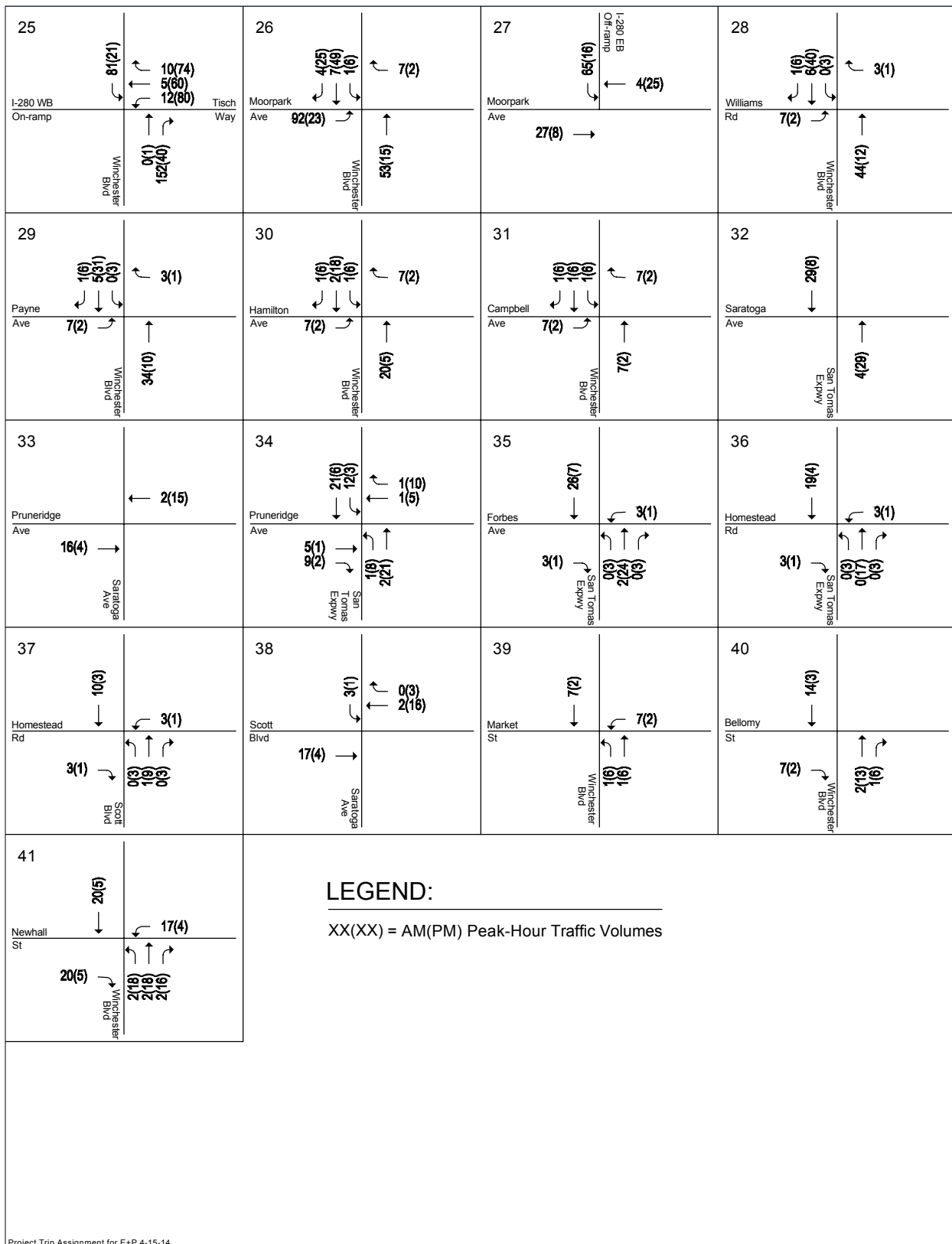
Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour						PM Peak Hour								
				Pk-Hr %	Internal Red.	Splits		Trips		Total	Pk-Hr %	Internal Red.	Splits		Trips		Total	
						In	Out	In	Out	Total			In	Out	In	Out	Total	
<b>Proposed Land Uses</b>																		
Parcel 9 & 17 Office /a/	510,000 s.f.	510	11.00	5,610	14%		88%	12%	691	94	785	14%		17%	83%	133	652	785
Mixed-Used Reductions /b/				-168		3%			-21	-3	-24		13%			-17	-85	-102
			<b>Sub-Total</b>	<b>5,442</b>					<b>670</b>	<b>91</b>	<b>761</b>					<b>116</b>	<b>567</b>	<b>683</b>
Movie Theater /a/	7 screens	7	154.00	1,078	0%		0%	0%	0	0	0	12.4%		60%	40%	80	54	134
Mixed-Used Reductions /b/				-129		12%			0	0	0		12%			-10	-6	-16
			<b>Sub-Total</b>	<b>949</b>					<b>0</b>	<b>0</b>	<b>0</b>					<b>70</b>	<b>48</b>	<b>118</b>
Hotel Rooms /a/	6 rooms	6	9.00	54	8%		60%	40%	2	2	4	9%		60%	40%	3	2	5
Mixed-Used Reductions /b/				-6		12%			0	0	0		12%			0	0	0
			<b>Sub-Total</b>	<b>48</b>					<b>2</b>	<b>2</b>	<b>4</b>					<b>3</b>	<b>2</b>	<b>5</b>
			<b>Total Proposed Project Trips</b>	<b>6,438</b>					<b>672</b>	<b>93</b>	<b>765</b>					<b>189</b>	<b>617</b>	<b>806</b>
<b>Existing Land Uses</b>																		
Dudley Apartments	47 units	-47	6.00	-282	10%		35%	65%	-10	-18	-28	10%		65%	35%	-18	-10	-28
Mixed-Used Reductions /b/				28		10%			1	2	3		38%			7	4	11
			<b>Total Existing Project Trips</b>	<b>-254</b>					<b>-9</b>	<b>-16</b>	<b>-25</b>					<b>-11</b>	<b>-6</b>	<b>-17</b>
			<b>Net Project Trips</b>	<b>6,184</b>					<b>663</b>	<b>77</b>	<b>739</b>					<b>178</b>	<b>611</b>	<b>789</b>

/a/ City of San Jose Traffic Impact Analysis Handbook: Volume 1 - Methodologies and Requirements, 2009.  
/b/ Mixed-use reductions estimated based on ITE mixed-used reduction methodology, ITE Trip Generation Handbook.



**Figure 7**  
**Net Project Trip Assignment – Existing Plus Project**





Project Trip Assignment for E+P 4-15-14

Figure 7 (Cont'd)  
 Net Project Trip Assignment – Existing Plus Project

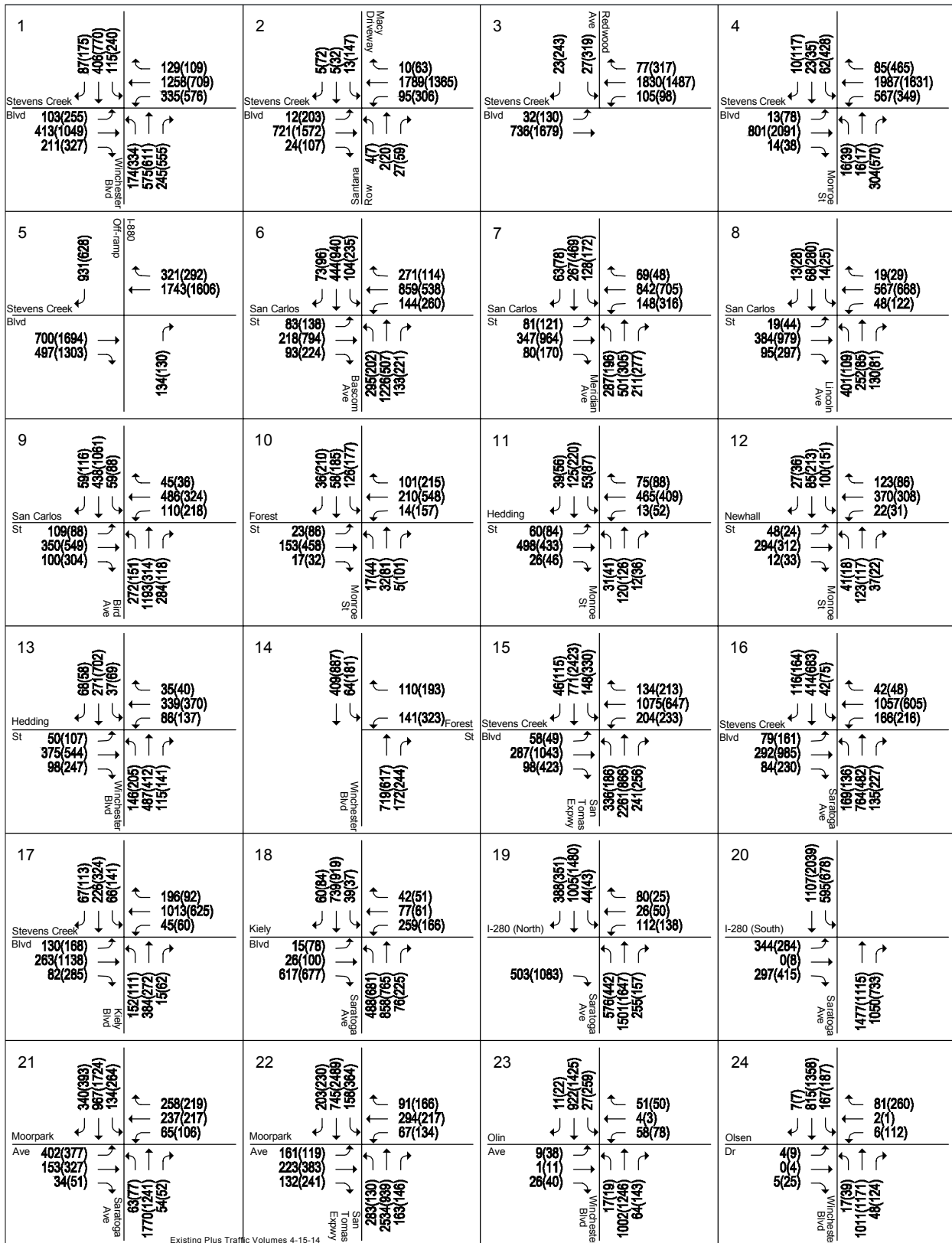
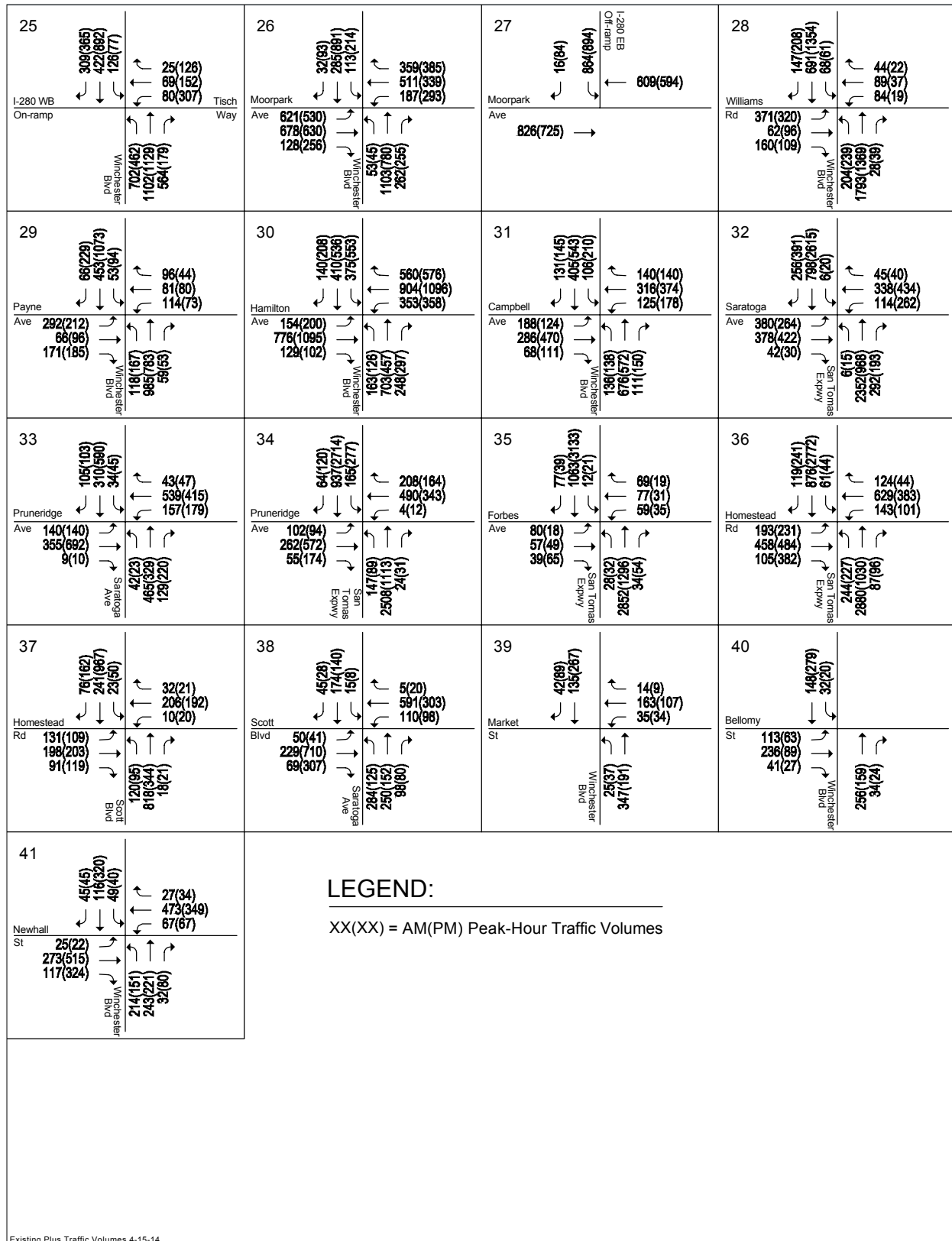


Figure 8  
Existing Plus Project Traffic Volumes



Existing Plus Traffic Volumes 4-15-14

Figure 8 (Cont'd)  
 Existing Plus Project Traffic Volumes

**Table 6**  
**Existing Plus Project Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Existing		Existing Plus Project	
				Avg. Delay	LOS	Avg. Delay	LOS
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	35.5	D	35.9	D
			PM	50.7	D	55.0	D
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	15.1	B	13.2	B
			PM	29.7	C	26.6	C
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	8.2	A	8.9	A
			PM	22.0	C	22.2	C
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	28.8	C	31.7	C
			PM	38.6	D	52.7	D
5	I-880 SB off-ramp and Stevens Creek Boulevard *	San Jose	AM	23.8	C	25.2	C
			PM	21.8	C	22.1	C
6	Bascom Avenue and San Carlos Street	San Jose	AM	41.9	D	42.5	D
			PM	51.3	D	51.6	D
7	Meridian Avenue and San Carlos Street	San Jose	AM	39.4	D	39.5	D
			PM	46.4	D	46.5	D
8	Lincoln Avenue and San Carlos Street	San Jose	AM	35.3	D	35.3	D
			PM	39.0	D	38.9	D
9	Bird Avenue and San Carlos Street *	San Jose	AM	33.0	C	33.2	C
			PM	39.0	D	39.2	D
10	Monroe Street and Forest Street	San Jose	AM	17.4	B	17.3	B
			PM	20.2	C	20.3	C
11	Monroe Street and Hedding Street	San Jose	AM	35.7	D	35.9	D
			PM	37.3	D	37.4	D
12	Monroe Street and Newhall Street	San Jose	AM	26.6	C	26.7	C
			PM	27.0	C	27.1	C
13	Winchester Boulevard and Hedding Street	San Jose	AM	31.0	C	31.4	C
			PM	35.9	D	36.2	D
14	Winchester Boulevard and Forest Street	San Jose	AM	15.4	B	15.0	B
			PM	21.5	C	21.2	C
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	51.1	D	52.5	D
			PM	<b>68.2</b>	<b>E</b>	<b>69.1</b>	<b>E</b>
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	34.8	C	34.7	C
			PM	38.1	D	38.4	D
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.9	D	37.9	D
			PM	37.1	D	37.0	D
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	45.2	D	45.2	D
			PM	41.0	D	41.1	D
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	23.4	C	23.3	C
			PM	21.9	C	21.8	C
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	40.7	D	40.7	D
			PM	34.5	C	34.4	C
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	41.5	D	41.7	D
			PM	44.1	D	44.2	D
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	51.8	D	51.8	D
			PM	52.8	D	54.4	D
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.6	B	16.3	B
			PM	21.5	C	20.8	C

**Table 6 (Cont'd)**  
**Existing Plus Project Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Existing		Existing Plus Project	
				Avg. Delay	LOS	Avg. Delay	LOS
24	Winchester Boulevard and Olsen Drive	San Jose	AM	14.3	B	23.1	C
			PM	19.9	B	28.8	C
25	Winchester Boulevard and I-280 WB on-ramp	San Jose	AM	21.7	C	23.1	C
			PM	30.0	C	35.6	D
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	37.8	D	38.6	D
			PM	38.3	D	38.4	D
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.2	B	11.5	B
			PM	13.1	B	13.2	B
28	Winchester Boulevard and Williams Road	San Jose	AM	38.1	D	39.1	D
			PM	34.0	C	34.1	C
29	Winchester Boulevard and Payne Avenue	San Jose	AM	39.7	D	39.7	D
			PM	37.1	D	36.9	D
30	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	40.5	D	40.6	D
			PM	46.1	D	46.2	D
31	Winchester Boulevard and Campbell Avenue	Campbell	AM	26.1	C	26.2	C
			PM	26.6	C	26.6	C
32	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	48.8	D	48.6	D
			PM	46.6	D	46.6	D
33	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.9	C	29.9	C
			PM	30.5	C	30.5	C
34	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	46.2	D	46.6	D
			PM	45.2	D	45.8	D
35	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	18.3	B	18.3	B
			PM	12.3	B	12.3	B
36	San Tomas Expressway and Homestead Road *	Santa Clara	AM	77.8	E	77.8	E
			PM	58.3	E	58.5	E
37	Scott Boulevard and Homestead Road	Santa Clara	AM	21.7	C	21.8	C
			PM	24.8	C	24.8	C
38	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	24.2	C	24.2	C
			PM	23.1	C	23.0	C
39	Winchester Boulevard and Market Street	Santa Clara	AM	8.2	A	8.3	A
			PM	6.8	A	6.8	A
40	Winchester Boulevard and Bellomy Street	Santa Clara	AM	10.0	B	10.0	B
			PM	8.1	A	8.1	A
41	Winchester Boulevard and Newhall Street	Santa Clara	AM	23.2	C	23.4	C
			PM	19.4	B	19.9	B
42	NB I-880 Ramps and Stevens Creek Boulevard (Future)	San Jose	AM	--	--	--	--
			PM	--	--	--	--

\* Denotes CMP Intersections  
 Entries in bold indicate unacceptable level of service.

## 4. Background Conditions

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This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. It describes the planned transportation system, the procedure used to determine background traffic volumes, and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

### Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network with the exception of the following improvements:

**Winchester Boulevard and Stevens Creek Boulevard** – The planned improvement consists of addition of a second southbound left-turn lane at the intersection. The second southbound left-turn lane is to be completed with the approved expansion of the Valley Fair Shopping Center. The traffic associated with the Valley Fair expansion is included within the background volumes described below. It should be noted that the intersection of Winchester Boulevard and Stevens Creek Boulevard has been identified as a Protected Intersection. The LOS policy specifies that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The policy acknowledges that exceptions to the City's LOS policy of maintaining a Level of Service D at local intersections will be made for certain Protected Intersections that have been built to their planned maximum capacity.

**I-880 and Stevens Creek Boulevard Interchange** – Improvement of the I-880 and Stevens Creek Boulevard interchange is currently underway. The interchange and ramps will be reconfigured and will include two new signalized intersections to serve northbound and southbound I-880 traffic that is bound for Stevens Creek Boulevard. In addition, a direct connector ramp from Southbound I-880 to northbound Monroe Street will be provided. The improvements to the interchange will reduce queuing and other operational problems along Stevens Creek Boulevard in the area of the interchange.

**Hatton Street** – Hatton Street, which is near completion, will be a two-lane roadway that will run between Olsen Drive and Tisch Way and will provide a direct connection from Santana Row to Tisch Way.

### Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI)

database. Traffic generated by approved projects within the Cities of Santa Clara and Campbell also were included in the background traffic volumes. Background traffic volumes include an adjustment and estimation of volumes at the improved I-880 and Stevens Creek Boulevard interchange. The adjustments include a reassignment of existing and approved traffic to reflect the southbound I-880 to northbound Monroe Street direct connector ramp and reconfiguration of the southbound I-880 and Stevens Creek Boulevard intersection. In addition, background traffic volumes at the planned northbound I-880 and Stevens Creek Boulevard intersection were estimated based on existing intersection and ramp volumes. The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background traffic volumes are shown on Figure 9. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix B.

## Intersection Levels of Service Under Background Conditions

The results of the intersection level of service analysis under background conditions are summarized in Table 7. The results of the level of service analysis show that, measured against the City of San Jose level of service policy, the following three study intersections are projected to operate at an unacceptable LOS E or worse during the PM peak hour under background conditions:

1. Winchester Boulevard and Stevens Creek Boulevard
4. Monroe Street and Stevens Creek Boulevard
15. San Tomas Expressway and Stevens Creek Boulevard

The results of the level of service analysis also show that, when measured against CMP standards, the intersection of San Tomas Expressway and Homestead Road is projected to operate at an unacceptable LOS F during both the AM and PM peak hours under background conditions.

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The intersection level of service calculation sheets are included in Appendix C.

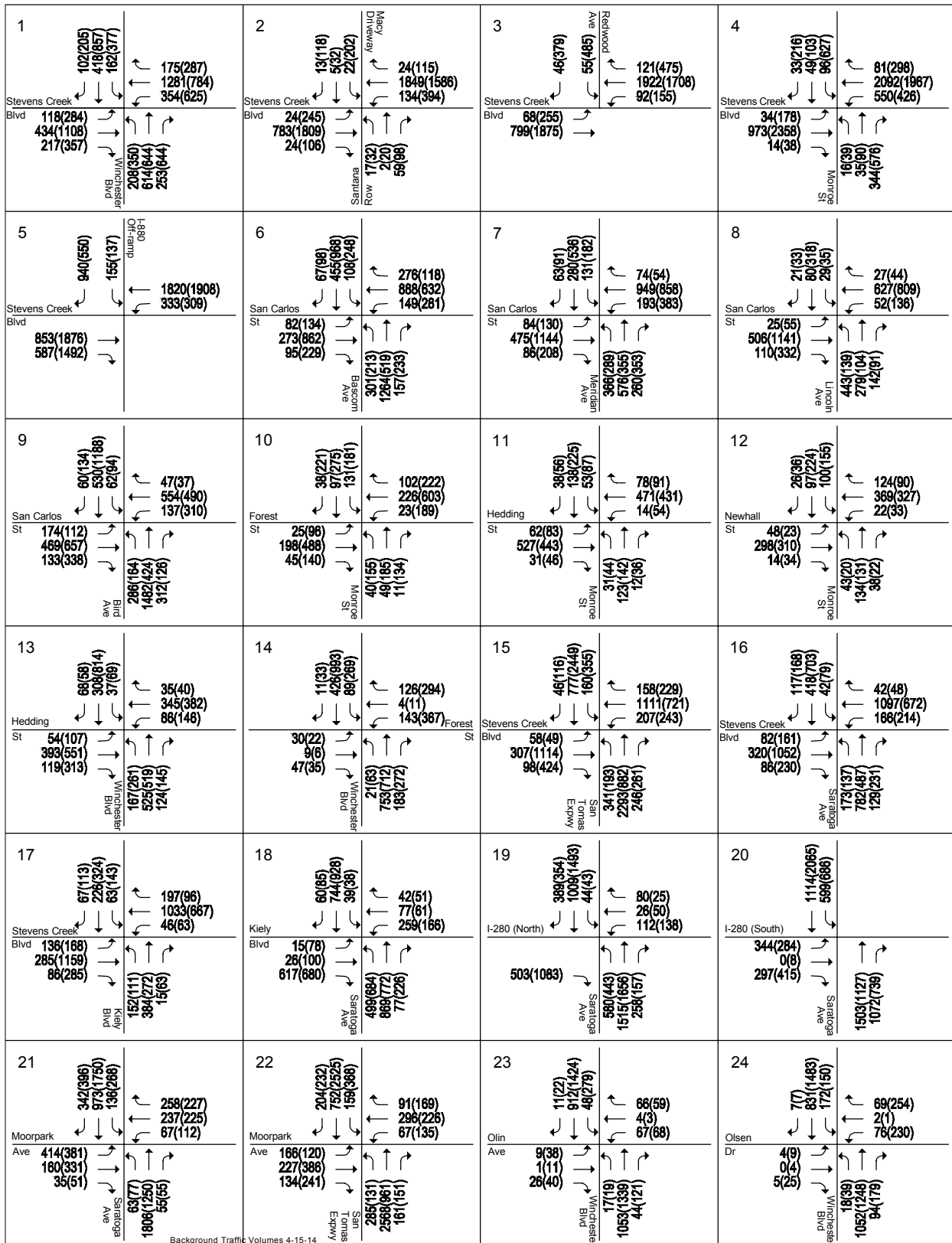
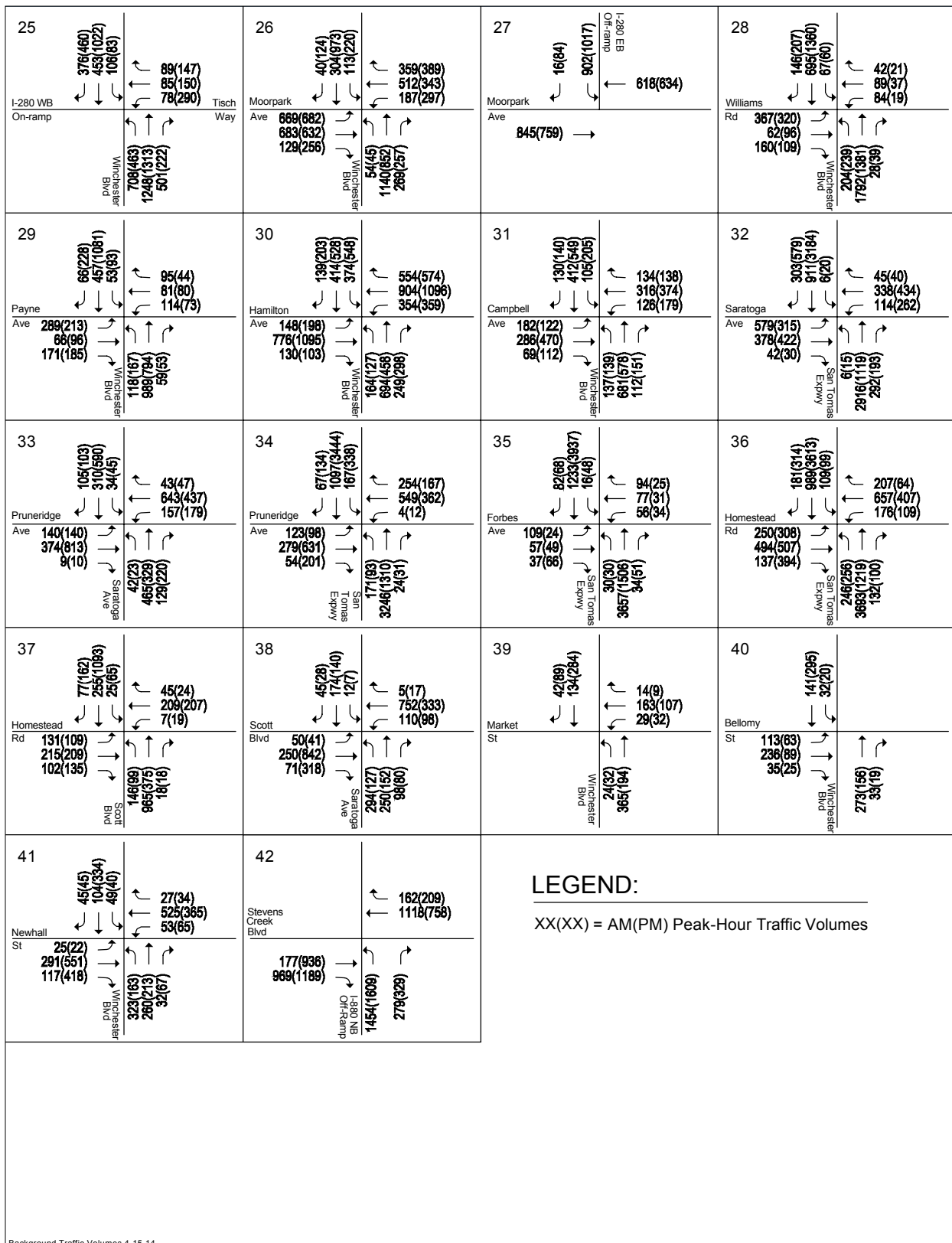


Figure 9  
Background Traffic Volumes





Background Traffic Volumes 4-15-14

Figure 9 (Cont'd)  
Background Traffic Volumes

**Table 7**  
**Background Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Existing		Background	
				Avg. Delay	LOS	Avg. Delay	LOS
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	35.5	D	36.1	D
			PM	50.7	D	<b>60.1</b>	<b>E</b>
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	15.1	B	15.0	B
			PM	29.7	C	31.0	C
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	8.2	A	9.8	A
			PM	22.0	C	29.7	C
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	28.8	C	34.1	C
			PM	38.6	D	<b>83.6</b>	<b>F</b>
5	I-880 SB off-ramp and Stevens Creek Boulevard *	San Jose	AM	23.8	C	23.0	C
			PM	21.8	C	18.7	B
6	Bascom Avenue and San Carlos Street	San Jose	AM	41.9	D	43.0	D
			PM	51.3	D	52.6	D
7	Meridian Avenue and San Carlos Street	San Jose	AM	39.4	D	40.3	D
			PM	46.4	D	52.2	D
8	Lincoln Avenue and San Carlos Street	San Jose	AM	35.3	D	37.2	D
			PM	39.0	D	41.7	D
9	Bird Avenue and San Carlos Street *	San Jose	AM	33.0	C	35.7	D
			PM	39.0	D	42.4	D
10	Monroe Street and Forest Street	San Jose	AM	17.4	B	17.8	B
			PM	20.2	C	21.1	C
11	Monroe Street and Hedding Street	San Jose	AM	35.7	D	36.0	D
			PM	37.3	D	37.6	D
12	Monroe Street and Newhall Street	San Jose	AM	26.6	C	26.9	C
			PM	27.0	C	27.1	C
13	Winchester Boulevard and Hedding Street	San Jose	AM	31.0	C	31.7	C
			PM	35.9	D	38.3	D
14	Winchester Boulevard and Forest Street	San Jose	AM	15.4	B	20.2	C
			PM	21.5	C	30.5	C
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	51.1	D	54.2	D
			PM	<b>68.2</b>	<b>E</b>	<b>74.8</b>	<b>E</b>
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	34.8	C	35.0	D
			PM	38.1	D	38.5	D
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.9	D	37.8	D
			PM	37.1	D	37.0	D
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	45.2	D	45.0	D
			PM	41.0	D	41.1	D
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	23.4	C	23.3	C
			PM	21.9	C	21.8	C
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	40.7	D	42.2	D
			PM	34.5	C	34.6	C
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	41.5	D	41.8	D
			PM	44.1	D	44.7	D
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	51.8	D	52.9	D
			PM	52.8	D	54.9	D
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.6	B	17.5	B
			PM	21.5	C	20.4	C

**Table 7 (Cont'd)**  
**Background Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Existing		Background	
				Avg. Delay	LOS	Avg. Delay	LOS
24	Winchester Boulevard and Olsen Drive	San Jose	AM	14.3	B	21.6	C
			PM	19.9	B	27.5	C
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	21.7	C	26.5	C
			PM	30.0	C	35.8	D
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	37.8	D	39.1	D
			PM	38.3	D	39.4	D
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.2	B	11.6	B
			PM	13.1	B	13.5	B
28	Winchester Boulevard and Williams Road	San Jose	AM	38.1	D	38.7	D
			PM	34.0	C	34.1	C
29	Winchester Boulevard and Payne Avenue	San Jose	AM	39.7	D	39.6	D
			PM	37.1	D	36.8	D
30	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	40.5	D	40.5	D
			PM	46.1	D	46.2	D
31	Winchester Boulevard and Campbell Avenue	Campbell	AM	26.1	C	26.1	C
			PM	26.6	C	26.6	C
32	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	48.8	D	79.2	E
			PM	46.6	D	61.6	E
33	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.9	C	29.8	C
			PM	30.5	C	30.6	C
34	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	46.2	D	72.9	E
			PM	45.2	D	73.2	E
35	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	18.3	B	32.6	C
			PM	12.3	B	24.7	C
36	San Tomas Expressway and Homestead Road *	Santa Clara	AM	77.8	E	<b>145.2</b>	<b>F</b>
			PM	58.3	E	<b>109.5</b>	<b>F</b>
37	Scott Boulevard and Homestead Road	Santa Clara	AM	21.7	C	21.7	C
			PM	24.8	C	24.8	C
38	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	24.2	C	24.4	C
			PM	23.1	C	22.7	C
39	Winchester Boulevard and Market Street	Santa Clara	AM	8.2	A	8.1	A
			PM	6.8	A	6.7	A
40	Winchester Boulevard and Bellomy Street	Santa Clara	AM	10.0	B	10.0	B
			PM	8.1	A	7.9	A
41	Winchester Boulevard and Newhall Street	Santa Clara	AM	23.2	C	24.3	C
			PM	19.4	B	20.5	C
42	NB I-880 Ramps and Stevens Creek Boulevard (Future)	San Jose	AM	--	--	19.2	B
			PM	--	--	20.6	C

\* Denotes CMP Intersections  
 Entries in bold indicate unacceptable level of service.  
 Entries in bold and boxed indicate significant impact.

## 5. Background Plus Project Conditions

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This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance criteria used to establish what constitutes a project impact, a description of the transportation system under background plus project conditions, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved projects in the area that are built and occupied.

### Project Description

The proposed project consists of the development of additional office space on Lots 9 and 17, expansion of the existing movie theater on Lot 9, and addition of hotel rooms to the existing hotel at Santana Row. In addition, the project includes the partial closures of Santana Row (the street). Lot 9 is located in the southwest corner of the Olsen Drive and Hatton Road intersection along the southern boundary of Santana Row and currently includes an existing movie theater and surface parking lot. Lot 17 is comprised of four Lots along Dudley Avenue between Lot 9 and Tisch Way. Lot 17 currently includes a total of 47-apartment units and entitlement for 69,491 s.f. of office space. The proposed development includes the following primary components:

- The development of up to 510,000 s.f. of office space on Lots 9 (254,000 s.f.) and 17 (256,000 s.f.).
- The addition of 7 theater screens (24,359 s.f.) to the existing 6-screen movie theater on Lot 9.
- The addition of 6 hotel rooms to the existing 214-room hotel along Santana Row.
- Closure of Santana Row Road to thru traffic from Olin Avenue to Olsen Drive (creation of pedestrian zone)

The proposed 510,000 s.f. of office space includes 69,491 s.f. of office space entitlement on Lot 17. Therefore, this study analyzes only the proposed 440,509 s.f. increase in office space.

A new 5-level parking structure on portion of Lots 9 and 17 as well as other parking facilities within Santana Row would provide parking for the proposed project. Access to the proposed parking structure would be provided via Olsen Drive, Hatton Street, and Dudley Avenue.

### Transportation Network Under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under project conditions would be the same as described under background conditions with the exception of roadway improvements planned as part of the project described below.

**Santana Row Closure** - Santana Row is proposed to be closed to vehicular traffic between Olin Avenue and Olsen Drive. The proposed Santana Row closure will allow for the development of a pedestrian plaza to connect the existing Santana Row development to the planned development on Lot 9. Minimal vehicular access would be provided for deliveries and services during off peak hours (early morning / late evening) when retail establishments are closed.

## Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Impacts on intersections are based on the significance criteria and thresholds of the jurisdiction in which the intersection is located. For this analysis, significance criteria for impacts on intersections are based on the Cities of San Jose, Campbell, and Santa Clara Level of Service standards. Project impacts also were analyzed according to the County Congestion Management Program (CMP) methodology for the 15 CMP study intersections and study freeway segments.

### *City of San Jose Definition of Significant Intersection Impacts*

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

### *City of Campbell and Santa Clara Definition of Significant Intersection Impacts*

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the Cities of Campbell and Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable level of service under project conditions, or
2. For intersections where LOS E has been established as an acceptable level, the addition of project trips causes the level of service to degrade to LOS F under project conditions.
3. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

A significant impact by City of Campbell and Santa Clara standards is said to be satisfactory mitigated when measures are implemented that would restore intersection levels of operation to background conditions or better.

### ***CMP Definition of Significant Intersection Impacts***

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

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

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

### ***CMP Definition of Significant Freeway Segment Impacts***

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

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

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

## **Project Trip Estimates**

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

### ***Trip Generation***

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development.

Hexagon has prepared project trip estimates for the proposed project based on trip generation rates obtained from the *City of San Jose Traffic Impact Analysis Handbook Vol. 1, 2009*.

In addition, the trip estimates for each of the land use components of the proposed project were reduced to account for internalization, or interaction, between each of the proposed land uses as well as existing land uses at the Santana Row mixed-use development. The reductions are based on the Institute of Transportation Engineers (ITE) procedure for estimating multi-use trip generation as identified in their *Trip Generation Handbook*. Reductions of 3% during the AM peak hour and 13% during the PM peak hour were applied to the proposed development to account for internalization, as recommended in the ITE handbook. Additionally, the traffic estimated to be generated by the entitled 69,491 s.f. of office space on Lot 17 was subtracted from the gross project trips to calculate the additional traffic that would be generated by the proposed office space, or the net generated project trips.

Based on trip generation rates recommended by the City of San Jose and the above assumptions regarding trip reductions and internalization, the project as proposed is estimated to generate an additional 5,415 daily trips, with 635 trips occurring during the AM peak hour and 696 trips during the PM peak hour. Using the specified inbound/outbound splits, the project would produce 572 inbound trips and 64 outbound trips during the AM peak hour and 162 inbound trips and 534 outbound trips during the PM peak hour. The project trip generation estimates under background plus project conditions are presented in Table 8.

### ***Trip Distribution and Assignment***

The trip distribution pattern for the proposed project was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. The trip distribution utilized in this analysis is identical to that used in the completed traffic study for the Lot 11 office space as well as other retail/restaurant uses at Santana Row. The project trip distribution pattern is shown graphically on Figure 10.

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern discussed above. The assignment of project traffic accounts for the proposed Santana Row closure as well as the completion of Hatton Road. Figure 11 shows the assignment of net project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix B.

## **Background Plus Project Traffic Volumes**

The proposed Santana Row roadway closure would result in a displacement of existing traffic to surrounding streets including Olsen Drive, Winchester Boulevard, Olin Avenue, and Hatton Road. Figure 12 shows the presumed route changes due to the proposed closure. The amount of displaced traffic was estimated based on peak hour turning movement counts at the Olin Avenue and Olsen Drive intersections with Santana Row. Figure 13 shows the estimated peak hour traffic volumes that would be displaced to surrounding streets due to the proposed roadway closure. Estimated peak hour trips associated with the proposed Lot 9 and 17 development and Lot 11 office development were assigned assuming the Santana Row roadway closure.

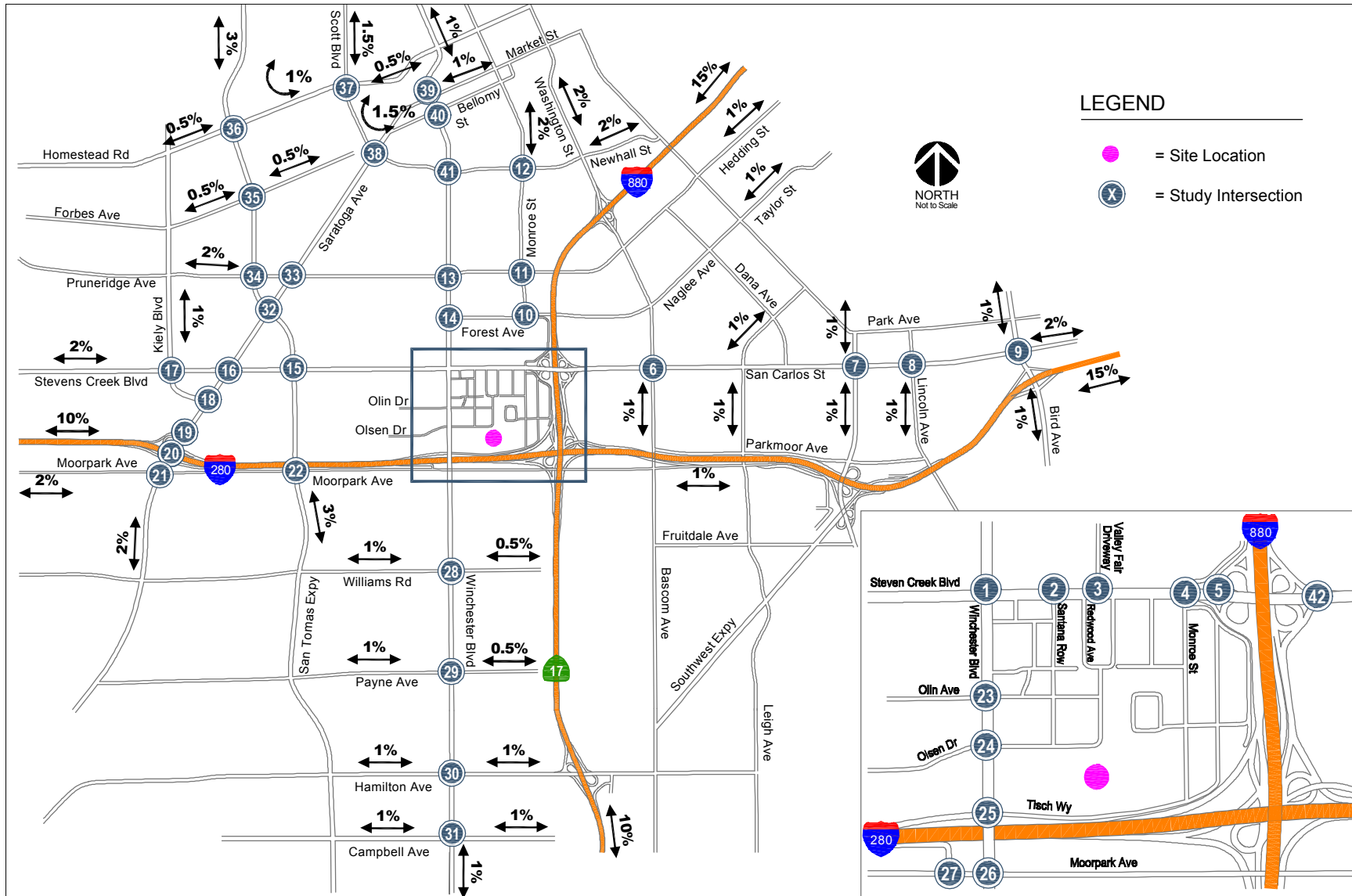
The project trips were added to adjusted background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes at the study intersections are shown graphically on Figure 14. Traffic volumes for all components of traffic are tabulated in Appendix B.

**Table 8**  
**Background Plus Project Trip Generation Estimates**

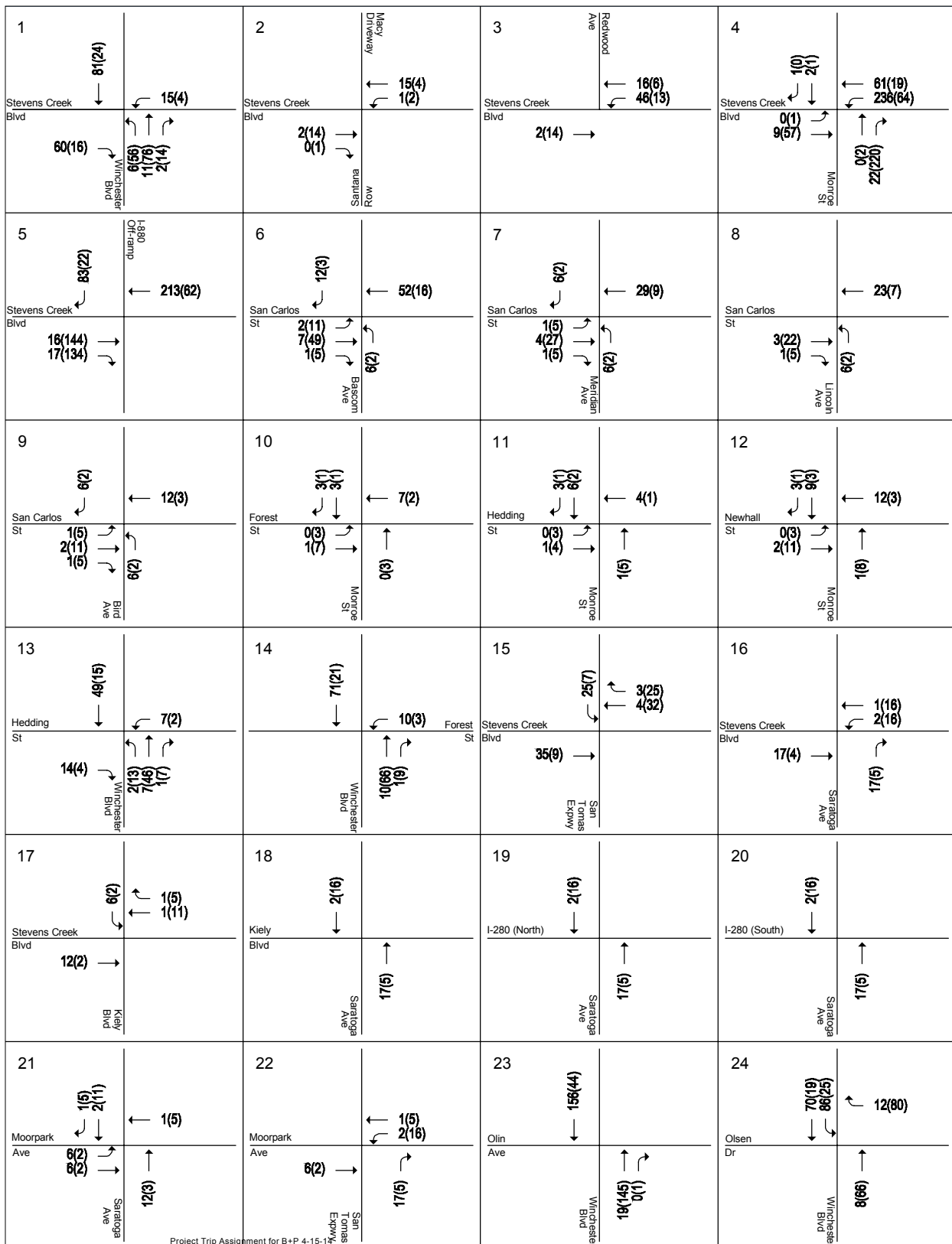
Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour							PM Peak Hour						
				Pk-Hr %	Internal Red.	Splits		Trips			Pk-Hr %	Internal Red.	Splits		Trips		
						In	Out	In	Out	Total			In	Out	In	Out	Total
<b>Proposed Land Uses</b>																	
Parcel 9 & 17 Office /a/	510,000 s.f.	11.00	5,610	14%		88%	12%	691	94	785	14%		17%	83%	133	652	785
Mixed-Used Reductions /b/			-168		3%			-21	-3	-24		13%			-17	-85	-102
		<b>Sub-Total</b>	<b>5,442</b>					<b>670</b>	<b>91</b>	<b>761</b>					<b>116</b>	<b>567</b>	<b>683</b>
Movie Theater /a/	7 screens	154.00	1,078	0%		0%	0%	0	0	0	12.4%		60%	40%	80	54	134
Mixed-Used Reductions /b/			-129		12%			0	0	0		12%			-10	-6	-16
		<b>Sub-Total</b>	<b>949</b>					<b>0</b>	<b>0</b>	<b>0</b>					<b>70</b>	<b>48</b>	<b>118</b>
Hotel Rooms /a/	6 rooms	9.00	54	8%		60%	40%	2	2	4	9%		60%	40%	3	2	5
Mixed-Used Reductions /b/			-6		12%			0	0	0		12%			0	0	0
		<b>Sub-Total</b>	<b>48</b>					<b>2</b>	<b>2</b>	<b>4</b>					<b>3</b>	<b>2</b>	<b>5</b>
		<b>Total Proposed Project Trips</b>	<b>6,438</b>					<b>672</b>	<b>93</b>	<b>765</b>					<b>189</b>	<b>617</b>	<b>806</b>
<b>Existing/Approved Land Uses</b>																	
Dudley Apartments	47 units	6.00	-282	10%		35%	65%	-10	-18	-28	10%		65%	35%	-18	-10	-28
Mixed-Used Reductions /b/			28		10%			1	2	3		38%			7	4	11
		<b>Sub-Total</b>	<b>-254</b>					<b>-9</b>	<b>-16</b>	<b>-25</b>					<b>-11</b>	<b>-6</b>	<b>-17</b>
Lot 17 Approved Office	69,491 s.f.	11.00	-764	14%		88%	12%	-94	-13	-107	14%		17%	83%	-18	-89	-107
Mixed-Used Reductions /b/			23		3%			3	0	3		13%			2	12	14
		<b>Sub-Total</b>	<b>-741</b>					<b>-91</b>	<b>-13</b>	<b>-104</b>					<b>-16</b>	<b>-77</b>	<b>-93</b>
		<b>Total Existing/Approved Project Trips</b>	<b>-1,023</b>					<b>-100</b>	<b>-29</b>	<b>-129</b>					<b>-27</b>	<b>-83</b>	<b>-110</b>
		<b>Net Project Trips</b>	<b>5,415</b>					<b>572</b>	<b>64</b>	<b>635</b>					<b>162</b>	<b>534</b>	<b>696</b>

/a/ City of San Jose Traffic Impact Analysis Handbook: Volume 1 - Methodologies and Requirements, 2009.  
/b/ Mixed-use reductions estimated based on ITE mixed-used reduction methodology, ITE Trip Generation Handbook.

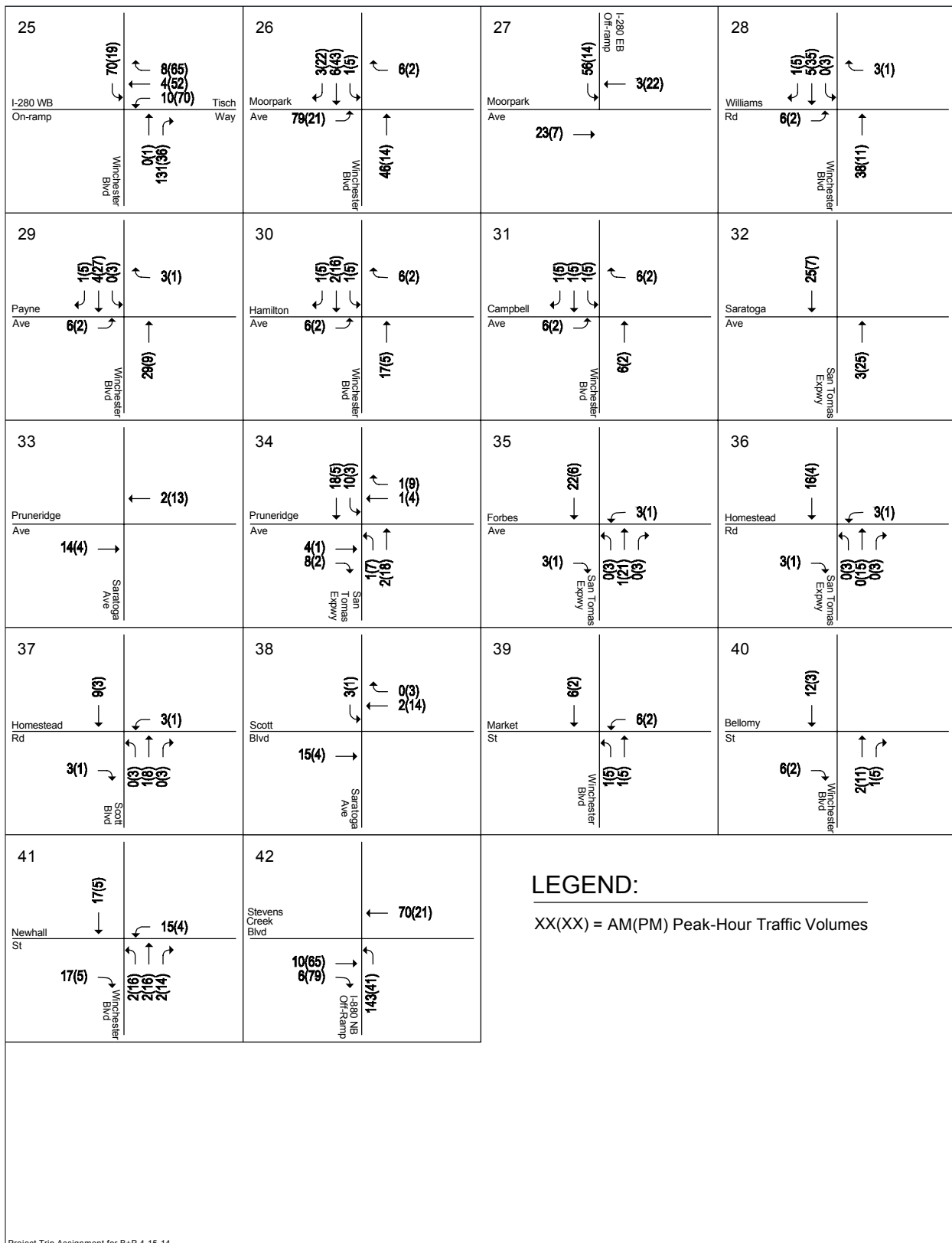




**Figure 10**  
Project Trip Distribution

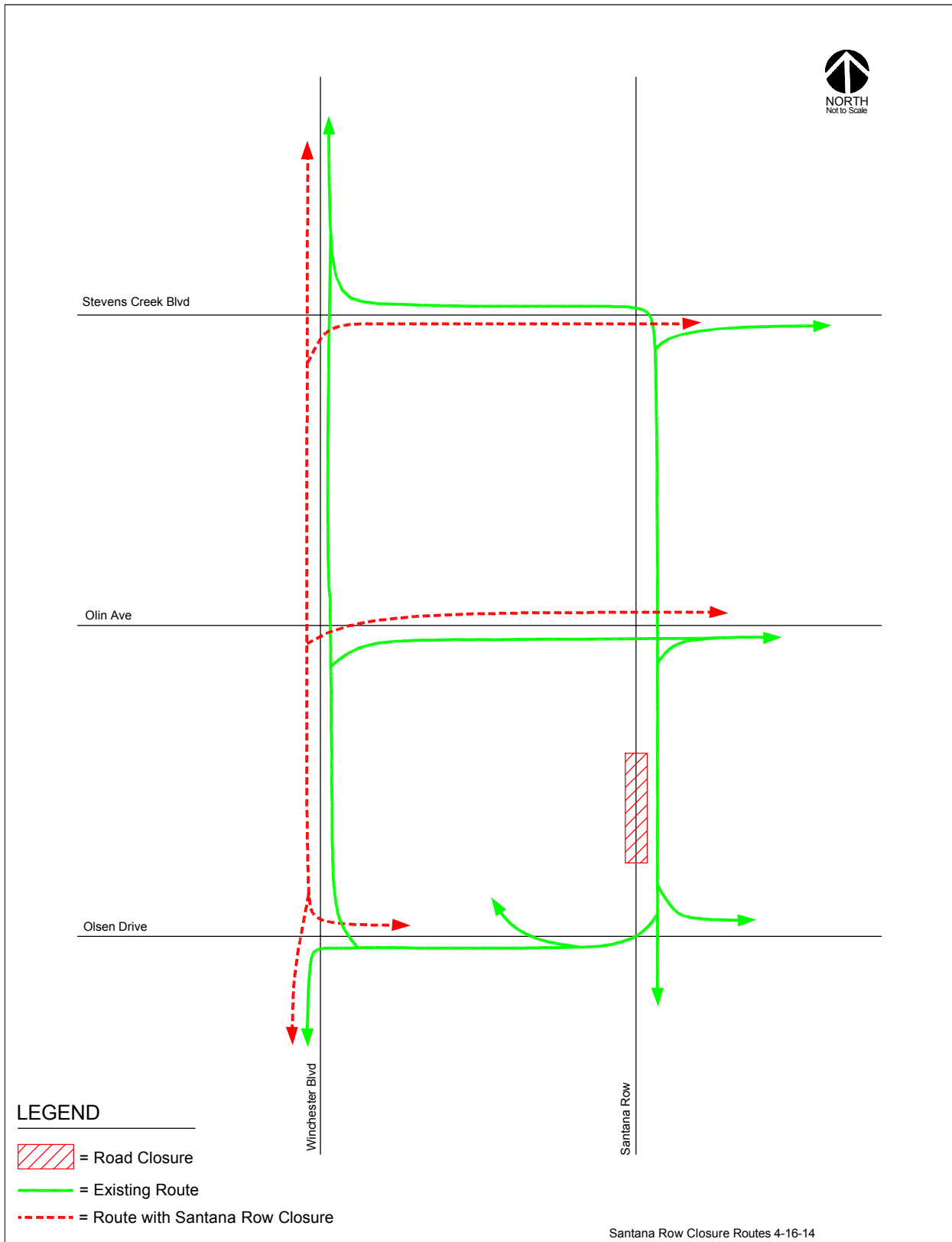


**Figure 11**  
**Net Project Trip Assignment – Background Plus Project**

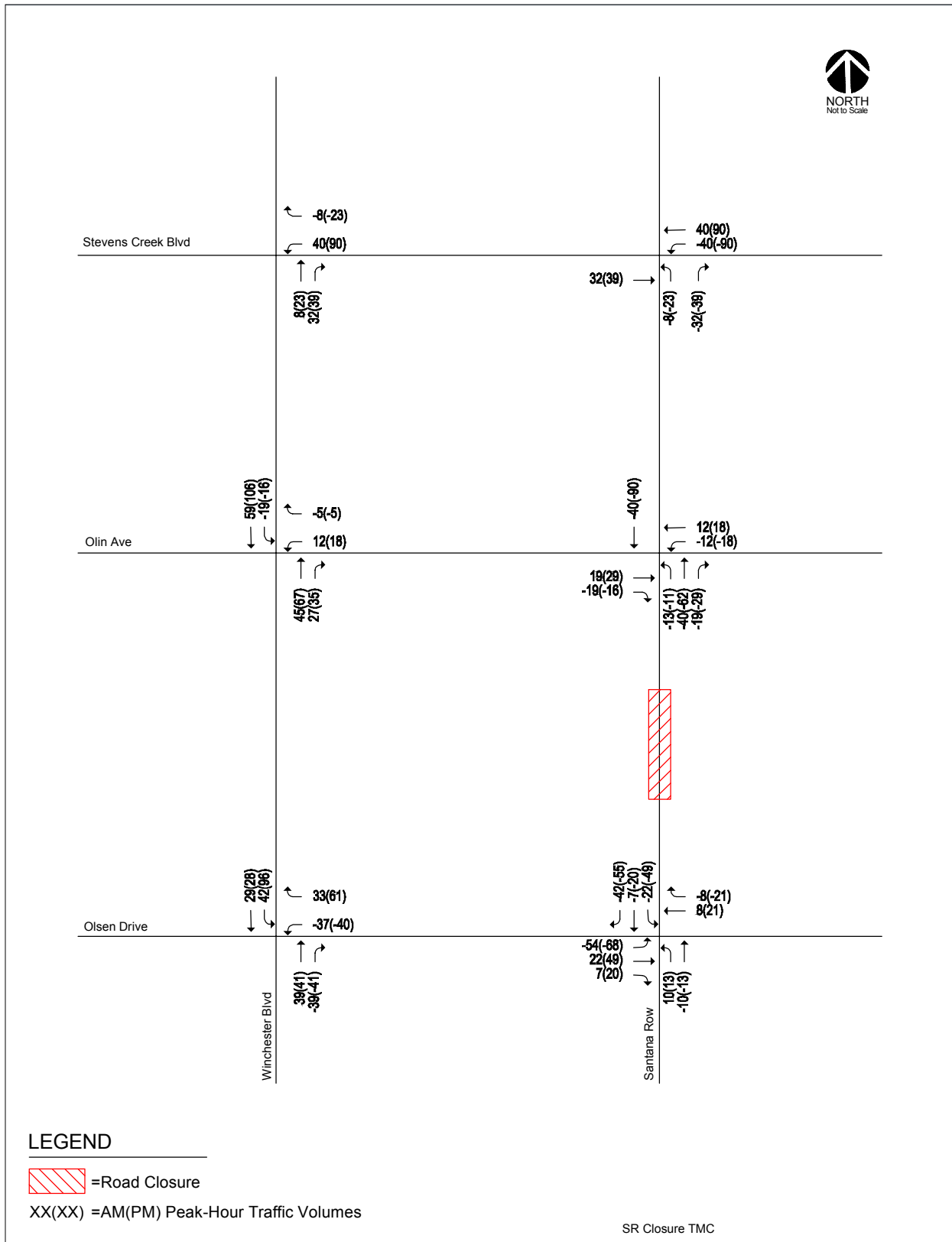


Project Trip Assignment for B+P 4-15-14

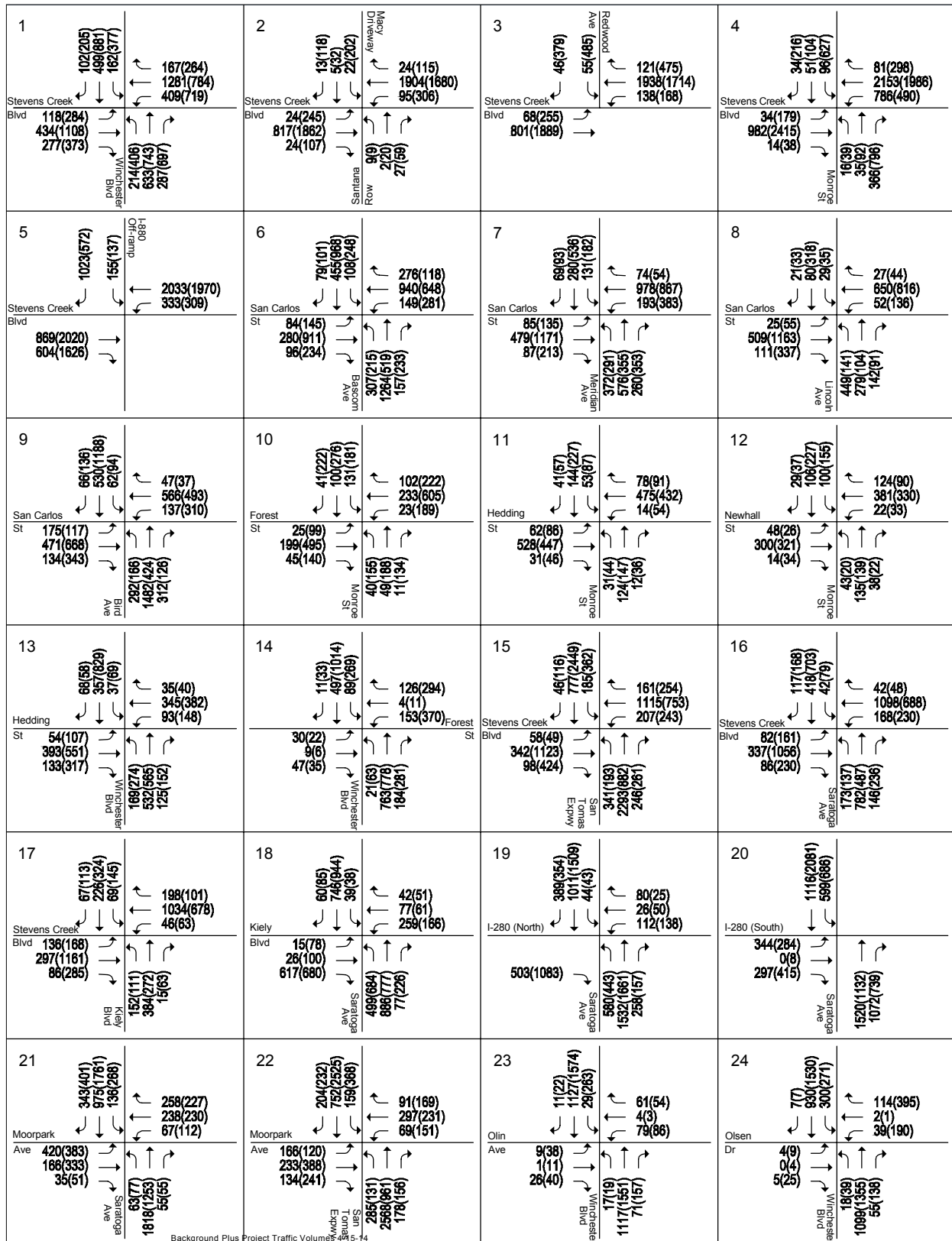
Figure 11 (Cont'd)  
Net Project Trip Assignment – Background Plus Project



**Figure 12**  
**Santana Row Closure Existing Traffic Displacement**

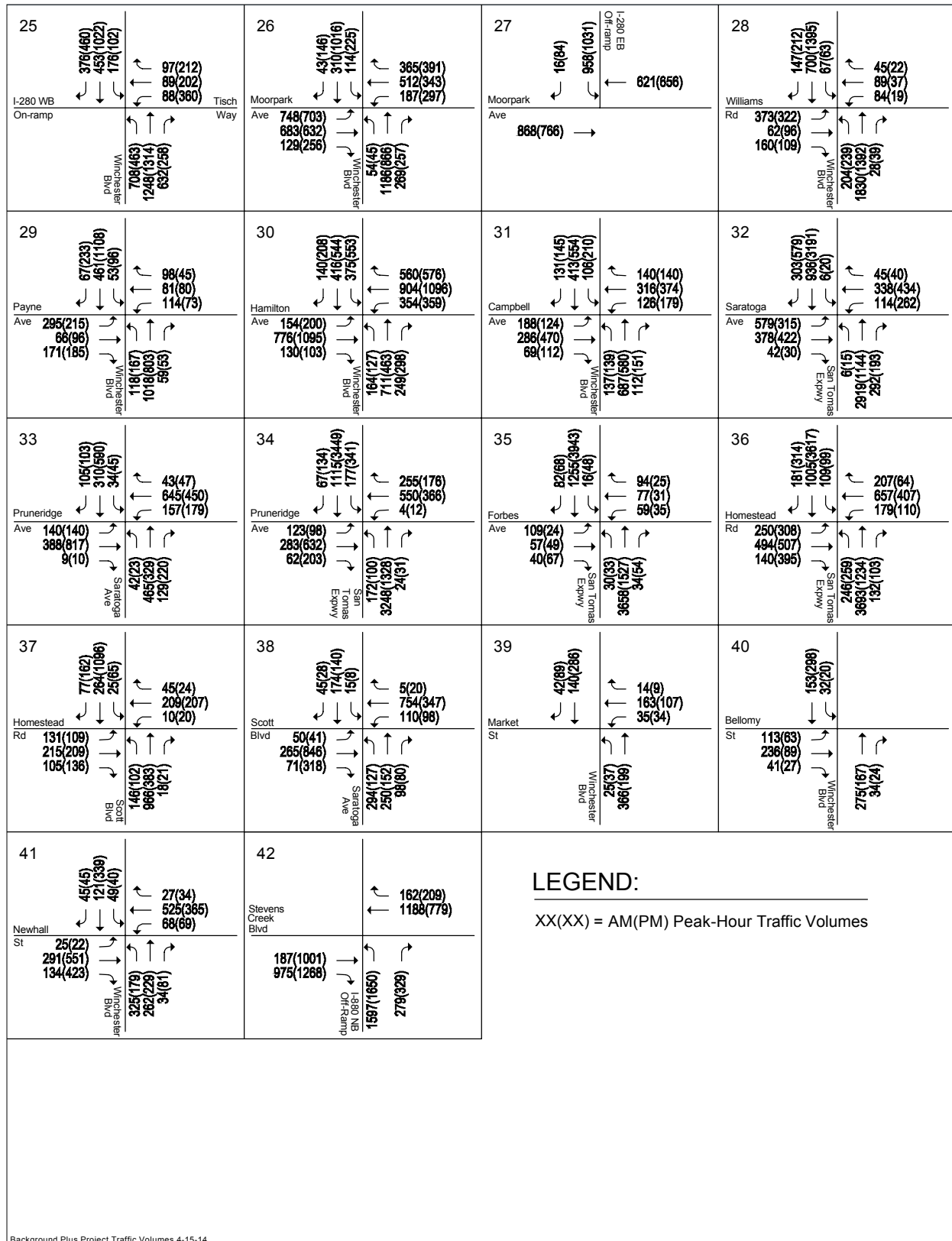


**Figure 13**  
**Santana Row Closure Existing Peak Hour Traffic Displacement**



Background Plus Project Traffic Volumes 5-14

Figure 14  
Background Plus Project Traffic Volumes



Background Plus Project Traffic Volumes 4-15-14

Figure 14 (Cont'd)  
Background Plus Project Traffic Volumes

## Intersection LOS Under Background Plus Project Conditions

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 9. The results of the level of service analysis show that, measured against the City of San Jose level of service policy, the following four study intersections are projected to operate at an unacceptable LOS E or worse during at least one peak hour under background plus project conditions:

1. Winchester Boulevard and Stevens Creek Boulevard (PM Peak Hour)
4. Monroe Street and Stevens Creek Boulevard (PM Peak Hour)
15. San Tomas Expressway and Stevens Creek Boulevard (AM & PM Peak Hour)
22. San Tomas Expressway and Moorpark Avenue (PM Peak Hour)

Based on the City of San Jose significance criteria, each of the above identified intersections would be significantly impacted by the project. The impacts and proposed improvements to mitigate the impacts are described below.

The results of the level of service analysis also show that, when measured against CMP standards, the intersection of San Tomas Expressway and Homestead Road, is projected to operate at an unacceptable LOS F under background plus project conditions during the AM and PM peak hours. However, the addition of project traffic at the intersection of San Tomas Expressway and Homestead Road would not be sufficient to meet the CMP significance criteria thresholds.

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The intersection level of service calculation sheets are included in Appendix C.

## Freeway Segment Level of Service Analysis

Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2012 CMP Annual Monitoring Report. The results show that mixed-flow lanes on 13 of the 18 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one peak hour. In addition, the HOV lanes on one of the study segments is projected to operate at LOS F conditions. Based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on two directional freeway segments and HOV lanes on one directional freeway segment during at least one peak hour:

- Northbound I-880, I-280 to Stevens Creek Boulevard (Impact: AM peak hour)
- Southbound I-880, Bascom Avenue to Stevens Creek Boulevard (Impact: AM peak hour)
- Westbound I-280 HOV, Meridian Avenue to I-880 (Impact: AM peak hour)

The results of the freeway segment analysis under background plus project conditions extension are summarized in Table 10.

Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, and no comprehensive project to add through lanes has been developed by Caltrans or VTA for individual projects to contribute to, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.



**Table 9**  
**Background Plus Project Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Background		Background Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	36.1	D	37.2	D	8.6	0.034
			PM	<b>60.1</b>	<b>E</b>	<b>68.1</b>	<b>E</b>	<b>20.4</b>	<b>0.076</b>
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	15.0	B	13.6	B	-0.5	0.008
			PM	31.0	C	28.7	C	-3.4	-0.025
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	9.8	A	11.0	B	0.0	0.003
			PM	29.7	C	29.8	C	0.7	0.011
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	34.1	C	36.4	D	1.3	0.027
			PM	<b>83.6</b>	<b>F</b>	<b>137.1</b>	<b>F</b>	<b>71.0</b>	<b>0.170</b>
5	I-880 SB off-ramp and Stevens Creek Boulevard *	San Jose	AM	23.0	C	23.6	C	-10.9	0.039
			PM	18.7	B	19.0	B	0.2	0.033
6	Bascom Avenue and San Carlos Street	San Jose	AM	43.0	D	43.5	D	0.9	0.016
			PM	52.6	D	53.0	D	0.4	0.015
7	Meridian Avenue and San Carlos Street	San Jose	AM	40.3	D	40.4	D	0.2	0.012
			PM	52.2	D	52.6	D	0.7	0.008
8	Lincoln Avenue and San Carlos Street	San Jose	AM	37.2	D	37.2	D	0.2	0.011
			PM	41.7	D	41.7	D	0.2	0.008
9	Bird Avenue and San Carlos Street *	San Jose	AM	35.7	D	35.9	D	0.3	0.004
			PM	42.4	D	42.6	D	0.3	0.005
10	Monroe Street and Forest Street	San Jose	AM	17.8	B	17.8	B	0.0	0.004
			PM	21.1	C	21.1	C	0.1	0.003
11	Monroe Street and Hedding Street	San Jose	AM	36.0	D	36.1	D	0.1	0.002
			PM	37.6	D	37.7	D	-1.3	0.004
12	Monroe Street and Newhall Street	San Jose	AM	26.9	C	26.9	C	0.0	0.005
			PM	27.1	C	27.2	C	0.1	0.007
13	Winchester Boulevard and Hedding Street	San Jose	AM	31.7	C	32.1	C	0.3	0.011
			PM	38.3	D	38.6	D	0.9	0.015
14	Winchester Boulevard and Forest Street	San Jose	AM	20.2	C	22.3	C	0.3	0.006
			PM	30.5	C	33.3	C	1.8	0.023
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	54.2	D	<b>55.4</b>	<b>E</b>	<b>1.7</b>	<b>0.010</b>
			PM	<b>74.8</b>	<b>E</b>	<b>75.7</b>	<b>E</b>	<b>1.3</b>	<b>0.002</b>
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	35.0	D	35.0	C	0.0	0.000
			PM	38.5	D	38.7	D	0.5	0.011
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.8	D	37.8	D	0.0	0.000
			PM	37.0	D	36.9	D	0.0	0.001
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	45.0	D	45.0	D	0.0	0.000
			PM	41.1	D	41.2	D	0.1	0.003
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	23.3	C	23.2	C	0.0	0.000
			PM	21.8	C	21.7	C	-0.1	0.003
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	42.2	D	42.2	D	0.0	0.000
			PM	34.6	C	34.6	C	0.0	0.000
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	41.8	D	42.0	D	0.1	0.004
			PM	44.7	D	44.6	D	-0.2	0.000
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	52.9	D	52.8	D	0.1	0.000
			PM	54.9	D	<b>56.3</b>	<b>E</b>	<b>2.2</b>	<b>0.010</b>
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.5	B	17.1	B	-0.1	0.019
			PM	20.4	C	20.1	C	-0.7	0.054

**Table 9 (Cont'd)**  
**Background Plus Project Conditions Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Background		Background Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
24	Winchester Boulevard and Olsen Drive	San Jose	AM	21.6	C	27.3	C	7.8	0.035
			PM	27.5	C	35.1	D	12.8	0.160
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	26.5	C	28.9	C	1.0	0.010
			PM	35.8	D	43.3	D	10.0	0.092
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	39.1	D	39.9	D	1.2	0.040
			PM	39.4	D	39.5	D	2.7	0.006
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.6	B	11.8	B	0.1	0.019
			PM	13.5	B	13.6	B	0.0	0.005
28	Winchester Boulevard and Williams Road	San Jose	AM	38.7	D	39.7	D	1.5	0.015
			PM	34.1	C	34.2	C	0.3	0.006
29	Winchester Boulevard and Payne Avenue	San Jose	AM	39.6	D	39.6	D	0.1	0.009
			PM	36.8	D	36.7	D	-0.1	0.007
30	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	40.5	D	40.7	D	0.0	0.005
			PM	46.2	D	46.3	D	0.1	0.003
31	Winchester Boulevard and Campbell Avenue	Campbell	AM	26.1	C	26.1	C	0.1	0.006
			PM	26.6	C	26.7	C	0.3	0.009
32	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	79.2	E	79.1	E	0.3	0.001
			PM	61.6	E	61.7	E	0.5	0.002
33	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.8	C	29.7	C	0.0	0.000
			PM	30.6	C	30.6	C	0.0	0.001
34	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	72.9	E	73.8	E	1.7	0.004
			PM	73.2	E	74.7	E	2.7	0.006
35	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	32.6	C	32.7	C	0.1	0.000
			PM	24.7	C	25.0	C	0.5	0.003
36	San Tomas Expressway and Homestead Road *	Santa Clara	AM	<b>145.2</b>	<b>F</b>	<b>145.1</b>	<b>F</b>	<b>0.1</b>	<b>0.000</b>
			PM	<b>109.5</b>	<b>F</b>	<b>109.8</b>	<b>F</b>	<b>0.7</b>	<b>0.002</b>
37	Scott Boulevard and Homestead Road	Santa Clara	AM	21.7	C	21.7	C	0.0	0.000
			PM	24.8	C	24.9	C	0.2	0.003
38	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	24.4	C	24.4	C	0.0	0.001
			PM	22.7	C	22.7	C	0.0	0.001
39	Winchester Boulevard and Market Street	Santa Clara	AM	8.1	A	8.2	A	0.1	0.002
			PM	6.7	A	6.7	A	0.0	0.001
40	Winchester Boulevard and Bellomy Street	Santa Clara	AM	10.0	B	10.0	A	0.0	0.001
			PM	7.9	A	7.9	A	0.0	0.001
41	Winchester Boulevard and Newhall Street	Santa Clara	AM	24.3	C	24.5	C	0.1	0.007
			PM	20.5	C	21.0	C	0.7	0.018
42	NB I-880 Ramps and Stevens Creek Boulevard (Future)	San Jose	AM	19.2	B	19.8	B	0.6	0.048
			PM	20.6	C	21.2	C	0.8	0.029

\* Denotes CMP Intersections  
 Entries in bold indicate unacceptable level of service.  
 Entries in bold and boxed indicate significant impact.

**Table 10  
Background Plus Project Freeway Segment Level of Service**

Freeway	Segment	Direction	Peak Hour	Existing Plus Project											Project Trips				
				Mixed-Flow Lane					HOV Lane						Mixed-Flow Lane		HOV Lane		
				Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
SR 17	Hamilton to I-280	NB	AM	23.0	3.0	6,900	5,308	77	F	--	--	--	--	--	--	58	0.8%	--	--
			PM	65.0	3.0	6,900	5,677	29	D	--	--	--	--	--	--	17	0.2%	--	--
I-880	I-280 to Stevens Cr	NB	AM	16.0	3.0	6,900	4,613	96	F	--	--	--	--	--	--	143	2.1%	--	--
			PM	66.5	3.0	6,900	3,441	17	B	--	--	--	--	--	--	41	0.6%	--	--
I-880	Stevens Cr to N. Bascom Ave	NB	AM	26.0	3.0	6,900	5,466	70	F	--	--	--	--	--	--	6	0.1%	--	--
			PM	65.0	3.0	6,900	5,929	30	D	--	--	--	--	--	--	79	1.1%	--	--
I-880	N. Bascom Ave to The Alameda	NB	AM	36.0	3.0	6,900	6,056	56	E	--	--	--	--	--	--	6	0.1%	--	--
			PM	65.5	3.0	6,900	5,389	27	D	--	--	--	--	--	--	79	1.1%	--	--
I-280	Lawrence Expwy to Saratoga Ave	EB	AM	61.0	3.0	6,900	6,640	36	D	67.0	1.0	1,650	816	12	B	50	0.7%	6	0.4%
			PM	32.0	3.0	6,900	5,971	62	F	60.0	1.0	1,650	2,224	37	D	11	0.2%	4	0.2%
I-280	Saratoga Ave to Winchester Blvd	EB	AM	59.0	3.0	6,900	6,600	37	D	67.0	1.0	1,650	746	11	A	50	0.7%	6	0.3%
			PM	45.0	3.0	6,900	6,491	48	E	70.0	1.0	1,650	2,034	29	D	11	0.2%	4	0.2%
I-280	Winchester Blvd to I-880	EB	AM	66.0	3.0	6,900	5,150	26	C	67.0	1.0	1,650	940	14	B	0	0.0%	0	0.0%
			PM	52.0	3.0	6,900	6,560	42	D	70.0	1.0	1,650	1,470	21	C	0	0.0%	0	0.0%
I-280	I-880 to Meridian Ave	EB	AM	65.5	3.0	6,900	5,319	27	D	67.0	1.0	1,650	671	10	A	9	0.1%	1	0.1%
			PM	25.0	3.0	6,900	5,538	74	F	70.0	1.0	1,650	2,122	30	D	58	0.8%	22	1.3%
I-280	Meridian Ave to Bird Ave	EB	AM	46.0	4.0	9,200	8,660	47	E	--	--	--	--	--	--	10	0.1%	--	--
			PM	28.0	4.0	9,200	7,590	68	F	--	--	--	--	--	--	80	0.9%	--	--
I-280	Bird Ave to Meridian Ave	WB	AM	13.0	4.0	9,200	5,496	106	F	--	--	--	--	--	--	86	0.9%	--	--
			PM	58.0	4.0	9,200	8,844	38	D	--	--	--	--	--	--	24	0.3%	--	--
I-280	Meridian Ave to I-880	WB	AM	7.0	3.4	7,820	3,134	132	F	27.0	1.0	1,650	1,872	69	F	54	0.7%	32	1.9%
			PM	66.0	3.4	7,820	5,189	23	C	70.0	1.0	1,650	1,265	18	B	19	0.2%	5	0.3%
I-280	I-880 to Winchester Blvd	WB	AM	16.0	3.0	6,900	4,520	94	F	42.0	1.0	1,650	2,100	50	E	0	0.0%	0	0.0%
			PM	65.5	3.0	6,900	5,310	27	D	70.0	1.0	1,650	1,470	21	C	0	0.0%	0	0.0%
I-280	Winchester Blvd to Saratoga Ave	WB	AM	12.0	3.0	6,900	3,893	108	F	45.0	1.0	1,650	2,161	48	E	3	0.0%	1	0.1%
			PM	62.0	3.0	6,900	6,554	35	D	70.0	1.0	1,650	1,269	18	B	44	0.6%	9	0.5%
I-280	Saratoga Ave to Lawrence Expwy	WB	AM	16.0	3.0	6,900	4,423	92	F	36.0	1.0	1,650	2,061	57	E	3	0.0%	1	0.1%
			PM	65.5	3.0	6,900	5,357	27	D	70.0	1.0	1,650	636	9	A	47	0.7%	6	0.3%
I-880	The Alameda to N. Bascom Ave	SB	AM	66.0	3.0	6,900	5,234	26	C	--	--	--	--	--	--	84	1.2%	--	--
			PM	25.0	3.0	6,900	5,502	73	F	--	--	--	--	--	--	22	0.3%	--	--
I-880	N. Bascom Ave to Stevens Cr	SB	AM	24.0	3.0	6,900	5,414	75	F	--	--	--	--	--	--	84	1.2%	--	--
			PM	30.0	3.0	6,900	5,782	64	F	--	--	--	--	--	--	22	0.3%	--	--
I-880	Stevens Cr to I-280	SB	AM	66.0	3.0	6,900	5,167	26	C	--	--	--	--	--	--	17	0.2%	--	--
			PM	65.0	3.0	6,900	5,984	31	D	--	--	--	--	--	--	134	1.9%	--	--
SR 17	I-280 to Hamilton	SB	AM	66.0	3.0	6,900	4,367	22	C	--	--	--	--	--	--	7	0.1%	--	--
			PM	61.0	3.0	6,900	6,644	36	D	--	--	--	--	--	--	54	0.8%	--	--

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.  
  - Denotes significant impact

## Project Impacts and Mitigation Measures

This section discusses the project impacts identified under background plus project conditions. Included are descriptions of project impacts to intersections and proposed mitigation measures.

### *City of San Jose Protected Intersection Policy*

One of the four intersections identified to be impacted by the project, Winchester Boulevard and Stevens Creek Boulevard, is identified as a City of San Jose Protected Intersection. It is recommended that the intersection of Monroe Street and Stevens Creek Boulevard be added to the City of San Jose list of protected intersections.

The City of San Jose Protected Intersection Policy provides an exemption for intersections that are located along major transit corridors for which substantial transit improvements are planned. The policy allows for the addition of intersections to the list of Protected Intersections so long as they are located within designated Special Planning Areas and consistent with the General Plan. The Special Planning Areas may include:

- Transit-Oriented Development Corridors
- Planned Residential/Community Areas
- Neighborhood Business Districts
- Downtown Gateways

The Protected Intersection Policy requests that additional capacity not be added to the intersections and they be allowed to operate at capacity (thus, not being required to meet the City of San Jose LOS D standard) with the expectation that alternative routes or modes will be used by drivers when delays become unacceptable. The LOS policy specifies that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The policy acknowledges that exceptions to the City's LOS policy of maintaining a Level of Service D at local intersections will be made for certain Protected Intersections that have been built to their planned maximum capacity. If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided to other parts of the Citywide transportation system or that enhance non-auto modes of travel in the community near the Protected Intersection in furtherance of the General Plan goals and policies.

Potential improvements within the project area and adjacent neighborhoods could include:

- Traffic calming studies and implementation of measures/devices that could include traffic circles, chokers, treewells, chicanes, and permanent driver feedback radar speed signs.
- Streetscape features that include street and median trees and neighborhood entry features.
- Improved pedestrian connections throughout the project area including improved connections across Stevens Creek Boulevard and Winchester Boulevard by making crosswalks more visible to drivers, sidewalk widening, and uplighted crosswalks.
- Working with VTA to expand the existing bus service in the area including increased frequency of service, additional lines to serve areas that are not currently served, and covered bus stops.
- Traffic corridor and operations studies along Stevens Creek Boulevard and Winchester Boulevard to better serve traffic flow as well as transit and pedestrians/bicyclists.

### (1) Winchester Boulevard and Stevens Creek Boulevard

**Impact:** This CMP intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hours. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** The intersection of Winchester Boulevard and Stevens Creek Boulevard has been identified as a City of San Jose Protected Intersection. Thus, in lieu of physical mitigations at the Winchester Boulevard and Stevens Creek Boulevard intersection, the project will construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

#### **(4) Monroe Street and Stevens Creek Boulevard**

**Impact:** This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hours. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** There are no feasible improvements that can be implemented at the Monroe Street and Stevens Creek Boulevard intersection due to right-of-way restrictions. The intersection is projected to operate at LOS F conditions with 83.6 seconds of average delay during the PM peak hour. The addition of project traffic at the intersection will result in an increase in average delay of 53.5 seconds. The intersection serves as the primary access point to major retail/commercial destination along Stevens Creek Boulevard and Winchester Boulevard. Access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard and partial access at Winchester Boulevard. Therefore, delays at the intersection will increase as approved and planned development proceeds in the area. It is likely that delays experienced by drivers that travel through the intersection will result in an adjustment of travel patterns to use alternate routes and displacement of traffic to surrounding roadways.

The planned use of Stevens Creek Boulevard as a transit corridor (VTA's Bus Rapid Transit) provides the opportunity to add the Monroe Street and Stevens Creek Boulevard intersection to the City's list of protected intersections. Thus, in lieu of physical mitigations, the project will be required to construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

#### ***(15) San Tomas and Stevens Creek Boulevard***

**Impact:** This intersection would operate at LOS D during the AM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's level of service to degrade to an unacceptable level (LOS E) during the AM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** This intersection's level of service could be improved by adding a fourth through lane to both the north and south approaches (San Tomas Expressway). The Comprehensive County Expressway Planning Study identifies the widening of San Tomas Expressway to eight lanes as a Tier 1A priority. This improvement would reduce the average delay for vehicular traffic to an acceptable level (LOS D) during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution. However, payment of a fair-share toward improvement costs alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

#### ***(22) San Tomas and Moorpark Avenue***

**Impact:** This intersection would operate at LOS D during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's level of service to degrade to an unacceptable level (LOS E) during the PM peak hour.

Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** This intersection's level of service could be improved by adding a fourth through lane to both the north and south approaches (San Tomas Expressway). The Comprehensive County Expressway Planning Study identifies the widening of San Tomas Expressway to eight lanes as a Tier 1A priority. This improvement would reduce the average delay for vehicular traffic to an acceptable level (LOS D) during the PM peak hour. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution. However, payment of a fair-share toward improvement costs alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

## Traffic Operations at the Significantly Impacted Intersections

Traffic conditions at the study intersections were evaluated using level of service (LOS). The level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using TRAFFIX software and evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Note that the TRAFFIX level of service calculation sheets (Appendix C) include vehicle delay, as well as volume-to-capacity (V/C) ratio, for each individual movement at the intersection. In addition, the intersection level of service analysis was supplemented with an evaluation of vehicle queuing (length or number of vehicles) for individual high demand turn movements at the study intersections. Average control delay, vehicle delay, and V/C ratio for individual movements, and vehicle queuing collectively provide a useful measure of effectiveness (MOE) for describing traffic operational conditions at an intersection. A detailed vehicle queuing analysis is included in Chapter 6 of this traffic report.

## 6. Cumulative Conditions

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This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative development typically includes projects that are in the pipeline (pending projects) but are not yet approved. It includes descriptions of nearby pending developments and the procedure used to estimate traffic volumes associated with them. Cumulative conditions reflect traffic conditions that would occur at the time that the proposed project is completed. The analysis of cumulative conditions is required by the CMP and is in conformance with the California Environmental Quality Act CEQA.

### Significant Impact Criteria

A significant cumulative traffic impact at an intersection is identified by comparing cumulative traffic conditions against background traffic conditions.

#### *City of San Jose Definition of Significant Intersection Impacts*

The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.

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

#### *Project Contribution to Cumulative Impacts*

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions.

### ***City of Campbell and Santa Clara Definition of Significant Intersection Impacts***

The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of Campbell and Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable level of service under cumulative conditions, or
2. For intersections where LOS E has been established as an acceptable level, the addition of project trips causes the level of service to degrade to LOS F under cumulative conditions.
3. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of pending project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

A significant impact by City of Campbell and Santa Clara standards is said to be satisfactory mitigated when measures are implemented that would restore intersection levels of operation to background conditions or better.

### ***CMP Definition of Significant Intersection Impacts***

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

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

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of pending project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

## **Transportation Network under Cumulative Conditions**

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

## **Cumulative Traffic Volumes**

Traffic volumes under cumulative conditions were estimated by adding the trips from proposed but not yet approved (pending) development projects within the City of San Jose to background condition traffic volumes. The pending projects in the study area consist of the Winchester Reserve residential development and the Winchester Theater site redevelopment. At present, the Winchester Reserve residential development is not yet approved. However, it has begun its environmental review. The potential future Winchester Theater site redevelopment is only a preliminary development concept at this



time. Unlike the Winchester Reserve residential development, neither environmental review nor planning have commenced for this potential future redevelopment. To present a conservative analysis, cumulative conditions includes analysis of the potential future Winchester Theater site redevelopment based on the best information available at this time. The cumulative traffic volumes at the study intersections are shown graphically on Figure 15. Appendix B lists each of the components used to tabulate cumulative traffic volume at each intersection.

## Cumulative Intersection Level of Service Analysis

The intersection level of service results under cumulative conditions are summarized in Table 11. The results show that, measured against the City of San Jose level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the following seven intersections during at least one peak hour:

1. Winchester Boulevard and Stevens Creek Boulevard\* (AM & PM Peak Hour)
4. Monroe Street and Stevens Creek Boulevard (PM Peak Hour)
15. San Tomas Expressway and Stevens Creek Boulevard\* (AM & PM Peak Hour)
22. San Tomas Expressway and Moorpark Avenue\* (PM Peak Hour)
23. Winchester Boulevard and Olin Avenue (PM Peak Hour)
24. Winchester Boulevard and Olsen Drive (PM Peak Hour)
28. Winchester Boulevard and Williams Road (AM Peak Hour)

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The intersection level of service calculation sheets are included in Appendix C.

The project's contribution to the increase in total volume from background traffic conditions to cumulative traffic conditions at one of the intersections identified above, Monroe Street and Stevens Creek Boulevard, would be more than 25 percent and deemed considerable based on City of San Jose criteria.

The project's contribution in total volume from background traffic conditions to cumulative traffic conditions would be less than 25% at the remaining intersections identified to be impacted by the total cumulative project trips.

## Cumulative Impacts and Mitigation Measures

Described below is the possible intersection improvements for the cumulatively significant intersection impact to which the project's contribution is deemed considerable.

### ***(4) Monroe Street and Stevens Creek Boulevard***

**Impact:** This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact. The proposed project's contribution to traffic growth at this intersection would be 25 percent during the PM peak hour.

**Mitigation Measure.** There are no feasible improvements that can be implemented at the Monroe Street and Stevens Creek Boulevard intersection due to right-of-way restrictions. The intersection serves as the primary access point to major retail/commercial destination along Stevens Creek Boulevard and Winchester Boulevard. Access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard and partial access at Winchester Boulevard. Therefore, delays at the intersection will increase as approved and planned development proceeds in the area. It is

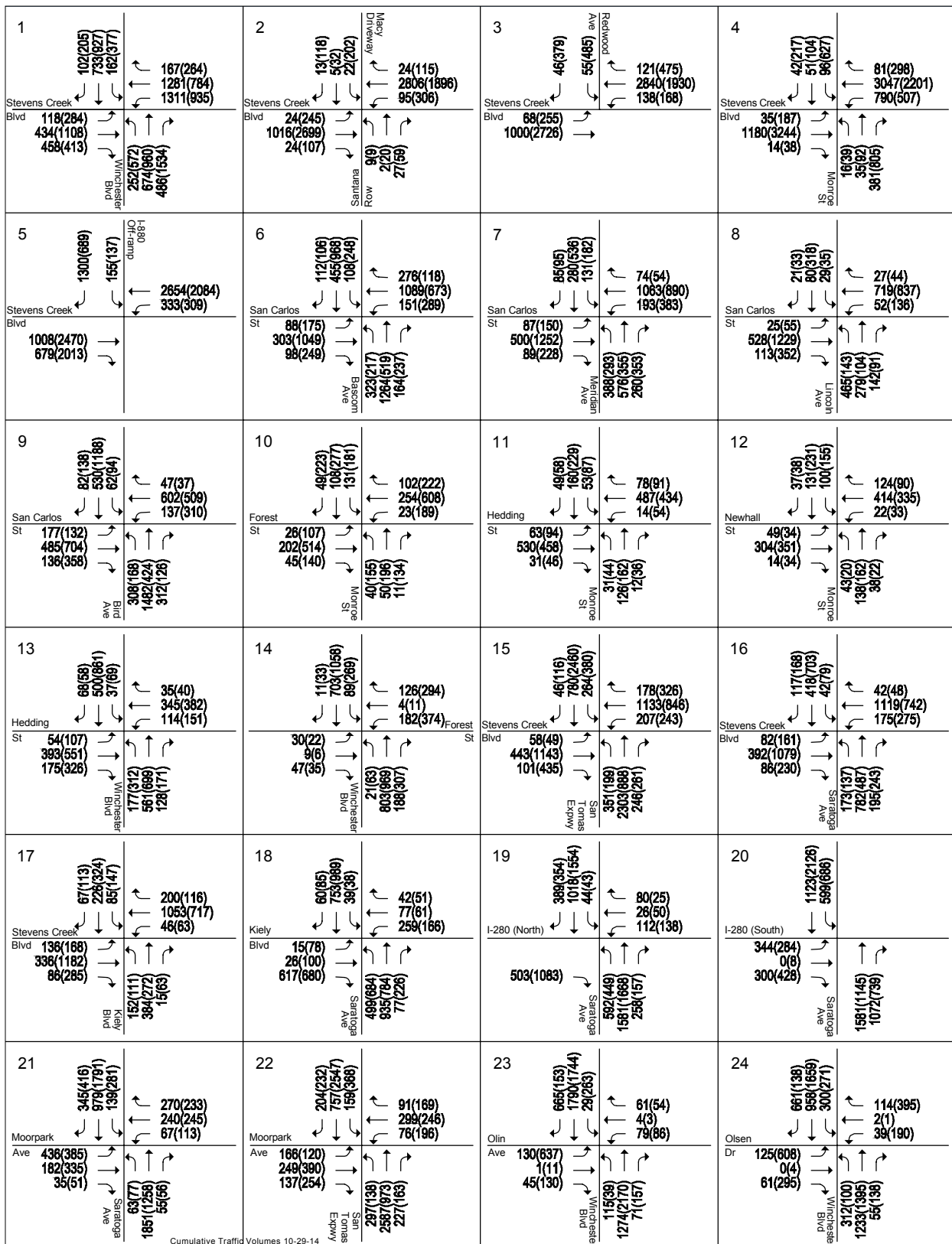
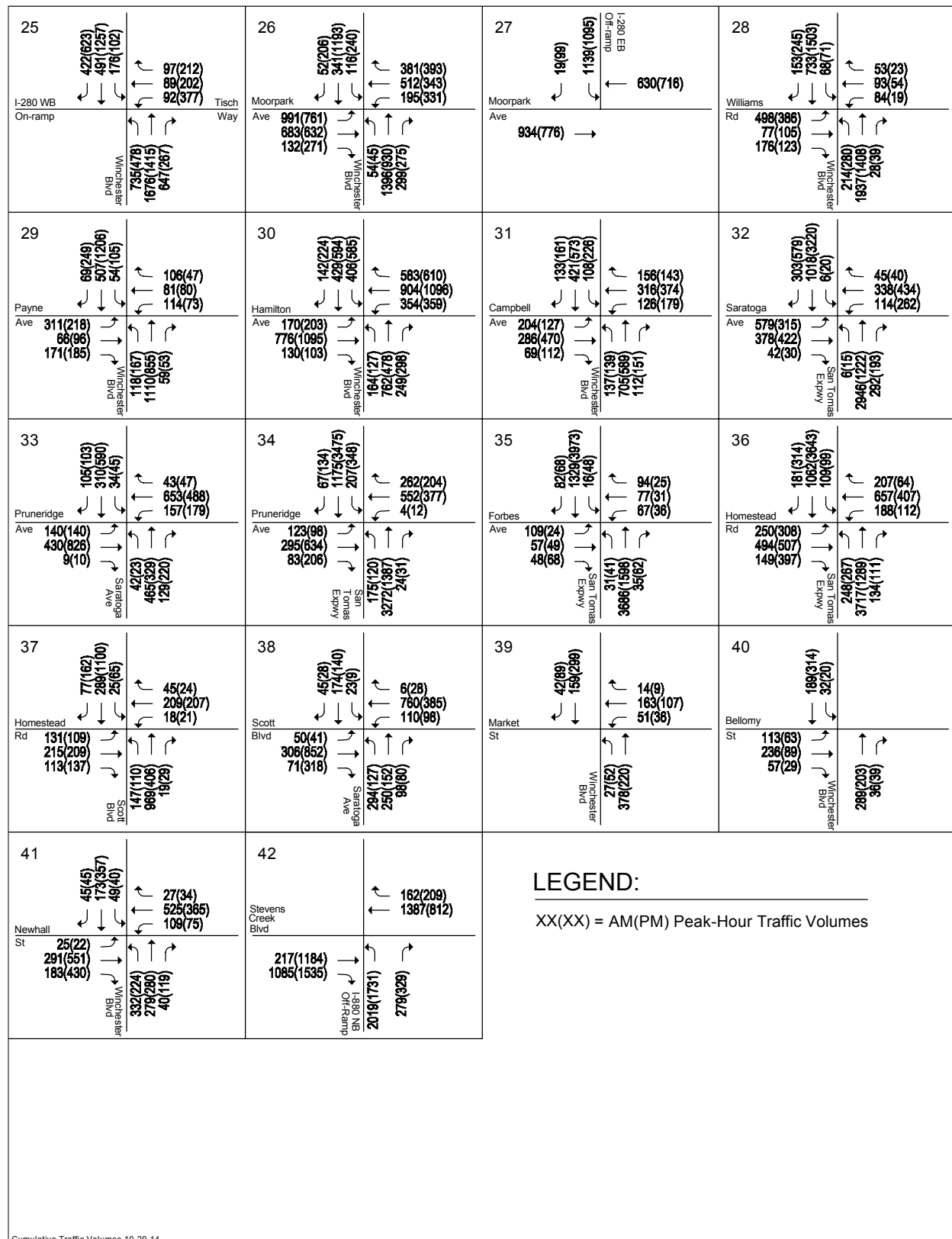


Figure 15  
Cumulative Conditions Traffic Volumes



Cumulative Traffic Volumes 10-29-14

Figure 15 (Cont'd)  
Cumulative Conditions Traffic Volumes

**Table 11**  
**Cumulative Conditions Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Background		Cumulative				% of Project Contribution
				Delay	LOS	Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	
1	Winchester Boulevard and Stevens Creek Boulevard *	San Jose	AM	36.1	D	<b>68.8</b>	<b>E</b>	<b>82.8</b>	<b>0.587</b>	<b>10%</b>
			PM	<b>60.1</b>	<b>E</b>	<b>191.9</b>	<b>F</b>	<b>273.9</b>	<b>0.699</b>	
2	Santana Row and Stevens Creek Boulevard	San Jose	AM	15.0	B	14.7	B	2.3	0.183	
			PM	31.0	C	28.5	C	-2.3	0.137	
3	Redwood Avenue and Stevens Creek Boulevard	San Jose	AM	9.8	A	10.4	B	0.5	0.173	
			PM	29.7	C	29.4	C	1.9	0.169	
4	Monroe Street and Stevens Creek Boulevard	San Jose	AM	34.1	C	43.5	D	14.6	0.210	
			PM	<b>83.6</b>	<b>F</b>	<b>172.2</b>	<b>F</b>	<b>126.9</b>	<b>0.304</b>	<b>25%</b>
5	I-880 SB off-ramp and Stevens Creek Boulevard *	San Jose	AM	23.0	C	26.5	C	-6.4	0.225	
			PM	18.7	B	21.5	C	3.2	0.148	
6	Bascom Avenue and San Carlos Street	San Jose	AM	43.0	D	45.0	D	3.3	0.062	
			PM	52.6	D	54.5	D	2.0	0.061	
7	Meridian Avenue and San Carlos Street	San Jose	AM	40.3	D	40.9	D	0.9	0.047	
			PM	52.2	D	54.0	D	2.9	0.032	
8	Lincoln Avenue and San Carlos Street	San Jose	AM	37.2	D	37.4	D	0.6	0.041	
			PM	41.7	D	41.6	D	0.6	0.028	
9	Bird Avenue and San Carlos Street *	San Jose	AM	35.7	D	36.4	D	1.0	0.016	
			PM	42.4	D	43.1	D	1.1	0.016	
10	Monroe Street and Forest Street	San Jose	AM	17.8	B	17.8	B	0.1	0.016	
			PM	21.1	C	21.3	C	0.4	0.010	
11	Monroe Street and Hedding Street	San Jose	AM	36.0	D	36.4	D	0.2	0.007	
			PM	37.6	D	37.8	D	-0.7	0.018	
12	Monroe Street and Newhall Street	San Jose	AM	26.9	C	27.1	C	-0.1	0.018	
			PM	27.1	C	27.5	C	0.3	0.022	
13	Winchester Boulevard and Hedding Street	San Jose	AM	31.7	C	33.7	C	6.2	0.117	
			PM	38.3	D	39.6	D	3.5	0.054	
14	Winchester Boulevard and Forest Street	San Jose	AM	20.2	C	21.9	C	1.0	0.029	
			PM	30.5	C	34.6	C	4.2	0.089	
15	San Tomas Expressway and Stevens Creek Boulevard *	San Jose	AM	54.2	D	<b>59.9</b>	<b>E</b>	<b>8.0</b>	<b>0.046</b>	<b>22%</b>
			PM	<b>74.8</b>	<b>E</b>	<b>79.0</b>	<b>E</b>	<b>5.9</b>	<b>0.012</b>	
16	Saratoga Avenue and Stevens Creek Boulevard *	San Jose	AM	35.0	D	34.9	C	0.0	0.004	
			PM	38.5	D	39.5	D	2.0	0.044	
17	Kiely Boulevard and Stevens Creek Boulevard *	San Jose	AM	37.8	D	37.7	D	0.0	0.004	
			PM	37.0	D	36.8	D	-0.1	0.005	
18	Saratoga Avenue and Kiely Boulevard *	San Jose	AM	45.0	D	45.0	D	0.1	0.002	
			PM	41.1	D	41.3	D	0.5	0.012	
19	Saratoga Avenue and I-280 (North) *	San Jose	AM	23.3	C	23.1	C	0.0	0.004	
			PM	21.8	C	21.6	C	-0.3	0.013	
20	Saratoga Avenue and I-280 (South) *	San Jose	AM	42.2	D	42.2	D	0.1	0.000	
			PM	34.6	C	34.8	C	0.6	0.004	
21	Saratoga Avenue and Moorpark Avenue *	San Jose	AM	41.8	D	42.9	D	1.1	0.024	
			PM	44.7	D	45.1	D	0.3	0.013	
22	San Tomas Expressway and Moorpark Avenue *	San Jose	AM	52.9	D	53.3	D	0.7	0.005	
			PM	54.9	D	<b>61.7</b>	<b>E</b>	<b>11.6</b>	<b>0.049</b>	<b>19%</b>
23	Winchester Boulevard and Olin Avenue	San Jose	AM	17.5	B	20.5	C	7.0	0.405	
			PM	20.4	C	<b>58.8</b>	<b>E</b>	<b>49.4</b>	<b>0.540</b>	<b>9%</b>

**Table 11 (Cont'd)**  
**Cumulative Conditions Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Peak Hour	Background		Cumulative				% of Project Contribution
				Delay	LOS	Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	
24	Winchester Boulevard and Olsen Drive	San Jose	AM	21.6	C	30.3	C	13.8	0.391	12%
			PM	27.5	C	<b>76.2</b>	<b>E</b>	<b>59.4</b>	<b>0.554</b>	
25	Winchester Boulevard and I-280 WB on-ramp/Tisch Way	San Jose	AM	26.5	C	29.2	C	4.3	0.056	
			PM	35.8	D	51.8	D	31.4	0.194	
26	Winchester Boulevard and Moorpark Avenue	San Jose	AM	39.1	D	44.4	D	7.9	0.177	
			PM	39.4	D	40.2	D	3.7	0.049	
27	I-280 EB off-ramp and Moorpark Avenue *	San Jose	AM	11.6	B	12.4	B	0.7	0.081	
			PM	13.5	B	14.0	B	0.2	0.032	
28	Winchester Boulevard and Williams Road	San Jose	AM	38.7	D	<b>57.6</b>	<b>E</b>	<b>29.1</b>	<b>0.128</b>	14%
			PM	34.1	C	38.8	D	4.5	0.066	
29	Winchester Boulevard and Payne Avenue	San Jose	AM	39.6	D	39.4	D	0.2	0.038	
			PM	36.8	D	36.2	D	-0.6	0.031	
30	Winchester Boulevard and Hamilton Avenue *	Campbell	AM	40.5	D	41.5	D	0.6	0.031	
			PM	46.2	D	46.6	D	0.7	0.018	
31	Winchester Boulevard and Campbell Avenue	Campbell	AM	26.1	C	26.3	C	0.4	0.023	
			PM	26.6	C	26.6	C	0.3	0.011	
32	San Tomas Expressway and Saratoga Avenue *	Santa Clara	AM	79.2	E	79.9	E	2.7	0.007	
			PM	61.6	E	62.6	E	2.4	0.008	
33	Saratoga Avenue and Pruneridge Avenue	Santa Clara	AM	29.8	C	29.7	C	0.0	0.003	
			PM	30.6	C	30.5	C	0.0	0.004	
34	San Tomas Expressway and Pruneridge Avenue	Santa Clara	AM	72.9	E	77.6	E	8.6	0.020	
			PM	73.2	E	79.5	E	11.4	0.025	
35	San Tomas Expressway and Forbes Avenue	Santa Clara	AM	32.6	C	34.0	C	2.1	0.007	
			PM	24.7	C	26.2	C	2.8	0.015	
36	San Tomas Expressway and Homestead Road *	Santa Clara	AM	<b>145.2</b>	<b>F</b>	<b>146.4</b>	<b>F</b>	<b>2.6</b>	<b>0.006</b>	18%
			PM	<b>109.5</b>	<b>F</b>	<b>111.4</b>	<b>F</b>	<b>3.9</b>	<b>0.010</b>	
37	Scott Boulevard and Homestead Road	Santa Clara	AM	21.7	C	21.7	C	0.0	0.001	
			PM	24.8	C	25.0	C	0.7	0.009	
38	Saratoga Avenue and Scott Boulevard	Santa Clara	AM	24.4	C	24.4	C	0.0	0.003	
			PM	22.7	C	22.6	C	0.0	0.003	
39	Winchester Boulevard and Market Street	Santa Clara	AM	8.1	A	8.3	A	0.2	0.010	
			PM	6.7	A	6.5	A	0.0	0.006	
40	Winchester Boulevard and Bellomy Street	Santa Clara	AM	10.0	B	10.0	A	0.1	0.006	
			PM	7.9	A	7.6	A	-0.2	0.006	
41	Winchester Boulevard and Newhall Street	Santa Clara	AM	24.3	C	25.2	C	0.6	0.028	
			PM	20.5	C	22.6	C	2.7	0.063	
42	NB I-880 Ramps and Stevens Creek Boulevard (Future)	San Jose	AM	19.2	B	22.1	C	3.1	0.188	
			PM	20.6	C	22.7	C	3.1	0.101	

\* Denotes CMP Intersections  
 Entries in bold indicate unacceptable level of service.  
 Entries in bold and boxed indicate significant impact.

likely that delays experienced by drivers that travel through the intersection will result in an adjustment of travel patterns to use alternate routes and displacement of traffic to surrounding roadways.

The planned use of Stevens Creek Boulevard as a transit corridor (VTA's Bus Rapid Transit) provides the opportunity to add the Monroe Street and Stevens Creek Boulevard intersection to the City's list of protected intersections. Thus, in lieu of physical mitigations, the project will be required to construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

## 7. Other Transportation Issues

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

- Potential impacts to transit, bicycle, and pedestrian facilities
- Site access and traffic operations under background plus project conditions
- Freeway on-ramp meter analysis

These other transportation issues were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

### Site Access

The proposed project consists of the development of Lots 9 and 17, which are located in the southern boundary of Santana Row. Olsen Drive and Hatton Street will provide primary access to Lots 9 and 17 given their location within the southern boundary of Santana Row. However, access to the proposed development of Lots 9 and 17 will be provided by all existing access points to Santana Row.

This evaluation of the proposed site access is based on a review of the project site plan dated April 11, 2014. The site plan is presented on Figure 2 of this report.

### *Existing Demand at Santana Row Area Access Points*

Access to Santana Row is currently provided by two full signalized intersections along Winchester Boulevard (at Olin Avenue and Olsen Drive) and one along Stevens Creek Boulevard (at Santana Row). A total of three right-in and out only driveways along Winchester Boulevard and one along Stevens Creek Boulevard also provide direct access to Santana Row. In addition, Redwood Avenue and Baywood Avenue provide access to Santana Row. The recently completed Hatton Street extension also provides an access point to the southern area of Santana Row from Tisch Way.

The existing access points at Santana Row were counted to identify the daily traffic demand at each intersection/driveway. Twenty-four-hour mechanical (tube) counts were conducted in March 2014 at each access point and used to identify the distribution of traffic at each of the access points for a typical weekday. The counts indicate that the signalized intersections of Santana Row/Stevens Creek Boulevard, Winchester Boulevard/Olin Avenue, and Winchester Boulevard/Olsen Drive serve the majority (75 percent (%)) of daily traffic accessing Santana Row. Each of the other access points were found to serve less than 10% of the daily traffic accessing Santana Row. The counts also indicate that Hatton Street, which

was just recently opened, is currently used by only 1%-2% of the daily traffic that access Santana Row. The distribution is shown graphically on Figure 16.

### **Proposed Project Site Access**

The proposed project is located within two parcels: Lots 9 and 17. Lot 9 is located south of Olsen Drive, between the existing Cinearts Theater and Hatton Street. Lot 17 is bound by Lot 9 to the north, Hatton Street to the east, Dudley Avenue to the west, and Tisch Way to the south. As part of the project, a five-level parking garage would be built along Hatton Street, just south of Olsen Drive. Entrances to the parking garage would be provided along Olsen Drive, Hatton Street, and Dudley Avenue (outbound only).

It is projected that the majority of traffic bound for the proposed parking garage would utilize the Winchester and Olsen Drive access point (15%), and Hatton Street and Dudley Avenue access points on Tisch Way (77%). Although project traffic would not be restricted to the above access points, these roadways would provide the most direct access to the project site/parking structure. Accessing the project site from any other Santana Row access point would entail circulating through Santana Row to access the southern boundary. Figure 17 shows the gross project trip assignment along these access roadways.

### **Proposed Closure of Santana Row**

Santana Row is planned to be closed to vehicular traffic between Olin Avenue and Olsen Drive as part of the proposed project. The proposed Santana Row closure would allow for the development of a pedestrian plaza that connects Lot 9 development to the existing Santana Row.

As discussed in the Project Conditions chapter (Chapter 5), the proposed Santana Row roadway closure would result in a displacement of existing traffic to surrounding streets including Olsen Drive, Winchester Boulevard, Olin Avenue, and Hatton Street. Figure 13 (in Chapter 5) shows the estimated peak-hour traffic volumes that would be displaced to surrounding streets due to the proposed roadway closure. The amount of displaced traffic was estimated based on peak hour turning movement counts at the Olin Avenue and Olsen Drive intersections with Santana Row. It is estimated that Olsen Drive would experience the largest increase in peak hour traffic due to the Santana Row closure.

As discussed above, Olsen Drive, Hatton Street, and Dudley Avenue provide the most direct route to the project site/proposed parking structure. Due to conflicts with cross street traffic and pedestrians, the use of Santana Row does not provide an efficient route to Lots 9 and 17. Therefore, the proposed closure of Santana Row would have minimal effect on access to Lots 9 and 17.

### **Site Access Intersection Analyses**

Traffic operations analyses at each of the primary project access intersections as well as internal driveways/intersections that provide direct access to the proposed parking garage was completed. The analyses consist of signal warrant checks and queuing analysis. Table 12 summarizes the results of the site access analysis.

### **Signal Warrants**

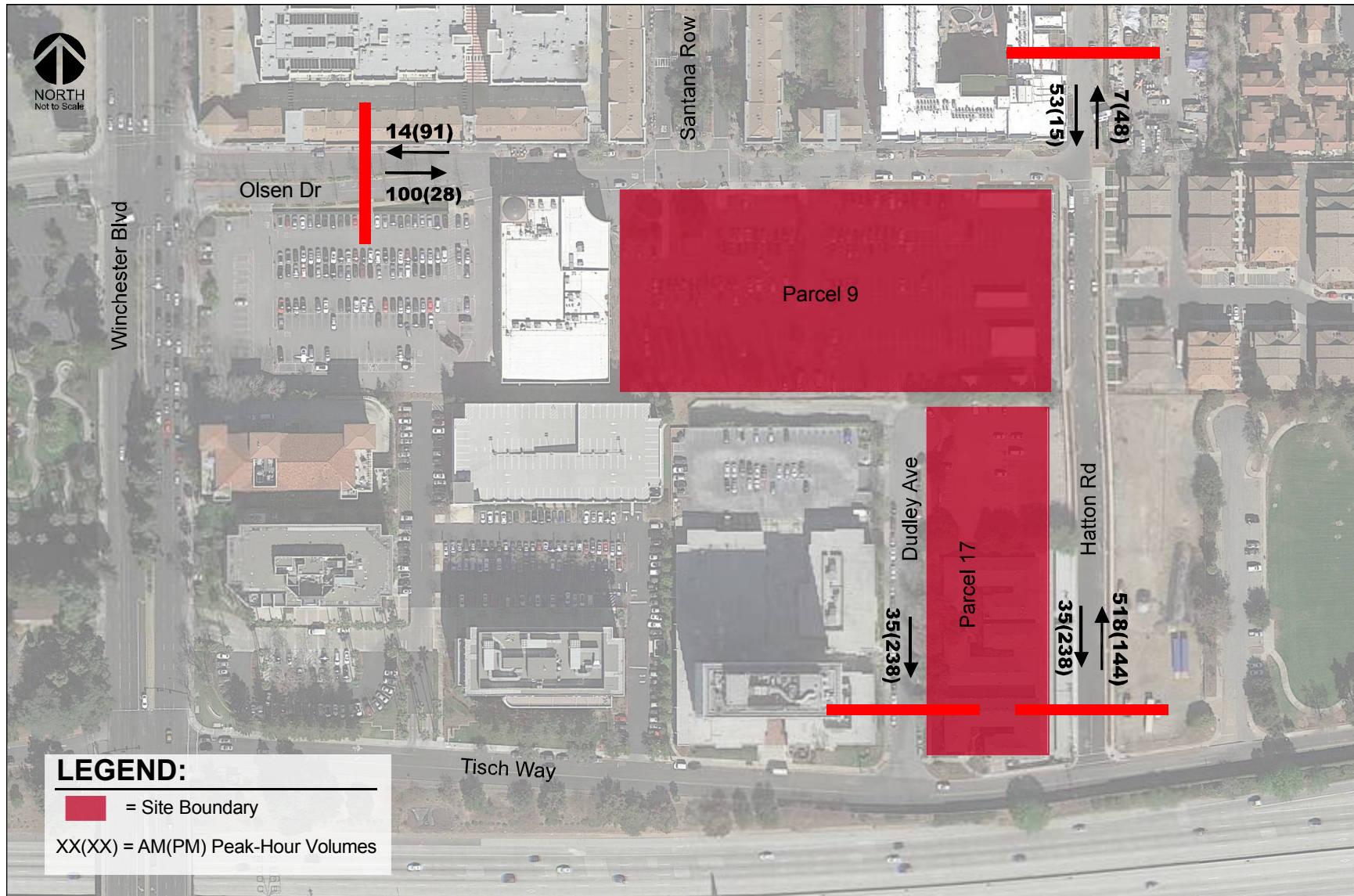
Unsignalized intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the *California Manual on Uniform Traffic Control Devices (MUTCD)*, 2010 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The signal warrant analysis indicates that the intersections of Hatton Street/Tisch Way and Dudley Avenue/Tisch Way are projected to have traffic volumes that meet the thresholds that warrant signalization under project conditions. Due to the close proximity of these two locations (approximately 200 feet), installation of a traffic signal at both locations is not recommended.



Figure 16  
 Existing Weekday Santana Row Access Distribution





**Figure 17**  
**Gross Project Trip Assignment Along Access Roadways**

**Table 12**  
**Site Access Intersection Analyses Summary**

Study Number	Intersection	Peak Hour	Count Date	Intersection LOS Analysis Background Plus Project			Queuing Analysis Background Plus Project					
				Warrant Met?	Delay <sup>1</sup>	LOS	SBL	SB	EBL	EB	WB	WBT/L
24	Winchester Boulevard and Olsen Drive	AM	02/13/13	--	27.3	C	225	--	--	--	--	50
		PM	02/13/13	--	35.1	D	225	--	--	--	--	175
43	Hatton Street and Tisch Way	AM	04/15/14	No	--	--	--	75	--	--	100	--
		PM	04/15/14	<b>Yes</b>	--	--	--	900	--	--	75	--
43	Hatton Street and Tisch Way (Signal)	AM	04/15/14	--	48.1	D	--	125	--	--	625	--
		PM	04/15/14	--	51.7	D	--	425	--	--	550	--
44	Hatton Street and Olsen Drive	AM	04/15/14	No	--	--	--	--	--	--	--	--
		PM	04/15/14	No	--	--	--	--	--	--	--	--
45	Garage Entrance and Olsen Drive	AM	04/15/14	No	--	--	--	--	--	25	--	25
		PM	04/15/14	No	--	--	--	--	--	25	--	50
46	Dudley Avenue and Tisch Way	AM	04/15/14	No	--	--	--	25	--	--	100	--
		PM	04/15/14	<b>Yes</b>	--	--	--	300	--	--	75	--

\* Denotes CMP Intersections  
 Entries in bold indicate unacceptable level of service conditions, based on City of San Jose level of service standards.

Neither the intersection of Hatton Street/Olsen Drive nor the intersection on Olsen Drive that provides access to the existing parking garage and planned Lot 11 development are projected to have traffic volumes that would warrant signalization. The peak-hour signal warrant sheets are contained in Appendix D.

### Queue Analysis

The operations analysis indicates that the estimated maximum vehicle queue for the southbound approach at the intersection of Hatton Street and Tisch Way is projected to be 36 vehicles, or 900 feet, during the PM peak hour without signalization of the intersection. A southbound queue of 900 feet would extend back from the intersection and north of Olsen Drive. Additionally, the eastbound approach queue length along Tisch Way at Hatton Street is projected to be approximately 100 feet during the AM peak hour (75 feet during the PM peak hour). The projected eastbound queue length could be accommodated without affecting the adjacent intersection of Dudley Avenue and Tisch Way.

Implementation of a traffic signal at the Hatton Street/Tisch Way intersection would improve the southbound traffic movement through the intersection and significantly reduce the projected southbound queue. It is projected that, if controlled with a traffic signal, the southbound queue length at the Hatton Street/Tisch Way intersection would be approximately 17 vehicles, or 425 feet, during the PM peak hour under project conditions (125 feet during the AM peak hour). Based on the conceptual site plan, the distance between Tisch Way and the proposed parking garage entrance along Hatton Street would be approximately 300 feet. Therefore, it is recommended that the parking garage entrance along Hatton Street be relocated at least 125 feet north of its current proposed location.

A traffic signal at the intersection of Hatton Street/Tisch Way would cause the eastbound approach queue to increase to 625 feet during the AM peak hour and 550 feet during the PM peak hour, extending beyond the Dudley Avenue/Tisch Way intersection and possibly beyond the upstream driveway providing access to the office buildings west of Dudley Avenue. Therefore, it is recommended that left-turns at the Dudley Avenue be prohibited.

The estimated maximum vehicle queue for the southbound left-turn movement at the intersection of Winchester Boulevard and Olsen Drive is projected to be 9 vehicles, or 225 feet, per lane during both the AM and PM peak hours, exceeding the existing queue storage capacity of 175 feet per lane. It is not possible to extend the southbound left-turn lanes at this intersection due to the back-to-back left-turn pocket with the upstream intersection at Olin Avenue.

The projected queue lengths at the remaining site access locations would be adequately served by the existing/future queue storage capacity.

### Recommended Improvements

The following improvements are recommended to improve access to the project site:

*Hatton Street and Tisch Way* – Installation of a traffic signal is recommended at this location as part of the proposed project.

*Dudley Avenue and Tisch Way* – With the recommended installation of a traffic signal at Hatton Street and Tisch Way intersection, it is recommended that this intersection be restricted to right-in and out access only.

*Tisch Way Turn Restrictions (Alternative)* – As an alternative to the signalization of the Hatton Street and Tisch Way intersection, should the City choose not to implement the signal, left-turns at both the Hatton Street and Dudley Avenue intersections with Tisch Way should be prohibited. The turn restrictions would alleviate the left-turn queue issues along Tisch Way at its intersection with Hatton Street. The turn restrictions at Hatton Street and Dudley Avenue will result in a reduction of use of Monroe Street by outbound project traffic and an increased use of Olsen Drive and Winchester Boulevard.

## Effects on Surrounding Streets

Residents of adjacent neighborhoods (east of Santana Row) have expressed concern that the additional traffic generated by the project may significantly increase traffic volumes on streets providing access to the project site and worsen perceived existing traffic issues along surrounding roadways.

Therefore, an evaluation of indirect traffic related issues on six surrounding roadways was completed. However, unlike the intersection level of service analysis methodology, which has established impact thresholds, the analyses contained in this section are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Several studies have been made regarding the indirect impacts of traffic on residential neighborhoods. The variables affecting these impacts include traffic volumes, type, or makeup, of traffic (i.e. passenger cars, trucks, motorcycles, emergency vehicles, etc.), traffic speed, perception of through traffic as a percentage of total traffic, adequacy of street alignment (i.e., horizontal and vertical curvature), accident experience, on-street parking, residential dwelling setbacks from the street, pedestrian traffic, and street pavement conditions (which would add to traffic noise as the pavement deteriorates). Other factors that may be a contributor to neighborhood nuisance levels include socio-economic status of the neighborhood, and expectations of the residents regarding traffic volumes; however, these are beyond the purview of CEQA and are provided here for informational purposes only.

### *Existing Surrounding Roadway Characteristics*

Each of the six selected surrounding roadway segments provide access to not only the residential land uses that line each street but also provide a connection between and/or to major arterials (Stevens Creek Boulevard and Winchester Boulevard). Therefore, cut-through or commercial traffic is present along each of the streets. A brief description of each of the selected surrounding roadway is provided below:

- *Redwood Avenue* – Is a two-lane roadway that runs between Stevens Creek Boulevard and Hatton Street. The roadway is lined by residential as well as commercial/office land uses. Parking is prohibited along the west side of the street to allow for two-way travel given that the curb-to-curb width of the roadway is only 28 feet. Redwood Avenue provides access to the project site via its connection to Hatton Street. Parking also is prohibited along the east side of Redwood Avenue between 6:00 PM – 7:00 AM Monday through Friday and anytime Saturday and Sunday except by permit.
- *Baywood Avenue* – Is a two-lane roadway that runs between Stevens Creek Boulevard and Hatton Street. The roadway is lined by residential as well as commercial/office land uses. Parking also is prohibited along Baywood Avenue between 6:00 PM – 7:00 AM Monday through Friday and anytime Saturday and Sunday except by permit. Baywood Avenue provides access to the project site via its connection to Hatton Street.
- *Clover Avenue* – Is a two-lane roadway that runs between Stevens Creek Boulevard and Hemlock Avenue. Parking also is prohibited along the west side of Clover Avenue between 6:00 PM – 7:00 AM Monday through Friday and anytime Saturday and Sunday except by permit. The roadway is lined by residential as well as commercial/office land uses.
- *Hemlock Avenue* – Is a two-lane roadway that runs between Clover Avenue and Monroe Street. The roadway is lined by residential as well as commercial/office land uses. Parking is prohibited along the north side of the street at all times and along the south side between 6:00 PM – 7:00 AM Monday through Friday and anytime Saturday and Sunday except by permit.
- *South Monroe Street* is a two-lane north-south local connector roadway that along with Tisch Way provides a connection between Stevens Creek Boulevard and Winchester Boulevard. The posted speed limit along Monroe Street is 30 mph. Twelve-foot travel lanes are striped along Monroe Street and on-street parking is allowed on both sides of the street, discouraging speeding.

- *Tisch Way* is a two-lane east-west local connector roadway that extends eastward from Winchester Boulevard to South Monroe Street. Tisch Way provides direct access to Santana Row and the Lot 9 and 17 development via its intersections with Hatton Street and Dudley Avenue.

### **Effects of the Hatton Street Extension**

Hatton Street was recently extended from its former terminus point at Olsen Drive southward to Tisch Way. With the extension, Hatton Street now provides access to Santana Row via Tisch Way and Monroe Street and it is expected that a portion of the Santana Row traffic currently using access points along Winchester and Stevens Creek Boulevards will instead use Hatton Street.

Twenty-four-hour tube counts and speed surveys were conducted along surrounding roadways that would be most affected by the Hatton Street extension. The counts were conducted before and after the opening of the Hatton Street extension to quantify the effects of extending Hatton Street and providing an additional access point to Santana Row. The counts were conducted in February 2013 before the opening of Hatton Street and again in March 2014, more than a month after the Hatton Street extension was open to the public. The counts, shown graphically on Figure 17, indicate increases of approximately 3% (from 6,297 to 6,650 daily vehicles) along Monroe Street and approximately 6% (from 6,421 to 6,630 daily vehicles) along Tisch Way. Based on the count data, it does not appear that the opening of Hatton Street has resulted in a significant increase in traffic volumes on surrounding streets, given that traffic volumes can vary as much as 10% on a daily basis and the separation of count dates by approximately one year.

### ***Estimated Project Traffic on Surrounding Roadways***

The effects of project traffic on each of the surrounding streets was evaluated based on field observations, the collection of traffic volume and speed data collected in February 2013 and March 2014, and projections of the additional project generated traffic. Table 13 and Figure 18 present a summary of existing and projected traffic volumes along each of the studied streets.

### **Monroe Street and Tisch Way**

Both Monroe Street and Tisch Way are classified as local connector streets. The City of San Jose 2040 General Plan describes local connectors as roadways that have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City and prioritize automobiles, bicycles, pedestrians, and trucks equally.

General guidelines regarding threshold volumes pertaining to connector streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, connector (or collector) streets' general characteristics include low speeds (25 to 35 miles per hour), low to moderate traffic volumes (5,000 up to 15,000 vehicles per day), and emphasize balance between mobility and access. A connector street is defined by the City of San Jose as being between 60 and 90 feet wide and with average daily traffic (ADT) volumes typically ranging from 2,000 to 16,000 vehicles.

Twenty-four-hour tube counts conducted in March 2014 revealed that both Monroe Street and Tisch Way currently carry approximately 6,600 daily vehicles each. It is projected that approximately 77% of the project generated traffic would utilize Monroe Street and Tisch Way. This represents approximately 2,532 daily project trips on Monroe Street and 2,152 daily project trips on Tisch Way. However, the existing traffic volumes and projected traffic volumes with the proposed project along these roadways are well within the recommended City of San Jose ADT volumes for collector streets.

Speed surveys also were conducted along Monroe Street and Tisch Way in March 2014. The speed surveys revealed the 85<sup>th</sup> percentile speed along Monroe Street to be approximately 34 miles per hour (mph) while the 85<sup>th</sup> percentile speed along Tisch Way was surveyed to be approximately 37 mph. The posted speed limits along Monroe Street is 30 mph and 35 mph along Tisch Way. Based on the collected data, the measured 85<sup>th</sup> percentile speeds along the roadways surveyed are within 5 mph of the posted

**Table 13**  
**Average Daily Traffic Volumes along Surrounding Streets**

Segment Name	Dir	Prior to Hatton Ext ADT		With Hatton Ext ADT				Existing Plus Project
		Count Date	Existing	Count Date	Existing	% Change	Project Trips	
Hatton Road, between Olsen Dr and Tisch Way	NB			03/13/14	157		2,469	2,626
	SB	N/A	N/A	03/13/14	231		1,234	1,465
	<b>Total</b>				<b>388</b>		<b>3,703</b>	<b>4,091</b>
Redwood Ave, just south of Stevens Creek Blvd	NB	02/12/13	209	03/13/14	247		0	247
	SB	02/12/13	225	03/13/14	269		0	269
	<b>Total</b>		<b>434</b>		<b>516</b>	<b>19%</b>	<b>0</b>	<b>516</b>
Baywood Ave, just south of Stevens Creek Blvd	NB	02/02/13	956	03/13/14	869		264	1,133
	SB	02/02/13	849	03/13/14	717		252	969
	<b>Total</b>		<b>1,805</b>		<b>1,586</b>	<b>-12%</b>	<b>516</b>	<b>2,102</b>
Monroe St, between Scott St and Hemlock Ave	NB	02/12/13	3,329	03/13/14	3,403		1,266	4,669
	SB	02/12/13	3,092	03/13/14	3,227		1,266	4,493
	<b>Total</b>		<b>6,421</b>		<b>6,630</b>	<b>3%</b>	<b>2,532</b>	<b>9,162</b>
Tisch Way, between Dudley Ave and Winchester Blvd	EB	02/02/13	3,227	03/13/14	3,319		1,076	4,395
	WB	02/02/13	3,070	03/13/14	3,331		1,076	4,407
	<b>Total</b>		<b>6,297</b>		<b>6,650</b>	<b>6%</b>	<b>2,152</b>	<b>8,802</b>
Clover Ave, between Hemlock Ave and Stevens Creek Blvd	NB			03/13/14	327		0	327
	SB	N/A	N/A	03/13/14	404		0	404
	<b>Total</b>				<b>731</b>		<b>0</b>	<b>731</b>
Hemlock Ave, between Monroe St and Clover Ave	EB			03/13/14	531		0	531
	WB	N/A	N/A	03/13/14	470		0	470
	<b>Total</b>				<b>1,001</b>		<b>0</b>	<b>1,001</b>

ADT = Average Daily Traffic.  
N/A = Count was not completed or was unavailable prior to the opening of Hatton Street.

speed limits. Speeds within 5 mph of the posted speed limits are considered reasonable. Therefore, based on the speed surveys, it can be concluded that there is not an obvious speeding issue along Monroe Street and Tisch Way, and the posted speed limits are adequate. The speed surveys are summarized in Table 14 below.

### **Redwood, Baywood, Clover and Hemlock Avenues**

Redwood, Baywood, Clover, and Hemlock Avenues could be classified as residential streets given that they serve residential land uses and are narrow. General guidelines regarding threshold volumes pertaining to residential streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, residential streets have the primary function of providing access to immediately adjacent land, with the secondary function of traffic movement. One lane of traffic in each direction is the standard for residential streets. A residential (or local) street is defined by the City of San Jose as being less than 60 feet wide (48 and 56 ft right-of-way) and average daily traffic (ADT) volumes typically ranging from 50 to 2,000 vehicles.

The 24-hour tube counts conducted in March 2014 revealed that the existing traffic volumes along each of the streets range between 500-1,600 daily vehicles.

It is projected that the project would result in the addition of approximately 515 daily trips to Baywood Avenue. The project is not expected to result in the addition of traffic to Redwood, Clover, or Hemlock Avenues since the streets do not provide a direct connection to Lots 9 and 17. The addition of the estimated daily trips from the proposed project to Baywood Avenue will result in daily traffic volumes that are just above the typical range for residential streets (2,102 daily vehicles).

**Table 14**  
**Speed Survey Results along Surrounding Streets**

	Speed Limit	85th Percentile Speed		
		NB/EB	SB/WB	Average Both Directions
Monroe St, between Scott St and Hemlock Ave	30 mph	34.0	34.2	34.1
Tisch Way, between Dudley Ave and Winchester Blvd	35 mph	37.8	36.9	37.4
Redwood Ave, south of Stevens Creek Blvd	25 mph	25.5	28.0	26.8
Baywood Ave, south of Stevens Creek Blvd	25 mph	26.2	31.3	28.8
Clover Ave, between Hemlock Ave and Stevens Creek B	25 mph	27.7	29.1	28.4
Hemlock Ave, between Monroe St and Clover Ave	25 mph	22.1	22.6	22.4

Source: 24-hour tube counts conducted on March 13, 2014.

Speed surveys also were conducted along Redwood, Baywood, Clover, and Hemlock Avenues in March 2014. The posted speed limit along all four of the study residential streets is 25 mph. Based on the collected data, the 85<sup>th</sup> percentile speed along Baywood Avenue in the southbound direction was found to be approximately 31 mph (26 mph in the northbound direction). The measured 85<sup>th</sup> percentile speeds along the remaining residential streets surveyed are within 5 mph of the posted speed limits. Speeds within 5 mph of the posted speed limits are considered reasonable. Therefore, with the exception of Baywood Avenue, it can be concluded that there is not an obvious speeding issue along the surrounding residential streets, and the posted speed limits are adequate.

Based on the characteristics of the streets, the traffic count data, and the estimated project traffic, the following conclusions can be drawn:

- Traffic volumes on each of the surrounding roadways are and would continue to be well within the volume range characteristic of each of the streets, with the exception of Baywood Avenue.
- Speeds along each of the surrounding roadways are within 5 mph of the posted speed limit, with the exception of Baywood Avenue.
- Twelve-foot travel lanes are striped along Monroe Street and on-street parking is allowed on both sides of the street, discouraging speeding.
- Traffic along these streets will increase and will be perceptible to residents of the adjacent neighborhoods as a result of the proposed project.

### ***Possible Traffic Calming Measures***

Traffic volumes on the surrounding roadways currently are and are projected to continue to be within the recommended range for collector streets. Nevertheless, it is evident that the existing and future traffic conditions along these streets, specifically Monroe Street, are of concern to residents of adjacent neighborhoods. In order to improve the traffic conditions along Monroe Street and Tisch Way, several measures as described below can be considered for implementation. However, the measures are not necessary to mitigate the effects of project traffic on the streets. The measures should be evaluated as part of a traffic calming study for the area.



**Figure 18**  
 Average Daily Traffic Volumes along Surrounding Roadways



Typically, traffic calming measures are implemented along streets where (1) the volume of traffic on a street is incompatible with the surrounding land uses and/or roadway design or (2) the speed of traffic on a street is excessive or unsafe, and/or (3) high volumes of cut-through traffic are experienced along the street. The primary differences between a typical traffic engineering study and a traffic calming study is that a traffic calming study generally includes (1) more neighborhood involvement and (2) considers "quality of life" issues in addition to traffic capacity and safety issues. Thus, completion of a traffic calming study for the area to identify the best suitable measures is recommended.

Although Monroe Street and Tisch Way are classified as collector streets (not residential), measures can be implemented to improve and facilitate multi-modal movement along these streets. The identified measures listed below are possible improvements that could be implemented as part of a traffic calming plan for the area. It should be noted that there are no established procedures for the application of traffic calming devices and criteria for device installation vary widely by jurisdiction.

- **Traffic Circles.** Traffic circles force vehicles to slow down in advance of intersections. Installation of traffic circles have the potential to reduce the number of collisions and would maintain low travel speeds through the intersections. However, traffic circles would cause a loss of parking spaces, are very expensive (ranging from approximately \$25,000 to \$45,000 each), and limit the access for large vehicles, including fire trucks. The Fire Department, would need review and approve the installation of traffic circles at the intersections along Monroe Street and Tisch Way because these measures could result in an increase in emergency response times.
- **Bulb-Outs.** An alternative measure would be to narrow the roadways at the intersections by extending the curb radius into the street. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs are expensive (about \$20,000 per intersection and require maintenance), result in a loss of on-street parking, and also impede emergency response vehicles and other trucks.
- **Street Narrowing.** This is typically considered to reduce vehicle speeds. However, all streets except Monroe Street are already narrow and speeds are not generally an issue. Further narrowing at along the streets would preclude truck access. In addition, curb extensions get hit by vehicles regularly, which creates noise and damages vehicles. Street narrowing measures may be applicable along Monroe Street since it is wider than other surrounding streets.
- **Median Island.** The implementation of a median island along Monroe Street south of Stevens Creek Boulevard would effectively reduce speeds by narrowing the vehicular travel way and aesthetically improve the neighborhood environment.
- **Enhanced Crosswalks.** Pedestrian safety can be improved by making crosswalks on Monroe Street more visible to motorists by utilizing enhanced crosswalk striping or pavement treatments.

### ***Emergency Vehicle Access***

A fire station, which serves the project site and surrounding area, is located at the northwest corner of the Monroe Street/Tisch Way intersection. Concern has been expressed in regards to emergency vehicle access and effects of traffic congestion at the intersections of Winchester Boulevard/Tisch Way and Monroe Street/Stevens Creek Boulevard on emergency response times in the area. Furthermore, residents are concerned that with the additional project traffic, the delay at the above two intersections will worsen, increasing the delay for emergency vehicles.

The level of service analysis (presented in Chapter 5) shows an average vehicle delay of 26.5 seconds during the AM peak hour and 35.8 seconds during the PM peak hour (representing LOS C and D conditions, respectively) at the intersection of Winchester Boulevard and Tisch Way under background conditions (without the project). With the proposed project, the delay at the Winchester Boulevard/Tisch Way intersection is projected to increase to 28.9 seconds during the AM peak hour and to 43.3 seconds during the PM peak hour. At the intersection of Monroe Street and Stevens Creek Boulevard, the

proposed project is projected to increase the intersection delay from 83.6 seconds to 137.1 seconds (both representing LOS F conditions) during the PM peak hour (and from 34.1 seconds to 36.4 seconds during the AM peak hour).

Since it is projected that delay at the intersections of Winchester Boulevard/Tisch Way and Monroe Street/Stevens Creek Boulevard would increase with the project, it is essential that the traffic signals at these two intersections be operated with emergency vehicle pre-emption to minimize the effect of the increased delay on emergency vehicle response times. Additionally, it is recommended that the fire department work with the City of San Jose to proactively identify solutions to existing and/or potential access issues that could arise or worsen as a result of the additional traffic on Monroe Street and Tisch Way.

## Intersection Operations Analysis

The operations analysis is based on vehicle queuing for high demand turning movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-\lambda}}{n!}$$

Where:

$P(x=n)$  = probability of “n” vehicles in queue per lane

$n$  = number of vehicles in the queue per lane

$\lambda$  = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95<sup>th</sup> percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95<sup>th</sup> percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95<sup>th</sup> percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95<sup>th</sup> percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95<sup>th</sup> percentile queue length is also known as the “design queue length”. The vehicle queue estimates and a tabulated summary of the findings are provided in Table 15. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix E.

### Winchester Boulevard/Santana Row/Redwood Avenue/Monroe Street and Stevens Creek Boulevard

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn pockets along Stevens Creek Boulevard at its intersections with Winchester Boulevard, Santana Row, Redwood Avenue, and Monroe Street currently and are projected to continue to exceed the existing vehicle storage capacity under project conditions during the peak hours.

The segment of Stevens Creek Boulevard between Winchester Boulevard and Monroe Street is regularly congested during the peak commute periods of the day. The congestion is caused by the close spacing of signalized intersections along the Stevens Creek Boulevard between Winchester Boulevard and I-880. Left-turn queues in the westbound direction regularly extend out of the provided turn-pockets at its intersections with Winchester Boulevard, Santana Row, Redwood Avenue, and Monroe Street.

Improvements along Stevens Creek Boulevard between Winchester Boulevard and Monroe Street are planned as part of the Valley Fair expansion. The planned roadway improvements include the following:

**Table 15  
Vehicle Queue and Left-turn Storage Capacity**

Measurement	Winchester / Stevens Creek NBL AM	Winchester / Stevens Creek NBL PM	Winchester / Stevens Creek WBL AM	Winchester / Stevens Creek WBL PM	Santana Row/ Stevens WBL AM	Santana Row/ Stevens WBL PM	Redwood/ Stevens Creek WBL AM	Redwood/ Stevens Creek WBL PM	Monroe/ Stevens Creek WBL AM	Monroe/ Stevens Creek WBL PM
	<b>Existing Conditions</b>									
Cycle/Delay <sup>1</sup> (sec)	126	140	126	140	126	126	126	126	126	126
Lanes	2	2	2	2	2	2	1	1	2	2
Volume (vph)	167	270	278	482	134	394	52	84	293	278
Volume (vphpl )	84	135	139	241	67	197	52	84	147	139
Avg. Queue (veh/ln.)	2.9	5.3	4.9	9.4	2.3	6.9	1.8	2.9	5.1	4.9
Avg. Queue <sup>2</sup> (ft./ln)	73	131	122	234	59	172	46	74	128	122
95th % Queue (veh/ln.)	6	9	9	15	5	11	4	6	9	9
95th % Queue (ft./ln)	150	225	225	375	125	275	100	150	225	225
Storage (ft./ ln.)	275	275	350	350	150	150	125	125	175	175
Adequate (Y/N)	YES	YES	YES	NO	YES	NO	YES	NO	NO	NO
<b>Existing Plus Project Conditions</b>										
Cycle/Delay <sup>1</sup> (sec)	126	140	126	140	126	126	126	126	126	126
Lanes	2	2	2	2	2	2	1	1	2	2
Volume (vph)	174	334	335	576	95	306	105	98	567	349
Volume (vphpl )	87	167	168	288	48	153	105	98	284	175
Avg. Queue (veh/ln.)	3.0	6.5	5.9	11.2	1.7	5.4	3.7	3.4	9.9	6.1
Avg. Queue <sup>2</sup> (ft./ln)	76	162	147	280	42	134	92	86	248	153
95th % Queue (veh/ln.)	6	11	10	17	4	9	7	7	15	10
95th % Queue (ft./ln)	150	275	250	425	100	225	175	175	375	250
Storage (ft./ ln.)	275	275	350	350	150	150	125	125	175	175
Adequate (Y/N)	YES	YES	YES	NO	YES	NO	NO	NO	NO	NO
<b>Background Conditions</b>										
Cycle/Delay <sup>1</sup> (sec)	126	140	126	140	126	126	126	126	126	126
Lanes	2	2	2	2	2	2	1	1	2	2
Volume (vph)	208	350	354	625	134	394	92	155	550	426
Volume (vphpl )	104	175	177	313	67	197	92	155	275	213
Avg. Queue (veh/ln.)	3.6	6.8	6.2	12.2	2.3	6.9	3.2	5.4	9.6	7.5
Avg. Queue <sup>2</sup> (ft./ln)	91	170	155	304	59	172	81	136	241	186
95th % Queue (veh/ln.)	7	11	11	18	5	11	6	9	15	12
95th % Queue (ft./ln)	175	275	275	450	125	275	150	225	375	300
Storage (ft./ ln.)	275	275	350	350	150	150	125	125	175	175
Adequate (Y/N)	YES	YES	YES	NO	YES	NO	NO	NO	NO	NO
<b>Background Plus Project Project Conditions</b>										
Cycle/Delay <sup>1</sup> (sec)	126	140	126	140	126	126	126	126	126	126
Lanes	2	2	2	2	2	2	1	1	2	2
Volume (vph)	214	406	409	719	95	306	138	168	786	490
Volume (vphpl )	107	203	205	360	48	153	138	168	393	245
Avg. Queue (veh/ln.)	3.7	7.9	7.2	14.0	1.7	5.4	4.8	5.9	13.8	8.6
Avg. Queue <sup>2</sup> (ft./ln)	94	197	179	350	42	134	121	147	344	214
95th % Queue (veh/ln.)	7	13	12	20	4	9	9	10	20	14
95th % Queue (ft./ln)	175	325	300	500	100	225	225	250	500	350
Storage (ft./ ln.)	275	275	350	350	150	150	125	125	175	175
Adequate (Y/N)	YES	NO	YES	NO	YES	NO	NO	NO	NO	NO

<sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.  
<sup>2</sup> Assumes 25 feet per vehicle queued

**Table 14 (Continued)**  
**Vehicle Queue and Left-turn Storage Capacity**

Measurement	Winchester /Olin	Winchester /Olin	Winchester /Olin	Winchester /Olin	Winchester /Olsen	Winchester /Olsen	Winchester /Olsen	Winchester /Olsen	Winchester /Tisch	Winchester /Tisch	Winchester /Tisch	Winchester /Tisch
	SBL AM	SBL PM	WBT/L AM	WBT/L PM	SBL AM	SBL PM	WBT/L AM	WBT/L PM	WB AM	WB PM	SBL AM	SBL PM
<b>Existing Conditions</b>												
Cycle/Delay <sup>1</sup> (sec)	126	126	126	126	126	126	126	126	126	126	126	126
Lanes	2	2	1	1	2	2	2	2	2	2	1	1
Volume (vph)	46	275	50	63	25	64	45	153	147	371	45	56
Volume (vphpl)	23	138	50	63	13	32	23	77	74	186	45	56
Avg. Queue (veh/ln.)	0.8	4.8	1.8	2.2	0.4	1.1	0.8	2.7	2.6	6.5	1.6	2.0
Avg. Queue <sup>2</sup> (ft./ln)	20	120	44	55	11	28	20	67	64	162	39	49
95th % Queue (veh/ln.)	2	9	4	5	2	3	2	6	5	11	4	4
95th % Queue (ft./ln)	50	225	100	125	50	75	50	150	125	275	100	100
Storage (ft./ln.)	225	225	125	125	175	175	150	150	500	500	150	150
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
<b>Existing Plus Project Conditions</b>												
Cycle/Delay <sup>1</sup> (sec)	126	126	126	126	126	126	126	126	126	126	126	126
Lanes	2	2	1	1	2	2	2	2	2	2	1	1
Volume (vph)	27	259	62	81	167	187	8	113	174	585	126	77
Volume (vphpl)	14	130	62	81	84	94	4	57	87	293	126	77
Avg. Queue (veh/ln.)	0.5	4.5	2.2	2.8	2.9	3.3	0.1	2.0	3.0	10.2	4.4	2.7
Avg. Queue <sup>2</sup> (ft./ln)	12	113	54	71	73	82	4	49	76	256	110	67
95th % Queue (veh/ln.)	2	8	5	6	6	6	1	5	6	16	8	6
95th % Queue (ft./ln)	50	200	125	150	150	150	25	125	150	400	200	150
Storage (ft./ln.)	225	225	125	125	175	175	150	150	500	500	150	150
Adequate (Y/N)	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES	NO	YES
<b>Background Conditions</b>												
Cycle/Delay <sup>1</sup> (sec)	126	126	126	126	126	126	126	126	126	126	126	126
Lanes	2	2	1	1	2	2	2	2	2	2	1	1
Volume (vph)	48	279	71	71	172	150	78	231	252	587	106	83
Volume (vphpl)	24	140	71	71	86	75	39	116	126	294	106	83
Avg. Queue (veh/ln.)	0.8	4.9	2.5	2.5	3.0	2.6	1.4	4.0	4.4	10.3	3.7	2.9
Avg. Queue <sup>2</sup> (ft./ln)	21	122	62	62	75	66	34	101	110	257	93	73
95th % Queue (veh/ln.)	3	9	5	5	6	6	3	8	8	16	7	6
95th % Queue (ft./ln)	75	225	125	125	150	150	75	200	200	400	175	150
Storage (ft./ln.)	225	225	125	125	175	175	150	150	500	500	150	150
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES	NO	YES
<b>Background Plus Project Conditions</b>												
Cycle/Delay <sup>1</sup> (sec)	126	126	126	126	126	126	126	126	126	126	126	126
Lanes	2	2	1	1	2	2	2	2	2	2	1	1
Volume (vph)	29	263	83	89	300	271	41	191	274	774	176	102
Volume (vphpl)	15	132	83	89	150	136	21	96	137	387	176	102
Avg. Queue (veh/ln.)	0.5	4.6	2.9	3.1	5.3	4.7	0.7	3.3	4.8	13.5	6.2	3.6
Avg. Queue <sup>2</sup> (ft./ln)	13	115	73	78	131	119	18	84	120	339	154	89
95th % Queue (veh/ln.)	2	8	6	6	9	9	2	7	9	20	10	7
95th % Queue (ft./ln)	50	200	150	150	225	225	50	175	225	500	250	175
Storage (ft./ln.)	225	225	125	125	175	175	150	150	500	500	150	150
Adequate (Y/N)	YES	YES	NO	NO	NO	NO	YES	NO	YES	YES	NO	NO

<sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.

<sup>2</sup> Assumes 25 feet per vehicle queued

- Widening of Stevens Creek Boulevard along its north side to accommodate right-turning traffic (into Valley Fair driveways).
- Lengthening of turn pockets along Stevens Creek Boulevard from Winchester Boulevard to Monroe Street by shifting of travel lanes and adjustment of medians.
- Pedestrian enhancements at the intersection of Santana Row/Stevens Creek. The intersection will be modified to provide safer pedestrian crossing by realigning the intersection, removing exclusive right-turn lanes, and improving crosswalk treatments and pedestrian waiting areas.

The planned roadway improvements will increase storage capacities for the left-turn movements along Stevens Creek Boulevard between Monroe Street and Winchester Boulevard and implement a coordinated signal system on Stevens Creek Boulevard between I-880 and Winchester Boulevard. With the implementation of signal coordination along Stevens Creek Boulevard and Winchester Boulevard between Forest Avenue and Stevens Creek Boulevard, traffic flow along the streets will improve. The coordination will require that extra green time be provided to the through traffic along Stevens Creek Boulevard and Winchester Boulevard, which may result in longer delays at the minor street approaches.

### **Winchester Boulevard and Olin Avenue**

The queuing analysis indicates that the maximum vehicle queue for the westbound through and left-turn movement at the Winchester Boulevard and Olin Avenue intersection would exceed the existing vehicle storage capacity under project conditions during both the AM and PM peak hours.

The westbound through and left-turn lane currently provides approximately 125 feet of vehicle storage, which can accommodate about five vehicles. The estimated 95<sup>th</sup> percentile vehicle queue for the westbound through and left-turn movement is projected to be approximately 6 vehicles during both the AM and PM peak hour under project conditions, exceed the existing storage capacity by one vehicle, or 25 feet. The existing westbound through and left-turn lane along Olin Avenue can be extended to provide the additional queue storage needed by removing the existing on-street parking along the north side of Olin Avenue.

### **Winchester Boulevard and Olsen Drive**

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pockets at the Winchester Boulevard and Olsen Drive intersection would exceed the existing vehicle storage capacity under project conditions during both the AM and PM peak hours.

The southbound left-turn pockets currently provide approximately 175 feet of vehicle storage per lane, which can accommodate about seven vehicles per lane. The estimated 95<sup>th</sup> percentile vehicle queue for the southbound left-turn movement is projected to be approximately 9 vehicles per lane during both the AM and PM peak hour under project conditions. The existing southbound left-turn pockets along Winchester Boulevard cannot be extended due to the back-to-back left-turn pocket with the upstream intersection at Olin Avenue.

### **Winchester Boulevard and Tisch Way**

The queuing analysis indicates that the maximum vehicle queue for the southbound left-turn pocket at the Winchester Boulevard and Tisch Way intersection would exceed the existing vehicle storage capacity under project conditions during both the AM and PM peak hours.

The southbound left-turn pocket currently provides approximately 150 feet of vehicle storage, which can accommodate about six vehicles. The estimated 95<sup>th</sup> percentile vehicle queue for the southbound left-turn movement is approximately 7 vehicles during the AM peak hour under background conditions. With the project, the southbound left-turn queue is projected to increase to 10 vehicles. The projected queue length during the PM peak hour is approximately 7 vehicles. The existing southbound left-turn pocket along Winchester Boulevard potentially can be extended to provide the additional queue storage needed with the partial removal of the center median and trees along Winchester Boulevard.

## ***Transit Services***

Local bus line 60 operates along Winchester Boulevard adjacent to the project site. Bus stops for this line in the northbound and southbound directions are located near the Winchester Boulevard/Olin Avenue and Winchester Boulevard/Olsen Drive intersections, respectively. Due to the convenient location of the bus stops, it is assumed that some employees of the proposed office development would utilize the existing transit service. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately 20 new transit riders during the AM peak hour and 18 new transit riders during the PM peak hour. Assuming the existing transit service would remain unchanged with line 60 providing service with 15-20-minute headways during the peak commute periods at bus stops along Winchester Boulevard, the estimated number of new transit riders using the bus stops located near the project site would equate to approximately 7 riders per bus during the AM and PM peak hours.

## ***Bicycle and Pedestrian Facilities***

Currently, there are no existing pedestrian/bike links between the project site and other existing pedestrian/bike and transit facilities in the area. The San Jose Bike Plan 2020 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian traffic primarily would consist of employees of the proposed office development walking to and from the parking areas and other retail establishments located within Santana Row, as well as bus stops on Winchester Boulevard. Crosswalks with pedestrian signal heads are located at all signalized intersections in the study area. All of the roadways in the vicinity of the project site have sidewalks on both sides of the street. Crosswalks are found along at least two legs of every intersection within Santa Row along with marked pedestrian connections between various parking areas and adjacent sidewalks. Additionally, with the proposed closure of Santana Row from Olin Avenue to Olsen Drive, a pedestrian zone would be created across from the project site, supplementing and enhancing the existing pedestrian facilities.

## **Public Transit/Pedestrian/Bike Improvements**

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of

the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

### **Bicycle and Pedestrian Facility Improvements**

The Envision 2040 General Plan identifies the following goals in regards to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

#### Class II Bike lanes are planned for:

- Monroe Street, between Newhall Street and Tisch Way
- Moorpark Avenue, between Williams Road and College Drive
- Winchester Boulevard, between Moorpark Avenue and Payne Avenue
- Tisch Way, between Winchester Boulevard and Monroe Avenue

#### Class III Bicycle routes are planned for:

- Williams Road, between Winchester Boulevard and Daniel Way
- Daniel Way, Ori Avenue and Westfield Avenue

The VTA recommends bicycle parking rates for new developments in *Bicycle Technical Guidelines*. According to VTA's recommended rates, a project of this size should strive to supply approximately 64 bike lockers and 25 spaces in bike racks. Bike racks should be conveniently located near the building entrances.

In addition, the following are recommended to improve pedestrian safety and travel near the project site:

- Modifying the traffic signal and lane configurations at the Olsen Drive/Winchester Boulevard and Olin Avenue/Winchester Boulevard intersections to include protected left-turn phasing for the east and west approaches at each intersection to increase pedestrian crossing capacity and safety.
- Modifying the traffic signal at the Santana Row/Stevens Creek Boulevard intersection to include protected left-turn phasing for the north and south approaches for the purpose of providing a striped crosswalk along the east side of the intersection to increase pedestrian crossing capacity and safety.

### **Transit Facility Improvements**

The Envision 2040 General Plan identifies the following goals in regards to public transit:

- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.
- Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard.

There is a VTA Bus Rapid Transit (BRT) line planned for the West San Carlos Street/Stevens Creek Boulevard corridor. The BRT will run on Stevens Creek Boulevard along Santana Row's northern frontage. Two BRT infrastructure solutions have been proposed: a single reversible transit-only lane between Winchester and MacArthur; and a dual-lane, transit-only overhead viaduct between Henry and MacArthur. The former option would include a center passing lane through the station loading areas, while the latter would include an aerial station.

The Stevens Creek Boulevard corridor serves as the primary access point to major retail/commercial destinations along Stevens Creek Boulevard and access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard. The proposed center lane BRT will require the removal of one travel lane in each direction of travel along a segment of Stevens Creek Boulevard between Winchester Boulevard and I-880 that is already congested. The removal of vehicular capacity along the primary travel corridor will result in a significant increase in congestion on the segment. Therefore, it is recommended that future BRT service along Stevens Creek Boulevard between Winchester Boulevard and I-880 be accommodated within the existing travel lanes along with improvements to signal timing to improve traffic progression through the corridor.

The West San Carlos Street/Stevens Creek Boulevard BRT is in only the preliminary stages of its environmental review and there is no identified schedule for its completion.



## 8. Conclusions

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The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak hour traffic conditions for 42 intersections and 18 directional freeway segments. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

### Background Plus Project Intersection Level of Service Analysis

The results show that four intersections would be significantly impacted by the project, according to City of San Jose impact criteria. The impact and proposed improvements to mitigate the impact are described below.

#### *City of San Jose Protected Intersection Policy*

One of the four intersections identified to be impacted by the project, Winchester Boulevard and Stevens Creek Boulevard, is identified as a City of San Jose Protected Intersection. It is recommended that the intersection of Monroe Street and Stevens Creek Boulevard be added to the City of San Jose list of protected intersections.

The City of San Jose Protected Intersection Policy provides an exemption for intersections that are located along major transit corridors for which substantial transit improvements are planned. The policy allows for the addition of intersections to the list of Protected Intersections so long as they are located within designated Special Planning Areas and consistent with the General Plan. The Special Planning Areas may include:

- Transit-Oriented Development Corridors
- Planned Residential/Community Areas
- Neighborhood Business Districts
- Downtown Gateways

The Protected Intersection Policy requests that additional capacity not be added to the intersections and they be allowed to operate at capacity (thus, not being required to meet the City of San Jose LOS D standard) with the expectation that alternative routes or modes will be used by drivers when delays become unacceptable. The LOS policy specifies that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have

an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The policy acknowledges that exceptions to the City's LOS policy of maintaining a Level of Service D at local intersections will be made for certain Protected Intersections that have been built to their planned maximum capacity. If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided to other parts of the Citywide transportation system or that enhance non-auto modes of travel in the community near the Protected Intersection in furtherance of the General Plan goals and policies.

Potential improvements within the project area and adjacent neighborhoods could include:

- Traffic calming studies and implementation of measures/devices that could include traffic circles, chokers, treewells, chicanes, and permanent driver feedback radar speed signs.
- Streetscape features that include street and median trees and neighborhood entry features.
- Improved pedestrian connections throughout the project area including improved connections across Stevens Creek Boulevard and Winchester Boulevard by making crosswalks more visible to drivers, sidewalk widening, and uplighted crosswalks.
- Working with VTA to expand the existing bus service in the area including increased frequency of service, additional lines to serve areas that are not currently served, and covered bus stops.
- Traffic corridor and operations studies along Stevens Creek Boulevard and Winchester Boulevard to better serve traffic flow as well as transit and pedestrians/bicyclists.

#### **(1) Winchester Boulevard and Stevens Creek Boulevard**

**Impact:** This CMP intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hours. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** The intersection of Winchester Boulevard and Stevens Creek Boulevard has been identified as a City of San Jose Protected Intersection. Thus, in lieu of physical mitigations at the Winchester Boulevard and Stevens Creek Boulevard intersection, the project will construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

#### **(4) Monroe Street and Stevens Creek Boulevard**

**Impact:** This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hours. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** There are no feasible improvements that can be implemented at the Monroe Street and Stevens Creek Boulevard intersection due to right-of-way restrictions. The intersection is projected to operate at LOS F conditions with 83.6 seconds of average delay during the PM peak hour. The addition of project traffic at the intersection will result in an increase in average delay of 53.5 seconds. The intersection serves as the primary access point to major retail/commercial destination along Stevens Creek Boulevard and Winchester Boulevard. Access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard and partial access at Winchester Boulevard. Therefore, delays at the intersection will increase as approved and planned development proceeds in the area. It is likely that delays experienced by drivers that travel through the intersection will result in an adjustment of travel patterns to use alternate routes and displacement of traffic to surrounding roadways.

The planned use of Stevens Creek Boulevard as a transit corridor (VTA's Bus Rapid Transit) provides the opportunity to add the Monroe Street and Stevens Creek Boulevard intersection to the City's list of protected intersections. Thus, in lieu of physical mitigations, the project will be required to construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

### ***(15) San Tomas and Stevens Creek Boulevard***

**Impact:** This intersection would operate at LOS D during the AM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's level of service to degrade to an unacceptable level (LOS E) during the AM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** This intersection's level of service could be improved by adding a fourth through lane to both the north and south approaches (San Tomas Expressway). The Comprehensive County Expressway Planning Study identifies the widening of San Tomas Expressway to eight lanes as a Tier 1A priority. This improvement would reduce the average delay for vehicular traffic to an acceptable level (LOS D) during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution. However, payment of a fair-share toward improvement costs alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

### ***(22) San Tomas and Moorpark Avenue***

**Impact:** This intersection would operate at LOS D during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's level of service to degrade to an unacceptable level (LOS E) during the PM peak hour. Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation Measure.** This intersection's level of service could be improved by adding a fourth through lane to both the north and south approaches (San Tomas Expressway). The Comprehensive County Expressway Planning Study identifies the widening of San Tomas Expressway to eight lanes as a Tier 1A priority. This improvement would reduce the average delay for vehicular traffic to an acceptable level (LOS D) during the PM peak hour. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the identified improvements. City staff shall determine the fair-share contribution. However, payment of a fair-share toward improvement costs alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

## **Freeway Segment Analysis**

The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on two directional freeway segments and HOV lanes on one directional freeway segment during at least one peak hour.

Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, and no comprehensive project to add through lanes has been developed by Caltrans or VTA for individual projects to contribute

to, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

## Cumulative Intersection Level of Service Analysis

The results show that, measured against the City of San Jose level of service impact criteria, the project's contribution to the increase in total volume from background traffic conditions to cumulative traffic conditions at one of the intersections identified above, Monroe Street and Stevens Creek Boulevard, would be more than 25 percent and deemed considerable based on City of San Jose criteria.

### ***(4) Monroe Street and Stevens Creek Boulevard***

Mitigation Measure. There are no feasible improvements that can be implemented at the Monroe Street and Stevens Creek Boulevard intersection due to right-of-way restrictions. The intersection serves as the primary access point to major retail/commercial destination along Stevens Creek Boulevard and Winchester Boulevard. Access to the area from the regional freeways of I-280 and I-880 is limited to their interchanges with Stevens Creek Boulevard and partial access at Winchester Boulevard. Therefore, delays at the intersection will increase as approved and planned development proceeds in the area. It is likely that delays experienced by drivers that travel through the intersection will result in an adjustment of travel patterns to use alternate routes and displacement of traffic to surrounding roadways.

The planned use of Stevens Creek Boulevard as a transit corridor (VTA's Bus Rapid Transit) provides the opportunity to add the Monroe Street and Stevens Creek Boulevard intersection to the City's list of protected intersections. Thus, in lieu of physical mitigations, the project will be required to construct offsetting improvements to other parts of the citywide transportation system to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies.

## Other Transportation Issues

### ***Site Access***

The following improvements are recommended to improve access to the project site:

*Hatton Street and Tisch Way* – Installation of a traffic signal is recommended at this location as part of the proposed project.

*Dudley Avenue and Tisch Way* – With the recommended installation of a traffic signal at Hatton Street and Tisch Way intersection, it is recommended that this intersection be restricted to right-in and out access only.

*Tisch Way Turn Restrictions (Alternative)* – As an alternative to the signalization of the Hatton Street and Tisch Way intersection, should the City choose not to implement the signal, left-turns at both the Hatton Street and Dudley Avenue intersections with Tisch Way should be prohibited. The turn restrictions would alleviate the left-turn queue issues along Tisch Way at its intersection with Hatton Street. The turn restrictions at Hatton Street and Dudley Avenue will result in a reduction of use of Monroe Street by outbound project traffic and an increased use of Olsen Drive and Winchester Boulevard.

### ***Surrounding Streets and Neighborhoods***

An evaluation of indirect traffic related issues on six surrounding roadways was completed. However, unlike the intersection level of service analysis methodology, which has established impact thresholds, the analysis is based on professional judgment in accordance with the standards and methods employed

by the traffic engineering community.

Based on the characteristics of the streets, the traffic count data, and the estimated project traffic, the following conclusions can be drawn:

- Traffic volumes on each of the surrounding roadways are and would continue to be well within the volume range characteristic of each of the streets, with the exception of Baywood Avenue.
- Speeds along each of the surrounding roadways are within 5 mph of the posted speed limit, with the exception of Baywood Avenue.
- Twelve-foot travel lanes are striped along Monroe Street and on-street parking is allowed on both sides of the street, discouraging speeding.
- Traffic along these streets will increase and will be perceptible to residents of the adjacent neighborhoods as a result of the proposed project.

### Possible Traffic Calming Measures

Traffic volumes on the surrounding roadways currently are and are projected to continue to be within the recommended range for collector streets. Nevertheless, it is evident that the existing and future traffic conditions along these streets, specifically Monroe Street, are of concern to residents of adjacent neighborhoods. In order to improve the traffic conditions along Monroe Street and Tisch Way, several measures as described below can be considered for implementation. However, the measures are not necessary to mitigate the effects of project traffic on the streets. The measures should be evaluated as part of a traffic calming study for the area.

Typically, traffic calming measures are implemented along streets where (1) the volume of traffic on a street is incompatible with the surrounding land uses and/or roadway design or (2) the speed of traffic on a street is excessive or unsafe, and/or (3) high volumes of cut-through traffic are experienced along the street. The primary differences between a typical traffic engineering study and a traffic calming study is that a traffic calming study generally includes (1) more neighborhood involvement and (2) considers "quality of life" issues in addition to traffic capacity and safety issues. Thus, completion of a traffic calming study for the area to identify the best suitable measures is recommended.

Although Monroe Street and Tisch Way are classified as collector streets (not residential), measures can be implemented to improve and facilitate multi-modal movement along these streets. The identified measures listed below are possible improvements that could be implemented as part of a traffic calming plan for the area. It should be noted that there are no established procedures for the application of traffic calming devices and criteria for device installation vary widely by jurisdiction.

- **Traffic Circles.** Traffic circles force vehicles to slow down in advance of intersections. Installation of traffic circles have the potential to reduce the number of collisions and would maintain low travel speeds through the intersections. However, traffic circles would cause a loss of parking spaces, are very expensive (ranging from approximately \$25,000 to \$45,000 each), and limit the access for large vehicles, including fire trucks. The Fire Department, would need review and approve the installation of traffic circles at the intersections along Monroe Street and Tisch Way because these measures could result in an increase in emergency response times.
- **Bulb-Outs.** An alternative measure would be to narrow the roadways at the intersections by extending the curb radius into the street. Curb extensions are commonly referred to as bulb-outs. Bulb-outs typically shorten the pedestrian crossing lengths, keep the vehicle speeds low and allow better pedestrian visibility around parked cars. However, bulb-outs are expensive (about \$20,000 per intersection and require maintenance), result in a loss of on-street parking, and also impede emergency response vehicles and other trucks.
- **Street Narrowing.** This is typically considered to reduce vehicle speeds. However, all streets except Monroe Street are already narrow and speeds are not generally an issue. Further narrowing at along the streets would preclude truck access. In addition, curb extensions get hit by

vehicles regularly, which creates noise and damages vehicles. Street narrowing measures may be applicable along Monroe Street since it is wider than other surrounding streets.

- **Median Island.** The implementation of a median island along Monroe Street south of Stevens Creek Boulevard would effectively reduce speeds by narrowing the vehicular travel way and aesthetically improve the neighborhood environment.
- **Enhanced Crosswalks.** Pedestrian safety can be improved by making crosswalks on Monroe Street more visible to motorists by utilizing enhanced crosswalk striping or pavement treatments.

### ***Intersection Operations Analysis***

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn pockets along Stevens Creek Boulevard at its intersections with Winchester Boulevard, Santana Row, Redwood Avenue, and Monroe Street currently and are projected to continue to exceed the existing vehicle storage capacity under project conditions during the peak hours.

The segment of Stevens Creek Boulevard between Winchester Boulevard and Monroe Street is regularly congested during the peak commute periods of the day. The congestion is caused by the close spacing of signalized intersections along the Stevens Creek Boulevard between Winchester Boulevard and I-880. Left-turn queues in the westbound direction regularly extend out of the provided turn-pockets at its intersections with Winchester Boulevard, Santana Row, Redwood Avenue, and Monroe Street.

Improvements along Stevens Creek Boulevard between Winchester Boulevard and Monroe Street are planned as part of the Valley Fair expansion. The planned roadway improvements include the following:

- Widening of Stevens Creek Boulevard along its north side to accommodate right-turning traffic (into Valley Fair driveways).
- Lengthening of turn pockets along Stevens Creek Boulevard from Winchester Boulevard to Monroe Street by shifting of travel lanes and adjustment of medians.
- Pedestrian enhancements at the intersection of Santana Row/Stevens Creek. The intersection will be modified to provide safer pedestrian crossing by realigning the intersection, removing exclusive right-turn lanes, and improving crosswalk treatments and pedestrian waiting areas.

The planned roadway improvements will increase storage capacities for the left-turn movements along Stevens Creek Boulevard between Monroe Street and Winchester Boulevard and implement a coordinated signal system on Stevens Creek Boulevard between I-880 and Winchester Boulevard. With the implementation of signal coordination along Stevens Creek Boulevard and Winchester Boulevard between Forest Avenue and Stevens Creek Boulevard, traffic flow along the streets will improve. The coordination will require that extra green time be provided to the through traffic along Stevens Creek Boulevard and Winchester Boulevard, which may result in longer delays at the minor street approaches.

### ***Public Transit/Pedestrian/Bike Improvements***

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

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- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
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The West San Carlos Street/Stevens Creek Boulevard BRT is in only the preliminary stages of its environmental review and there is no identified schedule for its completion.



**Santana Row Lots 9 and 17  
Development  
Technical Appendices**

November 12, 2014

## **Appendix A**

### **Traffic Counts**

# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 2/27/2013  
 Page No : 1

Groups Printed- Vehicles

Start Time	WINCHESTER BLVD Southbound					STEVENS CREEK BLVD Westbound					WINCHESTER BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	15	43	18	1	77	31	194	42	0	267	37	42	11	0	90	17	52	9	0	78	512
07:15 AM	13	57	23	4	97	27	269	58	1	355	33	66	24	2	125	23	76	15	2	116	693
07:30 AM	28	56	24	1	109	27	364	59	2	452	50	104	31	3	188	43	109	24	0	176	925
07:45 AM	16	96	35	1	148	32	326	81	1	440	43	128	45	1	217	43	99	25	0	167	972
<b>Total</b>	<b>72</b>	<b>252</b>	<b>100</b>	<b>7</b>	<b>431</b>	<b>117</b>	<b>1153</b>	<b>240</b>	<b>4</b>	<b>1514</b>	<b>163</b>	<b>340</b>	<b>111</b>	<b>6</b>	<b>620</b>	<b>126</b>	<b>336</b>	<b>73</b>	<b>2</b>	<b>537</b>	<b>3102</b>
08:00 AM	23	83	26	3	135	36	293	69	1	399	73	148	44	1	266	27	108	29	3	167	967
08:15 AM	20	77	30	1	128	42	275	74	1	392	51	174	47	1	273	28	97	25	1	151	944
08:30 AM	20	65	34	2	121	34	226	63	1	324	62	155	38	3	258	27	119	18	4	168	871
08:45 AM	25	53	31	1	110	53	218	65	5	341	60	156	32	0	248	25	142	32	3	202	901
<b>Total</b>	<b>88</b>	<b>278</b>	<b>121</b>	<b>7</b>	<b>494</b>	<b>165</b>	<b>1012</b>	<b>271</b>	<b>8</b>	<b>1456</b>	<b>246</b>	<b>633</b>	<b>161</b>	<b>5</b>	<b>1045</b>	<b>107</b>	<b>466</b>	<b>104</b>	<b>11</b>	<b>688</b>	<b>3683</b>
Grand Total	160	530	221	14	925	282	2165	511	12	2970	409	973	272	11	1665	233	802	177	13	1225	6785
Apprch %	17.3	57.3	23.9	1.5		9.5	72.9	17.2	0.4		24.6	58.4	16.3	0.7		19	65.5	14.4	1.1		
Total %	2.4	7.8	3.3	0.2	13.6	4.2	31.9	7.5	0.2	43.8	6	14.3	4	0.2	24.5	3.4	11.8	2.6	0.2	18.1	

Start Time	WINCHESTER BLVD Southbound				STEVENS CREEK BLVD Westbound				WINCHESTER BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	<b>28</b>	56	24	108	27	<b>364</b>	59	<b>450</b>	50	104	31	185	<b>43</b>	<b>109</b>	24	<b>176</b>	919
07:45 AM	16	<b>96</b>	<b>35</b>	<b>147</b>	32	326	<b>81</b>	439	43	128	45	216	43	99	25	167	<b>969</b>
08:00 AM	23	83	26	132	36	293	69	398	<b>73</b>	148	44	265	27	108	<b>29</b>	164	959
08:15 AM	20	77	30	127	<b>42</b>	275	74	391	51	<b>174</b>	<b>47</b>	<b>272</b>	28	97	25	150	940
Total Volume	87	312	115	514	137	1258	283	1678	217	554	167	938	141	413	103	657	3787
% App. Total	16.9	60.7	22.4		8.2	75	16.9		23.1	59.1	17.8		21.5	62.9	15.7		
PHF	.777	.813	.821	.874	.815	.864	.873	.932	.743	.796	.888	.862	.820	.947	.888	.933	.977

# Traffic Data Service

Campbell, CA

(408) 377-2988

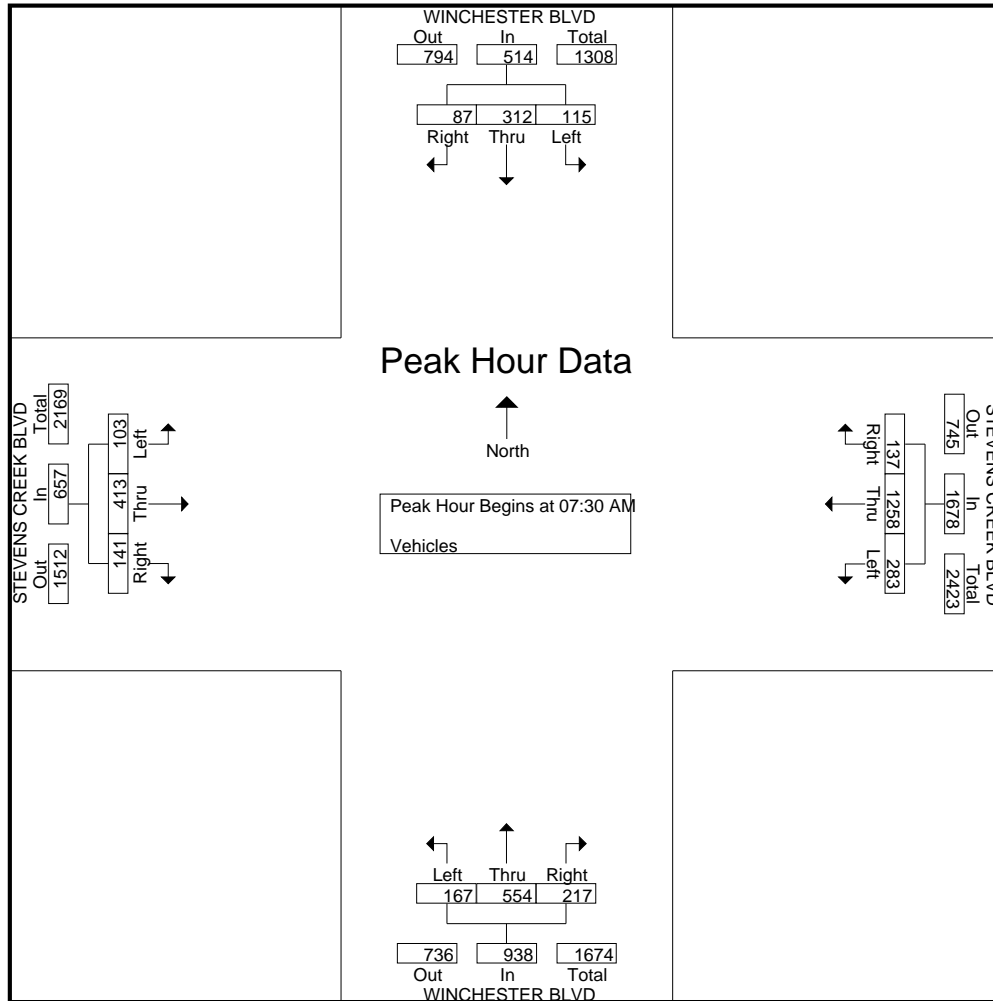
*tdsbay@cs.com*

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 2/27/2013

Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 2AM FINAL

Site Code : 00000002

Start Date : 2/13/2013

Page No : 1

### Groups Printed- Vehicles

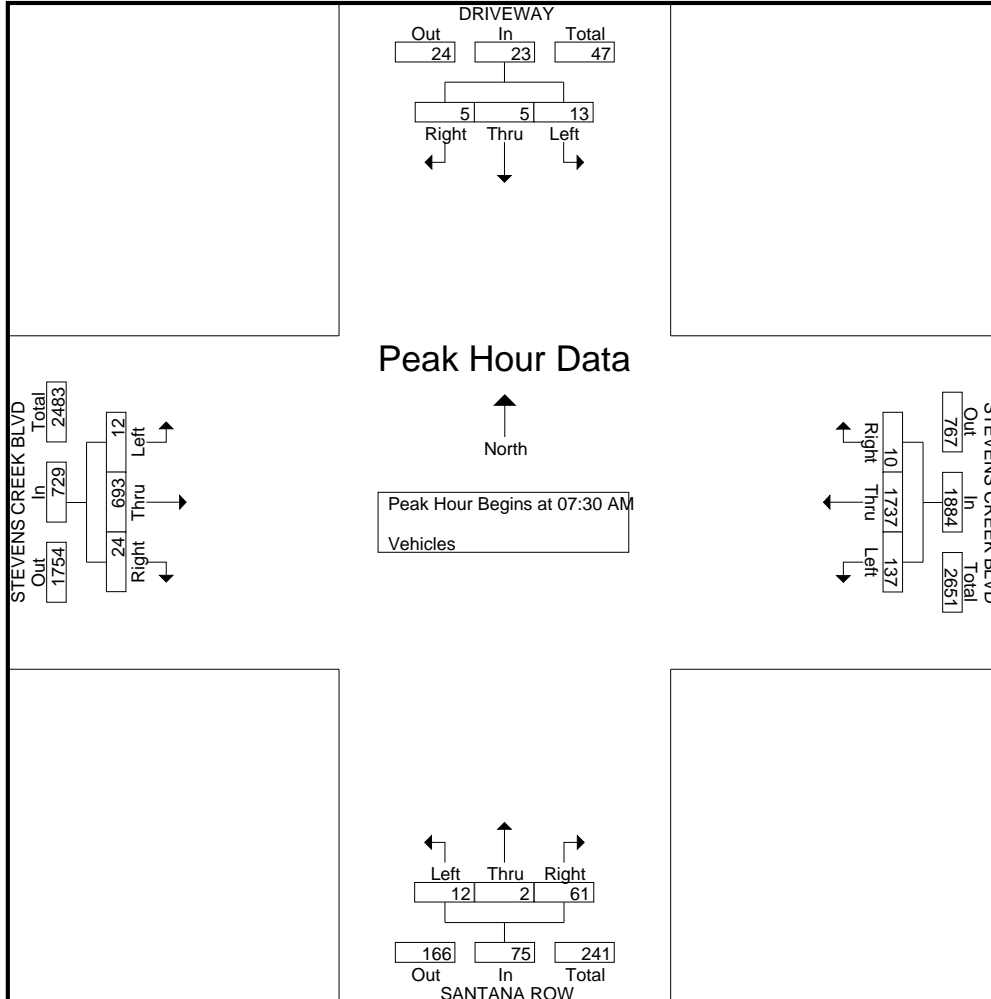
Start Time	DRIVEWAY Southbound					STEVENS CREEK BLVD Westbound					SANTANA ROW Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	3	0	3	2	303	29	0	334	8	0	3	2	13	3	104	1	0	108	458
07:15 AM	0	0	2	1	3	4	401	26	0	431	14	1	1	0	16	2	121	0	2	125	575
07:30 AM	2	0	3	1	6	3	430	27	0	460	14	0	5	5	24	5	173	3	5	186	676
07:45 AM	0	0	4	2	6	1	499	43	0	543	16	1	2	1	20	5	198	6	3	212	781
<b>Total</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>18</b>	<b>10</b>	<b>1633</b>	<b>125</b>	<b>0</b>	<b>1768</b>	<b>52</b>	<b>2</b>	<b>11</b>	<b>8</b>	<b>73</b>	<b>15</b>	<b>596</b>	<b>10</b>	<b>10</b>	<b>631</b>	<b>2490</b>
08:00 AM	2	2	3	2	9	2	410	33	0	445	15	1	3	2	21	11	163	2	4	180	655
08:15 AM	1	3	3	0	7	4	398	34	0	436	16	0	2	0	18	3	159	1	1	164	625
08:30 AM	0	3	4	1	8	2	360	41	0	403	10	1	2	1	14	6	180	19	4	209	634
08:45 AM	1	2	3	3	9	6	338	44	0	388	11	0	1	0	12	8	179	9	2	198	607
<b>Total</b>	<b>4</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>33</b>	<b>14</b>	<b>1506</b>	<b>152</b>	<b>0</b>	<b>1672</b>	<b>52</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>65</b>	<b>28</b>	<b>681</b>	<b>31</b>	<b>11</b>	<b>751</b>	<b>2521</b>
Grand Total	6	10	25	10	51	24	3139	277	0	3440	104	4	19	11	138	43	1277	41	21	1382	5011
Apprch %	11.8	19.6	49	19.6		0.7	91.2	8.1	0		75.4	2.9	13.8	8		3.1	92.4	3	1.5		
Total %	0.1	0.2	0.5	0.2	1	0.5	62.6	5.5	0	68.6	2.1	0.1	0.4	0.2	2.8	0.9	25.5	0.8	0.4	27.6	

Start Time	DRIVEWAY Southbound				STEVENS CREEK BLVD Westbound				SANTANA ROW Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	0	3	5	3	430	27	460	14	0	5	19	5	173	3	181	665
07:45 AM	0	0	4	4	1	499	43	543	16	1	2	19	5	198	6	209	775
08:00 AM	2	2	3	7	2	410	33	445	15	1	3	19	11	163	2	176	647
08:15 AM	1	3	3	7	4	398	34	436	16	0	2	18	3	159	1	163	624
Total Volume	5	5	13	23	10	1737	137	1884	61	2	12	75	24	693	12	729	2711
% App. Total	21.7	21.7	56.5		0.5	92.2	7.3		81.3	2.7	16		3.3	95.1	1.6		
PHF	.625	.417	.813	.821	.625	.870	.797	.867	.953	.500	.600	.987	.545	.875	.500	.872	.875

# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 2/13/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 2PM FINAL

Site Code : 00000002

Start Date : 2/13/2013

Page No : 1

### Groups Printed- Vehicles

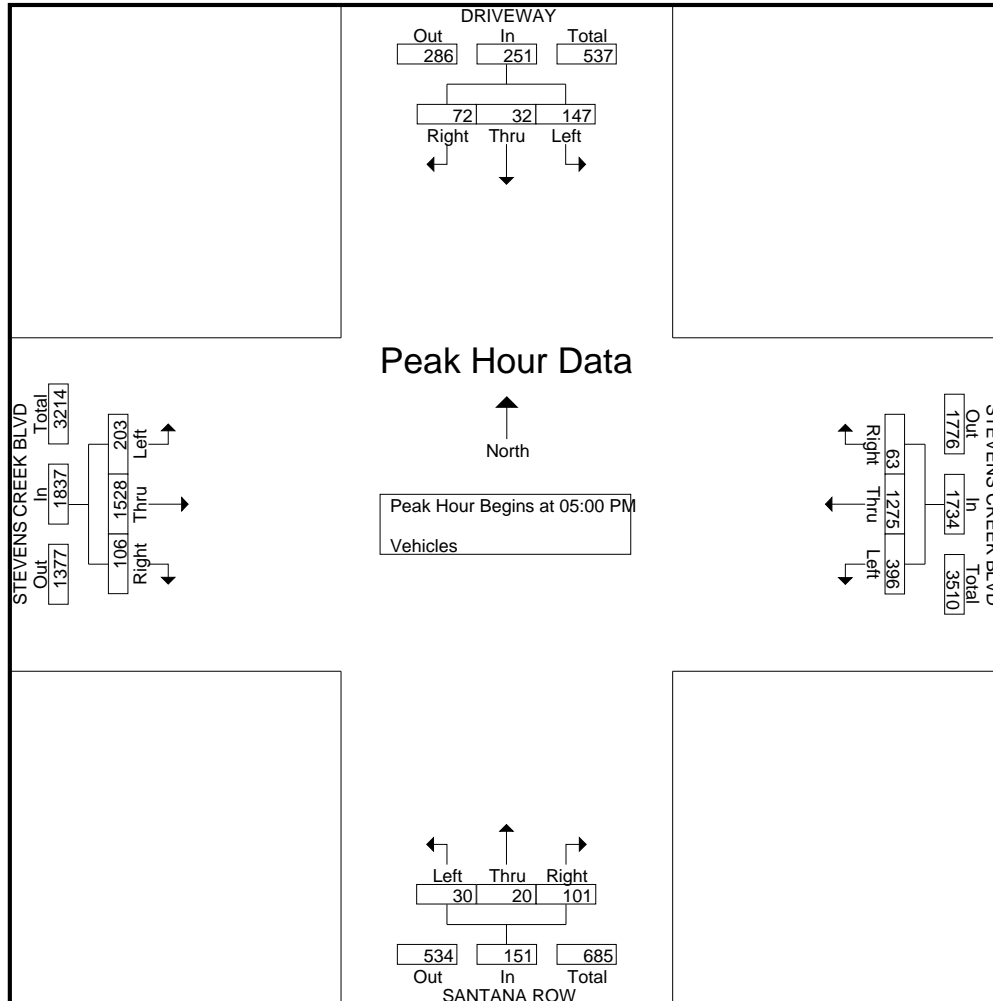
Start Time	DRIVEWAY Southbound					STEVENS CREEK BLVD Westbound					SANTANA ROW Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	16	11	41	10	78	11	272	75	0	358	21	6	4	21	52	9	344	62	45	460	948
04:15 PM	14	7	31	1	53	16	295	65	0	376	26	7	1	8	42	26	376	46	49	497	968
04:30 PM	15	7	29	2	53	22	266	78	0	366	32	6	10	15	63	8	317	50	49	424	906
04:45 PM	24	6	43	2	75	24	284	72	0	380	16	10	8	9	43	17	313	55	55	440	938
<b>Total</b>	<b>69</b>	<b>31</b>	<b>144</b>	<b>15</b>	<b>259</b>	<b>73</b>	<b>1117</b>	<b>290</b>	<b>0</b>	<b>1480</b>	<b>95</b>	<b>29</b>	<b>23</b>	<b>53</b>	<b>200</b>	<b>60</b>	<b>1350</b>	<b>213</b>	<b>198</b>	<b>1821</b>	<b>3760</b>
05:00 PM	16	8	41	1	66	17	346	83	1	447	30	2	10	3	45	23	371	47	47	488	1046
05:15 PM	25	8	41	12	86	11	295	110	0	416	28	2	6	14	50	25	405	44	56	530	1082
05:30 PM	19	10	33	11	73	16	328	104	0	448	20	4	11	6	41	26	378	52	49	505	1067
05:45 PM	12	6	32	9	59	19	306	99	0	424	23	12	3	2	40	32	374	60	71	537	1060
<b>Total</b>	<b>72</b>	<b>32</b>	<b>147</b>	<b>33</b>	<b>284</b>	<b>63</b>	<b>1275</b>	<b>396</b>	<b>1</b>	<b>1735</b>	<b>101</b>	<b>20</b>	<b>30</b>	<b>25</b>	<b>176</b>	<b>106</b>	<b>1528</b>	<b>203</b>	<b>223</b>	<b>2060</b>	<b>4255</b>
Grand Total	141	63	291	48	543	136	2392	686	1	3215	196	49	53	78	376	166	2878	416	421	3881	8015
Apprch %	26	11.6	53.6	8.8		4.2	74.4	21.3	0		52.1	13	14.1	20.7		4.3	74.2	10.7	10.8		
Total %	1.8	0.8	3.6	0.6	6.8	1.7	29.8	8.6	0	40.1	2.4	0.6	0.7	1	4.7	2.1	35.9	5.2	5.3	48.4	

Start Time	DRIVEWAY Southbound				STEVENS CREEK BLVD Westbound				SANTANA ROW Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	8	<b>41</b>	65	17	<b>346</b>	83	446	<b>30</b>	2	10	<b>42</b>	23	371	47	441	994
05:15 PM	<b>25</b>	8	41	<b>74</b>	11	295	<b>110</b>	416	28	2	6	36	25	<b>405</b>	44	<b>474</b>	1000
05:30 PM	19	<b>10</b>	33	62	16	328	104	<b>448</b>	20	4	<b>11</b>	35	26	378	52	456	<b>1001</b>
05:45 PM	12	6	32	50	<b>19</b>	306	99	424	23	<b>12</b>	3	38	<b>32</b>	374	<b>60</b>	466	978
Total Volume	72	32	147	251	63	1275	396	1734	101	20	30	151	106	1528	203	1837	3973
% App. Total	28.7	12.7	58.6		3.6	73.5	22.8		66.9	13.2	19.9		5.8	83.2	11.1		
PHF	.720	.800	.896	.848	.829	.921	.900	.968	.842	.417	.682	.899	.828	.943	.846	.969	.992

# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 2/13/2013  
 Page No : 2





# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 2/13/2013

Page No : 1

Groups Printed- Vehicles

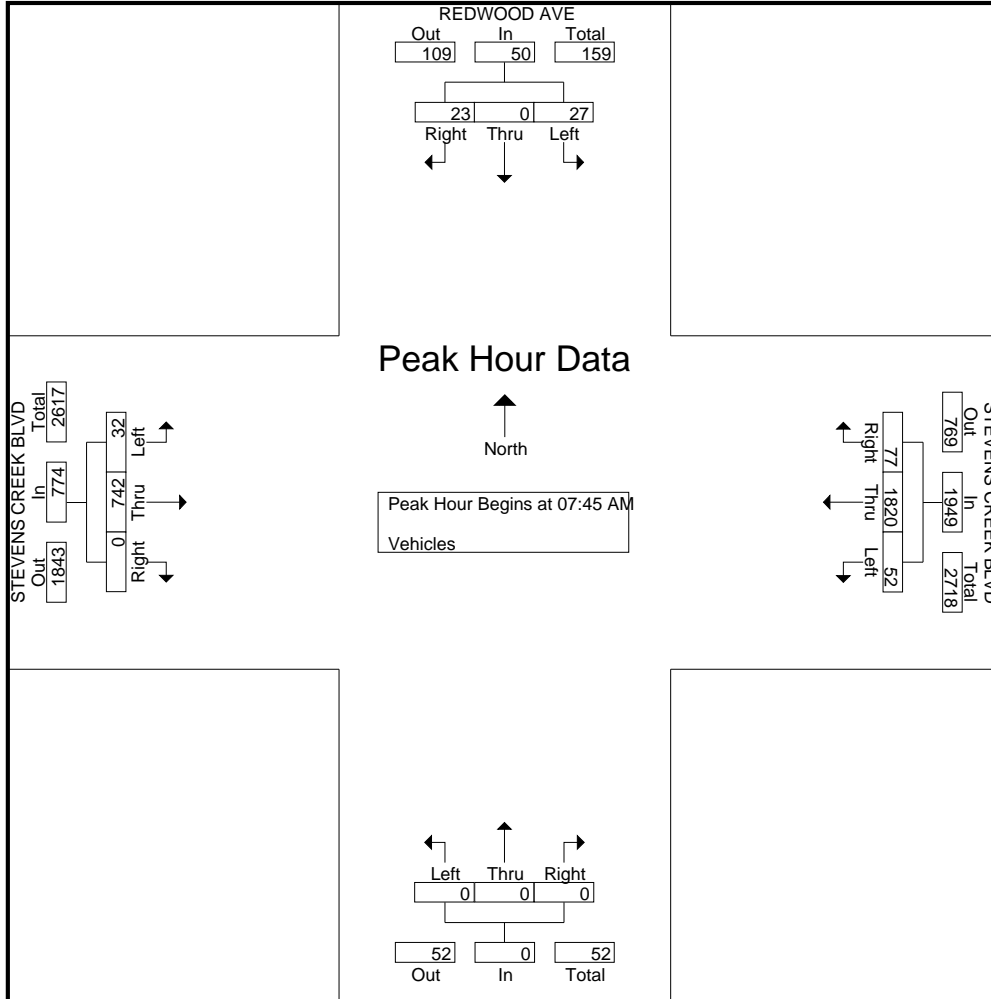
Start Time	REDWOOD AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	3	0	3	7	323	3	0	333	0	0	0	0	0	0	112	2	0	114	450
07:15 AM	2	0	2	0	4	10	412	3	0	425	0	0	0	0	0	0	137	2	0	139	568
07:30 AM	5	0	3	0	8	8	460	8	0	476	0	0	0	0	0	0	182	2	1	185	669
07:45 AM	2	0	5	1	8	11	508	11	0	530	0	0	0	0	0	0	194	6	1	201	739
<b>Total</b>	9	0	13	1	23	36	1703	25	0	1764	0	0	0	0	0	0	625	12	2	639	2426
08:00 AM	9	0	5	4	18	19	450	13	0	482	0	0	0	0	0	0	177	7	0	184	684
08:15 AM	7	0	9	3	19	13	441	15	0	469	0	0	0	0	0	0	171	15	3	189	677
08:30 AM	5	0	8	0	13	34	421	13	0	468	0	0	0	0	0	0	200	4	0	204	685
08:45 AM	8	0	7	1	16	40	364	7	0	411	0	0	0	0	0	0	202	7	0	209	636
<b>Total</b>	29	0	29	8	66	106	1676	48	0	1830	0	0	0	0	0	0	750	33	3	786	2682
Grand Total	38	0	42	9	89	142	3379	73	0	3594	0	0	0	0	0	0	1375	45	5	1425	5108
Apprch %	42.7	0	47.2	10.1		4	94	2	0		0	0	0	0		0	96.5	3.2	0.4		
Total %	0.7	0	0.8	0.2	1.7	2.8	66.2	1.4	0	70.4	0	0	0	0	0	0	26.9	0.9	0.1	27.9	

Start Time	REDWOOD AVE Southbound				STEVENS CREEK BLVD Westbound				Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	0	5	7	11	<b>508</b>	11	<b>530</b>	0	0	0	0	0	194	6	200	<b>737</b>
08:00 AM	9	0	5	14	19	450	13	482	0	0	0	0	0	177	7	184	680
08:15 AM	7	0	9	16	13	441	15	469	0	0	0	0	0	171	15	186	671
08:30 AM	5	0	8	13	34	421	13	468	0	0	0	0	0	<b>200</b>	4	<b>204</b>	685
Total Volume	23	0	27	50	77	1820	52	1949	0	0	0	0	0	742	32	774	2773
% App. Total	46	0	54		4	93.4	2.7		0	0	0		0	95.9	4.1		
PHF	.639	.000	.750	.781	.566	.896	.867	.919	.000	.000	.000	.000	.000	.928	.533	.949	.941

# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 2/13/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 2/13/2013  
 Page No : 1

### Groups Printed- Vehicles

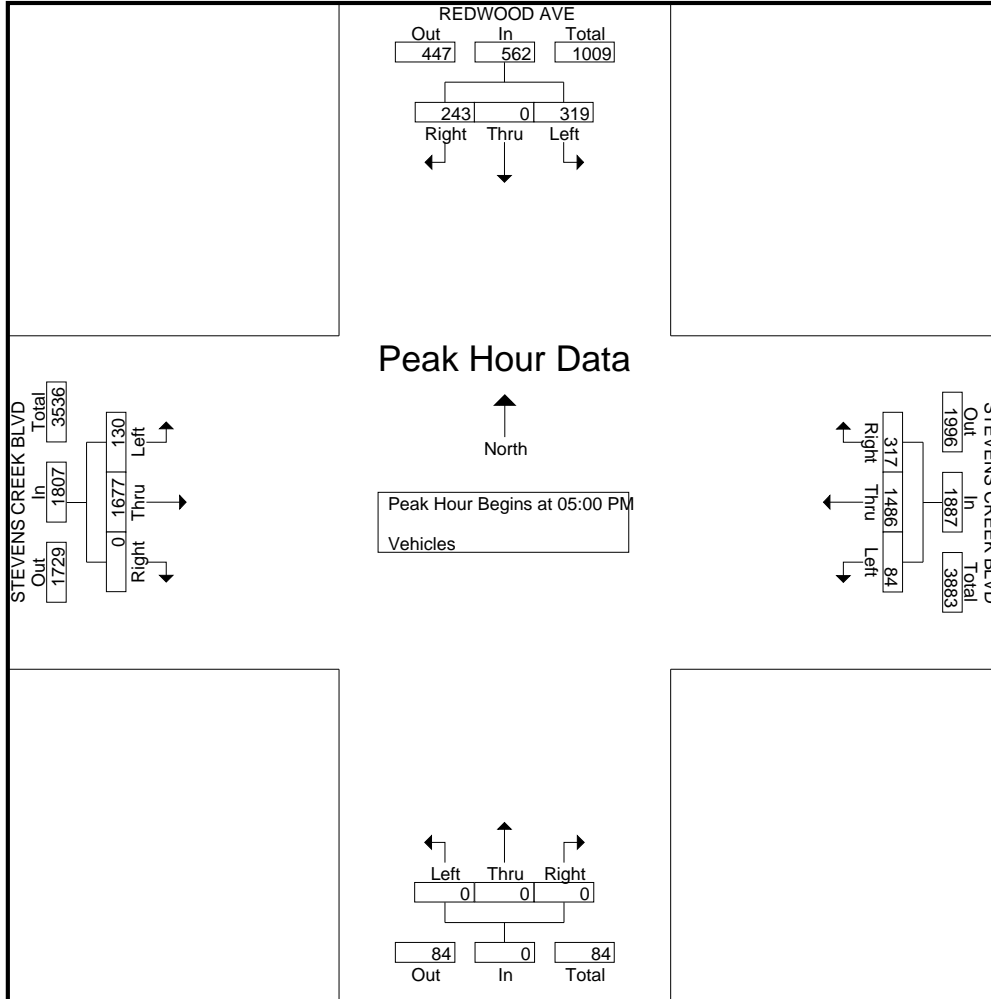
Start Time	REDWOOD AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	55	0	66	9	130	77	312	11	0	400	0	0	0	0	0	0	395	30	5	430	960
04:15 PM	56	0	82	5	143	77	322	20	0	419	0	0	0	0	0	0	416	33	1	450	1012
04:30 PM	55	0	81	2	138	78	313	17	0	408	0	0	0	0	0	0	386	28	2	416	962
04:45 PM	52	0	78	3	133	85	352	32	0	469	0	0	0	0	0	0	356	33	3	392	994
<b>Total</b>	218	0	307	19	544	317	1299	80	0	1696	0	0	0	0	0	0	1553	124	11	1688	3928
05:00 PM	61	0	78	1	140	71	378	31	0	480	0	0	0	0	0	0	421	27	2	450	1070
05:15 PM	48	0	72	7	127	86	369	20	0	475	0	0	0	0	0	0	443	31	7	481	1083
05:30 PM	83	0	90	2	175	76	377	17	0	470	0	0	0	0	0	0	413	38	21	472	1117
05:45 PM	51	0	79	9	139	84	362	16	0	462	0	0	0	0	0	0	400	34	2	436	1037
<b>Total</b>	243	0	319	19	581	317	1486	84	0	1887	0	0	0	0	0	0	1677	130	32	1839	4307
Grand Total	461	0	626	38	1125	634	2785	164	0	3583	0	0	0	0	0	0	3230	254	43	3527	8235
Apprch %	41	0	55.6	3.4		17.7	77.7	4.6	0		0	0	0	0		0	91.6	7.2	1.2		
Total %	5.6	0	7.6	0.5	13.7	7.7	33.8	2	0	43.5	0	0	0	0	0	0	39.2	3.1	0.5	42.8	

Start Time	REDWOOD AVE Southbound				STEVENS CREEK BLVD Westbound				Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	61	0	78	139	71	<b>378</b>	31	<b>480</b>	0	0	0	0	0	421	27	448	1067
05:15 PM	48	0	72	120	<b>86</b>	369	20	475	0	0	0	0	0	<b>443</b>	31	<b>474</b>	1069
05:30 PM	<b>83</b>	0	<b>90</b>	<b>173</b>	76	377	17	470	0	0	0	0	0	413	<b>38</b>	451	<b>1094</b>
05:45 PM	51	0	79	130	84	362	16	462	0	0	0	0	0	400	34	434	1026
Total Volume	243	0	319	562	317	1486	84	1887	0	0	0	0	0	1677	130	1807	4256
% App. Total	43.2	0	56.8		16.8	78.7	4.5		0	0	0		0	92.8	7.2		
PHF	.732	.000	.886	.812	.922	.983	.677	.983	.000	.000	.000	.000	.000	.946	.855	.953	.973

# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 2/13/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 4AM FINAL

Site Code : 00000004

Start Date : 2/13/2013

Page No : 1

### Groups Printed- Vehicles

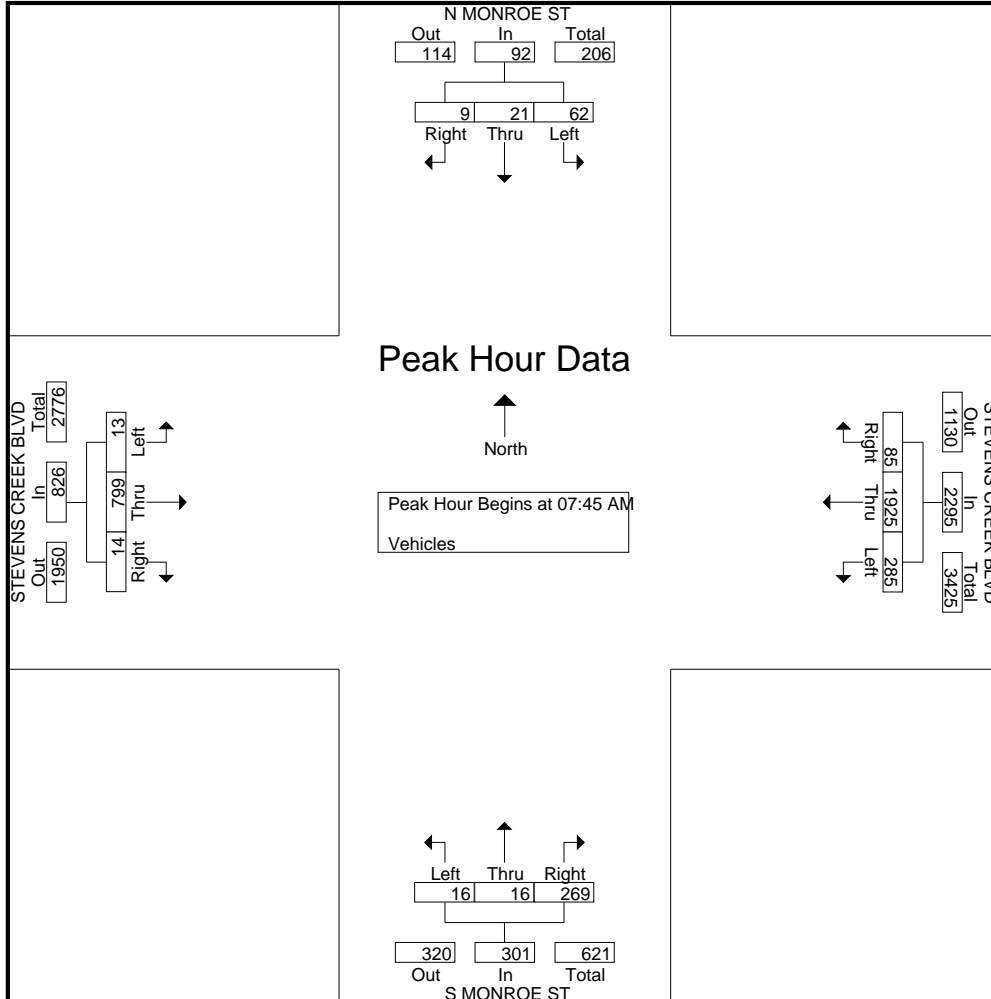
Start Time	N MONROE ST Southbound					STEVENS CREEK BLVD Westbound					S MONROE ST Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	13	1	15	19	327	44	0	390	36	1	0	0	37	1	116	0	1	118	560
07:15 AM	2	1	6	0	9	12	402	46	0	460	55	2	6	0	63	1	150	1	0	152	684
07:30 AM	1	0	19	2	22	13	440	58	1	512	77	4	1	0	82	6	188	1	0	195	811
07:45 AM	3	5	11	3	22	19	517	69	1	606	71	1	1	2	75	2	201	6	6	215	918
<b>Total</b>	<b>7</b>	<b>6</b>	<b>49</b>	<b>6</b>	<b>68</b>	<b>63</b>	<b>1686</b>	<b>217</b>	<b>2</b>	<b>1968</b>	<b>239</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>257</b>	<b>10</b>	<b>655</b>	<b>8</b>	<b>7</b>	<b>680</b>	<b>2973</b>
08:00 AM	3	7	16	4	30	18	475	86	0	579	79	3	9	1	92	0	168	3	6	177	878
08:15 AM	1	5	15	13	34	24	461	59	0	544	68	5	1	2	76	6	214	0	5	225	879
08:30 AM	2	4	20	4	30	24	472	71	0	567	51	7	5	2	65	6	216	4	0	226	888
08:45 AM	3	1	16	12	32	39	406	54	0	499	53	9	1	3	66	10	207	6	0	223	820
<b>Total</b>	<b>9</b>	<b>17</b>	<b>67</b>	<b>33</b>	<b>126</b>	<b>105</b>	<b>1814</b>	<b>270</b>	<b>0</b>	<b>2189</b>	<b>251</b>	<b>24</b>	<b>16</b>	<b>8</b>	<b>299</b>	<b>22</b>	<b>805</b>	<b>13</b>	<b>11</b>	<b>851</b>	<b>3465</b>
Grand Total	16	23	116	39	194	168	3500	487	2	4157	490	32	24	10	556	32	1460	21	18	1531	6438
Apprch %	8.2	11.9	59.8	20.1		4	84.2	11.7	0		88.1	5.8	4.3	1.8		2.1	95.4	1.4	1.2		
Total %	0.2	0.4	1.8	0.6	3	2.6	54.4	7.6	0	64.6	7.6	0.5	0.4	0.2	8.6	0.5	22.7	0.3	0.3	23.8	

Start Time	N MONROE ST Southbound				STEVENS CREEK BLVD Westbound				S MONROE ST Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>3</b>	5	11	19	19	<b>517</b>	69	<b>605</b>	71	1	1	73	2	201	<b>6</b>	209	<b>906</b>
08:00 AM	3	<b>7</b>	16	<b>26</b>	18	475	<b>86</b>	579	<b>79</b>	3	<b>9</b>	<b>91</b>	0	168	3	171	867
08:15 AM	1	5	15	21	<b>24</b>	461	59	544	68	5	1	74	<b>6</b>	214	0	220	859
08:30 AM	2	4	<b>20</b>	26	24	472	71	567	51	<b>7</b>	5	63	6	<b>216</b>	4	<b>226</b>	882
Total Volume	9	21	62	92	85	1925	285	2295	269	16	16	301	14	799	13	826	3514
% App. Total	9.8	22.8	67.4		3.7	83.9	12.4		89.4	5.3	5.3		1.7	96.7	1.6		
PHF	.750	.750	.775	.885	.885	.931	.828	.948	.851	.571	.444	.827	.583	.925	.542	.914	.970

# Traffic Data Service

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

File Name : 4AM FINAL  
 Site Code : 00000004  
 Start Date : 2/13/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 4PM FINAL

Site Code : 00000004

Start Date : 2/13/2013

Page No : 1

### Groups Printed- Vehicles

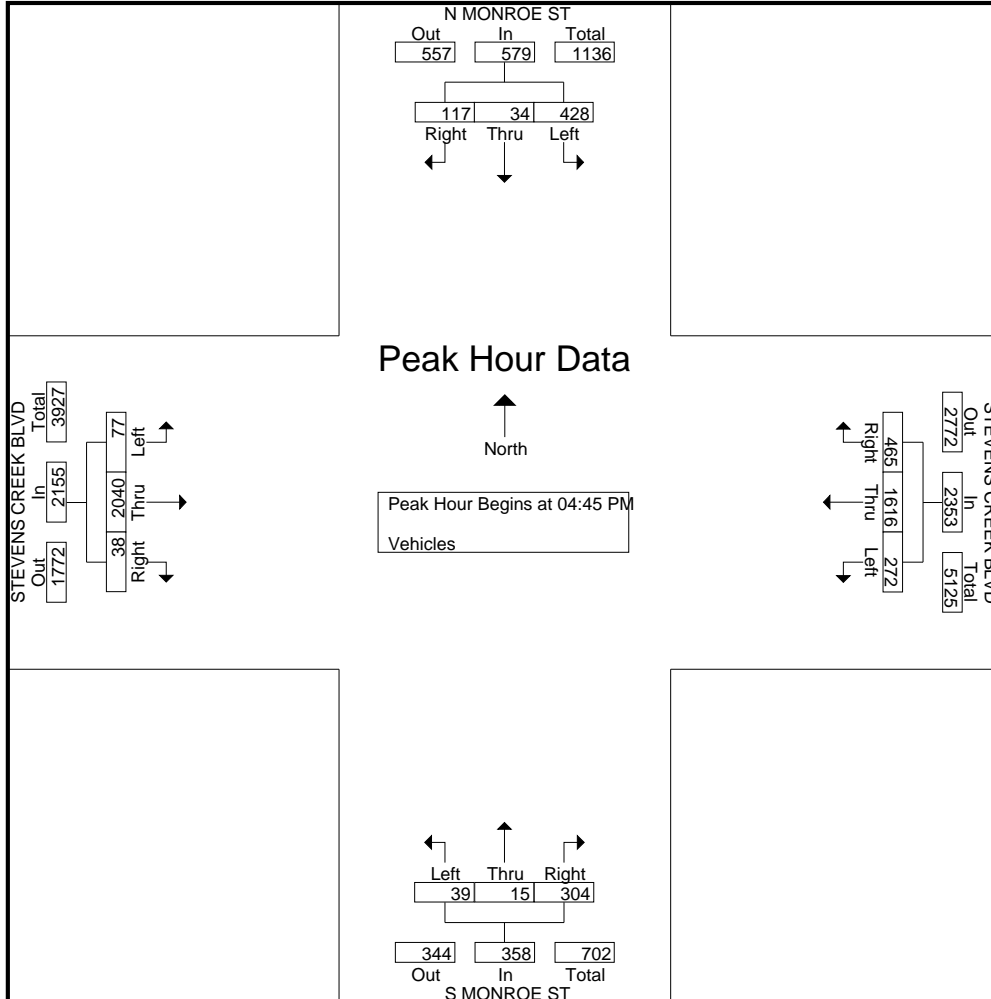
Start Time	N MONROE ST Southbound					STEVENS CREEK BLVD Westbound					S MONROE ST Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	19	2	109	5	135	135	381	84	0	600	67	6	8	2	83	3	478	15	1	497	1315
04:15 PM	18	7	130	1	156	114	358	68	0	540	62	7	8	2	79	16	462	19	0	497	1272
04:30 PM	20	3	113	1	137	99	385	77	0	561	69	6	12	2	89	4	455	13	5	477	1264
04:45 PM	18	7	101	2	128	125	433	75	0	633	67	4	12	2	85	13	492	21	5	531	1377
<b>Total</b>	75	19	453	9	556	473	1557	304	0	2334	265	23	40	8	336	36	1887	68	11	2002	5228
05:00 PM	37	7	118	6	168	127	358	59	0	544	96	3	12	5	116	8	499	19	1	527	1355
05:15 PM	34	8	101	4	147	115	437	81	0	633	73	3	7	4	87	8	548	11	3	570	1437
05:30 PM	28	12	108	2	150	98	388	57	0	543	68	5	8	2	83	9	501	26	3	539	1315
05:45 PM	21	4	116	0	141	122	389	76	0	587	63	5	10	1	79	6	488	13	3	510	1317
<b>Total</b>	120	31	443	12	606	462	1572	273	0	2307	300	16	37	12	365	31	2036	69	10	2146	5424
Grand Total	195	50	896	21	1162	935	3129	577	0	4641	565	39	77	20	701	67	3923	137	21	4148	10652
Apprch %	16.8	4.3	77.1	1.8		20.1	67.4	12.4	0		80.6	5.6	11	2.9		1.6	94.6	3.3	0.5		
Total %	1.8	0.5	8.4	0.2	10.9	8.8	29.4	5.4	0	43.6	5.3	0.4	0.7	0.2	6.6	0.6	36.8	1.3	0.2	38.9	

Start Time	N MONROE ST Southbound				STEVENS CREEK BLVD Westbound				S MONROE ST Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	7	101	126	125	433	75	<b>633</b>	67	4	<b>12</b>	83	<b>13</b>	492	21	526	1368
05:00 PM	<b>37</b>	7	<b>118</b>	<b>162</b>	<b>127</b>	358	59	544	<b>96</b>	3	12	<b>111</b>	8	499	19	526	1343
05:15 PM	34	8	101	143	115	<b>437</b>	<b>81</b>	633	73	3	7	83	8	<b>548</b>	11	<b>567</b>	<b>1426</b>
05:30 PM	28	<b>12</b>	108	148	98	388	57	543	68	<b>5</b>	8	81	9	501	<b>26</b>	536	1308
Total Volume	117	34	428	579	465	1616	272	2353	304	15	39	358	38	2040	77	2155	5445
% App. Total	20.2	5.9	73.9		19.8	68.7	11.6		84.9	4.2	10.9		1.8	94.7	3.6		
PHF	.791	.708	.907	.894	.915	.924	.840	.929	.792	.750	.813	.806	.731	.931	.740	.950	.955

# Traffic Data Service

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

File Name : 4PM FINAL  
 Site Code : 00000004  
 Start Date : 2/13/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 5AM FINAL  
 Site Code : 00000005  
 Start Date : 2/13/2013  
 Page No : 1

## Groups Printed- Vehicles

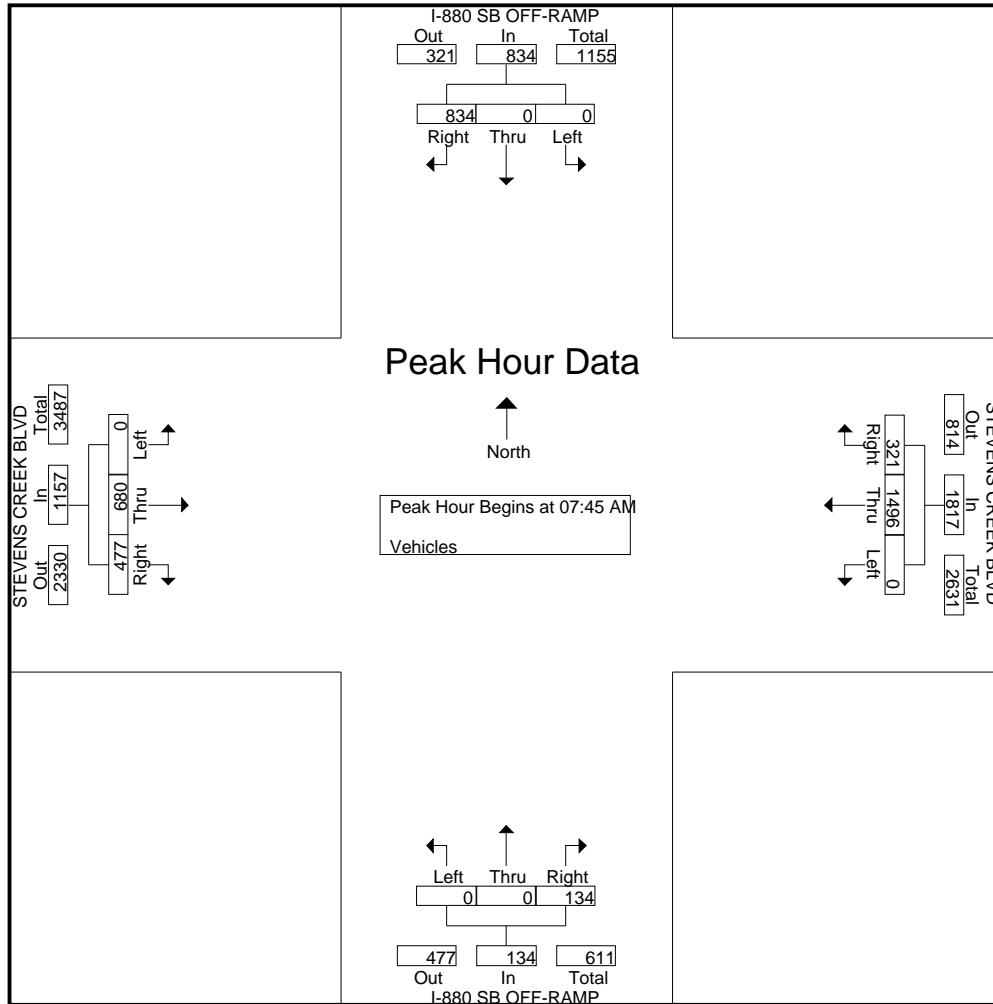
Start Time	I-880 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					I-880 SB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	121	0	0	0	121	22	214	0	0	236	35	0	0	0	35	66	121	0	0	187	579
07:15 AM	234	0	0	0	234	21	292	0	0	313	26	0	0	0	26	64	132	0	0	196	769
07:30 AM	256	0	0	0	256	54	261	0	0	315	19	0	0	0	19	90	152	0	0	242	832
07:45 AM	231	0	0	0	231	98	350	0	0	448	32	0	0	0	32	108	163	0	0	271	982
Total	842	0	0	0	842	195	1117	0	0	1312	112	0	0	0	112	328	568	0	0	896	3162
08:00 AM	246	0	0	0	246	67	329	0	0	396	43	0	0	3	46	109	132	0	0	241	929
08:15 AM	203	0	0	0	203	58	403	0	0	461	31	0	0	0	31	137	239	0	0	376	1071
08:30 AM	154	0	0	1	155	98	414	0	0	512	28	0	0	0	28	123	146	0	0	269	964
08:45 AM	187	0	0	0	187	69	358	0	0	427	29	0	0	0	29	126	204	0	0	330	973
Total	790	0	0	1	791	292	1504	0	0	1796	131	0	0	3	134	495	721	0	0	1216	3937
Grand Total	1632	0	0	1	1633	487	2621	0	0	3108	243	0	0	3	246	823	1289	0	0	2112	7099
Apprch %	99.9	0	0	0.1		15.7	84.3	0	0		98.8	0	0	1.2		39	61	0	0		
Total %	23	0	0	0	23	6.9	36.9	0	0	43.8	3.4	0	0	0	3.5	11.6	18.2	0	0	29.8	

Start Time	I-880 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				I-880 SB OFF-RAMP Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total				App. Total				App. Total				App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	231	0	0	231	<b>98</b>	350	0	448	32	0	0	32	108	163	0	271	982
08:00 AM	<b>246</b>	0	0	<b>246</b>	67	329	0	396	<b>43</b>	0	0	<b>43</b>	109	132	0	241	926
08:15 AM	203	0	0	203	58	403	0	461	31	0	0	31	<b>137</b>	<b>239</b>	0	<b>376</b>	<b>1071</b>
08:30 AM	154	0	0	154	98	<b>414</b>	0	<b>512</b>	28	0	0	28	123	146	0	269	963
Total Volume	834	0	0	834	321	1496	0	1817	134	0	0	134	477	680	0	1157	3942
% App. Total	100	0	0		17.7	82.3	0		100	0	0		41.2	58.8	0		
PHF	.848	.000	.000	.848	.819	.903	.000	.887	.779	.000	.000	.779	.870	.711	.000	.769	.920

# Traffic Data Service

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

File Name : 5AM FINAL  
Site Code : 00000005  
Start Date : 2/13/2013  
Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

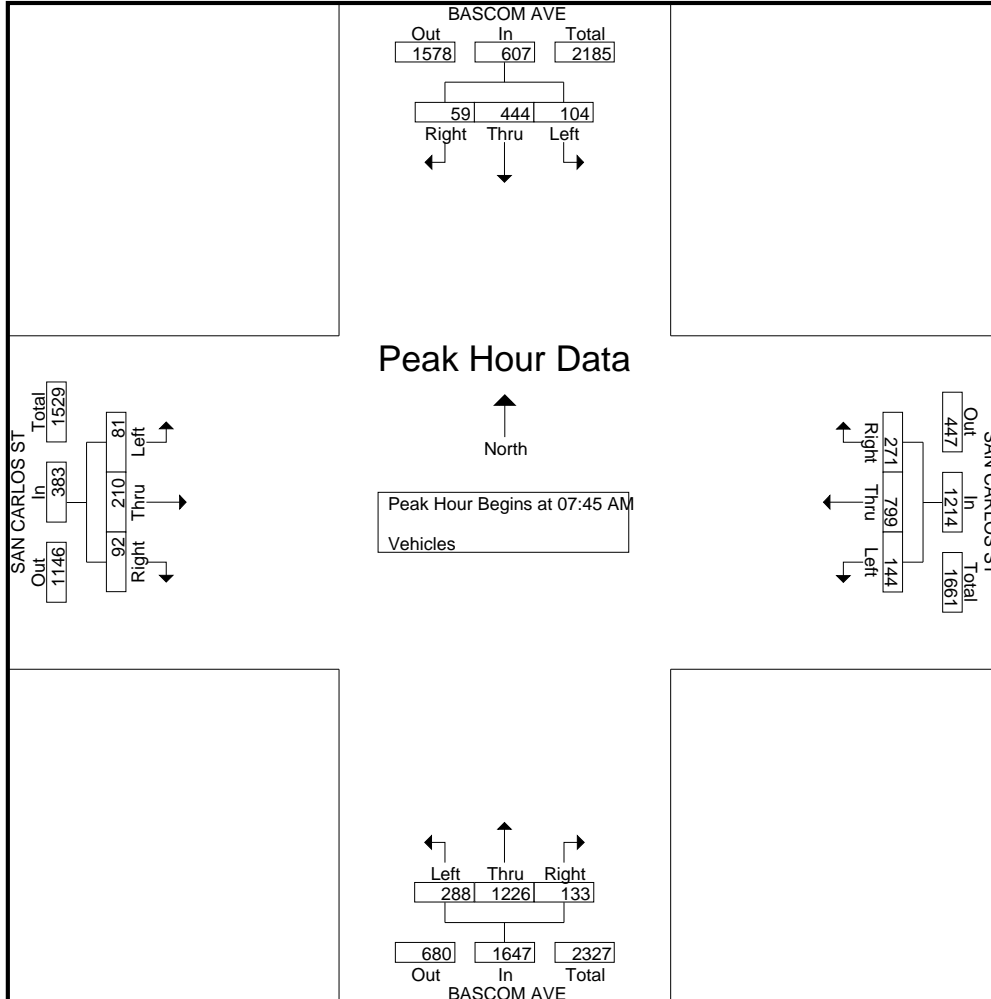
Start Time	BASCOM AVE Southbound					SAN CARLOS ST Westbound					BASCOM AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	53	7	3	73	40	138	15	5	198	18	105	52	7	182	15	33	7	1	56	509
07:15 AM	10	70	21	0	101	39	164	29	5	237	15	181	77	2	275	21	38	4	0	63	676
07:30 AM	7	93	19	1	120	49	192	32	3	276	32	241	60	4	337	40	50	18	0	108	841
07:45 AM	15	142	30	1	188	53	232	44	4	333	28	309	76	4	417	25	48	25	1	99	1037
<b>Total</b>	<b>42</b>	<b>358</b>	<b>77</b>	<b>5</b>	<b>482</b>	<b>181</b>	<b>726</b>	<b>120</b>	<b>17</b>	<b>1044</b>	<b>93</b>	<b>836</b>	<b>265</b>	<b>17</b>	<b>1211</b>	<b>101</b>	<b>169</b>	<b>54</b>	<b>2</b>	<b>326</b>	<b>3063</b>
08:00 AM	16	67	25	4	112	81	210	37	4	332	33	271	63	4	371	23	54	14	1	92	907
08:15 AM	16	128	29	4	177	68	165	25	8	266	42	343	79	3	467	22	55	19	5	101	1011
08:30 AM	12	107	20	2	141	69	192	38	9	308	30	303	70	5	408	22	53	23	2	100	957
08:45 AM	13	96	34	2	145	64	140	37	13	254	35	273	77	7	392	36	60	23	0	119	910
<b>Total</b>	<b>57</b>	<b>398</b>	<b>108</b>	<b>12</b>	<b>575</b>	<b>282</b>	<b>707</b>	<b>137</b>	<b>34</b>	<b>1160</b>	<b>140</b>	<b>1190</b>	<b>289</b>	<b>19</b>	<b>1638</b>	<b>103</b>	<b>222</b>	<b>79</b>	<b>8</b>	<b>412</b>	<b>3785</b>
Grand Total	99	756	185	17	1057	463	1433	257	51	2204	233	2026	554	36	2849	204	391	133	10	738	6848
Apprch %	9.4	71.5	17.5	1.6		21	65	11.7	2.3		8.2	71.1	19.4	1.3		27.6	53	18	1.4		
Total %	1.4	11	2.7	0.2	15.4	6.8	20.9	3.8	0.7	32.2	3.4	29.6	8.1	0.5	41.6	3	5.7	1.9	0.1	10.8	

Start Time	BASCOM AVE Southbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	15	<b>142</b>	<b>30</b>	<b>187</b>	53	<b>232</b>	<b>44</b>	<b>329</b>	28	309	76	413	<b>25</b>	<b>48</b>	<b>25</b>	<b>98</b>	<b>1027</b>
08:00 AM	<b>16</b>	67	25	108	<b>81</b>	210	37	328	33	271	63	367	23	54	14	91	894
08:15 AM	16	128	29	173	68	165	25	258	<b>42</b>	<b>343</b>	<b>79</b>	<b>464</b>	22	<b>55</b>	19	96	991
08:30 AM	12	107	20	139	69	192	38	299	30	303	70	403	22	53	23	98	939
Total Volume	59	444	104	607	271	799	144	1214	133	1226	288	1647	92	210	81	383	3851
% App. Total	9.7	73.1	17.1		22.3	65.8	11.9		8.1	74.4	17.5		24	54.8	21.1		
PHF	.922	.782	.867	.811	.836	.861	.818	.922	.792	.894	.911	.887	.920	.955	.810	.977	.937

# Traffic Data Service

Campbell, CA  
**(408) 377-2988**  
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File Name : 6AM FINAL  
 Site Code : 00000006  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 6PM FINAL  
 Site Code : 00000006  
 Start Date : 2/14/2013  
 Page No : 1

## Groups Printed- Vehicles

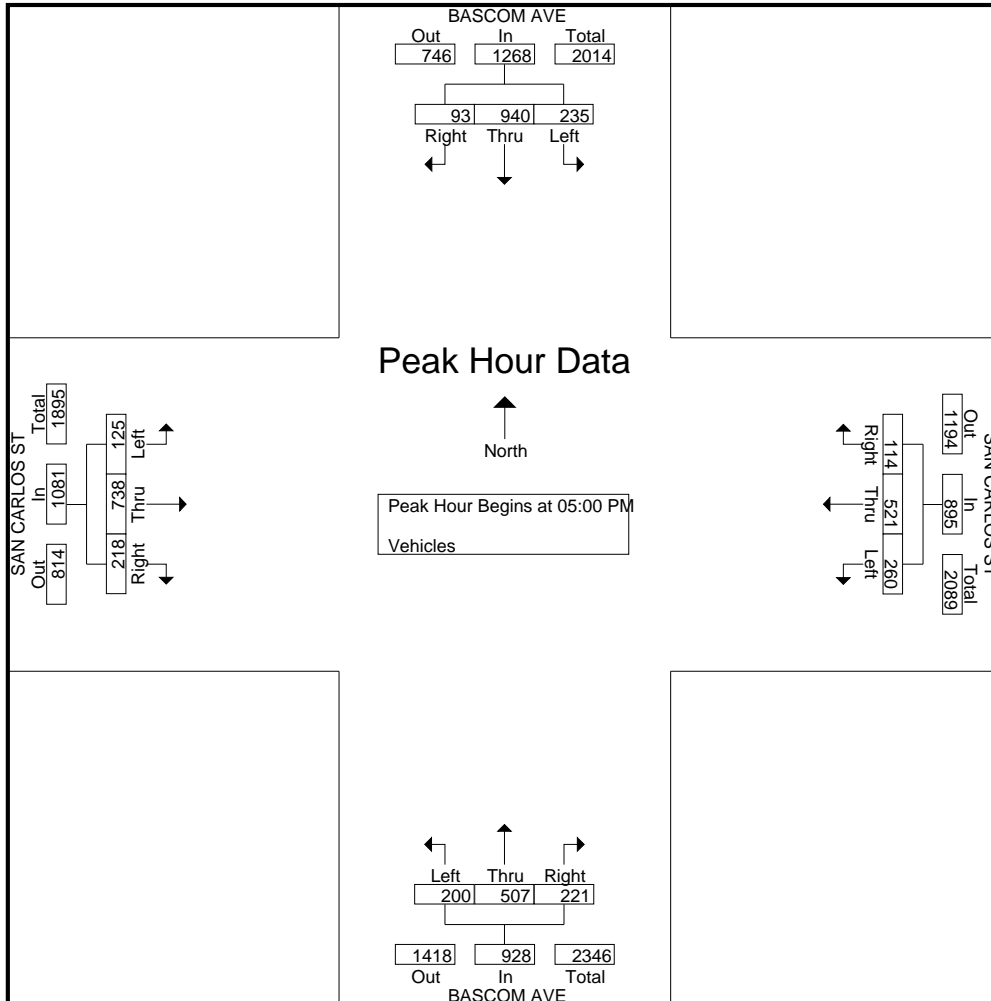
Start Time	BASCOM AVE Southbound					SAN CARLOS ST Westbound					BASCOM AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	22	183	65	2	272	35	117	34	2	188	43	139	57	6	245	67	169	23	4	263	968
04:15 PM	20	165	66	6	257	30	115	44	0	189	48	109	62	5	224	51	190	16	1	258	928
04:30 PM	24	214	82	4	324	26	108	42	2	178	39	106	60	2	207	39	204	17	4	264	973
04:45 PM	22	186	65	2	275	48	103	49	1	201	29	136	62	6	233	43	188	21	0	252	961
Total	88	748	278	14	1128	139	443	169	5	756	159	490	241	19	909	200	751	77	9	1037	3830
05:00 PM	26	255	70	8	359	30	122	50	1	203	49	130	46	1	226	52	168	29	2	251	1039
05:15 PM	14	207	52	8	281	27	130	69	2	228	61	148	51	4	264	55	190	35	5	285	1058
05:30 PM	27	236	61	0	324	31	137	73	1	242	64	117	50	4	235	53	187	37	3	280	1081
05:45 PM	26	242	52	4	324	26	132	68	1	227	47	112	53	4	216	58	193	24	1	276	1043
Total	93	940	235	20	1288	114	521	260	5	900	221	507	200	13	941	218	738	125	11	1092	4221
Grand Total	181	1688	513	34	2416	253	964	429	10	1656	380	997	441	32	1850	418	1489	202	20	2129	8051
Apprch %	7.5	69.9	21.2	1.4		15.3	58.2	25.9	0.6		20.5	53.9	23.8	1.7		19.6	69.9	9.5	0.9		
Total %	2.2	21	6.4	0.4	30	3.1	12	5.3	0.1	20.6	4.7	12.4	5.5	0.4	23	5.2	18.5	2.5	0.2	26.4	

Start Time	BASCOM AVE Southbound				SAN CARLOS ST Westbound				BASCOM AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	<b>255</b>	<b>70</b>	<b>351</b>	30	122	50	202	49	130	46	225	52	168	29	249	1027
05:15 PM	14	207	52	273	27	130	69	226	61	<b>148</b>	51	<b>260</b>	55	190	35	<b>280</b>	1039
05:30 PM	<b>27</b>	236	61	324	<b>31</b>	<b>137</b>	<b>73</b>	<b>241</b>	<b>64</b>	117	50	231	53	187	<b>37</b>	<b>277</b>	<b>1073</b>
05:45 PM	26	242	52	320	26	132	68	226	47	112	<b>53</b>	212	<b>58</b>	<b>193</b>	24	275	1033
Total Volume	93	940	235	1268	114	521	260	895	221	507	200	928	218	738	125	1081	4172
% App. Total	7.3	74.1	18.5		12.7	58.2	29.1		23.8	54.6	21.6		20.2	68.3	11.6		
PHF	.861	.922	.839	.903	.919	.951	.890	.928	.863	.856	.943	.892	.940	.956	.845	.965	.972

# Traffic Data Service

Campbell, CA  
**(408) 377-2988**  
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File Name : 6PM FINAL  
 Site Code : 00000006  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

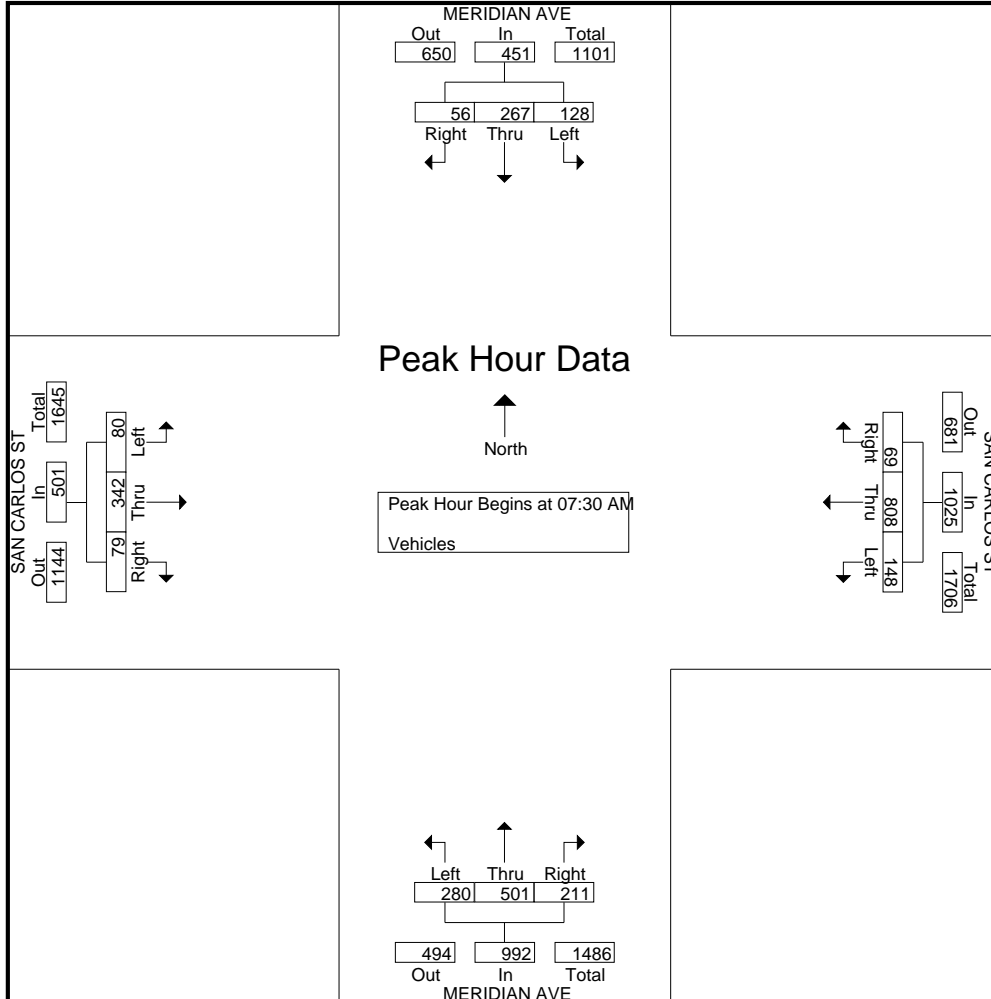
Start Time	MERIDIAN AVE Southbound					SAN CARLOS ST Westbound					MERIDIAN AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	43	13	9	71	13	127	40	10	190	28	89	47	1	165	11	70	8	0	89	515
07:15 AM	8	43	22	20	93	16	177	27	13	233	37	129	71	1	238	19	74	16	0	109	673
07:30 AM	16	66	39	8	129	9	220	29	8	266	52	141	102	4	299	17	93	13	0	123	817
07:45 AM	17	79	41	5	142	17	223	52	8	300	48	145	77	1	271	27	90	14	2	133	846
<b>Total</b>	<b>47</b>	<b>231</b>	<b>115</b>	<b>42</b>	<b>435</b>	<b>55</b>	<b>747</b>	<b>148</b>	<b>39</b>	<b>989</b>	<b>165</b>	<b>504</b>	<b>297</b>	<b>7</b>	<b>973</b>	<b>74</b>	<b>327</b>	<b>51</b>	<b>2</b>	<b>454</b>	<b>2851</b>
08:00 AM	11	61	29	5	106	24	185	29	0	238	53	87	45	0	185	18	69	31	0	118	647
08:15 AM	12	61	19	8	100	19	180	38	6	243	58	128	56	1	243	17	90	22	0	129	715
08:30 AM	19	64	35	9	127	13	169	34	6	222	59	126	53	0	238	20	96	16	0	132	719
08:45 AM	11	53	17	4	85	17	141	36	6	200	40	128	57	1	226	22	93	21	0	136	647
<b>Total</b>	<b>53</b>	<b>239</b>	<b>100</b>	<b>26</b>	<b>418</b>	<b>73</b>	<b>675</b>	<b>137</b>	<b>18</b>	<b>903</b>	<b>210</b>	<b>469</b>	<b>211</b>	<b>2</b>	<b>892</b>	<b>77</b>	<b>348</b>	<b>90</b>	<b>0</b>	<b>515</b>	<b>2728</b>
Grand Total	100	470	215	68	853	128	1422	285	57	1892	375	973	508	9	1865	151	675	141	2	969	5579
Apprch %	11.7	55.1	25.2	8		6.8	75.2	15.1	3		20.1	52.2	27.2	0.5		15.6	69.7	14.6	0.2		
Total %	1.8	8.4	3.9	1.2	15.3	2.3	25.5	5.1	1	33.9	6.7	17.4	9.1	0.2	33.4	2.7	12.1	2.5	0	17.4	

Start Time	MERIDIAN AVE Southbound				SAN CARLOS ST Westbound				MERIDIAN AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	66	39	121	9	220	29	258	52	141	<b>102</b>	<b>295</b>	17	<b>93</b>	13	123	797
07:45 AM	<b>17</b>	<b>79</b>	<b>41</b>	<b>137</b>	17	<b>223</b>	<b>52</b>	<b>292</b>	48	<b>145</b>	77	270	<b>27</b>	90	14	<b>131</b>	<b>830</b>
08:00 AM	11	61	29	101	<b>24</b>	185	29	238	53	87	45	185	18	69	<b>31</b>	118	642
08:15 AM	12	61	19	92	19	180	38	237	<b>58</b>	128	56	242	17	90	22	129	700
Total Volume	56	267	128	451	69	808	148	1025	211	501	280	992	79	342	80	501	2969
% App. Total	12.4	59.2	28.4		6.7	78.8	14.4		21.3	50.5	28.2		15.8	68.3	16		
PHF	.824	.845	.780	.823	.719	.906	.712	.878	.909	.864	.686	.841	.731	.919	.645	.956	.894

# Traffic Data Service

Campbell, CA  
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File Name : 7AM FINAL  
 Site Code : 00000007  
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# Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 7PM FINAL

Site Code : 00000007

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

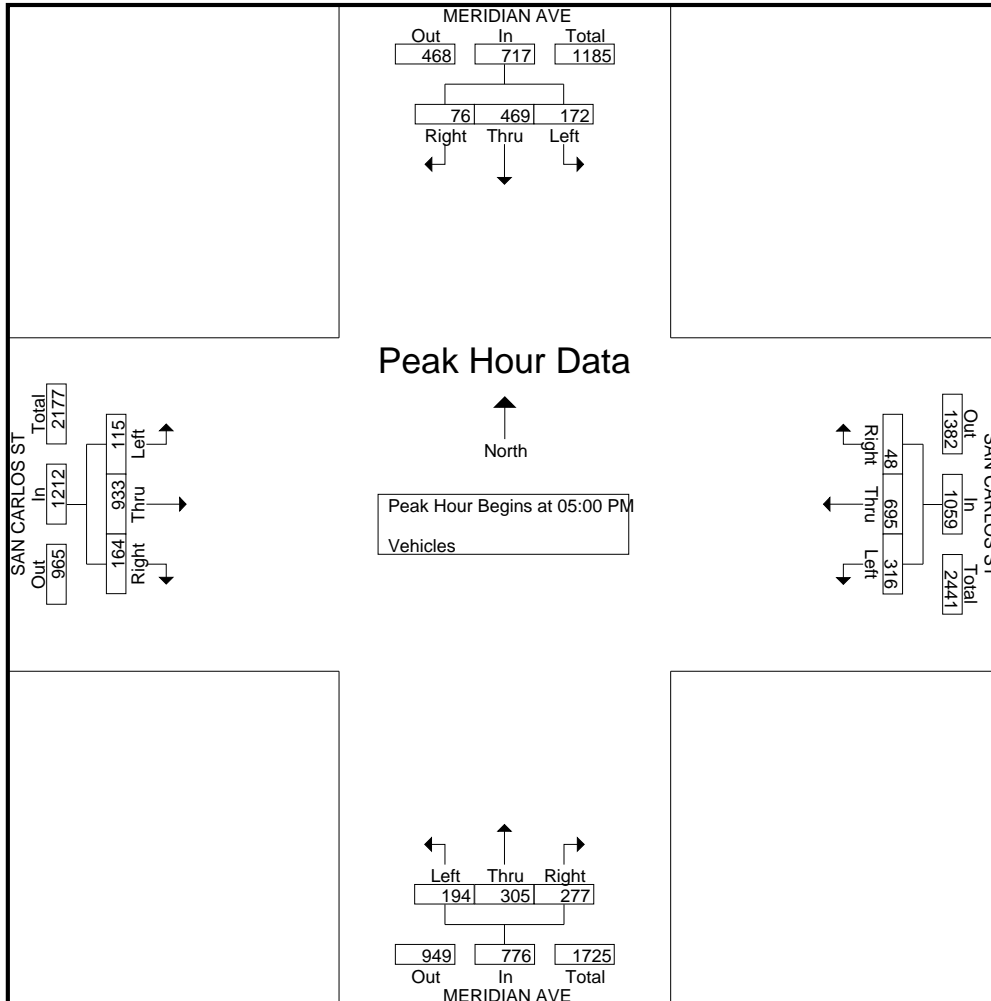
Start Time	MERIDIAN AVE Southbound					SAN CARLOS ST Westbound					MERIDIAN AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	92	30	37	176	14	125	67	32	238	54	67	36	0	157	42	228	27	0	297	868
04:15 PM	15	113	40	14	182	7	125	57	22	211	58	88	41	1	188	43	195	25	0	263	844
04:30 PM	14	98	40	21	173	11	157	96	19	283	56	85	48	0	189	39	223	24	0	286	931
04:45 PM	9	137	39	26	211	10	127	79	31	247	63	88	43	1	195	44	213	23	0	280	933
<b>Total</b>	<b>55</b>	<b>440</b>	<b>149</b>	<b>98</b>	<b>742</b>	<b>42</b>	<b>534</b>	<b>299</b>	<b>104</b>	<b>979</b>	<b>231</b>	<b>328</b>	<b>168</b>	<b>2</b>	<b>729</b>	<b>168</b>	<b>859</b>	<b>99</b>	<b>0</b>	<b>1126</b>	<b>3576</b>
05:00 PM	16	103	34	15	168	7	162	71	12	252	65	81	40	2	188	35	216	37	1	289	897
05:15 PM	23	128	47	17	215	15	190	79	11	295	53	89	56	0	198	44	244	29	0	317	1025
05:30 PM	12	122	50	12	196	14	181	82	17	294	82	65	59	4	210	40	236	23	2	301	1001
05:45 PM	25	116	41	14	196	12	162	84	9	267	77	70	39	0	186	45	237	26	1	309	958
<b>Total</b>	<b>76</b>	<b>469</b>	<b>172</b>	<b>58</b>	<b>775</b>	<b>48</b>	<b>695</b>	<b>316</b>	<b>49</b>	<b>1108</b>	<b>277</b>	<b>305</b>	<b>194</b>	<b>6</b>	<b>782</b>	<b>164</b>	<b>933</b>	<b>115</b>	<b>4</b>	<b>1216</b>	<b>3881</b>
Grand Total	131	909	321	156	1517	90	1229	615	153	2087	508	633	362	8	1511	332	1792	214	4	2342	7457
Apprch %	8.6	59.9	21.2	10.3		4.3	58.9	29.5	7.3		33.6	41.9	24	0.5		14.2	76.5	9.1	0.2		
Total %	1.8	12.2	4.3	2.1	20.3	1.2	16.5	8.2	2.1	28	6.8	8.5	4.9	0.1	20.3	4.5	24	2.9	0.1	31.4	

Start Time	MERIDIAN AVE Southbound				SAN CARLOS ST Westbound				MERIDIAN AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	103	34	153	7	162	71	240	65	81	40	186	35	216	<b>37</b>	288	867
05:15 PM	23	<b>128</b>	47	<b>198</b>	<b>15</b>	<b>190</b>	79	<b>284</b>	53	<b>89</b>	56	198	44	<b>244</b>	29	<b>317</b>	<b>997</b>
05:30 PM	12	122	<b>50</b>	184	14	181	82	277	<b>82</b>	65	<b>59</b>	<b>206</b>	40	236	23	299	966
05:45 PM	<b>25</b>	116	41	182	12	162	<b>84</b>	258	77	70	39	186	<b>45</b>	237	26	308	934
Total Volume	76	469	172	717	48	695	316	1059	277	305	194	776	164	933	115	1212	3764
% App. Total	10.6	65.4	24		4.5	65.6	29.8		35.7	39.3	25		13.5	77	9.5		
PHF	.760	.916	.860	.905	.800	.914	.940	.932	.845	.857	.822	.942	.911	.956	.777	.956	.944

# Traffic Data Service

Campbell, CA  
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# Traffic Data Service

Campbell, CA

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File Name : 8AM FINAL

Site Code : 00000008

Start Date : 2/14/2013

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Groups Printed- Vehicles

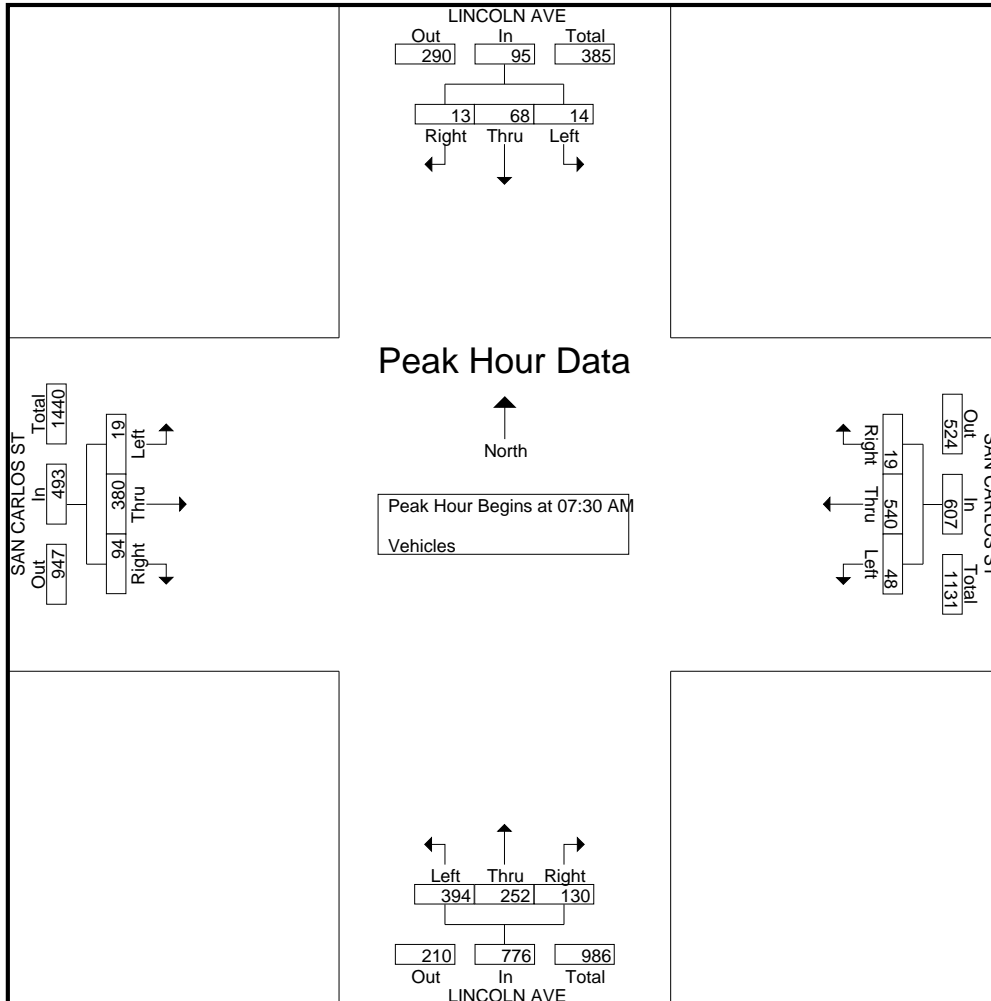
Start Time	LINCOLN AVE Southbound					SAN CARLOS ST Westbound					LINCOLN AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	4	2	3	15	4	106	5	2	117	13	29	51	0	93	13	49	1	1	64	289
07:15 AM	1	7	6	1	15	0	144	6	1	151	24	31	86	0	141	16	87	3	0	106	413
07:30 AM	5	14	2	0	21	8	174	9	0	191	35	58	113	0	206	20	93	1	0	114	532
07:45 AM	2	21	6	0	29	7	133	10	0	150	33	75	101	1	210	24	102	3	2	131	520
<b>Total</b>	14	46	16	4	80	19	557	30	3	609	105	193	351	1	650	73	331	8	3	415	1754
08:00 AM	6	18	3	1	28	3	122	17	2	144	32	62	84	0	178	27	86	7	0	120	470
08:15 AM	0	15	3	2	20	1	111	12	1	125	30	57	96	2	185	23	99	8	0	130	460
08:30 AM	4	17	6	3	30	5	88	8	0	101	32	52	93	0	177	17	102	2	1	122	430
08:45 AM	2	5	1	1	9	6	99	13	0	118	30	48	56	0	134	19	110	3	0	132	393
<b>Total</b>	12	55	13	7	87	15	420	50	3	488	124	219	329	2	674	86	397	20	1	504	1753
<b>Grand Total</b>	26	101	29	11	167	34	977	80	6	1097	229	412	680	3	1324	159	728	28	4	919	3507
Apprch %	15.6	60.5	17.4	6.6		3.1	89.1	7.3	0.5		17.3	31.1	51.4	0.2		17.3	79.2	3	0.4		
Total %	0.7	2.9	0.8	0.3	4.8	1	27.9	2.3	0.2	31.3	6.5	11.7	19.4	0.1	37.8	4.5	20.8	0.8	0.1	26.2	

Start Time	LINCOLN AVE Southbound				SAN CARLOS ST Westbound				LINCOLN AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	14	2	21	<b>8</b>	<b>174</b>	9	<b>191</b>	<b>35</b>	58	<b>113</b>	206	20	93	1	114	<b>532</b>
07:45 AM	2	<b>21</b>	<b>6</b>	<b>29</b>	7	133	10	150	33	<b>75</b>	101	<b>209</b>	24	<b>102</b>	3	129	517
08:00 AM	<b>6</b>	18	3	27	3	122	<b>17</b>	142	32	62	84	178	<b>27</b>	86	7	120	467
08:15 AM	0	15	3	18	1	111	12	124	30	57	96	183	23	99	<b>8</b>	<b>130</b>	455
Total Volume	13	68	14	95	19	540	48	607	130	252	394	776	94	380	19	493	1971
% App. Total	13.7	71.6	14.7		3.1	89	7.9		16.8	32.5	50.8		19.1	77.1	3.9		
PHF	.542	.810	.583	.819	.594	.776	.706	.795	.929	.840	.872	.928	.870	.931	.594	.948	.926

# Traffic Data Service

Campbell, CA  
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File Name : 8AM FINAL  
 Site Code : 00000008  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

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File Name : 8PM FINAL

Site Code : 00000008

Start Date : 2/14/2013

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Groups Printed- Vehicles

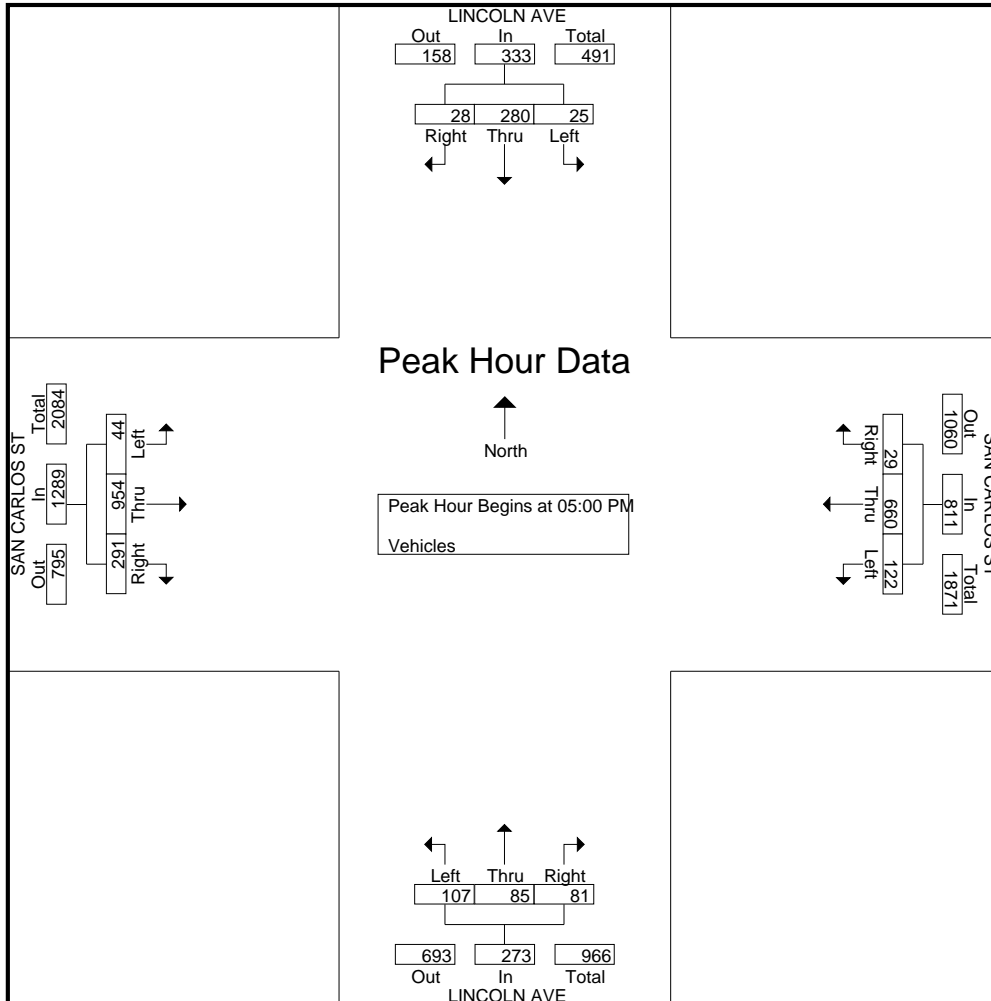
Start Time	LINCOLN AVE Southbound					SAN CARLOS ST Westbound					LINCOLN AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	31	1	6	44	8	115	17	6	146	21	20	26	1	68	58	208	8	1	275	533
04:15 PM	8	44	6	3	61	6	99	10	0	115	25	20	31	0	76	58	193	15	2	268	520
04:30 PM	6	43	5	5	59	8	140	14	0	162	25	18	28	4	75	53	201	16	2	272	568
04:45 PM	7	54	5	2	68	5	121	17	3	146	31	10	24	1	66	63	207	12	1	283	563
<b>Total</b>	<b>27</b>	<b>172</b>	<b>17</b>	<b>16</b>	<b>232</b>	<b>27</b>	<b>475</b>	<b>58</b>	<b>9</b>	<b>569</b>	<b>102</b>	<b>68</b>	<b>109</b>	<b>6</b>	<b>285</b>	<b>232</b>	<b>809</b>	<b>51</b>	<b>6</b>	<b>1098</b>	<b>2184</b>
05:00 PM	12	50	5	4	71	9	161	28	3	201	16	25	32	6	79	69	221	8	0	298	649
05:15 PM	9	77	8	10	104	5	182	31	0	218	19	23	19	0	61	90	238	14	0	342	725
05:30 PM	3	92	5	7	107	10	144	31	1	186	26	19	33	1	79	71	248	11	0	330	702
05:45 PM	4	61	7	1	73	5	173	32	1	211	20	18	23	0	61	61	247	11	2	321	666
<b>Total</b>	<b>28</b>	<b>280</b>	<b>25</b>	<b>22</b>	<b>355</b>	<b>29</b>	<b>660</b>	<b>122</b>	<b>5</b>	<b>816</b>	<b>81</b>	<b>85</b>	<b>107</b>	<b>7</b>	<b>280</b>	<b>291</b>	<b>954</b>	<b>44</b>	<b>2</b>	<b>1291</b>	<b>2742</b>
Grand Total	55	452	42	38	587	56	1135	180	14	1385	183	153	216	13	565	523	1763	95	8	2389	4926
Apprch %	9.4	77	7.2	6.5		4	81.9	13	1		32.4	27.1	38.2	2.3		21.9	73.8	4	0.3		
Total %	1.1	9.2	0.9	0.8	11.9	1.1	23	3.7	0.3	28.1	3.7	3.1	4.4	0.3	11.5	10.6	35.8	1.9	0.2	48.5	

Start Time	LINCOLN AVE Southbound				SAN CARLOS ST Westbound				LINCOLN AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	50	5	67	9	161	28	198	16	25	32	73	69	221	8	298	636
05:15 PM	9	77	8	94	5	182	31	218	19	23	19	61	90	238	14	342	715
05:30 PM	3	92	5	100	10	144	31	185	26	19	33	78	71	248	11	330	693
05:45 PM	4	61	7	72	5	173	32	210	20	18	23	61	61	247	11	319	662
Total Volume	28	280	25	333	29	660	122	811	81	85	107	273	291	954	44	1289	2706
% App. Total	8.4	84.1	7.5		3.6	81.4	15		29.7	31.1	39.2		22.6	74	3.4		
PHF	.583	.761	.781	.833	.725	.907	.953	.930	.779	.850	.811	.875	.808	.962	.786	.942	.946

# Traffic Data Service

Campbell, CA  
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File Name : 8PM FINAL  
 Site Code : 00000008  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA  
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File Name : 29AM FINAL  
 Site Code : 00000029  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

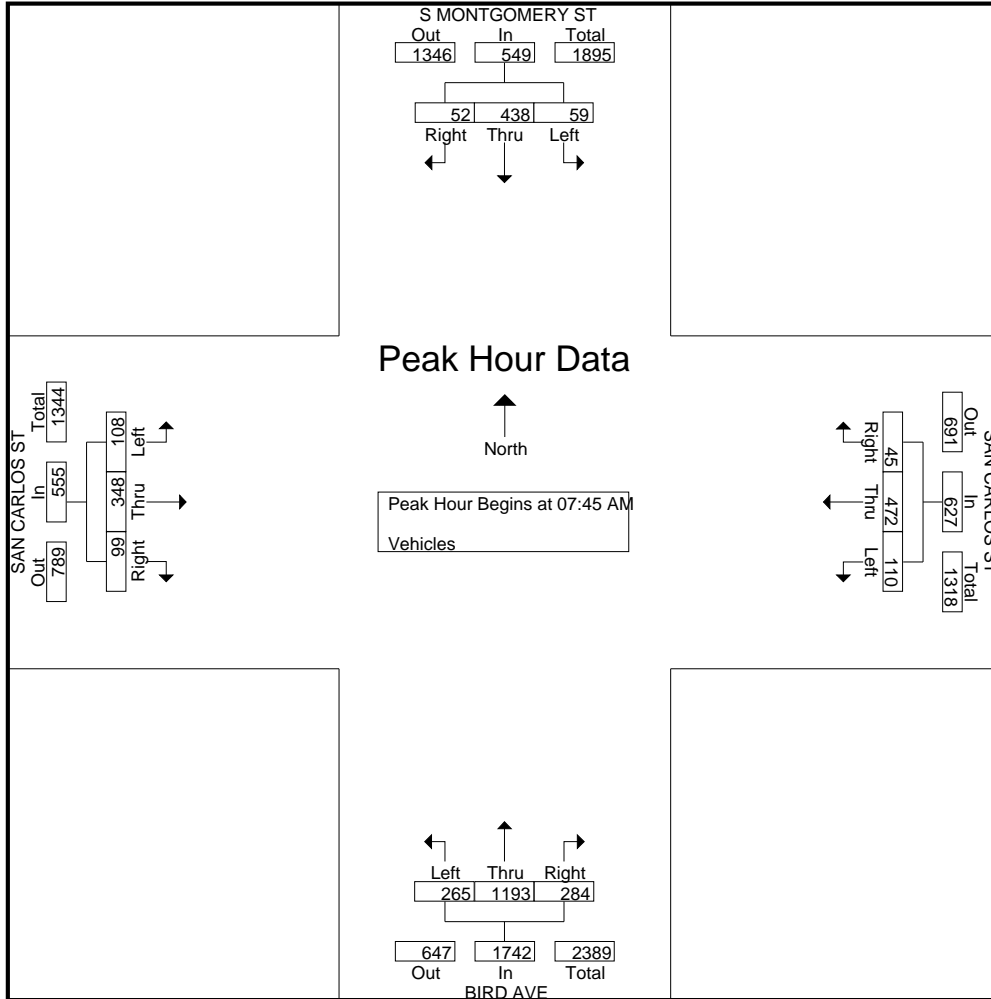
Start Time	S MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	9	55	4	4	72	3	43	11	6	63	19	117	49	3	188	18	33	6	6	63	386
07:15 AM	1	38	4	1	44	7	87	11	2	107	35	229	44	2	310	14	47	19	1	81	542
07:30 AM	5	104	3	3	115	16	92	19	2	129	28	318	91	9	446	17	38	15	0	70	760
07:45 AM	5	150	15	0	170	9	84	23	1	117	54	270	67	5	396	33	78	28	1	140	823
Total	20	347	26	8	401	35	306	64	11	416	136	934	251	19	1340	82	196	68	8	354	2511
08:00 AM	8	101	14	0	123	12	111	29	2	154	62	326	81	2	471	21	82	23	1	127	875
08:15 AM	8	116	14	3	141	12	156	29	2	199	71	287	34	1	393	17	86	34	2	139	872
08:30 AM	31	71	16	1	119	12	121	29	0	162	97	310	83	2	492	28	102	23	1	154	927
08:45 AM	7	88	7	6	108	13	68	17	0	98	83	220	76	6	385	24	118	26	3	171	762
Total	54	376	51	10	491	49	456	104	4	613	313	1143	274	11	1741	90	388	106	7	591	3436
Grand Total	74	723	77	18	892	84	762	168	15	1029	449	2077	525	30	3081	172	584	174	15	945	5947
Apprch %	8.3	81.1	8.6	2		8.2	74.1	16.3	1.5		14.6	67.4	17	1		18.2	61.8	18.4	1.6		
Total %	1.2	12.2	1.3	0.3	15	1.4	12.8	2.8	0.3	17.3	7.6	34.9	8.8	0.5	51.8	2.9	9.8	2.9	0.3	15.9	

Start Time	S MONTGOMERY ST Southbound				SAN CARLOS ST Westbound				BIRD AVE Northbound				SAN CARLOS ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	<b>150</b>	15	<b>170</b>	9	84	23	116	54	270	67	391	<b>33</b>	78	28	139	816
08:00 AM	8	101	14	123	<b>12</b>	111	<b>29</b>	152	62	<b>326</b>	81	469	21	82	23	126	870
08:15 AM	8	116	14	138	12	<b>156</b>	29	<b>197</b>	71	287	34	392	17	86	<b>34</b>	137	864
08:30 AM	<b>31</b>	71	<b>16</b>	118	12	121	29	162	<b>97</b>	310	<b>83</b>	<b>490</b>	28	<b>102</b>	23	<b>153</b>	<b>923</b>
Total Volume	52	438	59	549	45	472	110	627	284	1193	265	1742	99	348	108	555	3473
% App. Total	9.5	79.8	10.7		7.2	75.3	17.5		16.3	68.5	15.2		17.8	62.7	19.5		
PHF	.419	.730	.922	.807	.938	.756	.948	.796	.732	.915	.798	.889	.750	.853	.794	.907	.941

# Traffic Data Service

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File Name : 29AM FINAL  
 Site Code : 00000029  
 Start Date : 4/18/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 9AM FINAL  
 Site Code : 00000009  
 Start Date : 2/14/2013  
 Page No : 1

## Groups Printed- Vehicles

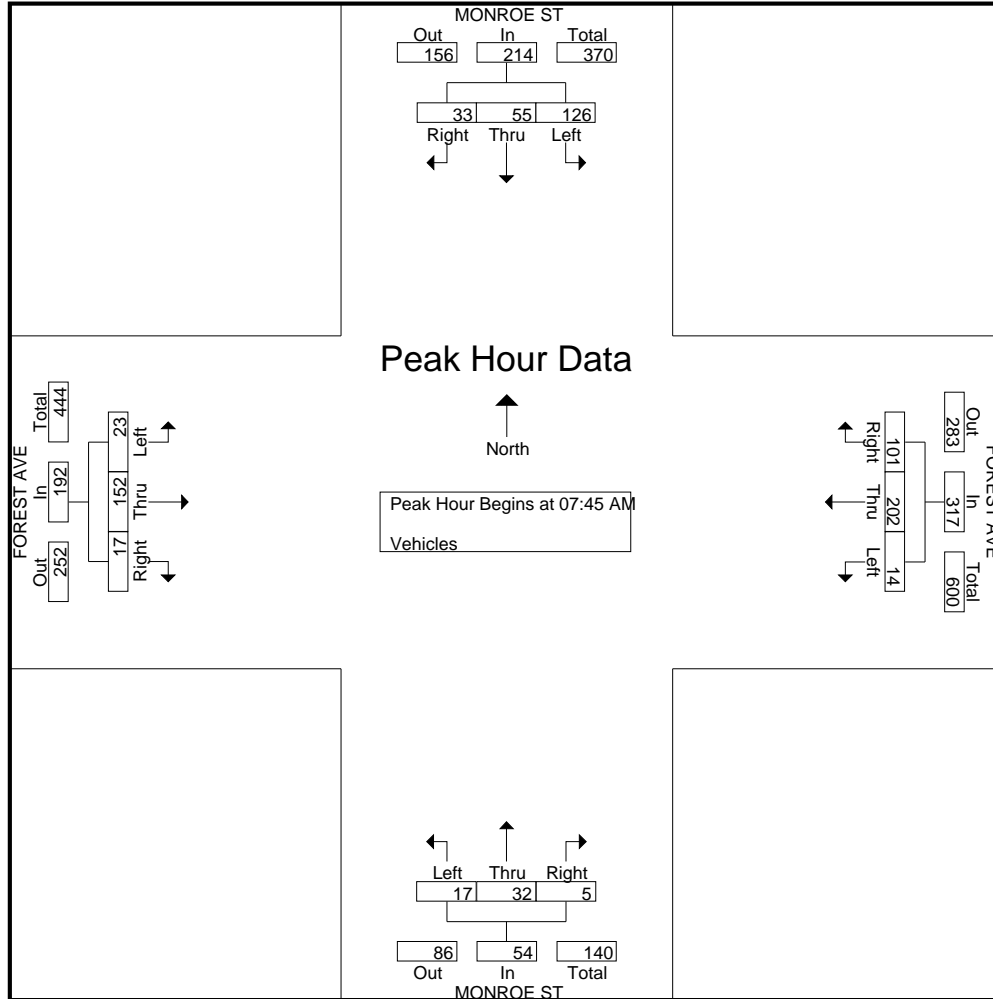
Start Time	MONROE ST Southbound					FOREST AVE Westbound					MONROE ST Northbound					FOREST AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	17	8	20	2	47	13	37	9	0	59	4	5	13	0	22	3	30	3	2	38	166
07:15 AM	9	6	19	1	35	10	39	2	0	51	0	5	3	0	8	5	29	2	1	37	131
07:30 AM	11	9	30	1	51	27	40	5	0	72	0	11	1	0	12	7	42	2	0	51	186
07:45 AM	11	9	41	1	62	31	60	4	0	95	0	4	3	0	7	3	35	7	2	47	211
<b>Total</b>	<b>48</b>	<b>32</b>	<b>110</b>	<b>5</b>	<b>195</b>	<b>81</b>	<b>176</b>	<b>20</b>	<b>0</b>	<b>277</b>	<b>4</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>49</b>	<b>18</b>	<b>136</b>	<b>14</b>	<b>5</b>	<b>173</b>	<b>694</b>
08:00 AM	6	12	27	2	47	14	33	2	0	49	0	9	5	1	15	5	45	6	0	56	167
08:15 AM	4	11	30	1	46	28	51	5	0	84	1	7	6	0	14	6	46	5	0	57	201
08:30 AM	12	23	28	5	68	28	58	3	0	89	4	12	3	0	19	3	26	5	8	42	218
08:45 AM	15	13	19	1	48	21	49	8	0	78	7	9	9	1	26	6	36	6	2	50	202
<b>Total</b>	<b>37</b>	<b>59</b>	<b>104</b>	<b>9</b>	<b>209</b>	<b>91</b>	<b>191</b>	<b>18</b>	<b>0</b>	<b>300</b>	<b>12</b>	<b>37</b>	<b>23</b>	<b>2</b>	<b>74</b>	<b>20</b>	<b>153</b>	<b>22</b>	<b>10</b>	<b>205</b>	<b>788</b>
Grand Total	85	91	214	14	404	172	367	38	0	577	16	62	43	2	123	38	289	36	15	378	1482
Apprch %	21	22.5	53	3.5		29.8	63.6	6.6	0		13	50.4	35	1.6		10.1	76.5	9.5	4		
Total %	5.7	6.1	14.4	0.9	27.3	11.6	24.8	2.6	0	38.9	1.1	4.2	2.9	0.1	8.3	2.6	19.5	2.4	1	25.5	

Start Time	MONROE ST Southbound				FOREST AVE Westbound				MONROE ST Northbound				FOREST AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	11	9	41	61	31	60	4	95	0	4	3	7	3	35	7	45	208
08:00 AM	6	12	27	45	14	33	2	49	0	9	5	14	5	45	6	56	164
08:15 AM	4	11	30	45	28	51	5	84	1	7	6	14	6	46	5	57	200
08:30 AM	12	23	28	63	28	58	3	89	4	12	3	19	3	26	5	34	205
Total Volume	33	55	126	214	101	202	14	317	5	32	17	54	17	152	23	192	777
% App. Total	15.4	25.7	58.9		31.9	63.7	4.4		9.3	59.3	31.5		8.9	79.2	12		
PHF	.688	.598	.768	.849	.815	.842	.700	.834	.313	.667	.708	.711	.708	.826	.821	.842	.934

# Traffic Data Service

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

File Name : 9AM FINAL  
Site Code : 00000009  
Start Date : 2/14/2013  
Page No : 2



# Traffic Data Service

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

File Name : 9PM FINAL  
 Site Code : 00000009  
 Start Date : 2/14/2013  
 Page No : 1

## Groups Printed- Vehicles

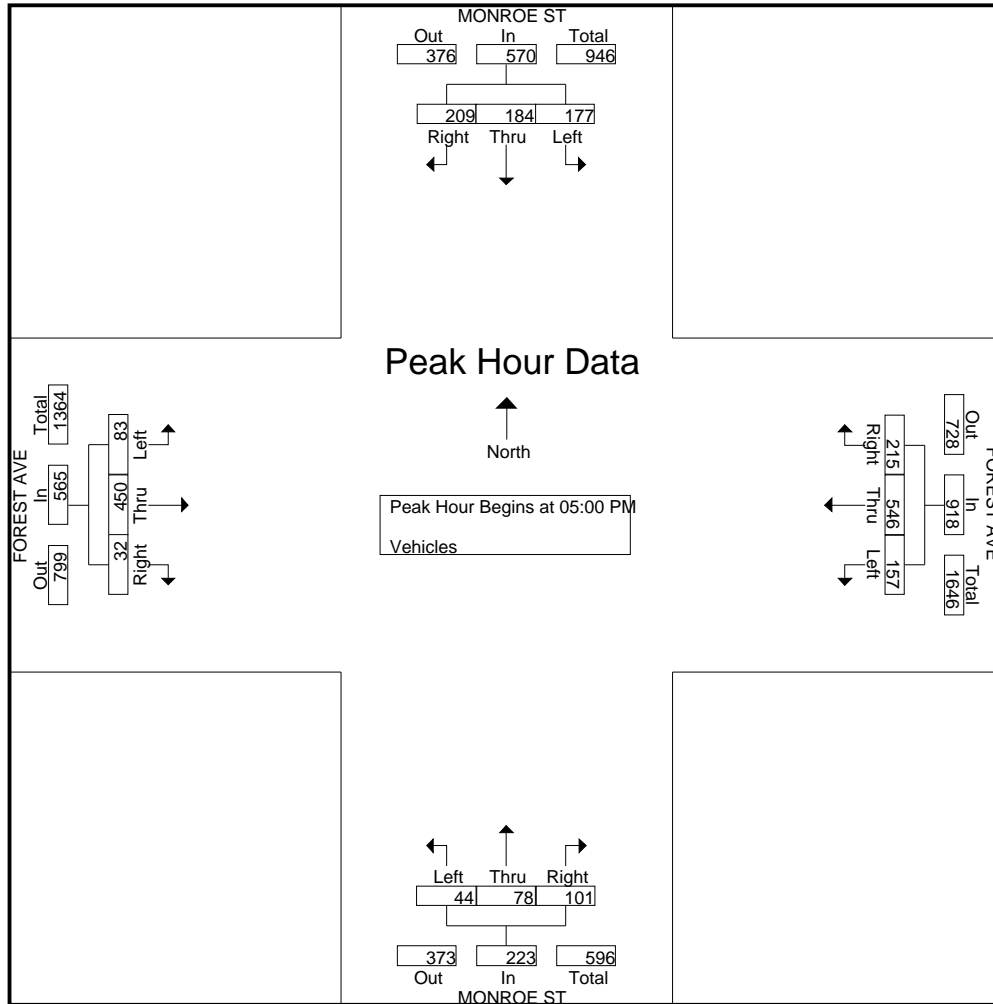
Start Time	MONROE ST Southbound					FOREST AVE Westbound					MONROE ST Northbound					FOREST AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	18	19	19	0	56	25	86	3	0	114	9	12	12	0	33	9	45	9	6	69	272
04:15 PM	25	22	20	0	67	26	91	8	0	125	10	19	15	0	44	8	62	11	9	90	326
04:30 PM	26	25	21	0	72	25	102	9	0	136	15	21	18	1	55	6	99	12	5	122	385
04:45 PM	34	26	43	0	103	63	96	21	3	183	26	18	9	2	55	9	95	16	5	125	466
Total	103	92	103	0	298	139	375	41	3	558	60	70	54	3	187	32	301	48	25	406	1449
05:00 PM	57	34	35	0	126	42	116	26	0	184	25	22	11	0	58	11	121	21	3	156	524
05:15 PM	52	52	42	0	146	63	125	38	2	228	32	23	9	3	67	2	108	11	3	124	565
05:30 PM	49	51	52	0	152	52	163	52	0	267	25	25	8	1	59	16	96	25	2	139	617
05:45 PM	51	47	48	0	146	58	142	41	1	242	19	8	16	0	43	3	125	26	1	155	586
Total	209	184	177	0	570	215	546	157	3	921	101	78	44	4	227	32	450	83	9	574	2292
Grand Total	312	276	280	0	868	354	921	198	6	1479	161	148	98	7	414	64	751	131	34	980	3741
Apprch %	35.9	31.8	32.3	0		23.9	62.3	13.4	0.4		38.9	35.7	23.7	1.7		6.5	76.6	13.4	3.5		
Total %	8.3	7.4	7.5	0	23.2	9.5	24.6	5.3	0.2	39.5	4.3	4	2.6	0.2	11.1	1.7	20.1	3.5	0.9	26.2	

Start Time	MONROE ST Southbound				FOREST AVE Westbound				MONROE ST Northbound				FOREST AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	<b>57</b>	34	35	126	42	116	26	184	25	22	11	58	11	121	21	153	521
05:15 PM	52	<b>52</b>	42	146	<b>63</b>	125	38	226	<b>32</b>	23	9	<b>64</b>	2	108	11	121	557
05:30 PM	49	51	<b>52</b>	<b>152</b>	52	<b>163</b>	<b>52</b>	<b>267</b>	25	<b>25</b>	8	58	<b>16</b>	96	25	137	<b>614</b>
05:45 PM	51	47	48	146	58	142	41	241	19	8	<b>16</b>	43	3	<b>125</b>	<b>26</b>	<b>154</b>	584
Total Volume	209	184	177	570	215	546	157	918	101	78	44	223	32	450	83	565	2276
% App. Total	36.7	32.3	31.1		23.4	59.5	17.1		45.3	35	19.7		5.7	79.6	14.7		
PHF	.917	.885	.851	.938	.853	.837	.755	.860	.789	.780	.688	.871	.500	.900	.798	.917	.927

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
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File Name : 9PM FINAL  
Site Code : 00000009  
Start Date : 2/14/2013  
Page No : 2



# Traffic Data Service

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

File Name : 10AM FINAL  
Site Code : 00000010  
Start Date : 2/14/2013  
Page No : 1

## Groups Printed- Vehicles

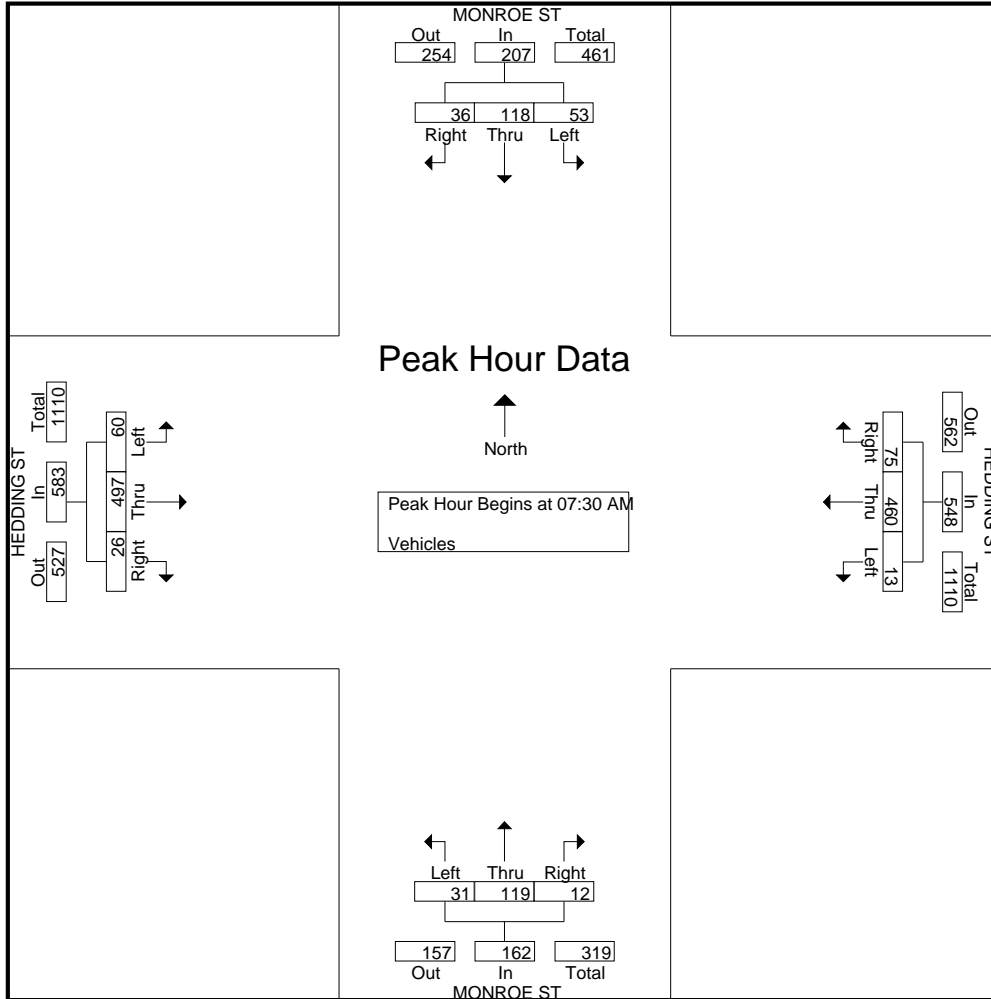
Start Time	MONROE ST Southbound					HEDDING ST Westbound					MONROE ST Northbound					HEDDING ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	21	15	0	47	16	52	3	0	71	6	11	6	0	23	5	63	10	0	78	219
07:15 AM	8	39	19	0	66	18	69	3	4	94	6	28	15	0	49	3	98	11	0	112	321
07:30 AM	11	27	12	1	51	14	114	6	0	134	3	39	7	0	49	7	134	15	0	156	390
07:45 AM	4	32	22	1	59	21	141	3	1	166	3	20	7	1	31	10	118	12	0	140	396
Total	34	119	68	2	223	69	376	15	5	465	18	98	35	1	152	25	413	48	0	486	1326
08:00 AM	8	22	9	0	39	17	99	3	0	119	3	26	8	1	38	7	95	20	0	122	318
08:15 AM	13	37	10	0	60	23	106	1	1	131	3	34	9	2	48	2	150	13	0	165	404
08:30 AM	7	38	8	0	53	8	76	6	0	90	10	16	7	2	35	6	90	9	0	105	283
08:45 AM	15	37	9	2	63	10	61	6	0	77	12	32	6	0	50	0	86	9	0	95	285
Total	43	134	36	2	215	58	342	16	1	417	28	108	30	5	171	15	421	51	0	487	1290
Grand Total	77	253	104	4	438	127	718	31	6	882	46	206	65	6	323	40	834	99	0	973	2616
Apprch %	17.6	57.8	23.7	0.9		14.4	81.4	3.5	0.7		14.2	63.8	20.1	1.9		4.1	85.7	10.2	0		
Total %	2.9	9.7	4	0.2	16.7	4.9	27.4	1.2	0.2	33.7	1.8	7.9	2.5	0.2	12.3	1.5	31.9	3.8	0	37.2	

Start Time	MONROE ST Southbound				HEDDING ST Westbound				MONROE ST Northbound				HEDDING ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	27	12	50	14	114	6	134	3	39	7	49	7	134	15	156	389
07:45 AM	4	32	22	58	21	141	3	165	3	20	7	30	10	118	12	140	393
08:00 AM	8	22	9	39	17	99	3	119	3	26	8	37	7	95	20	122	317
08:15 AM	13	37	10	60	23	106	1	130	3	34	9	46	2	150	13	165	401
Total Volume	36	118	53	207	75	460	13	548	12	119	31	162	26	497	60	583	1500
% App. Total	17.4	57	25.6		13.7	83.9	2.4		7.4	73.5	19.1		4.5	85.2	10.3		
PHF	.692	.797	.602	.863	.815	.816	.542	.830	1.00	.763	.861	.827	.650	.828	.750	.883	.935

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
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File Name : 10AM FINAL  
Site Code : 00000010  
Start Date : 2/14/2013  
Page No : 2



# Traffic Data Service

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

File Name : 10PM FINAL  
 Site Code : 00000010  
 Start Date : 5/7/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	MONROE ST Southbound					HEDDING ST Westbound					MONROE ST Northbound					HEDDING ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	13	31	20	0	64	24	79	16	2	121	4	29	10	1	44	13	89	12	0	114	343
04:15 PM	12	31	14	1	58	8	59	8	2	77	12	29	4	0	45	8	80	8	2	98	278
04:30 PM	9	31	16	0	56	9	65	8	2	84	8	18	12	1	39	7	103	13	1	124	303
04:45 PM	7	44	17	3	71	29	78	12	3	122	5	33	7	2	47	11	109	18	1	139	379
Total	41	137	67	4	249	70	281	44	9	404	29	109	33	4	175	39	381	51	4	475	1303
05:00 PM	11	58	25	0	94	18	89	12	1	120	15	32	14	0	61	9	102	17	0	128	403
05:15 PM	13	51	15	0	79	27	116	12	3	158	6	28	11	0	45	11	107	29	2	149	431
05:30 PM	20	47	24	0	91	22	102	10	1	135	4	32	10	0	46	14	121	15	1	151	423
05:45 PM	11	62	23	1	97	21	101	18	0	140	11	28	6	0	45	12	98	20	1	131	413
Total	55	218	87	1	361	88	408	52	5	553	36	120	41	0	197	46	428	81	4	559	1670
Grand Total	96	355	154	5	610	158	689	96	14	957	65	229	74	4	372	85	809	132	8	1034	2973
Apprch %	15.7	58.2	25.2	0.8		16.5	72	10	1.5		17.5	61.6	19.9	1.1		8.2	78.2	12.8	0.8		
Total %	3.2	11.9	5.2	0.2	20.5	5.3	23.2	3.2	0.5	32.2	2.2	7.7	2.5	0.1	12.5	2.9	27.2	4.4	0.3	34.8	

Start Time	MONROE ST Southbound				HEDDING ST Westbound				MONROE ST Northbound				HEDDING ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	58	<b>25</b>	94	18	89	12	119	<b>15</b>	<b>32</b>	<b>14</b>	<b>61</b>	9	102	17	128	402
05:15 PM	13	51	15	79	<b>27</b>	<b>116</b>	12	<b>155</b>	6	28	11	45	11	107	<b>29</b>	147	<b>426</b>
05:30 PM	<b>20</b>	47	24	91	22	102	10	134	4	32	10	46	<b>14</b>	<b>121</b>	15	<b>150</b>	421
05:45 PM	11	<b>62</b>	23	<b>96</b>	21	101	<b>18</b>	140	11	28	6	45	12	98	20	130	411
Total Volume	55	218	87	360	88	408	52	548	36	120	41	197	46	428	81	555	1660
% App. Total	15.3	60.6	24.2		16.1	74.5	9.5		18.3	60.9	20.8		8.3	77.1	14.6		
PHF	.688	.879	.870	.938	.815	.879	.722	.884	.600	.938	.732	.807	.821	.884	.698	.925	.974

# Traffic Data Service

Campbell, CA

(408) 377-2988

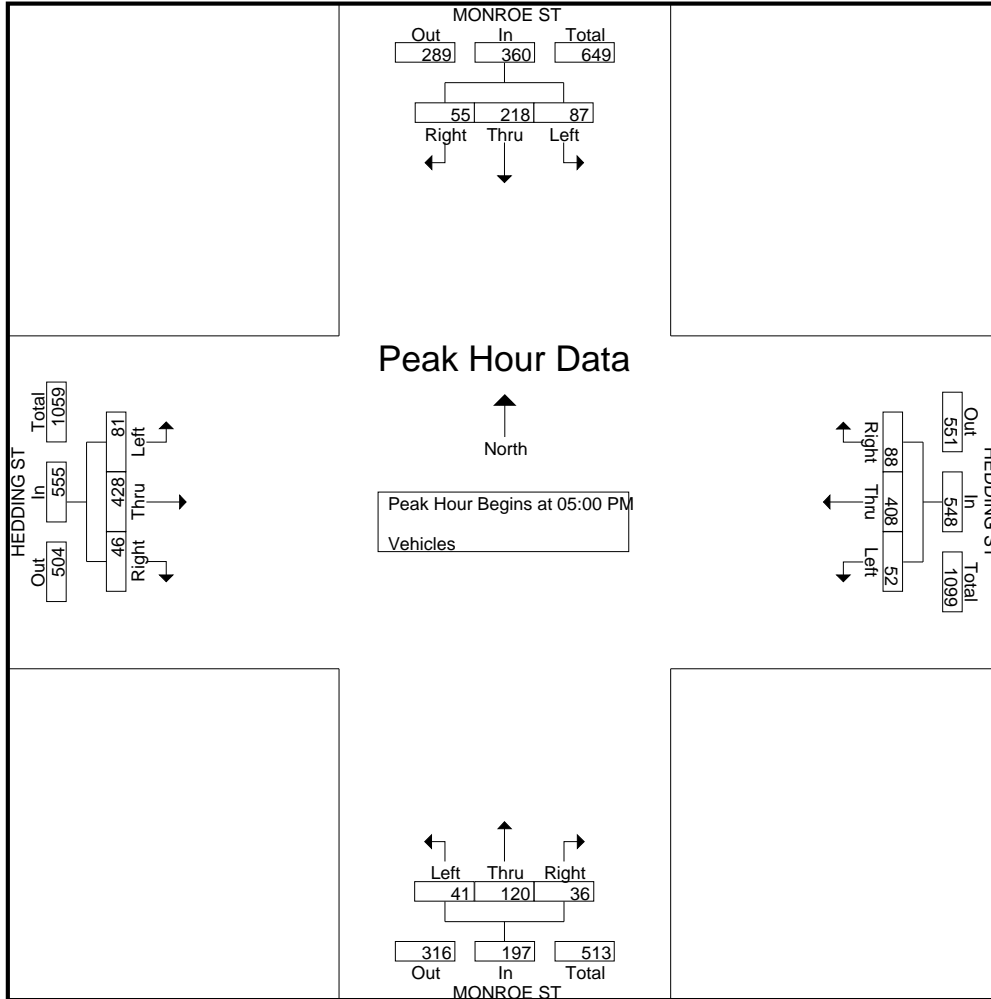
*tdsbay@cs.com*

File Name : 10PM FINAL

Site Code : 00000010

Start Date : 5/7/2013

Page No : 2





# Traffic Data Service

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

File Name : 11AM FINAL  
Site Code : 00000011  
Start Date : 2/14/2013  
Page No : 1

Groups Printed- Vehicles

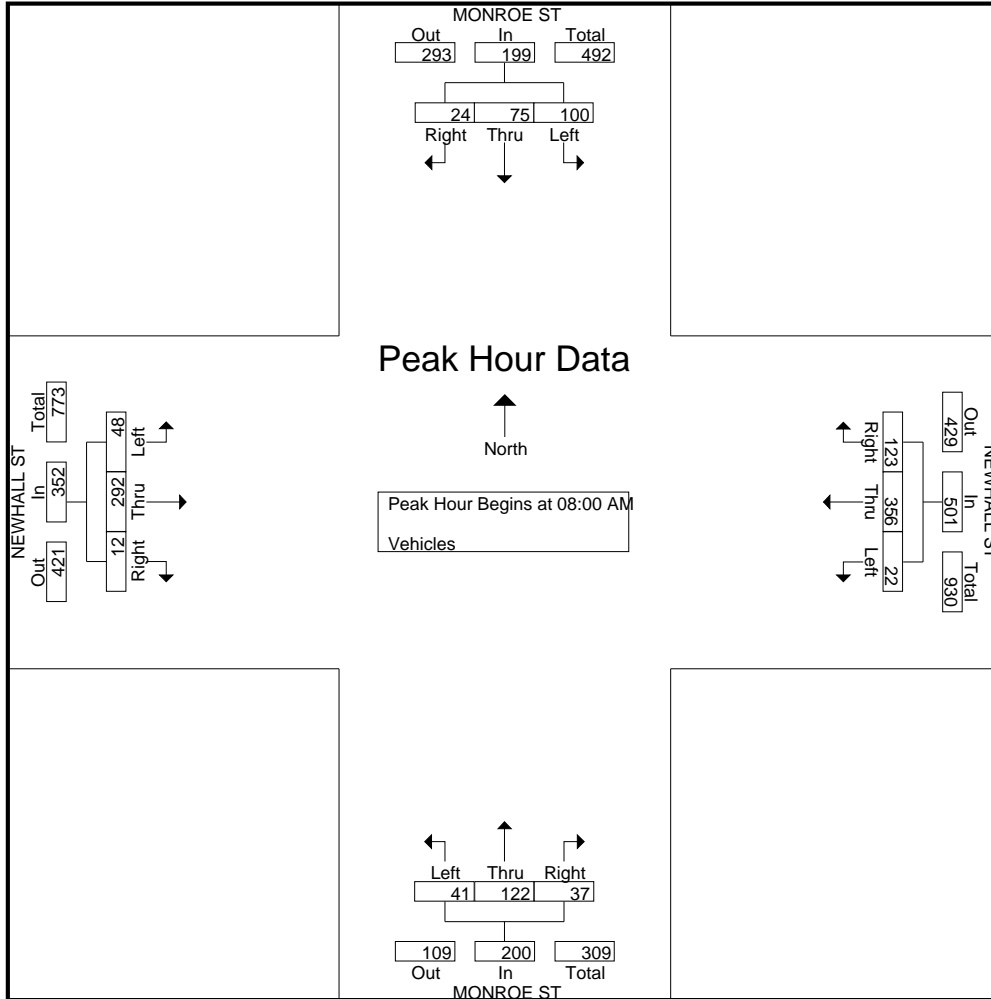
Start Time	MONROE ST Southbound					NEWHALL ST Westbound					MONROE ST Northbound					NEWHALL ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	5	10	15	0	30	15	56	2	0	73	2	21	8	0	31	5	26	5	0	36	170
07:15 AM	8	11	12	0	31	23	86	3	0	112	3	35	5	0	43	6	53	8	0	67	253
07:30 AM	6	15	20	0	41	17	94	2	0	113	0	53	6	0	59	4	50	7	0	61	274
07:45 AM	9	13	21	0	43	16	84	3	0	103	5	34	7	1	47	4	43	5	0	52	245
<b>Total</b>	<b>28</b>	<b>49</b>	<b>68</b>	<b>0</b>	<b>145</b>	<b>71</b>	<b>320</b>	<b>10</b>	<b>0</b>	<b>401</b>	<b>10</b>	<b>143</b>	<b>26</b>	<b>1</b>	<b>180</b>	<b>19</b>	<b>172</b>	<b>25</b>	<b>0</b>	<b>216</b>	<b>942</b>
08:00 AM	14	22	25	0	61	34	107	8	1	150	12	40	11	0	63	4	71	8	3	86	360
08:15 AM	4	10	20	0	34	27	90	3	0	120	8	26	6	0	40	7	87	23	0	117	311
08:30 AM	4	24	33	2	63	33	88	4	0	125	9	28	12	0	49	0	82	12	0	94	331
08:45 AM	2	19	22	2	45	29	71	7	0	107	8	28	12	0	48	1	52	5	0	58	258
<b>Total</b>	<b>24</b>	<b>75</b>	<b>100</b>	<b>4</b>	<b>203</b>	<b>123</b>	<b>356</b>	<b>22</b>	<b>1</b>	<b>502</b>	<b>37</b>	<b>122</b>	<b>41</b>	<b>0</b>	<b>200</b>	<b>12</b>	<b>292</b>	<b>48</b>	<b>3</b>	<b>355</b>	<b>1260</b>
Grand Total	52	124	168	4	348	194	676	32	1	903	47	265	67	1	380	31	464	73	3	571	2202
Apprch %	14.9	35.6	48.3	1.1		21.5	74.9	3.5	0.1		12.4	69.7	17.6	0.3		5.4	81.3	12.8	0.5		
Total %	2.4	5.6	7.6	0.2	15.8	8.8	30.7	1.5	0	41	2.1	12	3	0	17.3	1.4	21.1	3.3	0.1	25.9	

Start Time	MONROE ST Southbound				NEWHALL ST Westbound				MONROE ST Northbound				NEWHALL ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	14	22	25	61	34	107	8	149	12	40	11	63	4	71	8	83	356
08:15 AM	4	10	20	34	27	90	3	120	8	26	6	40	7	87	23	117	311
08:30 AM	4	24	33	61	33	88	4	125	9	28	12	49	0	82	12	94	329
08:45 AM	2	19	22	43	29	71	7	107	8	28	12	48	1	52	5	58	256
Total Volume	24	75	100	199	123	356	22	501	37	122	41	200	12	292	48	352	1252
% App. Total	12.1	37.7	50.3		24.6	71.1	4.4		18.5	61	20.5		3.4	83	13.6		
PHF	.429	.781	.758	.816	.904	.832	.688	.841	.771	.763	.854	.794	.429	.839	.522	.752	.879

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
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File Name : 11AM FINAL  
Site Code : 00000011  
Start Date : 2/14/2013  
Page No : 2



# Traffic Data Service

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

File Name : 11PM FINAL  
 Site Code : 00000011  
 Start Date : 2/14/2013  
 Page No : 1

## Groups Printed- Vehicles

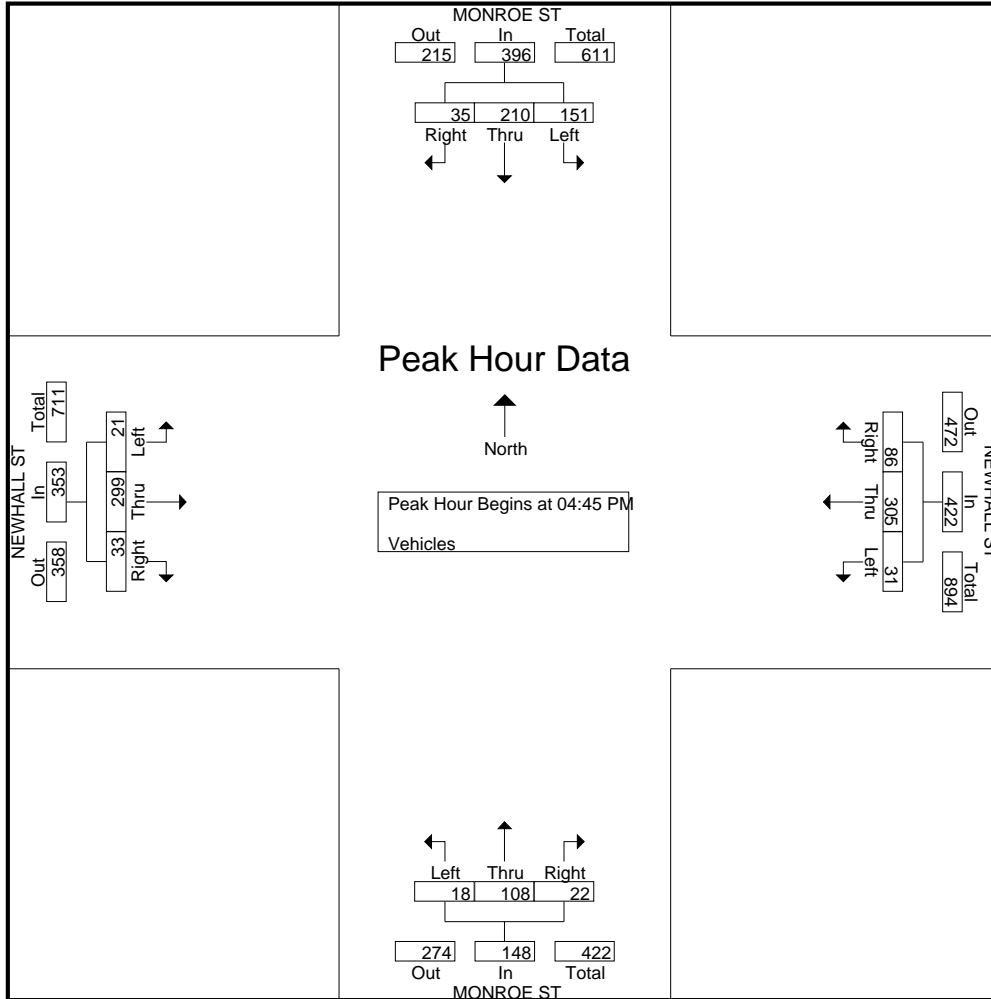
Start Time	MONROE ST Southbound					NEWHALL ST Westbound					MONROE ST Northbound					NEWHALL ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	28	32	0	64	12	26	2	0	40	11	23	17	0	51	8	26	0	0	34	189
04:15 PM	6	33	13	1	53	21	28	3	0	52	6	24	6	0	36	6	28	0	0	34	175
04:30 PM	4	41	29	0	74	22	48	5	1	76	5	26	5	0	36	9	64	7	0	80	266
04:45 PM	7	39	23	0	69	25	77	8	1	111	6	20	5	0	31	8	64	6	0	78	289
Total	21	141	97	1	260	80	179	18	2	279	28	93	33	0	154	31	182	13	0	226	919
05:00 PM	11	50	46	0	107	10	85	10	0	105	7	35	4	0	46	4	70	7	0	81	339
05:15 PM	14	47	45	0	106	25	68	4	0	97	0	23	4	0	27	6	68	0	0	74	304
05:30 PM	3	74	37	2	116	26	75	9	0	110	9	30	5	0	44	15	97	8	0	120	390
05:45 PM	1	27	22	0	50	27	47	5	0	79	5	39	2	1	47	8	69	16	1	94	270
Total	29	198	150	2	379	88	275	28	0	391	21	127	15	1	164	33	304	31	1	369	1303
Grand Total	50	339	247	3	639	168	454	46	2	670	49	220	48	1	318	64	486	44	1	595	2222
Apprch %	7.8	53.1	38.7	0.5		25.1	67.8	6.9	0.3		15.4	69.2	15.1	0.3		10.8	81.7	7.4	0.2		
Total %	2.3	15.3	11.1	0.1	28.8	7.6	20.4	2.1	0.1	30.2	2.2	9.9	2.2	0	14.3	2.9	21.9	2	0	26.8	

Start Time	MONROE ST Southbound					NEWHALL ST Westbound					MONROE ST Northbound					NEWHALL ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	39	23		69	25	77	8		110	6	20	5		31	8	64	6		78	288
05:00 PM	11	50	46		107	10	85	10		105	7	35	4		46	4	70	7		81	339
05:15 PM	14	47	45		106	25	68	4		97	0	23	4		27	6	68	0		74	304
05:30 PM	3	74	37		114	26	75	9		110	9	30	5		44	15	97	8		120	388
Total Volume	35	210	151		396	86	305	31		422	22	108	18		148	33	299	21		353	1319
% App. Total	8.8	53	38.1			20.4	72.3	7.3			14.9	73	12.2			9.3	84.7	5.9			
PHF	.625	.709	.821		.868	.827	.897	.775		.959	.611	.771	.900		.804	.550	.771	.656		.735	.850

# Traffic Data Service

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

File Name : 11PM FINAL  
Site Code : 00000011  
Start Date : 2/14/2013  
Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 12AM FINAL

Site Code : 00000012

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

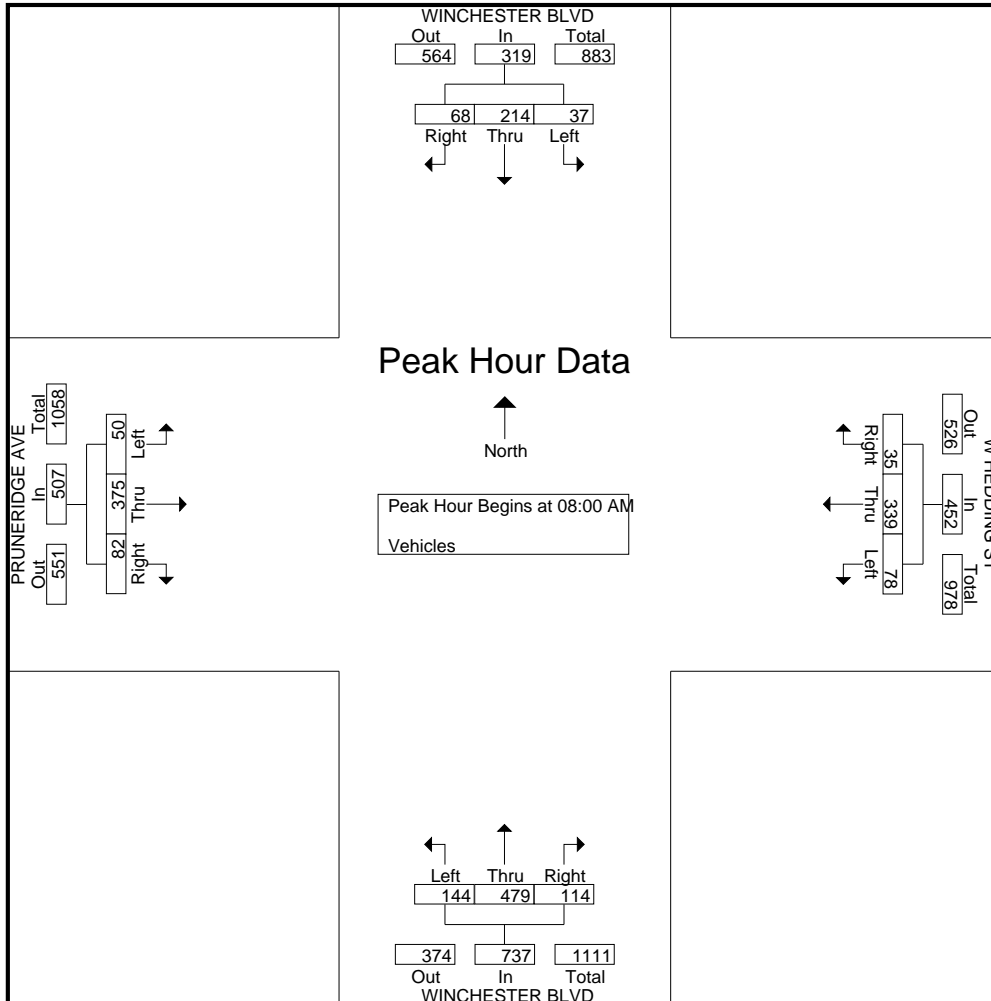
Start Time	WINCHESTER BLVD Southbound					W HEDDING ST Westbound					WINCHESTER BLVD Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	30	6	0	46	5	49	6	0	60	6	41	12	0	59	10	42	3	0	55	220
07:15 AM	11	33	4	0	48	5	64	6	0	75	19	45	21	0	85	15	54	4	2	75	283
07:30 AM	16	36	4	0	56	7	104	11	0	122	16	78	27	0	121	23	89	5	1	118	417
07:45 AM	9	52	11	1	73	10	93	15	0	118	21	99	39	0	159	24	85	12	0	121	471
<b>Total</b>	<b>46</b>	<b>151</b>	<b>25</b>	<b>1</b>	<b>223</b>	<b>27</b>	<b>310</b>	<b>38</b>	<b>0</b>	<b>375</b>	<b>62</b>	<b>263</b>	<b>99</b>	<b>0</b>	<b>424</b>	<b>72</b>	<b>270</b>	<b>24</b>	<b>3</b>	<b>369</b>	<b>1391</b>
08:00 AM	22	64	8	0	94	10	106	18	5	139	29	116	46	2	193	24	85	9	2	120	546
08:15 AM	18	50	4	0	72	4	84	20	0	108	27	102	38	0	167	16	98	10	1	125	472
08:30 AM	15	50	16	0	81	12	74	18	1	105	28	140	26	0	194	13	105	14	0	132	512
08:45 AM	13	50	9	0	72	9	75	22	2	108	30	121	34	0	185	29	87	17	1	134	499
<b>Total</b>	<b>68</b>	<b>214</b>	<b>37</b>	<b>0</b>	<b>319</b>	<b>35</b>	<b>339</b>	<b>78</b>	<b>8</b>	<b>460</b>	<b>114</b>	<b>479</b>	<b>144</b>	<b>2</b>	<b>739</b>	<b>82</b>	<b>375</b>	<b>50</b>	<b>4</b>	<b>511</b>	<b>2029</b>
Grand Total	114	365	62	1	542	62	649	116	8	835	176	742	243	2	1163	154	645	74	7	880	3420
Apprch %	21	67.3	11.4	0.2		7.4	77.7	13.9	1		15.1	63.8	20.9	0.2		17.5	73.3	8.4	0.8		
Total %	3.3	10.7	1.8	0	15.8	1.8	19	3.4	0.2	24.4	5.1	21.7	7.1	0.1	34	4.5	18.9	2.2	0.2	25.7	

Start Time	WINCHESTER BLVD Southbound				W HEDDING ST Westbound				WINCHESTER BLVD Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>22</b>	<b>64</b>	8	<b>94</b>	10	<b>106</b>	18	<b>134</b>	29	116	<b>46</b>	191	24	85	9	118	<b>537</b>
08:15 AM	18	50	4	72	4	84	20	108	27	102	38	167	16	98	10	124	471
08:30 AM	15	50	<b>16</b>	81	<b>12</b>	74	18	104	28	<b>140</b>	26	<b>194</b>	13	<b>105</b>	14	132	511
08:45 AM	13	50	9	72	9	75	<b>22</b>	106	<b>30</b>	121	34	185	<b>29</b>	87	<b>17</b>	<b>133</b>	496
Total Volume	68	214	37	319	35	339	78	452	114	479	144	737	82	375	50	507	2015
% App. Total	21.3	67.1	11.6		7.7	75	17.3		15.5	65	19.5		16.2	74	9.9		
PHF	.773	.836	.578	.848	.729	.800	.886	.843	.950	.855	.783	.950	.707	.893	.735	.953	.938

# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 2/14/2013  
 Page No : 1

### Groups Printed- Vehicles

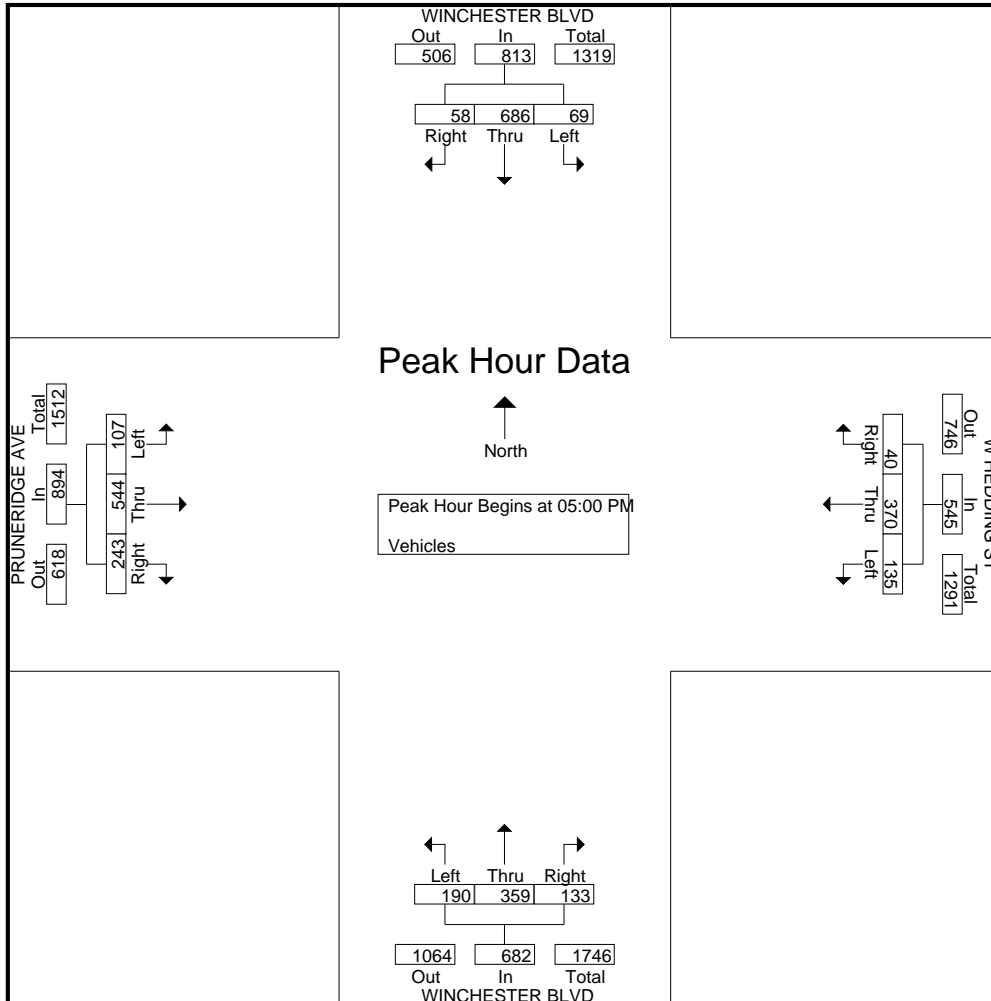
Start Time	WINCHESTER BLVD Southbound					W HEDDING ST Westbound					WINCHESTER BLVD Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	14	112	8	0	134	7	53	26	1	87	31	82	41	1	155	45	88	21	2	156	532
04:15 PM	17	86	7	0	110	10	56	26	3	95	19	94	48	0	161	64	96	16	4	180	546
04:30 PM	13	93	18	1	125	7	72	24	6	109	19	81	38	0	138	48	126	21	2	197	569
04:45 PM	19	131	9	0	159	8	73	35	0	116	33	56	67	5	161	59	118	22	4	203	639
<b>Total</b>	<b>63</b>	<b>422</b>	<b>42</b>	<b>1</b>	<b>528</b>	<b>32</b>	<b>254</b>	<b>111</b>	<b>10</b>	<b>407</b>	<b>102</b>	<b>313</b>	<b>194</b>	<b>6</b>	<b>615</b>	<b>216</b>	<b>428</b>	<b>80</b>	<b>12</b>	<b>736</b>	<b>2286</b>
05:00 PM	13	158	15	2	188	7	78	34	6	125	34	91	39	0	164	59	113	22	1	195	672
05:15 PM	17	169	15	2	203	13	118	24	3	158	30	79	52	0	161	68	133	30	6	237	759
05:30 PM	14	184	18	2	218	13	88	36	5	142	31	109	49	3	192	54	138	27	4	223	775
05:45 PM	14	175	21	0	210	7	86	41	3	137	38	80	50	1	169	62	160	28	3	253	769
<b>Total</b>	<b>58</b>	<b>686</b>	<b>69</b>	<b>6</b>	<b>819</b>	<b>40</b>	<b>370</b>	<b>135</b>	<b>17</b>	<b>562</b>	<b>133</b>	<b>359</b>	<b>190</b>	<b>4</b>	<b>686</b>	<b>243</b>	<b>544</b>	<b>107</b>	<b>14</b>	<b>908</b>	<b>2975</b>
Grand Total	121	1108	111	7	1347	72	624	246	27	969	235	672	384	10	1301	459	972	187	26	1644	5261
Apprch %	9	82.3	8.2	0.5		7.4	64.4	25.4	2.8		18.1	51.7	29.5	0.8		27.9	59.1	11.4	1.6		
Total %	2.3	21.1	2.1	0.1	25.6	1.4	11.9	4.7	0.5	18.4	4.5	12.8	7.3	0.2	24.7	8.7	18.5	3.6	0.5	31.2	

Start Time	WINCHESTER BLVD Southbound				W HEDDING ST Westbound				WINCHESTER BLVD Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	158	15	186	7	78	34	119	34	91	39	164	59	113	22	194	663
05:15 PM	17	169	15	201	13	118	24	155	30	79	52	161	68	133	30	231	748
05:30 PM	14	<b>184</b>	18	<b>216</b>	13	88	36	137	31	<b>109</b>	49	<b>189</b>	54	138	27	219	761
05:45 PM	14	175	21	210	7	86	41	134	38	80	50	168	62	<b>160</b>	28	<b>250</b>	<b>762</b>
Total Volume	58	686	69	813	40	370	135	545	133	359	190	682	243	544	107	894	2934
% App. Total	7.1	84.4	8.5		7.3	67.9	24.8		19.5	52.6	27.9		27.2	60.9	12		
PHF	.853	.932	.821	.941	.769	.784	.823	.879	.875	.823	.913	.902	.893	.850	.892	.894	.963

# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 2/14/2013  
 Page No : 2





# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 13AM FINAL

Site Code : 00000013

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

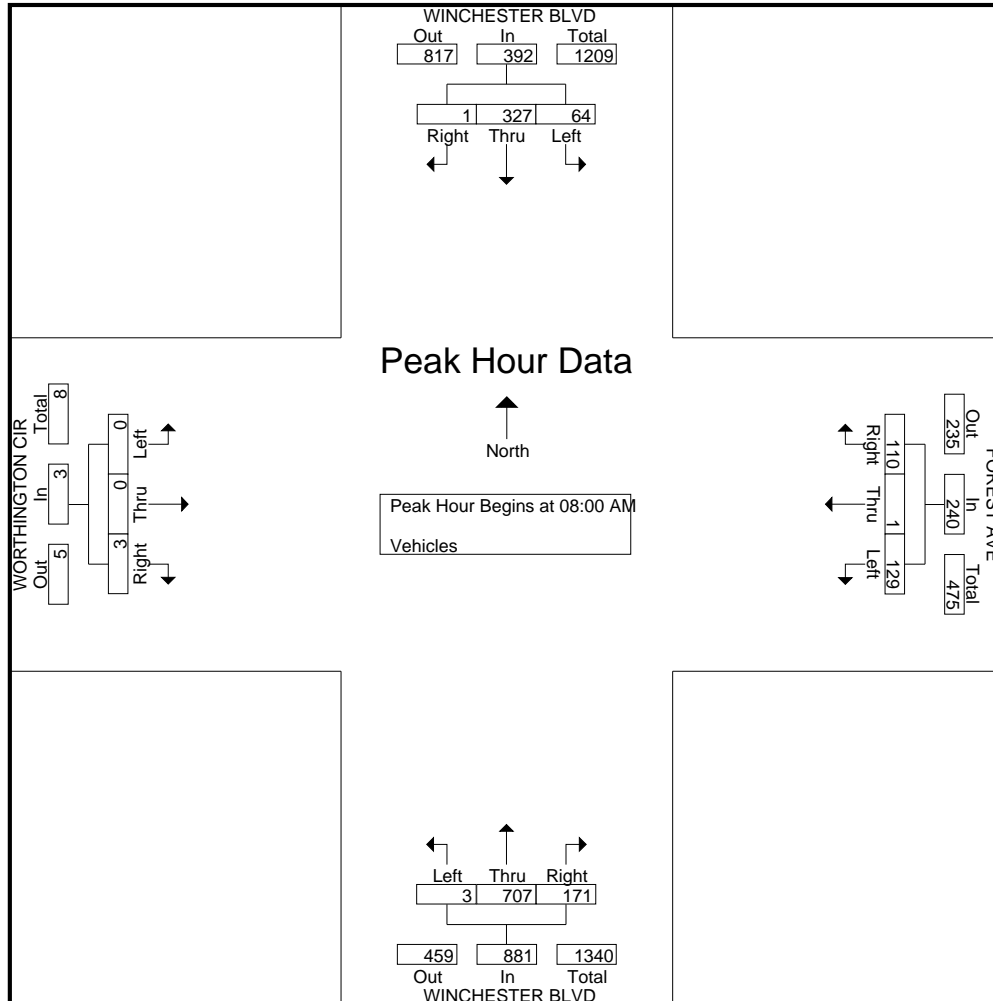
Start Time	WINCHESTER BLVD Southbound					FOREST AVE Westbound					WINCHESTER BLVD Northbound					WORTHINGTON CIR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	42	8	0	50	7	0	18	0	25	27	55	12	0	94	2	0	0	0	2	171
07:15 AM	0	46	15	0	61	11	0	33	0	44	19	74	1	0	94	1	0	0	0	1	200
07:30 AM	1	66	17	0	84	26	0	32	0	58	27	106	1	0	134	1	0	0	1	2	278
07:45 AM	1	86	20	0	107	19	0	38	1	58	37	141	2	0	180	1	0	0	2	3	348
<b>Total</b>	<b>2</b>	<b>240</b>	<b>60</b>	<b>0</b>	<b>302</b>	<b>63</b>	<b>0</b>	<b>121</b>	<b>1</b>	<b>185</b>	<b>110</b>	<b>376</b>	<b>16</b>	<b>0</b>	<b>502</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>997</b>
08:00 AM	0	81	26	0	107	27	0	33	2	62	45	178	1	1	225	0	0	0	0	0	394
08:15 AM	1	85	12	0	98	24	0	36	1	61	37	162	1	1	201	2	0	0	1	3	363
08:30 AM	0	72	6	0	78	26	0	29	1	56	48	190	1	0	239	0	0	0	2	2	375
08:45 AM	0	89	20	0	109	33	1	31	0	65	41	177	0	0	218	1	0	0	1	2	394
<b>Total</b>	<b>1</b>	<b>327</b>	<b>64</b>	<b>0</b>	<b>392</b>	<b>110</b>	<b>1</b>	<b>129</b>	<b>4</b>	<b>244</b>	<b>171</b>	<b>707</b>	<b>3</b>	<b>2</b>	<b>883</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>1526</b>
Grand Total	3	567	124	0	694	173	1	250	5	429	281	1083	19	2	1385	8	0	0	7	15	2523
Apprch %	0.4	81.7	17.9	0		40.3	0.2	58.3	1.2		20.3	78.2	1.4	0.1		53.3	0	0	46.7		
Total %	0.1	22.5	4.9	0	27.5	6.9	0	9.9	0.2	17	11.1	42.9	0.8	0.1	54.9	0.3	0	0	0.3	0.6	

Start Time	WINCHESTER BLVD Southbound				FOREST AVE Westbound				WINCHESTER BLVD Northbound				WORTHINGTON CIR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	81	<b>26</b>	107	27	0	33	60	45	178	<b>1</b>	224	0	0	0	0	391
08:15 AM	1	85	12	98	24	0	<b>36</b>	60	37	162	1	200	<b>2</b>	0	0	2	360
08:30 AM	0	72	6	78	26	0	29	55	<b>48</b>	<b>190</b>	1	<b>239</b>	0	0	0	0	372
08:45 AM	0	<b>89</b>	20	<b>109</b>	<b>33</b>	<b>1</b>	31	<b>65</b>	41	177	0	218	1	0	0	1	<b>393</b>
Total Volume	1	327	64	392	110	1	129	240	171	707	3	881	3	0	0	3	1516
% App. Total	0.3	83.4	16.3		45.8	0.4	53.8		19.4	80.2	0.3		100	0	0		
PHF	.250	.919	.615	.899	.833	.250	.896	.923	.891	.930	.750	.922	.375	.000	.000	.375	.964

# Traffic Data Service

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

File Name : 13AM FINAL  
 Site Code : 00000013  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 13PM FINAL

Site Code : 00000013

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

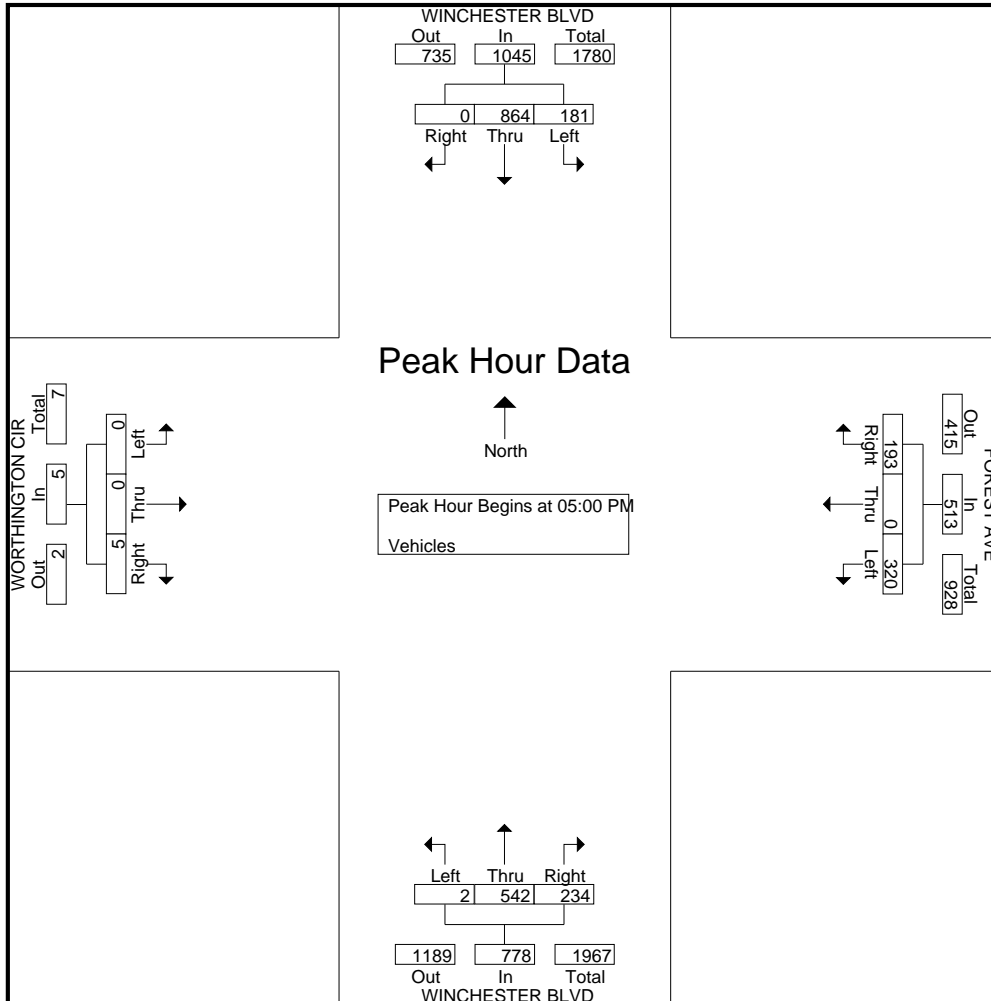
Start Time	WINCHESTER BLVD Southbound					FOREST AVE Westbound					WINCHESTER BLVD Northbound					WORTHINGTON CIR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	146	45	0	192	48	0	79	6	133	69	118	1	0	188	4	0	0	4	8	521
04:15 PM	0	154	40	0	194	46	0	60	2	108	60	151	2	0	213	2	0	0	1	3	518
04:30 PM	0	151	38	0	189	37	0	84	4	125	77	122	0	0	199	2	0	0	3	5	518
04:45 PM	0	166	50	0	216	51	0	80	2	133	62	115	1	0	178	3	0	0	2	5	532
<b>Total</b>	<b>1</b>	<b>617</b>	<b>173</b>	<b>0</b>	<b>791</b>	<b>182</b>	<b>0</b>	<b>303</b>	<b>14</b>	<b>499</b>	<b>268</b>	<b>506</b>	<b>4</b>	<b>0</b>	<b>778</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>21</b>	<b>2089</b>
05:00 PM	0	183	40	0	223	56	0	73	6	135	58	131	0	0	189	2	0	0	1	3	550
05:15 PM	0	218	56	0	274	44	0	100	2	146	55	131	1	0	187	1	0	0	0	1	608
05:30 PM	0	219	39	0	258	49	0	80	3	132	58	146	0	0	204	1	0	0	3	4	598
05:45 PM	0	244	46	0	290	44	0	67	3	114	63	134	1	0	198	1	0	0	5	6	608
<b>Total</b>	<b>0</b>	<b>864</b>	<b>181</b>	<b>0</b>	<b>1045</b>	<b>193</b>	<b>0</b>	<b>320</b>	<b>14</b>	<b>527</b>	<b>234</b>	<b>542</b>	<b>2</b>	<b>0</b>	<b>778</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>2364</b>
Grand Total	1	1481	354	0	1836	375	0	623	28	1026	502	1048	6	0	1556	16	0	0	19	35	4453
Apprch %	0.1	80.7	19.3	0		36.5	0	60.7	2.7		32.3	67.4	0.4	0		45.7	0	0	54.3		
Total %	0	33.3	7.9	0	41.2	8.4	0	14	0.6	23	11.3	23.5	0.1	0	34.9	0.4	0	0	0.4	0.8	

Start Time	WINCHESTER BLVD Southbound				FOREST AVE Westbound				WINCHESTER BLVD Northbound				WORTHINGTON CIR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	183	40	223	<b>56</b>	0	73	129	58	131	0	189	<b>2</b>	0	0	<b>2</b>	543
05:15 PM	0	218	<b>56</b>	274	44	0	<b>100</b>	<b>144</b>	55	131	<b>1</b>	187	1	0	0	1	<b>606</b>
05:30 PM	0	219	39	258	49	0	80	129	58	<b>146</b>	0	<b>204</b>	1	0	0	1	592
05:45 PM	0	<b>244</b>	46	<b>290</b>	44	0	67	111	<b>63</b>	134	1	198	1	0	0	1	600
Total Volume	0	864	181	1045	193	0	320	513	234	542	2	778	5	0	0	5	2341
% App. Total	0	82.7	17.3		37.6	0	62.4		30.1	69.7	0.3		100	0	0		
PHF	.000	.885	.808	.901	.862	.000	.800	.891	.929	.928	.500	.953	.625	.000	.000	.625	.966

# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 14AM FINAL  
 Site Code : 00000014  
 Start Date : 2/26/2013  
 Page No : 1

## Groups Printed- Vehicles

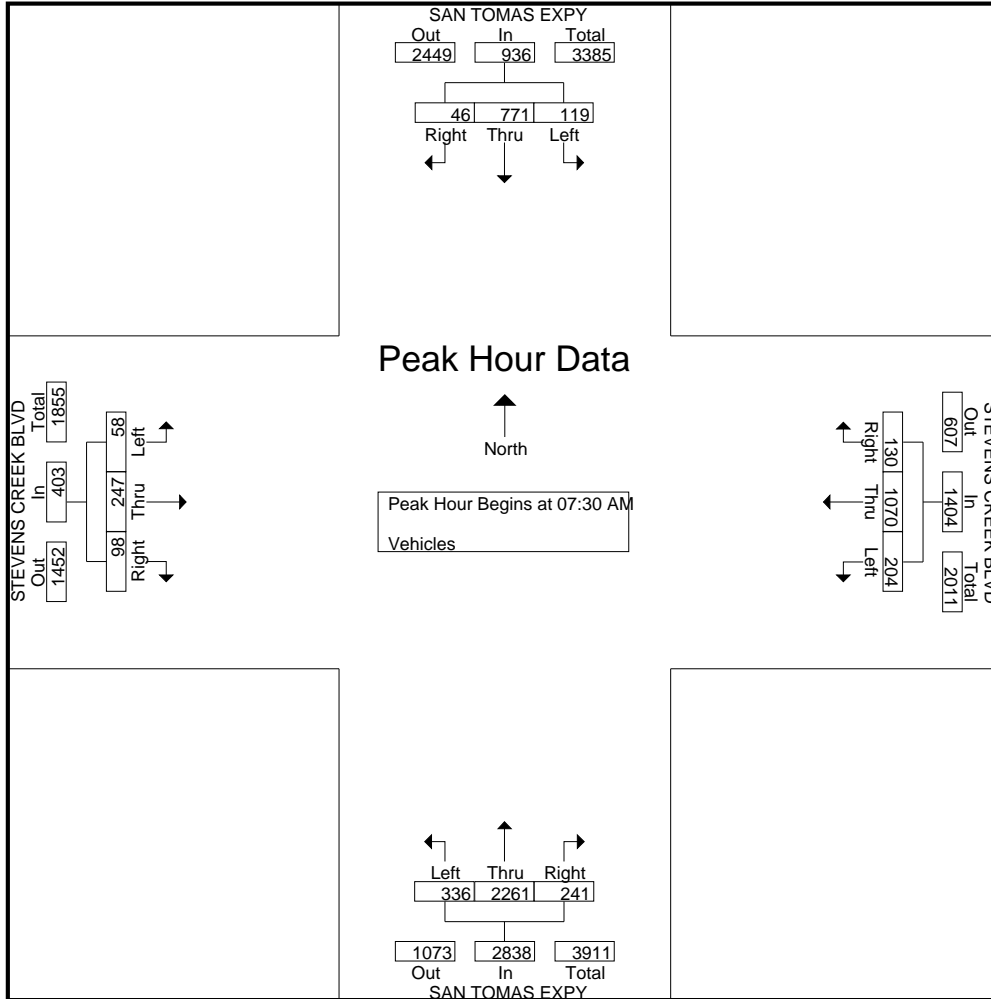
Start Time	SAN TOMAS EXPY Southbound					STEVENS CREEK BLVD Westbound					SAN TOMAS EXPY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	87	8	0	102	40	169	26	0	235	18	399	50	0	467	18	31	7	1	57	861
07:15 AM	10	127	13	0	150	45	237	61	0	343	25	492	51	0	568	20	47	10	0	77	1138
07:30 AM	6	165	25	0	196	30	269	68	0	367	42	612	69	0	723	28	39	10	0	77	1363
07:45 AM	12	182	26	3	223	39	296	53	0	388	53	554	89	1	697	39	69	17	2	127	1435
Total	35	561	72	3	671	154	971	208	0	1333	138	2057	259	1	2455	105	186	44	3	338	4797
08:00 AM	13	223	35	2	273	21	263	53	1	338	74	614	100	0	788	15	66	18	1	100	1499
08:15 AM	15	201	33	0	249	40	242	30	1	313	72	481	78	3	634	16	73	13	0	102	1298
08:30 AM	15	135	33	5	188	26	229	40	1	296	73	457	84	0	614	7	83	16	1	107	1205
08:45 AM	10	178	29	3	220	34	247	48	3	332	68	434	79	4	585	5	106	13	2	126	1263
Total	53	737	130	10	930	121	981	171	6	1279	287	1986	341	7	2621	43	328	60	4	435	5265
Grand Total	88	1298	202	13	1601	275	1952	379	6	2612	425	4043	600	8	5076	148	514	104	7	773	10062
Apprch %	5.5	81.1	12.6	0.8		10.5	74.7	14.5	0.2		8.4	79.6	11.8	0.2		19.1	66.5	13.5	0.9		
Total %	0.9	12.9	2	0.1	15.9	2.7	19.4	3.8	0.1	26	4.2	40.2	6	0.1	50.4	1.5	5.1	1	0.1	7.7	

Start Time	SAN TOMAS EXPY Southbound				STEVENS CREEK BLVD Westbound				SAN TOMAS EXPY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	165	25	196	30	269	<b>68</b>	367	42	612	69	723	28	39	10	77	1363
07:45 AM	12	182	26	220	39	<b>296</b>	53	<b>388</b>	53	554	89	696	<b>39</b>	69	17	<b>125</b>	1429
08:00 AM	13	<b>223</b>	<b>35</b>	<b>271</b>	21	263	53	337	<b>74</b>	<b>614</b>	<b>100</b>	<b>788</b>	15	66	<b>18</b>	99	<b>1495</b>
08:15 AM	<b>15</b>	201	33	249	<b>40</b>	242	30	312	72	481	78	631	16	<b>73</b>	13	102	1294
Total Volume	46	771	119	936	130	1070	204	1404	241	2261	336	2838	98	247	58	403	5581
% App. Total	4.9	82.4	12.7		9.3	76.2	14.5		8.5	79.7	11.8		24.3	61.3	14.4		
PHF	.767	.864	.850	.863	.813	.904	.750	.905	.814	.921	.840	.900	.628	.846	.806	.806	.933

# Traffic Data Service

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

File Name : 14AM FINAL  
Site Code : 00000014  
Start Date : 2/26/2013  
Page No : 2



# Traffic Data Service

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

File Name : 15AM FINAL  
 Site Code : 00000015  
 Start Date : 2/26/2013  
 Page No : 1

## Groups Printed- Vehicles

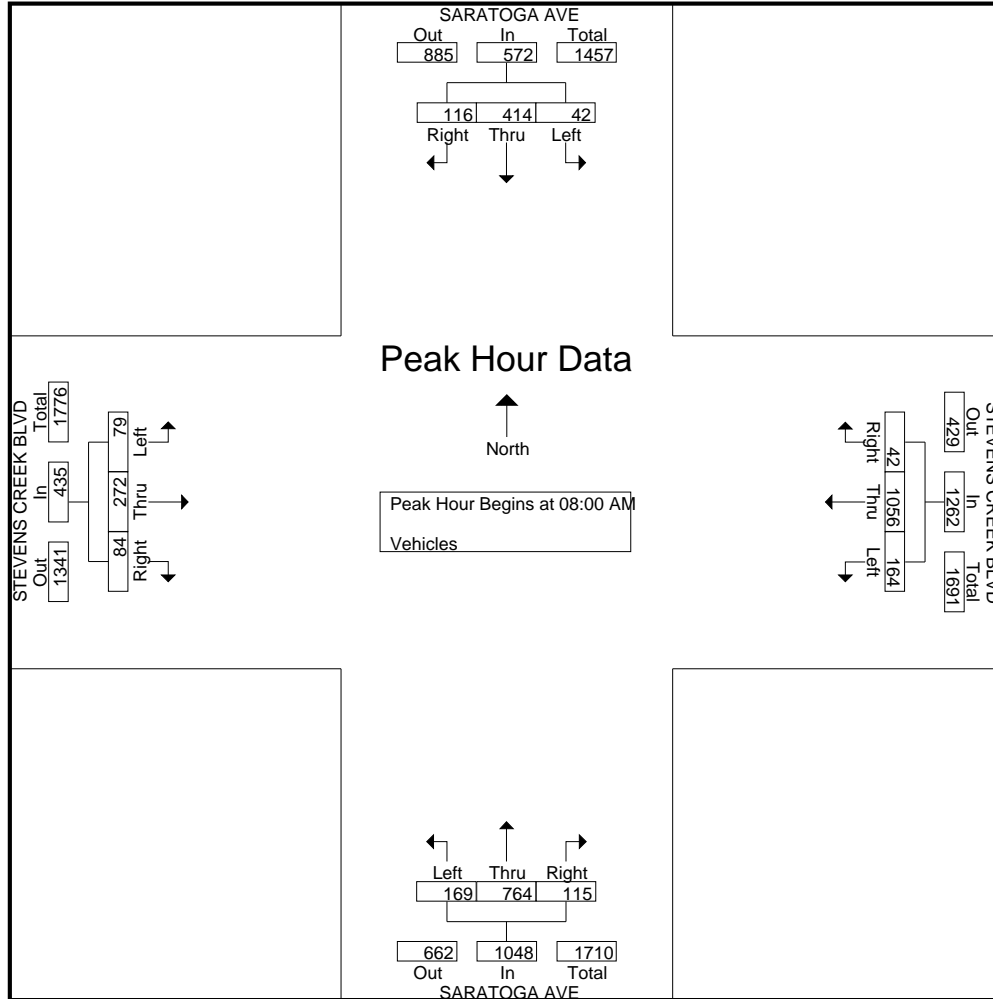
Start Time	SARATOGA AVE Southbound					STEVENS CREEK BLVD Westbound					SARATOGA AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	103	1	0	115	1	161	16	1	179	8	58	24	1	91	12	32	5	1	50	435
07:15 AM	15	140	4	0	159	3	224	37	2	266	8	67	23	2	100	11	36	7	5	59	584
07:30 AM	11	121	4	0	136	3	260	47	0	310	11	112	34	1	158	20	37	17	0	74	678
07:45 AM	39	133	5	0	177	6	278	33	3	320	30	133	38	0	201	31	51	13	0	95	793
Total	76	497	14	0	587	13	923	133	6	1075	57	370	119	4	550	74	156	42	6	278	2490
08:00 AM	16	115	12	3	146	6	302	52	2	362	30	175	40	1	246	21	50	14	2	87	841
08:15 AM	34	93	12	2	141	10	243	44	1	298	21	204	45	1	271	20	71	21	3	115	825
08:30 AM	31	107	10	2	150	12	272	31	4	319	22	195	31	6	254	23	75	21	2	121	844
08:45 AM	35	99	8	0	142	14	239	37	3	293	42	190	53	2	287	20	76	23	0	119	841
Total	116	414	42	7	579	42	1056	164	10	1272	115	764	169	10	1058	84	272	79	7	442	3351
Grand Total	192	911	56	7	1166	55	1979	297	16	2347	172	1134	288	14	1608	158	428	121	13	720	5841
Apprch %	16.5	78.1	4.8	0.6		2.3	84.3	12.7	0.7		10.7	70.5	17.9	0.9		21.9	59.4	16.8	1.8		
Total %	3.3	15.6	1	0.1	20	0.9	33.9	5.1	0.3	40.2	2.9	19.4	4.9	0.2	27.5	2.7	7.3	2.1	0.2	12.3	

Start Time	SARATOGA AVE Southbound				STEVENS CREEK BLVD Westbound				SARATOGA AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	16	<b>115</b>	<b>12</b>	143	6	<b>302</b>	<b>52</b>	<b>360</b>	30	175	40	245	21	50	14	85	833
08:15 AM	34	93	12	139	10	243	44	297	21	<b>204</b>	45	270	20	71	21	112	818
08:30 AM	31	107	10	<b>148</b>	12	272	31	315	22	195	31	248	<b>23</b>	75	21	<b>119</b>	830
08:45 AM	<b>35</b>	99	8	142	<b>14</b>	239	37	290	<b>42</b>	190	<b>53</b>	<b>285</b>	20	<b>76</b>	<b>23</b>	119	<b>836</b>
Total Volume	116	414	42	572	42	1056	164	1262	115	764	169	1048	84	272	79	435	3317
% App. Total	20.3	72.4	7.3		3.3	83.7	13		11	72.9	16.1		19.3	62.5	18.2		
PHF	.829	.900	.875	.966	.750	.874	.788	.876	.685	.936	.797	.919	.913	.895	.859	.914	.992

# Traffic Data Service

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

File Name : 15AM FINAL  
 Site Code : 00000015  
 Start Date : 2/26/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 35AM FINAL  
Site Code : 00000035  
Start Date : 4/16/2013  
Page No : 1

Groups Printed- Vehicles

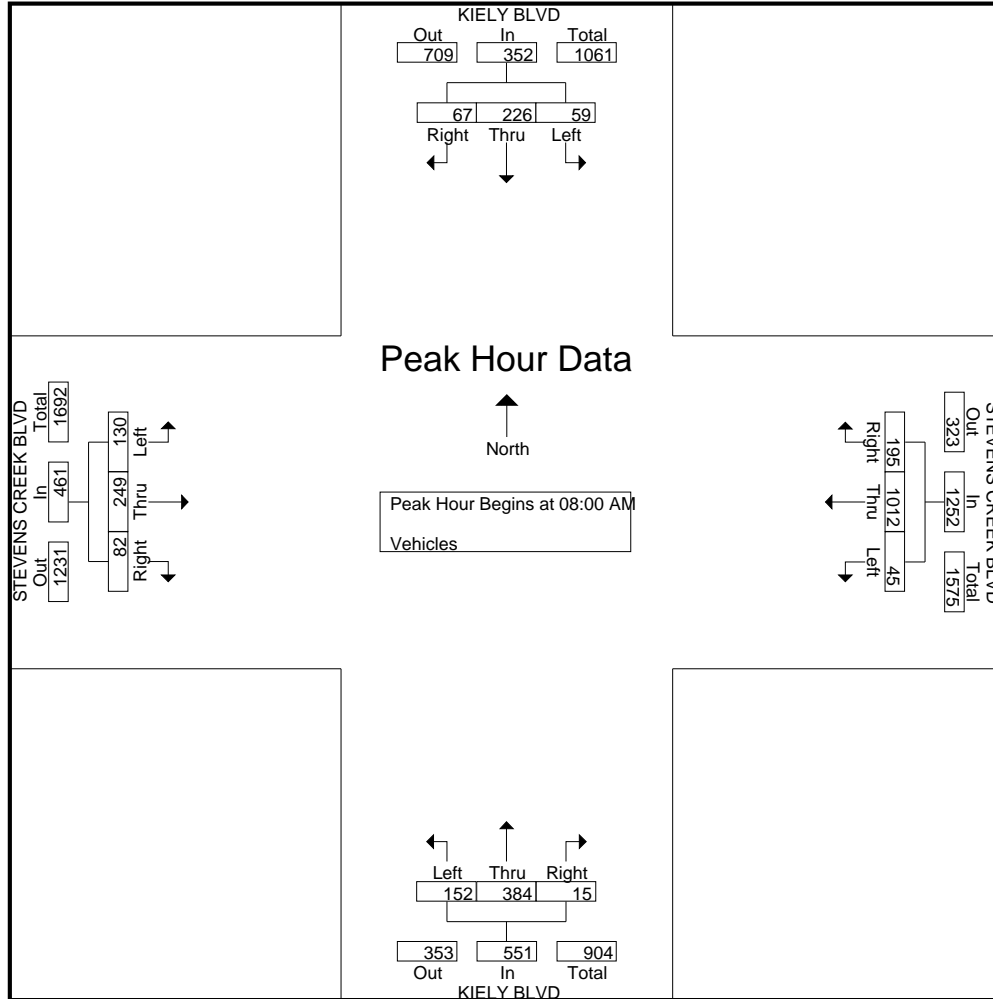
Start Time	KIELY BLVD Southbound					STEVENS CREEK BLVD Westbound					KIELY BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	37	2	0	49	22	108	4	0	134	2	22	17	1	42	7	21	5	2	35	260
07:15 AM	6	48	1	1	56	30	190	5	4	229	3	26	16	0	45	12	30	10	2	54	384
07:30 AM	12	45	13	1	71	26	230	4	2	262	1	42	24	1	68	23	46	21	5	95	496
07:45 AM	11	33	7	4	55	29	302	7	4	342	3	61	41	6	111	33	32	11	8	84	592
<b>Total</b>	<b>39</b>	<b>163</b>	<b>23</b>	<b>6</b>	<b>231</b>	<b>107</b>	<b>830</b>	<b>20</b>	<b>10</b>	<b>967</b>	<b>9</b>	<b>151</b>	<b>98</b>	<b>8</b>	<b>266</b>	<b>75</b>	<b>129</b>	<b>47</b>	<b>17</b>	<b>268</b>	<b>1732</b>
08:00 AM	19	52	8	0	79	52	281	11	2	346	1	70	32	2	105	13	55	30	6	104	634
08:15 AM	11	56	23	1	91	46	255	6	1	308	1	97	43	0	141	16	74	34	10	134	674
08:30 AM	20	59	12	2	93	52	224	14	4	294	7	94	38	8	147	23	58	31	15	127	661
08:45 AM	17	59	16	7	99	45	252	14	7	318	6	123	39	5	173	30	62	35	5	132	722
<b>Total</b>	<b>67</b>	<b>226</b>	<b>59</b>	<b>10</b>	<b>362</b>	<b>195</b>	<b>1012</b>	<b>45</b>	<b>14</b>	<b>1266</b>	<b>15</b>	<b>384</b>	<b>152</b>	<b>15</b>	<b>566</b>	<b>82</b>	<b>249</b>	<b>130</b>	<b>36</b>	<b>497</b>	<b>2691</b>
Grand Total	106	389	82	16	593	302	1842	65	24	2233	24	535	250	23	832	157	378	177	53	765	4423
Apprch %	17.9	65.6	13.8	2.7		13.5	82.5	2.9	1.1		2.9	64.3	30	2.8		20.5	49.4	23.1	6.9		
Total %	2.4	8.8	1.9	0.4	13.4	6.8	41.6	1.5	0.5	50.5	0.5	12.1	5.7	0.5	18.8	3.5	8.5	4	1.2	17.3	

Start Time	KIELY BLVD Southbound				STEVENS CREEK BLVD Westbound				KIELY BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	19	52	8	79	<b>52</b>	<b>281</b>	11	<b>344</b>	1	70	32	103	13	55	30	98	624
08:15 AM	11	56	23	90	46	255	6	307	1	97	43	141	16	74	34	124	662
08:30 AM	20	59	12	91	52	224	14	290	7	94	38	139	23	58	31	112	632
08:45 AM	17	59	16	92	45	252	14	311	6	123	39	168	30	62	35	127	698
Total Volume	67	226	59	352	195	1012	45	1252	15	384	152	551	82	249	130	461	2616
% App. Total	19	64.2	16.8		15.6	80.8	3.6		2.7	69.7	27.6		17.8	54	28.2		
PHF	.838	.958	.641	.957	.938	.900	.804	.910	.536	.780	.884	.820	.683	.841	.929	.907	.937

# Traffic Data Service

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

File Name : 35AM FINAL  
Site Code : 00000035  
Start Date : 4/16/2013  
Page No : 2



# Traffic Data Service

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

File Name : 34AM FINAL  
 Site Code : 00000034  
 Start Date : 4/17/2013  
 Page No : 1

Groups Printed- Vehicles

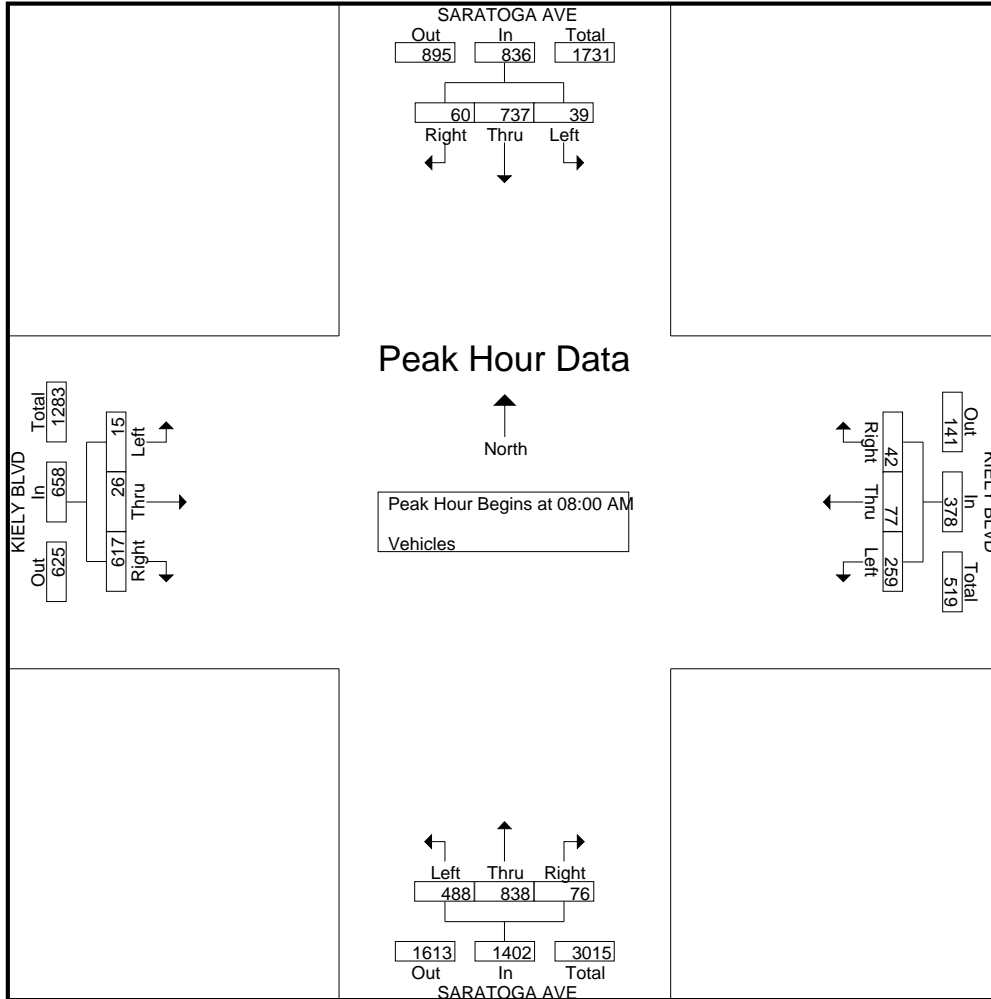
Start Time	SARATOGA AVE Southbound					KIELY BLVD Westbound					SARATOGA AVE Northbound					KIELY BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	95	3	0	104	5	16	61	0	82	23	77	62	1	163	77	2	3	0	82	431
07:15 AM	6	137	2	1	146	4	12	84	1	101	21	58	66	2	147	72	5	1	1	79	473
07:30 AM	10	174	10	0	194	14	13	90	0	117	24	101	75	1	201	119	4	2	0	125	637
07:45 AM	4	205	6	0	215	27	16	66	1	110	20	209	113	2	344	109	2	2	1	114	783
Total	26	611	21	1	659	50	57	301	2	410	88	445	316	6	855	377	13	8	2	400	2324
08:00 AM	19	191	2	1	213	5	17	62	0	84	24	216	90	1	331	174	4	3	3	184	812
08:15 AM	16	166	7	1	190	18	24	66	0	108	19	197	145	2	363	146	5	2	1	154	815
08:30 AM	9	181	15	0	205	8	16	73	0	97	13	189	135	1	338	117	9	4	0	130	770
08:45 AM	16	199	15	1	231	11	20	58	0	89	20	236	118	1	375	180	8	6	1	195	890
Total	60	737	39	3	839	42	77	259	0	378	76	838	488	5	1407	617	26	15	5	663	3287
Grand Total	86	1348	60	4	1498	92	134	560	2	788	164	1283	804	11	2262	994	39	23	7	1063	5611
Apprch %	5.7	90	4	0.3		11.7	17	71.1	0.3		7.3	56.7	35.5	0.5		93.5	3.7	2.2	0.7		
Total %	1.5	24	1.1	0.1	26.7	1.6	2.4	10	0	14	2.9	22.9	14.3	0.2	40.3	17.7	0.7	0.4	0.1	18.9	

Start Time	SARATOGA AVE Southbound				KIELY BLVD Westbound				SARATOGA AVE Northbound				KIELY BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	19	191	2	212	5	17	62	84	24	216	90	330	174	4	3	181	807
08:15 AM	16	166	7	189	18	24	66	108	19	197	145	361	146	5	2	153	811
08:30 AM	9	181	15	205	8	16	73	97	13	189	135	337	117	9	4	130	769
08:45 AM	16	199	15	230	11	20	58	89	20	236	118	374	180	8	6	194	887
Total Volume	60	737	39	836	42	77	259	378	76	838	488	1402	617	26	15	658	3274
% App. Total	7.2	88.2	4.7		11.1	20.4	68.5		5.4	59.8	34.8		93.8	4	2.3		
PHF	.789	.926	.650	.909	.583	.802	.887	.875	.792	.888	.841	.937	.857	.722	.625	.848	.923

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 34AM FINAL  
Site Code : 00000034  
Start Date : 4/17/2013  
Page No : 2



# Traffic Data Service

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

File Name : 33AM FINAL  
 Site Code : 00000033  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SARATOGA AVE Southbound					HARKER SCHOOL DRIVEWAY Westbound					SARATOGA AVE Northbound					I-280 NB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	113	169	7	0	289	0	0	3	0	3	20	188	183	0	391	72	0	0	1	73	756
07:15 AM	101	219	9	0	329	13	0	20	0	33	92	197	168	0	457	95	0	0	4	99	918
07:30 AM	96	205	26	3	330	38	8	84	0	130	173	216	137	0	526	106	0	0	5	111	1097
07:45 AM	85	241	27	1	354	55	4	62	0	121	206	323	153	0	682	166	0	0	4	170	1327
Total	395	834	69	4	1302	106	12	169	0	287	491	924	641	0	2056	439	0	0	14	453	4098
08:00 AM	108	275	9	0	392	20	20	46	0	86	23	319	128	0	470	107	0	1	3	111	1059
08:15 AM	88	239	4	0	331	1	1	1	1	4	11	394	155	0	560	99	0	0	3	102	997
08:30 AM	107	248	4	3	362	4	1	3	1	9	15	445	140	0	600	131	0	0	7	138	1109
08:45 AM	87	278	7	0	372	5	1	4	2	12	21	364	126	0	511	128	0	1	5	134	1029
Total	390	1040	24	3	1457	30	23	54	4	111	70	1522	549	0	2141	465	0	2	18	485	4194
Grand Total	785	1874	93	7	2759	136	35	223	4	398	561	2446	1190	0	4197	904	0	2	32	938	8292
Apprch %	28.5	67.9	3.4	0.3		34.2	8.8	56	1		13.4	58.3	28.4	0		96.4	0	0.2	3.4		
Total %	9.5	22.6	1.1	0.1	33.3	1.6	0.4	2.7	0	4.8	6.8	29.5	14.4	0	50.6	10.9	0	0	0.4	11.3	

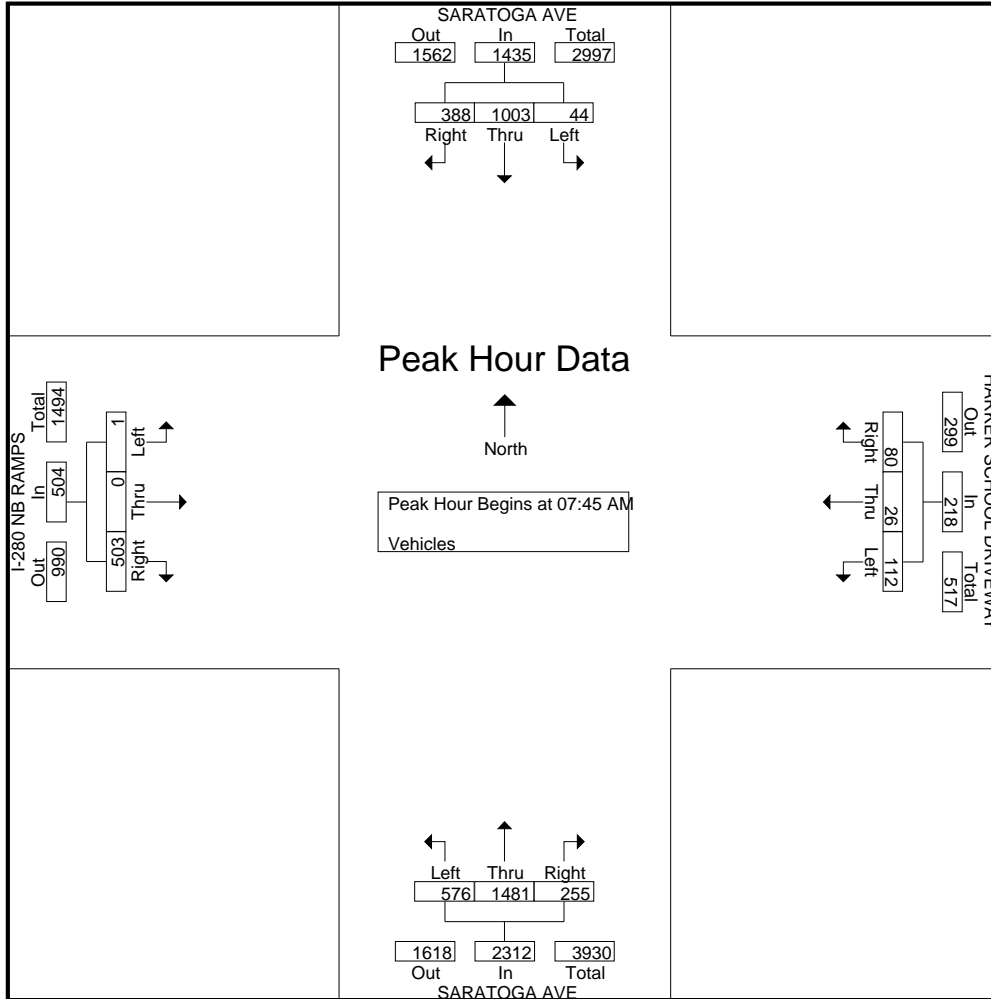
Start Time	SARATOGA AVE Southbound				HARKER SCHOOL DRIVEWAY Westbound				SARATOGA AVE Northbound				I-280 NB RAMPS Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	85	241	27	353	55	4	62	121	206	323	153	682	166	0	0	166	1322
08:00 AM	108	275	9	392	20	20	46	86	23	319	128	470	107	0	1	108	1056
08:15 AM	88	239	4	331	1	1	1	3	11	394	155	560	99	0	0	99	993
08:30 AM	107	248	4	359	4	1	3	8	15	445	140	600	131	0	0	131	1098
Total Volume	388	1003	44	1435	80	26	112	218	255	1481	576	2312	503	0	1	504	4469
% App. Total	27	69.9	3.1		36.7	11.9	51.4		11	64.1	24.9		99.8	0	0.2		
PHF	.898	.912	.407	.915	.364	.325	.452	.450	.309	.832	.929	.848	.758	.000	.250	.759	.845

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:45 AM

# Traffic Data Service

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

File Name : 33AM FINAL  
 Site Code : 00000033  
 Start Date : 4/18/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 32AM FINAL  
 Site Code : 00000032  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SARATOGA AVE Southbound					I-280 SB RAMPS Westbound					SARATOGA AVE Northbound					I-280 SB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	197	120	0	317	0	0	0	0	0	184	228	0	0	412	22	0	17	1	40	769
07:15 AM	0	258	130	0	388	0	0	0	0	0	215	261	0	0	476	54	3	55	7	119	983
07:30 AM	0	322	144	0	466	0	0	0	0	0	283	378	0	0	661	71	0	115	4	190	1317
07:45 AM	0	275	163	0	438	0	0	0	0	0	260	337	0	0	597	104	0	112	1	217	1252
Total	0	1052	557	0	1609	0	0	0	0	0	942	1204	0	0	2146	251	3	299	13	566	4321
08:00 AM	0	267	161	0	428	0	0	0	0	0	259	364	0	0	623	56	0	52	5	113	1164
08:15 AM	0	241	127	0	368	0	0	0	0	0	248	378	0	0	626	66	0	65	5	136	1130
08:30 AM	0	227	138	0	365	0	0	0	0	0	281	402	0	0	683	65	1	82	5	153	1201
08:45 AM	0	291	133	0	424	0	0	0	0	0	229	341	0	0	570	80	0	64	5	149	1143
Total	0	1026	559	0	1585	0	0	0	0	0	1017	1485	0	0	2502	267	1	263	20	551	4638
Grand Total	0	2078	1116	0	3194	0	0	0	0	0	1959	2689	0	0	4648	518	4	562	33	1117	8959
Apprch %	0	65.1	34.9	0		0	0	0	0		42.1	57.9	0	0		46.4	0.4	50.3	3		
Total %	0	23.2	12.5	0	35.7	0	0	0	0	0	21.9	30	0	0	51.9	5.8	0	6.3	0.4	12.5	

Start Time	SARATOGA AVE Southbound				I-280 SB RAMPS Westbound				SARATOGA AVE Northbound				I-280 SB RAMPS Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	0	<b>322</b>	144	<b>466</b>	0	0	0	0	<b>283</b>	<b>378</b>	0	<b>661</b>	71	0	<b>115</b>	186	<b>1313</b>
07:45 AM	0	275	<b>163</b>	438	0	0	0	0	260	337	0	597	<b>104</b>	0	112	<b>216</b>	1251
08:00 AM	0	267	161	428	0	0	0	0	259	364	0	623	56	0	52	108	1159
08:15 AM	0	241	127	368	0	0	0	0	248	378	0	626	66	0	65	131	1125
Total Volume	0	1105	595	1700	0	0	0	0	1050	1457	0	2507	297	0	344	641	4848
% App. Total	0	65	35		0	0	0		41.9	58.1	0		46.3	0	53.7		
PHF	.000	.858	.913	.912	.000	.000	.000	.000	.928	.964	.000	.948	.714	.000	.748	.742	.923

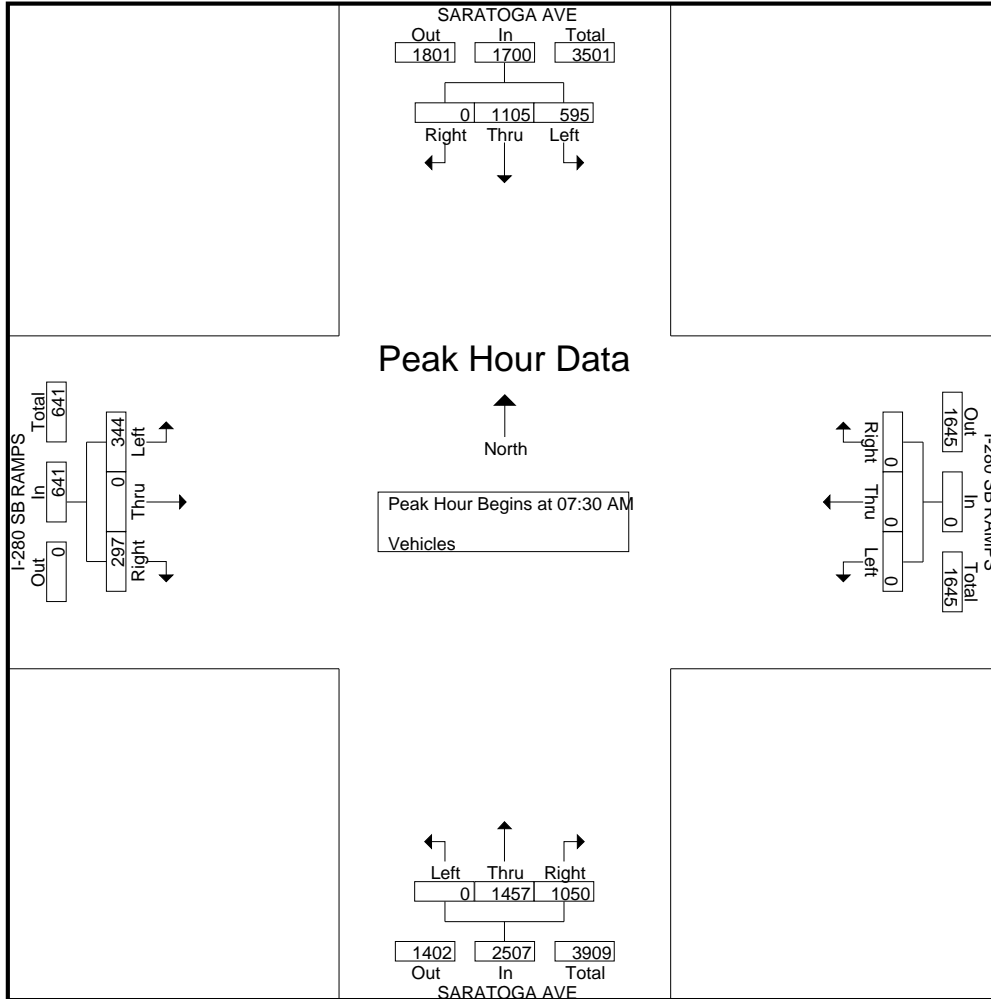
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

# Traffic Data Service

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

File Name : 32AM FINAL  
 Site Code : 00000032  
 Start Date : 4/18/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 31AM FINAL  
 Site Code : 00000031  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

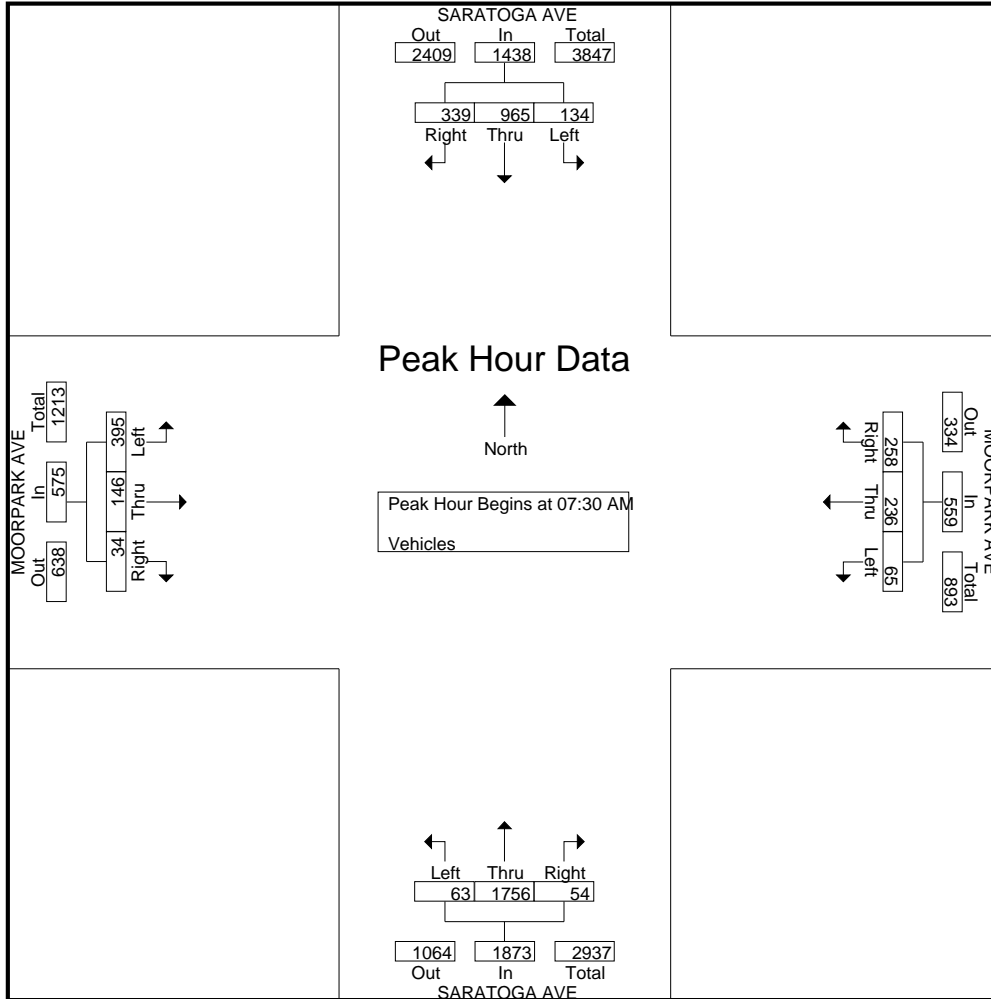
Start Time	SARATOGA AVE Southbound					MOORPARK AVE Westbound					SARATOGA AVE Northbound					MOORPARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	88	102	4	2	196	52	40	9	2	103	3	299	7	1	310	4	19	70	0	93	702
07:15 AM	98	151	11	0	260	83	88	11	1	183	9	345	5	4	363	1	32	86	9	128	934
07:30 AM	142	203	33	0	378	59	73	16	0	148	11	441	11	2	465	12	37	108	1	158	1149
07:45 AM	75	281	43	0	399	77	55	18	0	150	16	435	10	0	461	12	35	108	1	156	1166
Total	403	737	91	2	1233	271	256	54	3	584	39	1520	33	7	1599	29	123	372	11	535	3951
08:00 AM	63	245	30	2	340	62	52	17	0	131	15	397	21	0	433	3	36	90	1	130	1034
08:15 AM	59	236	28	1	324	60	56	14	3	133	12	483	21	3	519	7	38	89	0	134	1110
08:30 AM	43	195	37	0	275	82	43	9	2	136	5	422	11	1	439	3	33	129	3	168	1018
08:45 AM	49	243	47	0	339	62	54	14	0	130	8	408	10	1	427	8	34	93	1	136	1032
Total	214	919	142	3	1278	266	205	54	5	530	40	1710	63	5	1818	21	141	401	5	568	4194
Grand Total	617	1656	233	5	2511	537	461	108	8	1114	79	3230	96	12	3417	50	264	773	16	1103	8145
Apprch %	24.6	65.9	9.3	0.2		48.2	41.4	9.7	0.7		2.3	94.5	2.8	0.4		4.5	23.9	70.1	1.5		
Total %	7.6	20.3	2.9	0.1	30.8	6.6	5.7	1.3	0.1	13.7	1	39.7	1.2	0.1	42	0.6	3.2	9.5	0.2	13.5	

Start Time	SARATOGA AVE Southbound				MOORPARK AVE Westbound				SARATOGA AVE Northbound				MOORPARK AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	142	203	33	378	59	73	16	148	11	441	11	463	12	37	108	157	1146
07:45 AM	75	281	43	399	77	55	18	150	16	435	10	461	12	35	108	155	1165
08:00 AM	63	245	30	338	62	52	17	131	15	397	21	433	3	36	90	129	1031
08:15 AM	59	236	28	323	60	56	14	130	12	483	21	516	7	38	89	134	1103
Total Volume	339	965	134	1438	258	236	65	559	54	1756	63	1873	34	146	395	575	4445
% App. Total	23.6	67.1	9.3		46.2	42.2	11.6		2.9	93.8	3.4		5.9	25.4	68.7		
PHF	.597	.859	.779	.901	.838	.808	.903	.932	.844	.909	.750	.907	.708	.961	.914	.916	.954

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 31AM FINAL  
Site Code : 00000031  
Start Date : 4/18/2013  
Page No : 2



# Traffic Data Service

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

File Name : 16AM FINAL  
 Site Code : 00000016  
 Start Date : 3/7/2013  
 Page No : 1

Groups Printed- Vehicles

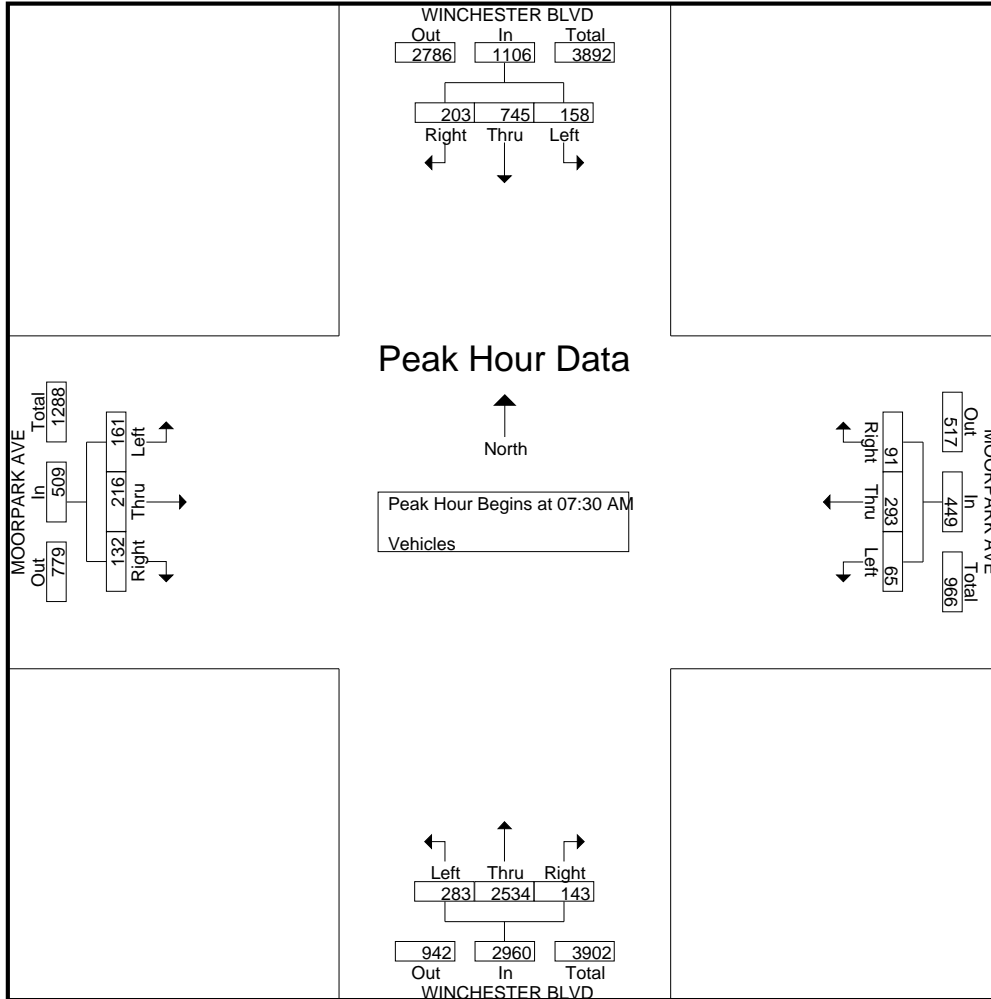
Start Time	WINCHESTER BLVD Southbound					MOORPARK AVE Westbound					WINCHESTER BLVD Northbound					MOORPARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	25	86	16	0	127	34	33	11	0	78	8	398	64	0	470	12	14	13	0	39	714
07:15 AM	46	118	27	0	191	32	70	12	0	114	20	600	79	0	699	19	17	21	0	57	1061
07:30 AM	64	159	43	0	266	15	91	16	0	122	19	636	88	1	744	36	44	40	0	120	1252
07:45 AM	70	196	40	0	306	26	61	20	0	107	42	634	86	7	769	42	88	57	5	192	1374
<b>Total</b>	205	559	126	0	890	107	255	59	0	421	89	2268	317	8	2682	109	163	131	5	408	4401
08:00 AM	36	199	40	0	275	28	76	21	0	125	33	640	56	0	729	33	43	38	0	114	1243
08:15 AM	33	191	35	0	259	22	65	8	0	95	49	624	53	2	728	21	41	26	1	89	1171
08:30 AM	20	173	40	2	235	14	58	20	0	92	24	558	65	0	647	15	36	39	3	93	1067
08:45 AM	29	180	25	0	234	20	59	13	0	92	29	521	63	1	614	25	44	35	1	105	1045
<b>Total</b>	118	743	140	2	1003	84	258	62	0	404	135	2343	237	3	2718	94	164	138	5	401	4526
Grand Total	323	1302	266	2	1893	191	513	121	0	825	224	4611	554	11	5400	203	327	269	10	809	8927
Apprch %	17.1	68.8	14.1	0.1		23.2	62.2	14.7	0		4.1	85.4	10.3	0.2		25.1	40.4	33.3	1.2		
Total %	3.6	14.6	3	0	21.2	2.1	5.7	1.4	0	9.2	2.5	51.7	6.2	0.1	60.5	2.3	3.7	3	0.1	9.1	

Start Time	WINCHESTER BLVD Southbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				MOORPARK AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	64	159	<b>43</b>	266	15	<b>91</b>	16	122	19	636	<b>88</b>	743	36	44	40	120	1251
07:45 AM	<b>70</b>	196	40	<b>306</b>	26	61	20	107	42	634	86	<b>762</b>	<b>42</b>	<b>88</b>	<b>57</b>	<b>187</b>	<b>1362</b>
08:00 AM	36	<b>199</b>	40	275	<b>28</b>	76	<b>21</b>	<b>125</b>	33	<b>640</b>	56	729	33	43	38	114	1243
08:15 AM	33	191	35	259	22	65	8	95	<b>49</b>	624	53	726	21	41	26	88	1168
Total Volume	203	745	158	1106	91	293	65	449	143	2534	283	2960	132	216	161	509	5024
% App. Total	18.4	67.4	14.3		20.3	65.3	14.5		4.8	85.6	9.6		25.9	42.4	31.6		
PHF	.725	.936	.919	.904	.813	.805	.774	.898	.730	.990	.804	.971	.786	.614	.706	.680	.922

# Traffic Data Service

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

File Name : 16AM FINAL  
Site Code : 00000016  
Start Date : 3/7/2013  
Page No : 2



# Traffic Data Service

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

File Name : 17AM FINAL  
 Site Code : 00000017  
 Start Date : 2/13/2013  
 Page No : 1

### Groups Printed- Vehicles

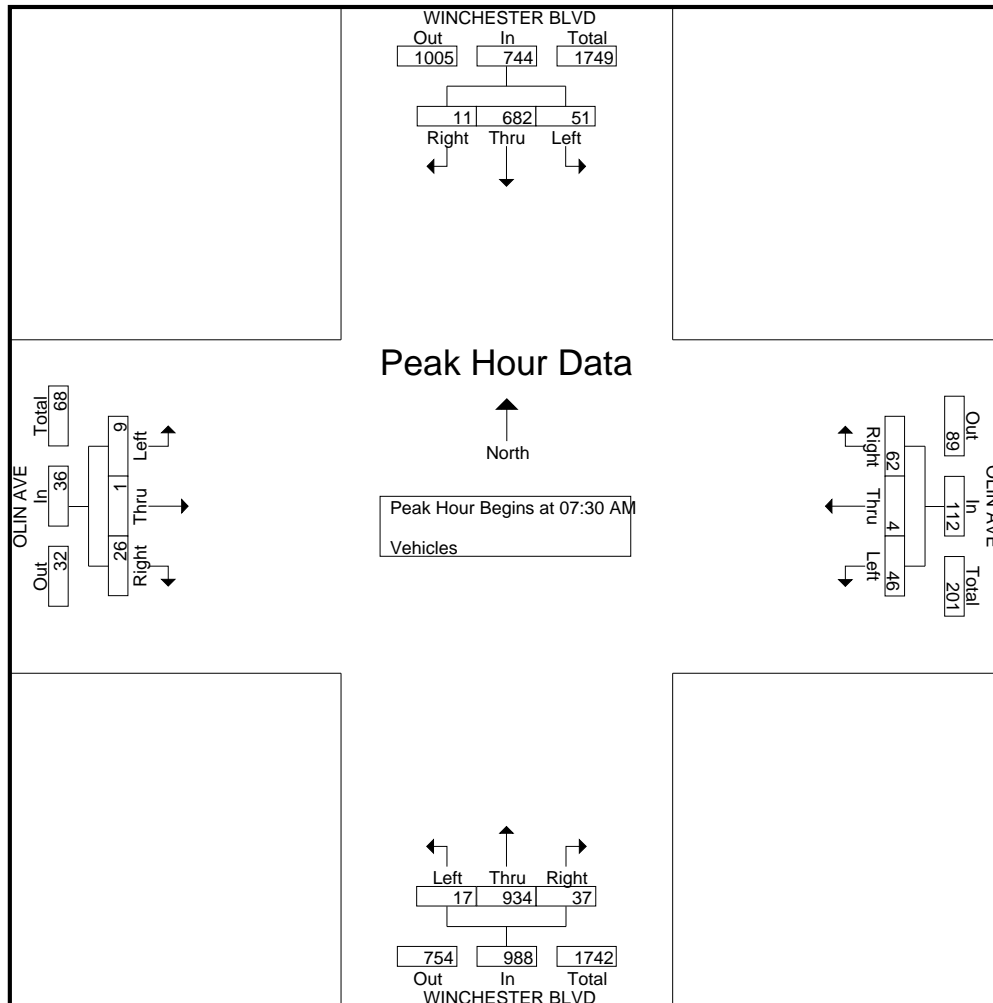
Start Time	WINCHESTER BLVD Southbound					OLIN AVE Westbound					WINCHESTER BLVD Northbound					OLIN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	102	6	0	109	5	0	7	0	12	7	90	2	0	99	7	0	0	0	7	227
07:15 AM	2	132	5	0	139	10	0	8	3	21	8	111	6	0	125	3	0	1	0	4	289
07:30 AM	1	160	6	0	167	19	0	11	3	33	8	201	3	1	213	5	1	0	4	10	423
07:45 AM	5	208	12	0	225	14	1	11	1	27	16	231	4	4	255	8	0	2	3	13	520
<b>Total</b>	9	602	29	0	640	48	1	37	7	93	39	633	15	5	692	23	1	3	7	34	1459
08:00 AM	3	171	15	0	189	12	1	10	1	24	8	239	5	3	255	11	0	1	1	13	481
08:15 AM	2	143	18	0	163	17	2	14	2	35	5	263	5	1	274	2	0	6	0	8	480
08:30 AM	4	134	8	0	146	18	0	16	1	35	11	205	3	5	224	4	0	5	4	13	418
08:45 AM	4	130	16	0	150	31	0	9	0	40	14	240	9	4	267	8	1	5	2	16	473
<b>Total</b>	13	578	57	0	648	78	3	49	4	134	38	947	22	13	1020	25	1	17	7	50	1852
Grand Total	22	1180	86	0	1288	126	4	86	11	227	77	1580	37	18	1712	48	2	20	14	84	3311
Apprch %	1.7	91.6	6.7	0		55.5	1.8	37.9	4.8		4.5	92.3	2.2	1.1		57.1	2.4	23.8	16.7		
Total %	0.7	35.6	2.6	0	38.9	3.8	0.1	2.6	0.3	6.9	2.3	47.7	1.1	0.5	51.7	1.4	0.1	0.6	0.4	2.5	

Start Time	WINCHESTER BLVD Southbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				OLIN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	160	6	167	19	0	11	30	8	201	3	212	5	1	0	6	415
07:45 AM	5	208	12	225	14	1	11	26	16	231	4	251	8	0	2	10	512
08:00 AM	3	171	15	189	12	1	10	23	8	239	5	252	11	0	1	12	476
08:15 AM	2	143	18	163	17	2	14	33	5	263	5	273	2	0	6	8	477
Total Volume	11	682	51	744	62	4	46	112	37	934	17	988	26	1	9	36	1880
% App. Total	1.5	91.7	6.9		55.4	3.6	41.1		3.7	94.5	1.7		72.2	2.8	25		
PHF	.550	.820	.708	.827	.816	.500	.821	.848	.578	.888	.850	.905	.591	.250	.375	.750	.918

# Traffic Data Service

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

File Name : 17AM FINAL  
 Site Code : 00000017  
 Start Date : 2/13/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 17PM FINAL  
 Site Code : 00000017  
 Start Date : 2/13/2013  
 Page No : 1

Groups Printed- Vehicles

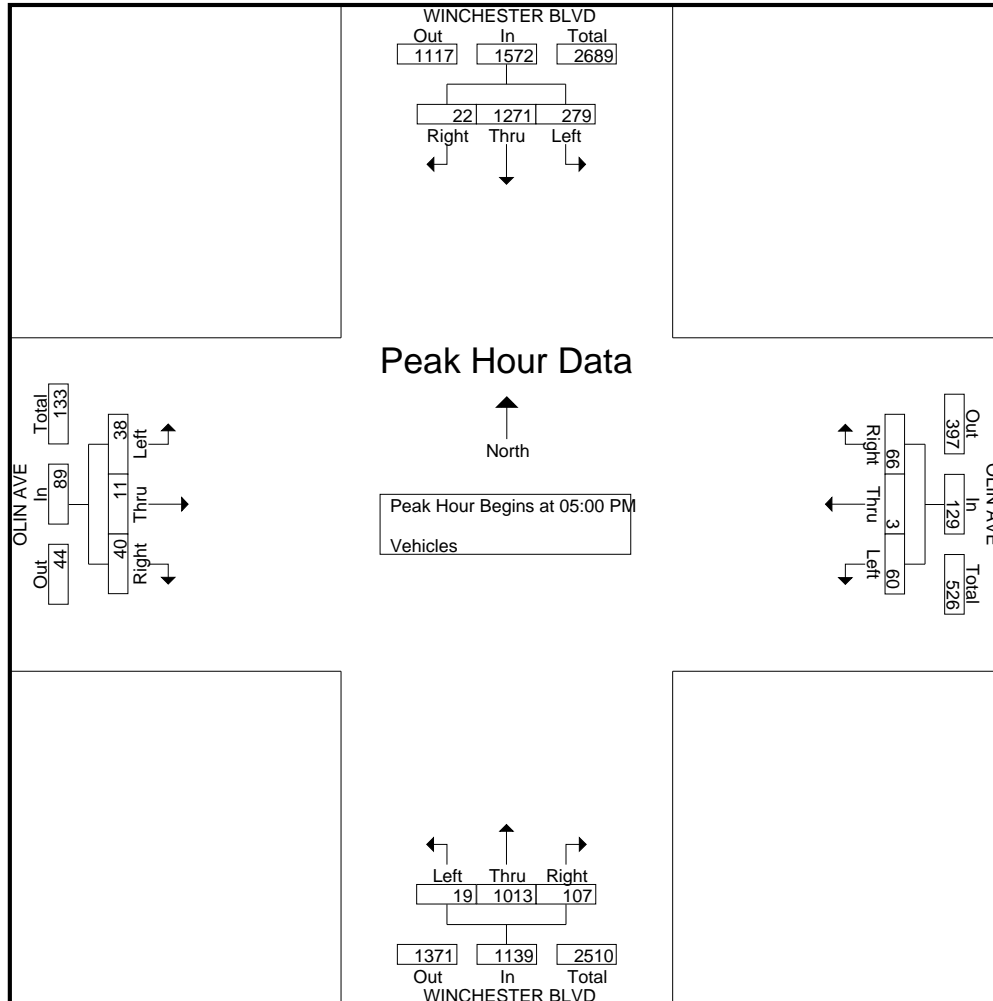
Start Time	WINCHESTER BLVD Southbound					OLIN AVE Westbound					WINCHESTER BLVD Northbound					OLIN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	10	236	34	0	280	21	2	20	8	51	15	226	5	11	257	8	1	8	3	20	608
04:15 PM	10	288	46	0	344	19	0	17	6	42	16	218	8	16	258	3	3	6	7	19	663
04:30 PM	4	245	44	1	294	21	0	18	5	44	12	210	6	9	237	2	2	6	3	13	588
04:45 PM	6	231	44	1	282	13	1	18	5	37	12	184	8	10	214	9	0	13	0	22	555
<b>Total</b>	<b>30</b>	<b>1000</b>	<b>168</b>	<b>2</b>	<b>1200</b>	<b>74</b>	<b>3</b>	<b>73</b>	<b>24</b>	<b>174</b>	<b>55</b>	<b>838</b>	<b>27</b>	<b>46</b>	<b>966</b>	<b>22</b>	<b>6</b>	<b>33</b>	<b>13</b>	<b>74</b>	<b>2414</b>
05:00 PM	5	300	60	0	365	13	2	16	11	42	28	239	5	13	285	9	2	11	6	28	720
05:15 PM	6	285	70	0	361	15	0	16	6	37	26	254	5	8	293	8	3	8	1	20	711
05:30 PM	7	347	75	0	429	23	0	13	6	42	29	270	6	11	316	10	3	9	8	30	817
05:45 PM	4	339	74	0	417	15	1	15	9	40	24	250	3	9	286	13	3	10	4	30	773
<b>Total</b>	<b>22</b>	<b>1271</b>	<b>279</b>	<b>0</b>	<b>1572</b>	<b>66</b>	<b>3</b>	<b>60</b>	<b>32</b>	<b>161</b>	<b>107</b>	<b>1013</b>	<b>19</b>	<b>41</b>	<b>1180</b>	<b>40</b>	<b>11</b>	<b>38</b>	<b>19</b>	<b>108</b>	<b>3021</b>
Grand Total	52	2271	447	2	2772	140	6	133	56	335	162	1851	46	87	2146	62	17	71	32	182	5435
Apprch %	1.9	81.9	16.1	0.1		41.8	1.8	39.7	16.7		7.5	86.3	2.1	4.1		34.1	9.3	39	17.6		
Total %	1	41.8	8.2	0	51	2.6	0.1	2.4	1	6.2	3	34.1	0.8	1.6	39.5	1.1	0.3	1.3	0.6	3.3	

Start Time	WINCHESTER BLVD Southbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				OLIN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	300	60	365	13	2	16	31	28	239	5	272	9	2	11	22	690
05:15 PM	6	285	70	361	15	0	16	31	26	254	5	285	8	3	8	19	696
05:30 PM	7	347	75	429	23	0	13	36	29	270	6	305	10	3	9	22	792
05:45 PM	4	339	74	417	15	1	15	31	24	250	3	277	13	3	10	26	751
Total Volume	22	1271	279	1572	66	3	60	129	107	1013	19	1139	40	11	38	89	2929
% App. Total	1.4	80.9	17.7		51.2	2.3	46.5		9.4	88.9	1.7		44.9	12.4	42.7		
PHF	.786	.916	.930	.916	.717	.375	.938	.896	.922	.938	.792	.934	.769	.917	.864	.856	.925

# Traffic Data Service

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

File Name : 17PM FINAL  
 Site Code : 00000017  
 Start Date : 2/13/2013  
 Page No : 2





# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 18AM FINAL

Site Code : 00000018

Start Date : 2/13/2013

Page No : 1

### Groups Printed- Vehicles

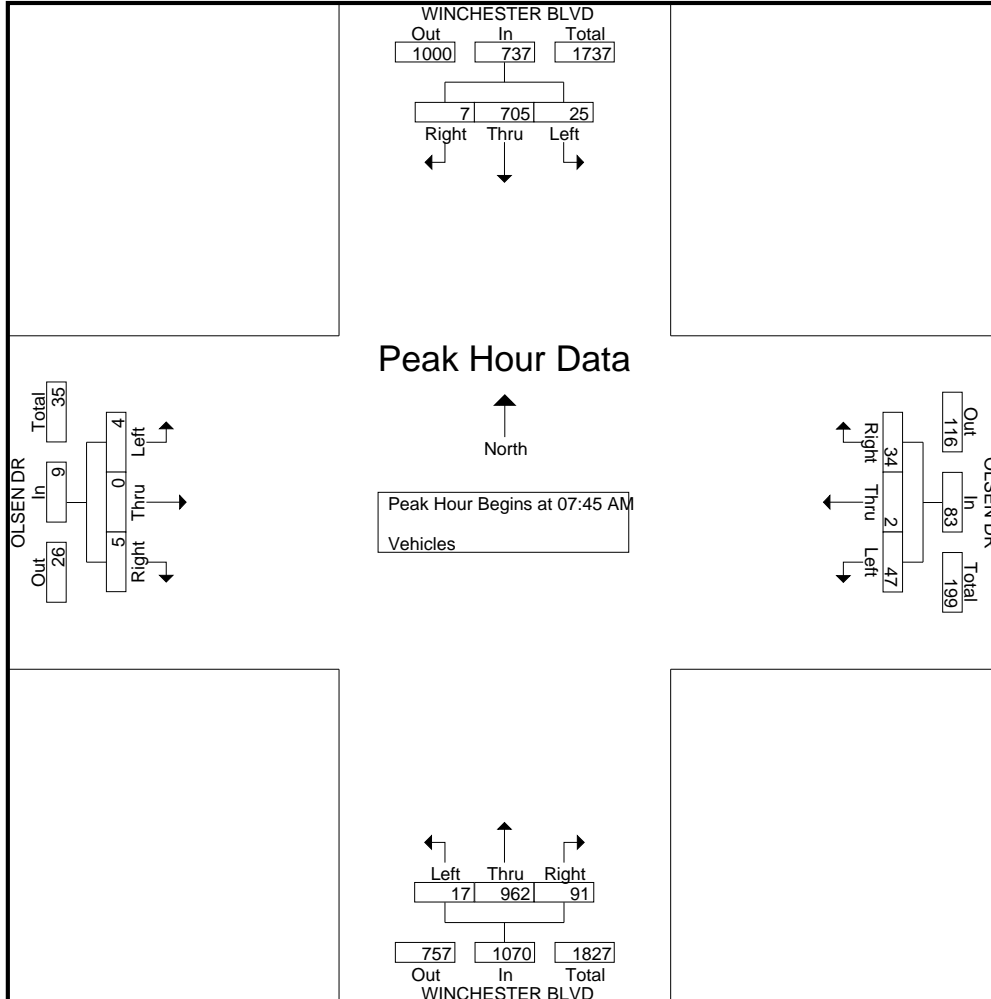
Start Time	WINCHESTER BLVD Southbound					OLSEN DR Westbound					WINCHESTER BLVD Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	108	5	1	115	7	0	13	0	20	15	87	3	0	105	4	0	2	0	6	246
07:15 AM	0	142	7	0	149	16	0	18	2	36	19	113	10	0	142	2	0	1	0	3	330
07:30 AM	1	164	5	3	173	8	0	24	2	34	10	193	11	0	214	3	0	2	1	6	427
07:45 AM	1	231	5	0	237	10	0	13	3	26	27	233	6	0	266	0	0	1	1	2	531
<b>Total</b>	<b>3</b>	<b>645</b>	<b>22</b>	<b>4</b>	<b>674</b>	<b>41</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>116</b>	<b>71</b>	<b>626</b>	<b>30</b>	<b>0</b>	<b>727</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>17</b>	<b>1534</b>
08:00 AM	2	175	5	1	183	8	0	9	0	17	20	242	6	0	268	0	0	0	1	1	469
08:15 AM	3	152	6	2	163	10	2	13	2	27	21	246	3	0	270	2	0	2	1	5	465
08:30 AM	1	147	9	2	159	6	0	12	4	22	23	241	2	0	266	3	0	1	0	4	451
08:45 AM	0	144	10	1	155	10	1	18	2	31	33	231	8	0	272	2	0	2	1	5	463
<b>Total</b>	<b>6</b>	<b>618</b>	<b>30</b>	<b>6</b>	<b>660</b>	<b>34</b>	<b>3</b>	<b>52</b>	<b>8</b>	<b>97</b>	<b>97</b>	<b>960</b>	<b>19</b>	<b>0</b>	<b>1076</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>1848</b>
Grand Total	9	1263	52	10	1334	75	3	120	15	213	168	1586	49	0	1803	16	0	11	5	32	3382
Apprch %	0.7	94.7	3.9	0.7		35.2	1.4	56.3	7		9.3	88	2.7	0		50	0	34.4	15.6		
Total %	0.3	37.3	1.5	0.3	39.4	2.2	0.1	3.5	0.4	6.3	5	46.9	1.4	0	53.3	0.5	0	0.3	0.1	0.9	

Start Time	WINCHESTER BLVD Southbound				OLSEN DR Westbound				WINCHESTER BLVD Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	<b>231</b>	5	<b>237</b>	<b>10</b>	0	<b>13</b>	23	<b>27</b>	233	<b>6</b>	266	0	0	1	1	<b>527</b>
08:00 AM	2	175	5	182	8	0	9	17	20	242	6	268	0	0	0	0	467
08:15 AM	<b>3</b>	152	6	161	10	<b>2</b>	13	<b>25</b>	21	<b>246</b>	3	<b>270</b>	2	0	<b>2</b>	<b>4</b>	460
08:30 AM	1	147	<b>9</b>	157	6	0	12	18	23	241	2	266	<b>3</b>	0	1	4	445
Total Volume	7	705	25	737	34	2	47	83	91	962	17	1070	5	0	4	9	1899
% App. Total	0.9	95.7	3.4		41	2.4	56.6		8.5	89.9	1.6		55.6	0	44.4		
PHF	.583	.763	.694	.777	.850	.250	.904	.830	.843	.978	.708	.991	.417	.000	.500	.563	.901

# Traffic Data Service

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

File Name : 18AM FINAL  
Site Code : 00000018  
Start Date : 2/13/2013  
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# Traffic Data Service

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

File Name : 18PM FINAL  
 Site Code : 0000018  
 Start Date : 2/13/2013  
 Page No : 1

Groups Printed- Vehicles

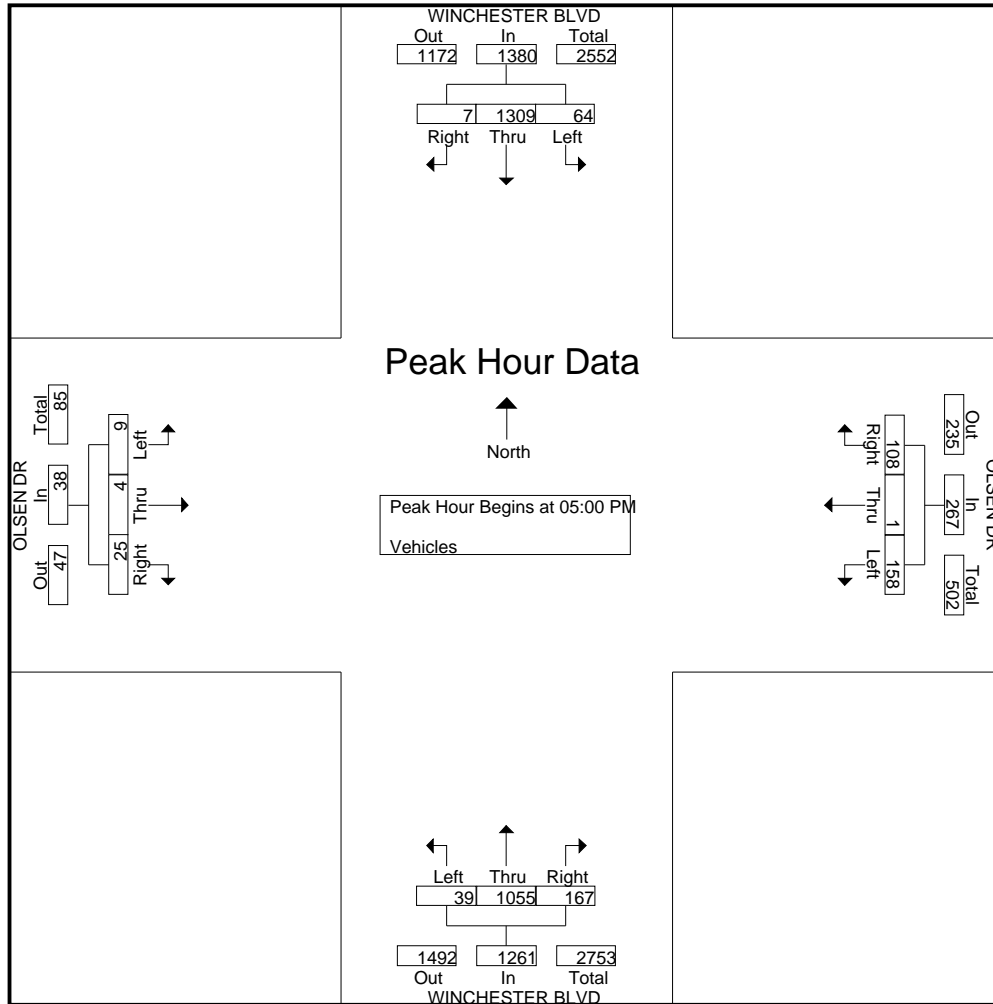
Start Time	WINCHESTER BLVD Southbound					OLSEN DR Westbound					WINCHESTER BLVD Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	278	11	2	296	30	1	36	3	70	33	213	14	0	260	8	0	2	0	10	636
04:15 PM	4	269	14	2	289	26	0	44	2	72	31	217	10	0	258	4	2	2	3	11	630
04:30 PM	4	258	9	8	279	22	2	49	10	83	44	204	10	0	258	12	1	4	4	21	641
04:45 PM	4	258	14	1	277	17	1	38	7	63	39	189	8	0	236	11	0	0	0	11	587
Total	17	1063	48	13	1141	95	4	167	22	288	147	823	42	0	1012	35	3	8	7	53	2494
05:00 PM	3	299	20	5	327	22	0	40	3	65	38	248	12	0	298	9	3	3	3	18	708
05:15 PM	1	313	12	3	329	29	1	54	6	90	50	280	8	0	338	3	1	2	2	8	765
05:30 PM	2	367	14	0	383	30	0	32	3	65	51	250	10	0	311	6	0	3	2	11	770
05:45 PM	1	330	18	7	356	27	0	32	6	65	28	277	9	0	314	7	0	1	6	14	749
Total	7	1309	64	15	1395	108	1	158	18	285	167	1055	39	0	1261	25	4	9	13	51	2992
Grand Total	24	2372	112	28	2536	203	5	325	40	573	314	1878	81	0	2273	60	7	17	20	104	5486
Apprch %	0.9	93.5	4.4	1.1		35.4	0.9	56.7	7		13.8	82.6	3.6	0		57.7	6.7	16.3	19.2		
Total %	0.4	43.2	2	0.5	46.2	3.7	0.1	5.9	0.7	10.4	5.7	34.2	1.5	0	41.4	1.1	0.1	0.3	0.4	1.9	

Start Time	WINCHESTER BLVD Southbound				OLSEN DR Westbound				WINCHESTER BLVD Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total				App. Total				App. Total			App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	299	20	322	22	0	40	62	38	248	12	298	9	3	3	15	697
05:15 PM	1	313	12	326	29	1	54	84	50	280	8	338	3	1	2	6	754
05:30 PM	2	367	14	383	30	0	32	62	51	250	10	311	6	0	3	9	765
05:45 PM	1	330	18	349	27	0	32	59	28	277	9	314	7	0	1	8	730
Total Volume	7	1309	64	1380	108	1	158	267	167	1055	39	1261	25	4	9	38	2946
% App. Total	0.5	94.9	4.6		40.4	0.4	59.2		13.2	83.7	3.1		65.8	10.5	23.7		
PHF	.583	.892	.800	.901	.900	.250	.731	.795	.819	.942	.813	.933	.694	.333	.750	.633	.963

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
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File Name : 18PM FINAL  
Site Code : 0000018  
Start Date : 2/13/2013  
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# Traffic Data Service

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

File Name : 19AM FINAL  
 Site Code : 00000019  
 Start Date : 5/7/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	WINCHESTER BLVD Southbound					TISCH WAY Westbound					WINCHESTER BLVD Northbound					I-280 WB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	79	41	1	0	121	1	13	12	0	26	46	93	200	0	339	0	0	0	0	0	486
07:15 AM	110	54	11	0	175	1	13	14	3	31	65	131	226	3	425	0	0	0	0	0	631
07:30 AM	91	75	7	0	173	2	14	25	2	43	99	182	211	0	492	0	0	0	0	0	708
07:45 AM	85	131	7	0	223	3	15	14	1	33	104	266	182	0	552	0	0	0	0	0	808
Total	365	301	26	0	692	7	55	65	6	133	314	672	819	3	1808	0	0	0	0	0	2633
08:00 AM	87	100	8	0	195	1	15	14	1	31	109	286	186	0	581	0	0	0	0	0	807
08:15 AM	85	120	17	0	222	3	14	16	4	37	109	269	170	0	548	0	0	0	0	0	807
08:30 AM	54	73	13	0	140	8	18	22	1	49	86	285	164	0	535	0	0	0	2	2	726
08:45 AM	48	78	15	0	141	5	15	15	0	35	105	259	149	0	513	0	0	0	0	0	689
Total	274	371	53	0	698	17	62	67	6	152	409	1099	669	0	2177	0	0	0	2	2	3029
Grand Total	639	672	79	0	1390	24	117	132	12	285	723	1771	1488	3	3985	0	0	0	2	2	5662
Apprch %	46	48.3	5.7	0		8.4	41.1	46.3	4.2		18.1	44.4	37.3	0.1		0	0	0	100		
Total %	11.3	11.9	1.4	0	24.5	0.4	2.1	2.3	0.2	5	12.8	31.3	26.3	0.1	70.4	0	0	0	0	0	

Start Time	WINCHESTER BLVD Southbound					TISCH WAY Westbound					WINCHESTER BLVD Northbound					I-280 WB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	85	131	7		223	3	15	14		32	104	266	182		552	0	0	0		0	807
08:00 AM	87	100	8		195	1	15	14		30	109	286	186		581	0	0	0		0	806
08:15 AM	85	120	17		222	3	14	16		33	109	269	170		548	0	0	0		0	803
08:30 AM	54	73	13		140	8	18	22		48	86	285	164		535	0	0	0		0	723
Total Volume	311	424	45		780	15	62	66		143	408	1106	702		2216	0	0	0		0	3139
% App. Total	39.9	54.4	5.8			10.5	43.4	46.2			18.4	49.9	31.7			0	0	0			
PHF	.894	.809	.662		.874	.469	.861	.750		.745	.936	.967	.944		.954	.000	.000	.000		.000	.972

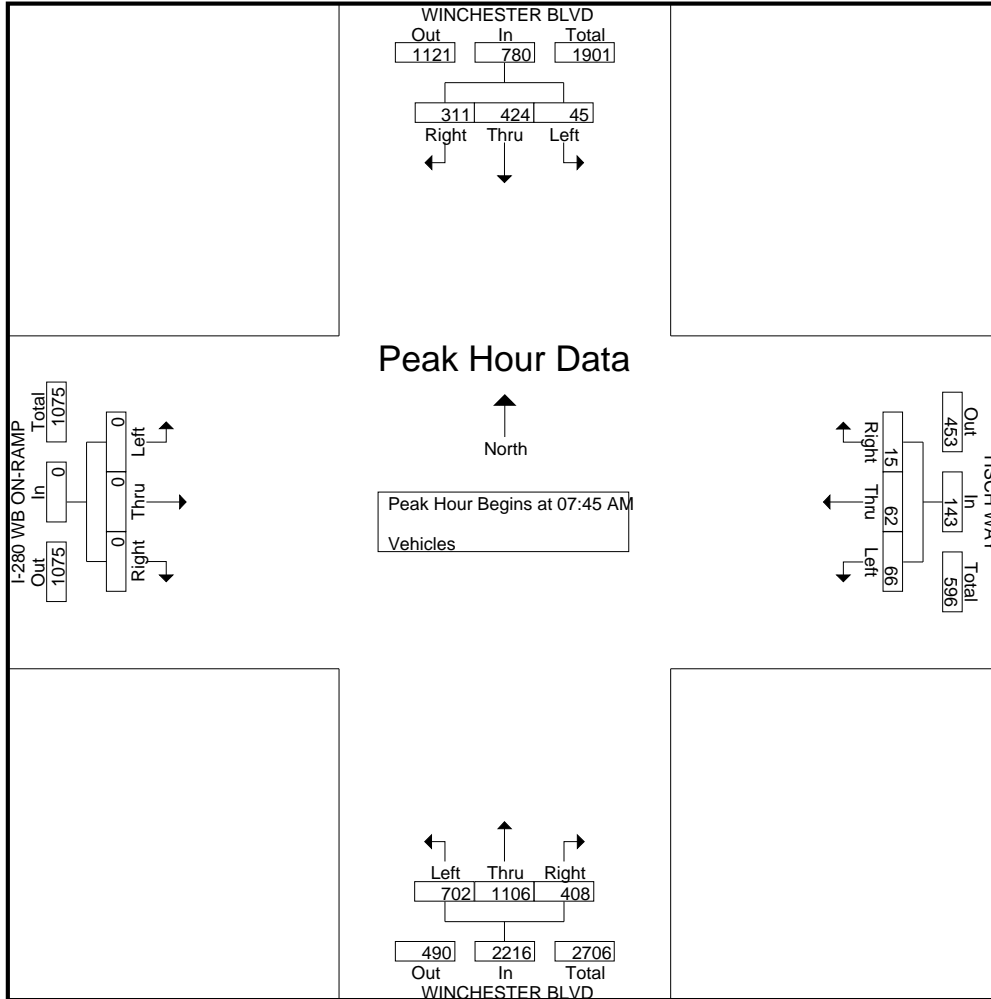
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

# Traffic Data Service

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

File Name : 19AM FINAL  
Site Code : 00000019  
Start Date : 5/7/2013  
Page No : 2



# Traffic Data Service

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

File Name : 19PM FINAL  
 Site Code : 0000019  
 Start Date : 2/13/2013  
 Page No : 1

Groups Printed- Vehicles

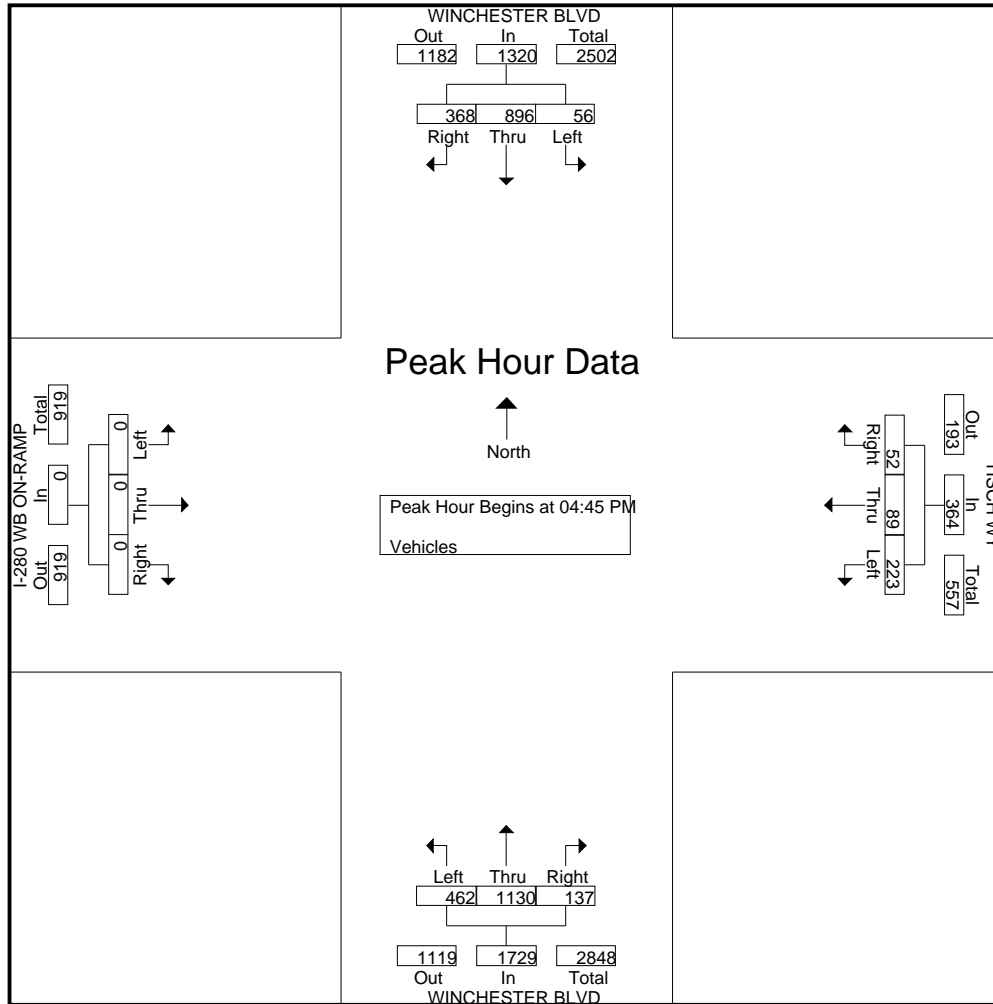
Start Time	WINCHESTER BLVD Southbound					TISCH WY Westbound					WINCHESTER BLVD Northbound					I-280 WB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	97	214	32	0	343	12	30	61	4	107	35	214	95	0	344	0	0	0	0	0	794
04:15 PM	159	187	17	0	363	6	16	41	7	70	31	257	114	0	402	0	0	0	0	0	835
04:30 PM	100	216	13	0	329	8	37	64	2	111	35	241	113	0	389	0	0	0	0	0	829
04:45 PM	123	201	6	0	330	7	22	45	9	83	45	267	103	1	416	0	0	0	0	0	829
Total	479	818	68	0	1365	33	105	211	22	371	146	979	425	1	1551	0	0	0	0	0	3287
05:00 PM	100	214	11	0	325	17	20	71	1	109	46	284	91	0	421	0	0	0	0	0	855
05:15 PM	79	237	14	0	330	11	21	47	13	92	26	301	141	0	468	0	0	0	0	0	890
05:30 PM	66	244	25	0	335	17	26	60	2	105	20	278	127	0	425	0	0	0	0	0	865
05:45 PM	104	181	7	0	292	16	19	40	9	84	32	231	130	1	394	0	0	0	0	0	770
Total	349	876	57	0	1282	61	86	218	25	390	124	1094	489	1	1708	0	0	0	0	0	3380
Grand Total	828	1694	125	0	2647	94	191	429	47	761	270	2073	914	2	3259	0	0	0	0	0	6667
Apprch %	31.3	64	4.7	0		12.4	25.1	56.4	6.2		8.3	63.6	28	0.1		0	0	0	0		
Total %	12.4	25.4	1.9	0	39.7	1.4	2.9	6.4	0.7	11.4	4	31.1	13.7	0	48.9	0	0	0	0	0	

Start Time	WINCHESTER BLVD Southbound				TISCH WY Westbound				WINCHESTER BLVD Northbound				I-280 WB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total				App. Total				App. Total				App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	<b>123</b>	201	6	330	7	22	45	74	45	267	103	415	0	0	0	0	819
05:00 PM	100	214	11	325	<b>17</b>	20	<b>71</b>	<b>108</b>	<b>46</b>	284	91	421	0	0	0	0	854
05:15 PM	79	237	14	330	11	21	47	79	26	<b>301</b>	<b>141</b>	<b>468</b>	0	0	0	0	<b>877</b>
05:30 PM	66	<b>244</b>	<b>25</b>	<b>335</b>	17	<b>26</b>	60	103	20	278	127	425	0	0	0	0	863
Total Volume	368	896	56	1320	52	89	223	364	137	1130	462	1729	0	0	0	0	3413
% App. Total	27.9	67.9	4.2		14.3	24.5	61.3		7.9	65.4	26.7		0	0	0		
PHF	.748	.918	.560	.985	.765	.856	.785	.843	.745	.939	.819	.924	.000	.000	.000	.000	.973

# Traffic Data Service

Campbell, CA  
 (408) 377-2988  
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File Name : 19PM FINAL  
 Site Code : 0000019  
 Start Date : 2/13/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 20AM FINAL  
 Site Code : 0000020  
 Start Date : 2/13/2013  
 Page No : 1

### Groups Printed- Vehicles

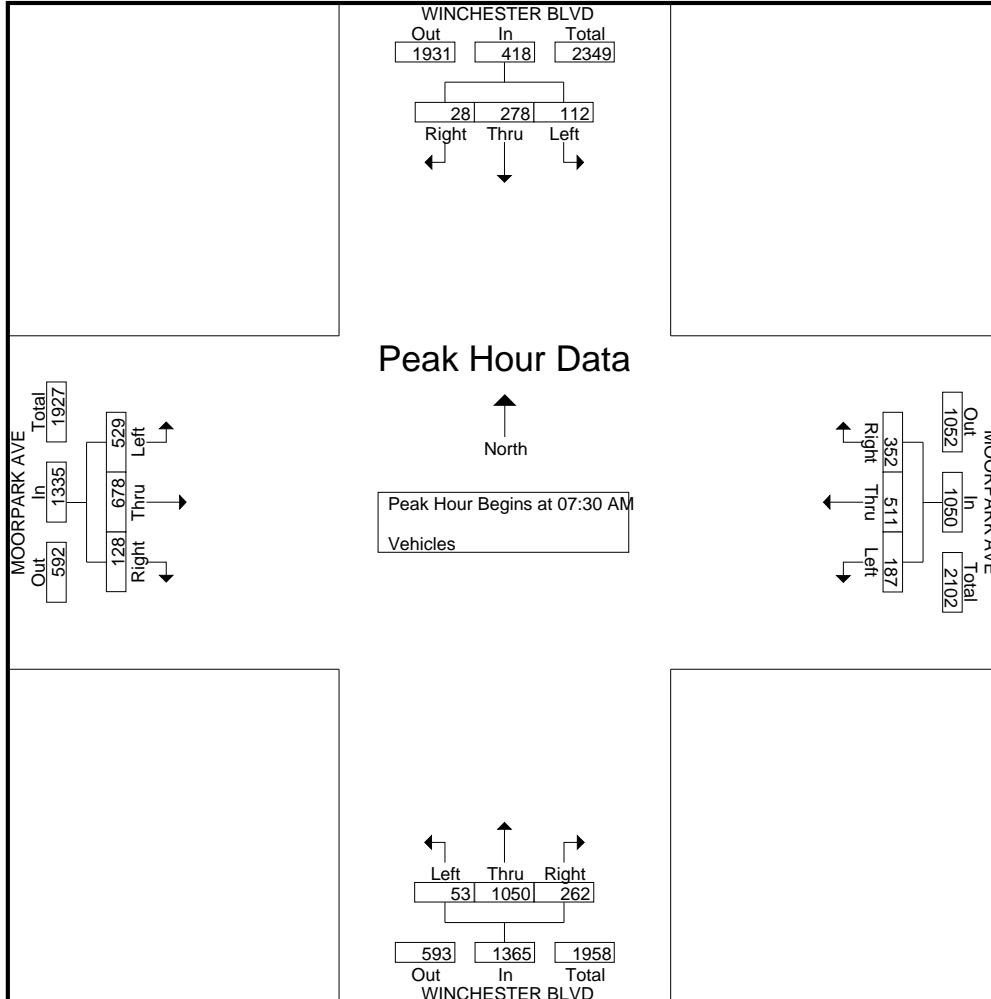
Start Time	WINCHESTER BLVD Southbound					MOORPARK AVE Westbound					WINCHESTER BLVD Northbound					MOORPARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	29	9	0	44	98	80	21	0	199	36	140	8	1	185	21	80	70	0	171	599
07:15 AM	9	40	21	0	70	107	84	35	0	226	52	206	18	0	276	16	111	79	0	206	778
07:30 AM	6	58	26	0	90	82	126	39	2	249	66	268	11	1	346	19	135	134	0	288	973
07:45 AM	12	83	34	0	129	87	127	46	2	262	65	244	22	2	333	39	182	143	0	364	1088
<b>Total</b>	<b>33</b>	<b>210</b>	<b>90</b>	<b>0</b>	<b>333</b>	<b>374</b>	<b>417</b>	<b>141</b>	<b>4</b>	<b>936</b>	<b>219</b>	<b>858</b>	<b>59</b>	<b>4</b>	<b>1140</b>	<b>95</b>	<b>508</b>	<b>426</b>	<b>0</b>	<b>1029</b>	<b>3438</b>
08:00 AM	5	63	24	0	92	101	150	69	2	322	46	258	9	0	313	39	181	134	1	355	1082
08:15 AM	5	74	28	0	107	82	108	33	5	228	85	280	11	2	378	31	180	118	0	329	1042
08:30 AM	7	57	29	0	93	95	81	35	2	213	60	230	15	2	307	35	147	112	0	294	907
08:45 AM	12	53	17	0	82	82	71	28	5	186	53	230	15	6	304	29	123	132	0	284	856
<b>Total</b>	<b>29</b>	<b>247</b>	<b>98</b>	<b>0</b>	<b>374</b>	<b>360</b>	<b>410</b>	<b>165</b>	<b>14</b>	<b>949</b>	<b>244</b>	<b>998</b>	<b>50</b>	<b>10</b>	<b>1302</b>	<b>134</b>	<b>631</b>	<b>496</b>	<b>1</b>	<b>1262</b>	<b>3887</b>
Grand Total	62	457	188	0	707	734	827	306	18	1885	463	1856	109	14	2442	229	1139	922	1	2291	7325
Apprch %	8.8	64.6	26.6	0		38.9	43.9	16.2	1		19	76	4.5	0.6		10	49.7	40.2	0		
Total %	0.8	6.2	2.6	0	9.7	10	11.3	4.2	0.2	25.7	6.3	25.3	1.5	0.2	33.3	3.1	15.5	12.6	0	31.3	

Start Time	WINCHESTER BLVD Southbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				MOORPARK AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	58	26	90	82	126	39	247	66	268	11	345	19	135	134	288	970
07:45 AM	<b>12</b>	<b>83</b>	<b>34</b>	<b>129</b>	87	127	46	260	65	244	<b>22</b>	331	<b>39</b>	<b>182</b>	<b>143</b>	<b>364</b>	<b>1084</b>
08:00 AM	5	63	24	92	<b>101</b>	<b>150</b>	<b>69</b>	<b>320</b>	46	258	9	313	39	181	134	354	1079
08:15 AM	5	74	28	107	82	108	33	223	<b>85</b>	<b>280</b>	11	<b>376</b>	31	180	118	329	1035
Total Volume	28	278	112	418	352	511	187	1050	262	1050	53	1365	128	678	529	1335	4168
% App. Total	6.7	66.5	26.8		33.5	48.7	17.8		19.2	76.9	3.9		9.6	50.8	39.6		
PHF	.583	.837	.824	.810	.871	.852	.678	.820	.771	.938	.602	.908	.821	.931	.925	.917	.961

# Traffic Data Service

Campbell, CA  
**(408) 377-2988**  
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File Name : 20AM FINAL  
 Site Code : 00000020  
 Start Date : 2/13/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA  
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 tdsbay@cs.com

File Name : 20PM FINAL  
 Site Code : 0000020  
 Start Date : 2/13/2013  
 Page No : 1

## Groups Printed- Vehicles

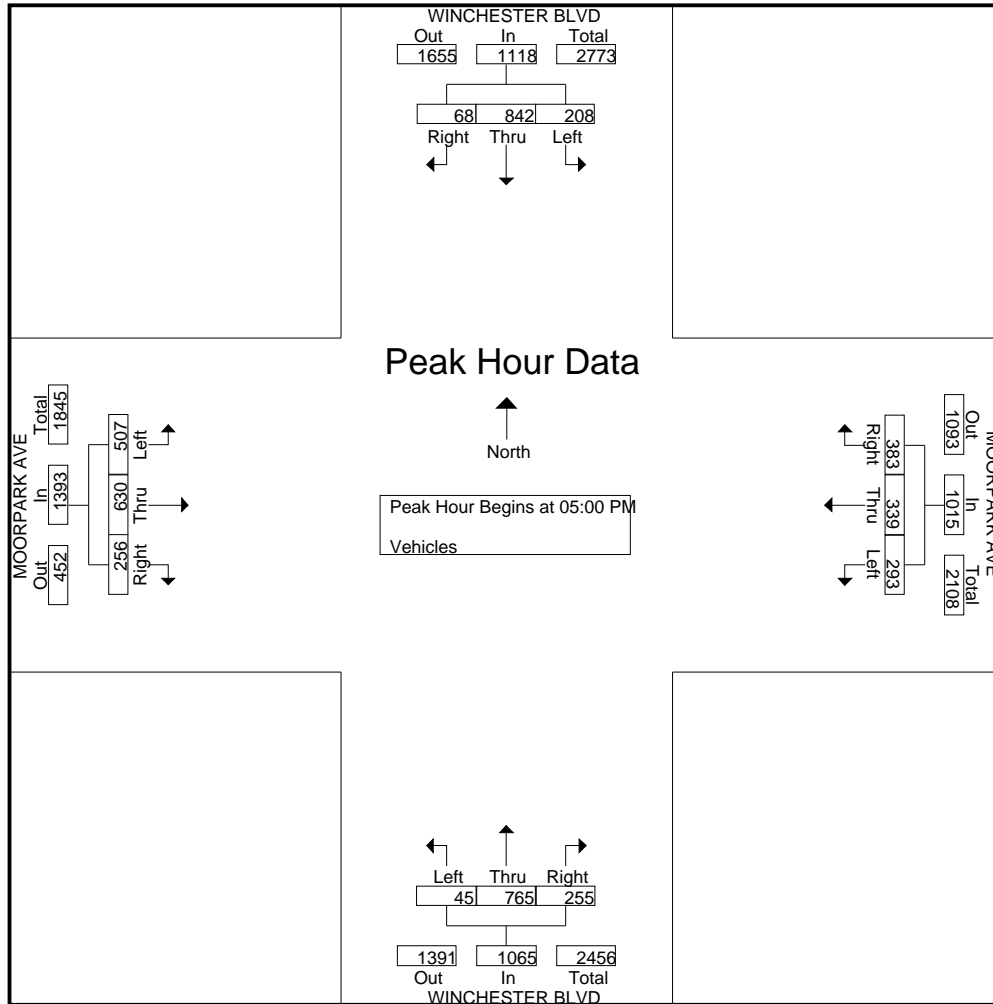
Start Time	WINCHESTER BLVD Southbound					MOORPARK AVE Westbound					WINCHESTER BLVD Northbound					MOORPARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	15	169	51	0	235	87	75	41	10	213	76	127	14	1	218	71	147	113	0	331	997
04:15 PM	24	180	37	0	241	125	51	55	5	236	52	165	5	1	223	52	108	108	4	272	972
04:30 PM	17	148	38	0	203	100	81	53	6	240	52	158	11	4	225	61	139	124	0	324	992
04:45 PM	14	173	52	0	239	98	43	59	2	202	45	193	17	1	256	62	144	112	2	320	1017
Total	70	670	178	0	918	410	250	208	23	891	225	643	47	7	922	246	538	457	6	1247	3978
05:00 PM	15	184	48	0	247	90	83	75	1	249	70	217	14	0	301	64	149	142	0	355	1152
05:15 PM	15	221	58	0	294	124	92	65	3	284	62	199	15	0	276	56	181	124	0	361	1215
05:30 PM	18	236	55	0	309	81	86	75	4	246	64	165	11	1	241	74	148	132	0	354	1150
05:45 PM	20	201	47	0	268	88	78	78	1	245	59	184	5	0	248	62	152	109	1	324	1085
Total	68	842	208	0	1118	383	339	293	9	1024	255	765	45	1	1066	256	630	507	1	1394	4602
Grand Total	138	1512	386	0	2036	793	589	501	32	1915	480	1408	92	8	1988	502	1168	964	7	2641	8580
Apprch %	6.8	74.3	19	0		41.4	30.8	26.2	1.7		24.1	70.8	4.6	0.4		19	44.2	36.5	0.3		
Total %	1.6	17.6	4.5	0	23.7	9.2	6.9	5.8	0.4	22.3	5.6	16.4	1.1	0.1	23.2	5.9	13.6	11.2	0.1	30.8	

Start Time	WINCHESTER BLVD Southbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				MOORPARK AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total				App. Total				App. Total			App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	184	48	247	90	83	75	248	<b>70</b>	<b>217</b>	14	<b>301</b>	64	149	<b>142</b>	355	1151
05:15 PM	15	221	<b>58</b>	294	<b>124</b>	<b>92</b>	65	<b>281</b>	62	199	<b>15</b>	276	56	<b>181</b>	124	<b>361</b>	<b>1212</b>
05:30 PM	18	<b>236</b>	55	<b>309</b>	81	86	75	242	64	165	11	240	<b>74</b>	148	132	354	1145
05:45 PM	<b>20</b>	201	47	268	88	78	<b>78</b>	244	59	184	5	248	62	152	109	323	1083
Total Volume	68	842	208	1118	383	339	293	1015	255	765	45	1065	256	630	507	1393	4591
% App. Total	6.1	75.3	18.6		37.7	33.4	28.9		23.9	71.8	4.2		18.4	45.2	36.4		
PHF	.850	.892	.897	.905	.772	.921	.939	.903	.911	.881	.750	.885	.865	.870	.893	.965	.947

# Traffic Data Service

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

File Name : 20PM FINAL  
Site Code : 0000020  
Start Date : 2/13/2013  
Page No : 2



# Traffic Data Service

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

File Name : 21AM FINAL  
 Site Code : 00000021  
 Start Date : 2/26/2013  
 Page No : 1

## Groups Printed- Vehicles

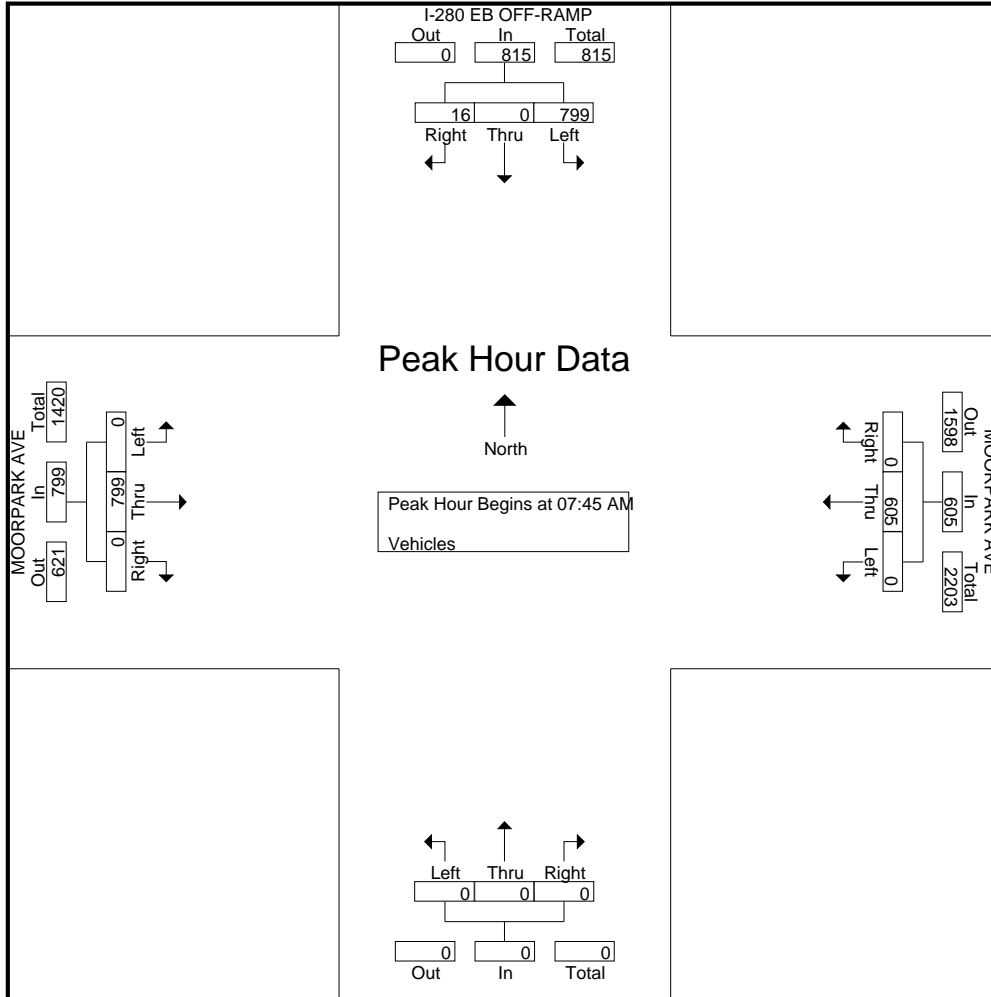
Start Time	I-280 EB OFF-RAMP Southbound					MOORPARK AVE Westbound					Northbound					MOORPARK AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	0	66	0	69	0	103	0	0	103	0	0	0	0	0	0	86	0	0	86	258
07:15 AM	4	0	108	0	112	0	132	0	0	132	0	0	0	0	0	0	162	0	0	162	406
07:30 AM	4	0	136	0	140	0	144	0	0	144	0	0	0	0	0	0	190	0	0	190	474
07:45 AM	5	0	189	0	194	0	197	0	0	197	0	0	0	0	0	0	210	0	0	210	601
Total	16	0	499	0	515	0	576	0	0	576	0	0	0	0	0	0	648	0	0	648	1739
08:00 AM	4	0	193	0	197	0	167	0	0	167	0	0	0	0	0	0	240	0	0	240	604
08:15 AM	5	0	215	0	220	0	119	0	0	119	0	0	0	0	0	0	188	0	0	188	527
08:30 AM	2	0	202	0	204	0	122	0	0	122	0	0	0	0	0	0	161	0	0	161	487
08:45 AM	9	0	219	0	228	0	121	0	0	121	0	0	0	0	0	0	166	0	0	166	515
Total	20	0	829	0	849	0	529	0	0	529	0	0	0	0	0	0	755	0	0	755	2133
Grand Total	36	0	1328	0	1364	0	1105	0	0	1105	0	0	0	0	0	0	1403	0	0	1403	3872
Apprch %	2.6	0	97.4	0		0	100	0	0		0	0	0	0	0	0	100	0	0		
Total %	0.9	0	34.3	0	35.2	0	28.5	0	0	28.5	0	0	0	0	0	0	36.2	0	0	36.2	

Start Time	I-280 EB OFF-RAMP Southbound				MOORPARK AVE Westbound				Northbound				MOORPARK AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	0	189	194	0	197	0	197	0	0	0	0	0	210	0	210	601
08:00 AM	4	0	193	197	0	167	0	167	0	0	0	0	0	240	0	240	604
08:15 AM	5	0	215	220	0	119	0	119	0	0	0	0	0	188	0	188	527
08:30 AM	2	0	202	204	0	122	0	122	0	0	0	0	0	161	0	161	487
Total Volume	16	0	799	815	0	605	0	605	0	0	0	0	0	799	0	799	2219
% App. Total	2	0	98		0	100	0		0	0	0	0	0	100	0		
PHF	.800	.000	.929	.926	.000	.768	.000	.768	.000	.000	.000	.000	.000	.832	.000	.832	.918

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 21AM FINAL  
Site Code : 00000021  
Start Date : 2/26/2013  
Page No : 2



# Traffic Data Service

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

File Name : 22AM FINAL  
 Site Code : 0000022  
 Start Date : 2/14/2013  
 Page No : 1

Groups Printed- Vehicles

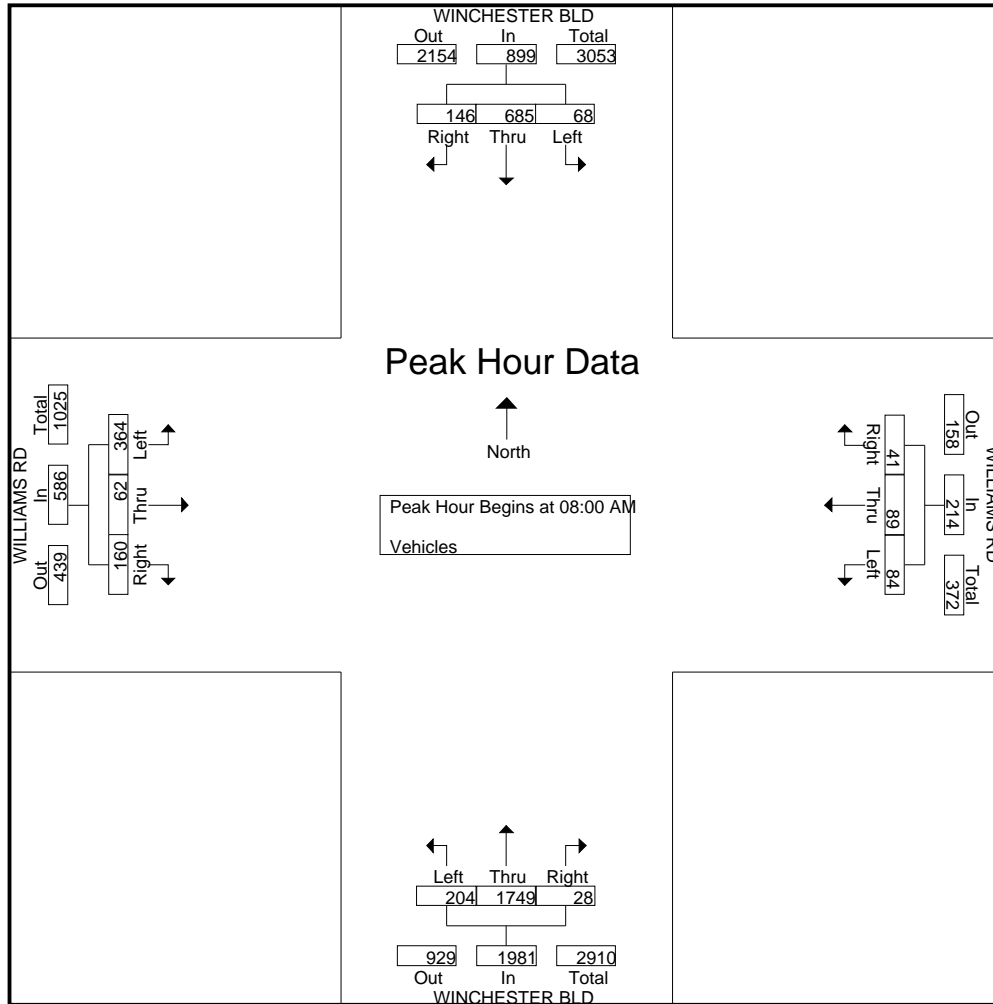
Start Time	WINCHESTER BLD Southbound					WILLIAMS RD Westbound					WINCHESTER BLD Northbound					WILLIAMS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	8	85	4	0	97	0	3	0	0	3	2	175	11	0	188	25	3	30	0	58	346
07:15 AM	17	88	5	0	110	0	14	2	0	16	5	244	34	0	283	23	9	49	0	81	490
07:30 AM	28	116	3	1	148	9	15	7	2	33	10	271	46	0	327	25	9	50	3	87	595
07:45 AM	26	125	13	6	170	32	98	38	5	173	6	341	48	0	395	26	6	83	1	116	854
Total	79	414	25	7	525	41	130	47	7	225	23	1031	139	0	1193	99	27	212	4	342	2285
08:00 AM	43	148	9	2	202	32	59	42	1	134	13	409	60	1	483	32	14	87	0	133	952
08:15 AM	36	129	0	0	165	3	12	13	1	29	6	463	42	0	511	35	15	84	0	134	839
08:30 AM	41	211	27	3	282	2	8	18	0	28	6	412	61	0	479	41	9	103	0	153	942
08:45 AM	26	197	32	0	255	4	10	11	0	25	3	465	41	0	509	52	24	90	2	168	957
Total	146	685	68	5	904	41	89	84	2	216	28	1749	204	1	1982	160	62	364	2	588	3690
Grand Total	225	1099	93	12	1429	82	219	131	9	441	51	2780	343	1	3175	259	89	576	6	930	5975
Apprch %	15.7	76.9	6.5	0.8		18.6	49.7	29.7	2		1.6	87.6	10.8	0		27.8	9.6	61.9	0.6		
Total %	3.8	18.4	1.6	0.2	23.9	1.4	3.7	2.2	0.2	7.4	0.9	46.5	5.7	0	53.1	4.3	1.5	9.6	0.1	15.6	

Start Time	WINCHESTER BLD Southbound				WILLIAMS RD Westbound				WINCHESTER BLD Northbound				WILLIAMS RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>43</b>	148	9	200	<b>32</b>	<b>59</b>	<b>42</b>	<b>133</b>	<b>13</b>	409	60	482	32	14	87	133	948
08:15 AM	36	129	0	165	3	12	13	28	6	463	42	<b>511</b>	35	15	84	134	838
08:30 AM	41	<b>211</b>	27	<b>279</b>	2	8	18	28	6	412	<b>61</b>	479	41	9	<b>103</b>	153	939
08:45 AM	26	197	<b>32</b>	255	4	10	11	25	3	<b>465</b>	41	509	<b>52</b>	<b>24</b>	90	<b>166</b>	<b>955</b>
Total Volume	146	685	68	899	41	89	84	214	28	1749	204	1981	160	62	364	586	3680
% App. Total	16.2	76.2	7.6		19.2	41.6	39.3		1.4	88.3	10.3		27.3	10.6	62.1		
PHF	.849	.812	.531	.806	.320	.377	.500	.402	.538	.940	.836	.969	.769	.646	.883	.883	.963

# Traffic Data Service

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

File Name : 22AM FINAL  
Site Code : 0000022  
Start Date : 2/14/2013  
Page No : 2





# Traffic Data Service

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

File Name : 22PM FINAL  
 Site Code : 0000022  
 Start Date : 2/14/2013  
 Page No : 1

Groups Printed- Vehicles

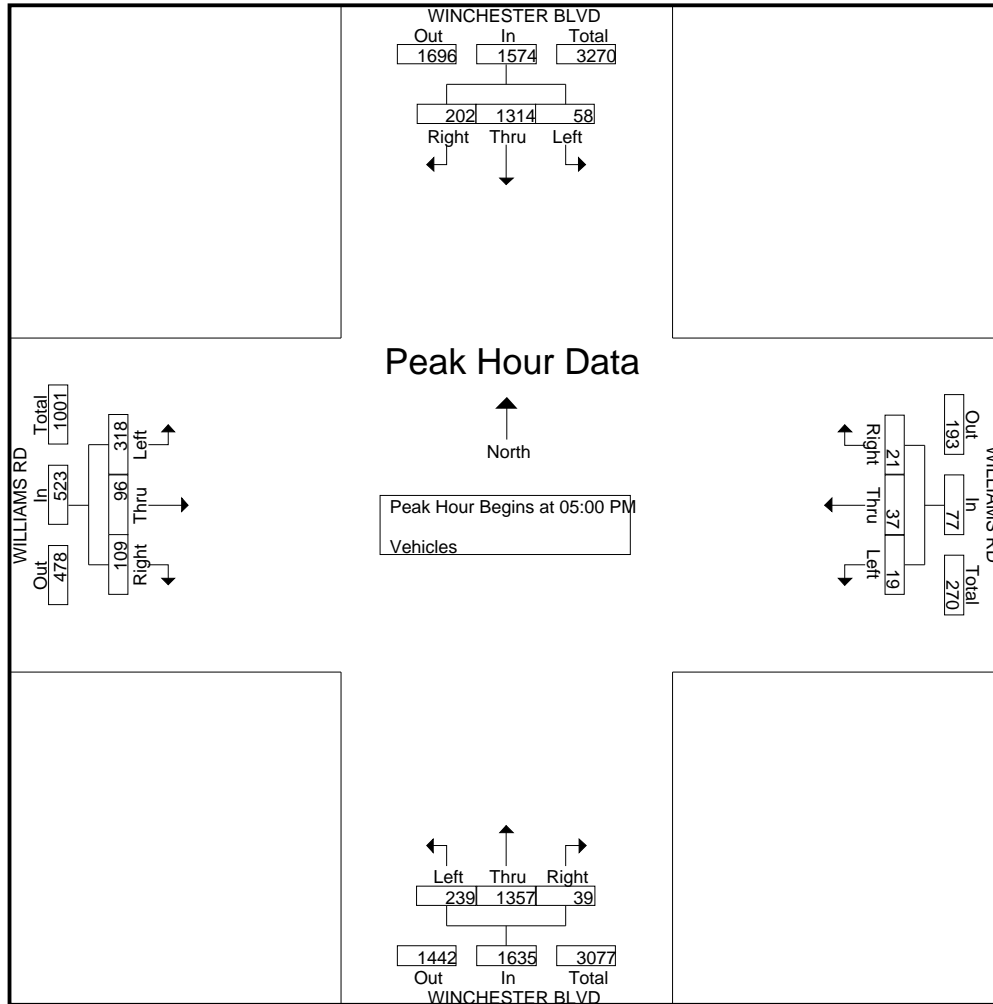
Start Time	WINCHESTER BLVD Southbound					WILLIAMS RD Westbound					WINCHESTER BLVD Northbound					WILLIAMS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	47	273	8	1	329	1	13	8	1	23	6	227	69	1	303	10	17	53	0	80	735
04:15 PM	61	231	13	0	305	2	9	4	0	15	5	172	64	0	241	15	26	63	0	104	665
04:30 PM	45	258	1	3	307	7	10	17	4	38	4	196	38	4	242	26	17	82	4	129	716
04:45 PM	97	263	2	0	362	7	4	13	0	24	12	201	48	0	261	23	9	80	0	112	759
Total	250	1025	24	4	1303	17	36	42	5	100	27	796	219	5	1047	74	69	278	4	425	2875
05:00 PM	37	224	9	9	279	10	3	7	1	21	14	281	46	1	342	25	42	56	0	123	765
05:15 PM	40	326	11	1	378	4	7	6	0	17	13	386	57	0	456	27	15	59	1	102	953
05:30 PM	32	380	6	3	421	3	10	3	3	19	7	318	57	1	383	25	16	103	5	149	972
05:45 PM	93	384	32	6	515	4	17	3	0	24	5	372	79	1	457	32	23	100	0	155	1151
Total	202	1314	58	19	1593	21	37	19	4	81	39	1357	239	3	1638	109	96	318	6	529	3841
Grand Total	452	2339	82	23	2896	38	73	61	9	181	66	2153	458	8	2685	183	165	596	10	954	6716
Apprch %	15.6	80.8	2.8	0.8		21	40.3	33.7	5		2.5	80.2	17.1	0.3		19.2	17.3	62.5	1		
Total %	6.7	34.8	1.2	0.3	43.1	0.6	1.1	0.9	0.1	2.7	1	32.1	6.8	0.1	40	2.7	2.5	8.9	0.1	14.2	

Start Time	WINCHESTER BLVD Southbound				WILLIAMS RD Westbound				WINCHESTER BLVD Northbound				WILLIAMS RD Eastbound				Int. Total
	Right	Thru	Left	App. Total				App. Total				App. Total			App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	37	224	9	270	<b>10</b>	3	<b>7</b>	20	<b>14</b>	281	46	341	25	<b>42</b>	56	123	754
05:15 PM	40	326	11	377	4	7	6	17	13	<b>386</b>	57	<b>456</b>	27	15	59	101	951
05:30 PM	32	380	6	418	3	10	3	16	7	318	57	382	25	16	<b>103</b>	144	960
05:45 PM	<b>93</b>	<b>384</b>	<b>32</b>	<b>509</b>	4	<b>17</b>	3	<b>24</b>	5	372	<b>79</b>	456	<b>32</b>	23	100	<b>155</b>	<b>1144</b>
Total Volume	202	1314	58	1574	21	37	19	77	39	1357	239	1635	109	96	318	523	3809
% App. Total	12.8	83.5	3.7		27.3	48.1	24.7		2.4	83	14.6		20.8	18.4	60.8		
PHF	.543	.855	.453	.773	.525	.544	.679	.802	.696	.879	.756	.896	.852	.571	.772	.844	.832

# Traffic Data Service

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

File Name : 22PM FINAL  
Site Code : 0000022  
Start Date : 2/14/2013  
Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

tdsbay@cs.com

File Name : 23AM FINAL

Site Code : 00000023

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

Start Time	WINCHESTER BLVD Southbound					PAYNE AVE Westbound					WINCHESTER BLVD Northbound					PAYNE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	52	10	2	70	15	7	11	2	35	6	126	13	3	148	31	1	43	3	78	331
07:15 AM	13	68	7	0	88	21	20	9	0	50	4	159	12	3	178	28	10	37	4	79	395
07:30 AM	9	74	6	1	90	18	19	16	2	55	14	187	27	3	231	44	17	61	6	128	504
07:45 AM	7	109	12	4	132	22	34	24	6	86	12	209	20	13	254	40	14	69	7	130	602
<b>Total</b>	<b>35</b>	<b>303</b>	<b>35</b>	<b>7</b>	<b>380</b>	<b>76</b>	<b>80</b>	<b>60</b>	<b>10</b>	<b>226</b>	<b>36</b>	<b>681</b>	<b>72</b>	<b>22</b>	<b>811</b>	<b>143</b>	<b>42</b>	<b>210</b>	<b>20</b>	<b>415</b>	<b>1832</b>
08:00 AM	20	139	14	3	176	30	15	27	1	73	26	221	28	7	282	48	21	73	3	145	676
08:15 AM	14	100	16	4	134	25	21	41	3	90	13	259	39	6	317	47	16	69	4	136	677
08:30 AM	24	100	11	1	136	16	11	22	2	51	8	262	31	6	307	36	15	74	4	129	623
08:45 AM	11	109	4	4	128	20	20	16	1	57	7	261	17	3	288	30	13	64	6	113	586
<b>Total</b>	<b>69</b>	<b>448</b>	<b>45</b>	<b>12</b>	<b>574</b>	<b>91</b>	<b>67</b>	<b>106</b>	<b>7</b>	<b>271</b>	<b>54</b>	<b>1003</b>	<b>115</b>	<b>22</b>	<b>1194</b>	<b>161</b>	<b>65</b>	<b>280</b>	<b>17</b>	<b>523</b>	<b>2562</b>
Grand Total	104	751	80	19	954	167	147	166	17	497	90	1684	187	44	2005	304	107	490	37	938	4394
Apprch %	10.9	78.7	8.4	2		33.6	29.6	33.4	3.4		4.5	84	9.3	2.2		32.4	11.4	52.2	3.9		
Total %	2.4	17.1	1.8	0.4	21.7	3.8	3.3	3.8	0.4	11.3	2	38.3	4.3	1	45.6	6.9	2.4	11.2	0.8	21.3	

Start Time	WINCHESTER BLVD Southbound				PAYNE AVE Westbound				WINCHESTER BLVD Northbound				PAYNE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	109	12	128	22	<b>34</b>	24	80	12	209	20	241	40	14	69	123	572
08:00 AM	20	<b>139</b>	14	<b>173</b>	<b>30</b>	15	27	72	<b>26</b>	221	28	275	<b>48</b>	<b>21</b>	73	<b>142</b>	<b>662</b>
08:15 AM	14	100	<b>16</b>	130	25	21	<b>41</b>	<b>87</b>	13	259	<b>39</b>	<b>311</b>	47	16	69	132	660
08:30 AM	<b>24</b>	100	11	135	16	11	22	49	8	<b>262</b>	31	301	36	15	<b>74</b>	125	610
Total Volume	65	448	53	566	93	81	114	288	59	951	118	1128	171	66	285	522	2504
% App. Total	11.5	79.2	9.4		32.3	28.1	39.6		5.2	84.3	10.5		32.8	12.6	54.6		
PHF	.677	.806	.828	.818	.775	.596	.695	.828	.567	.907	.756	.907	.891	.786	.963	.919	.946

# Traffic Data Service

Campbell, CA

(408) 377-2988

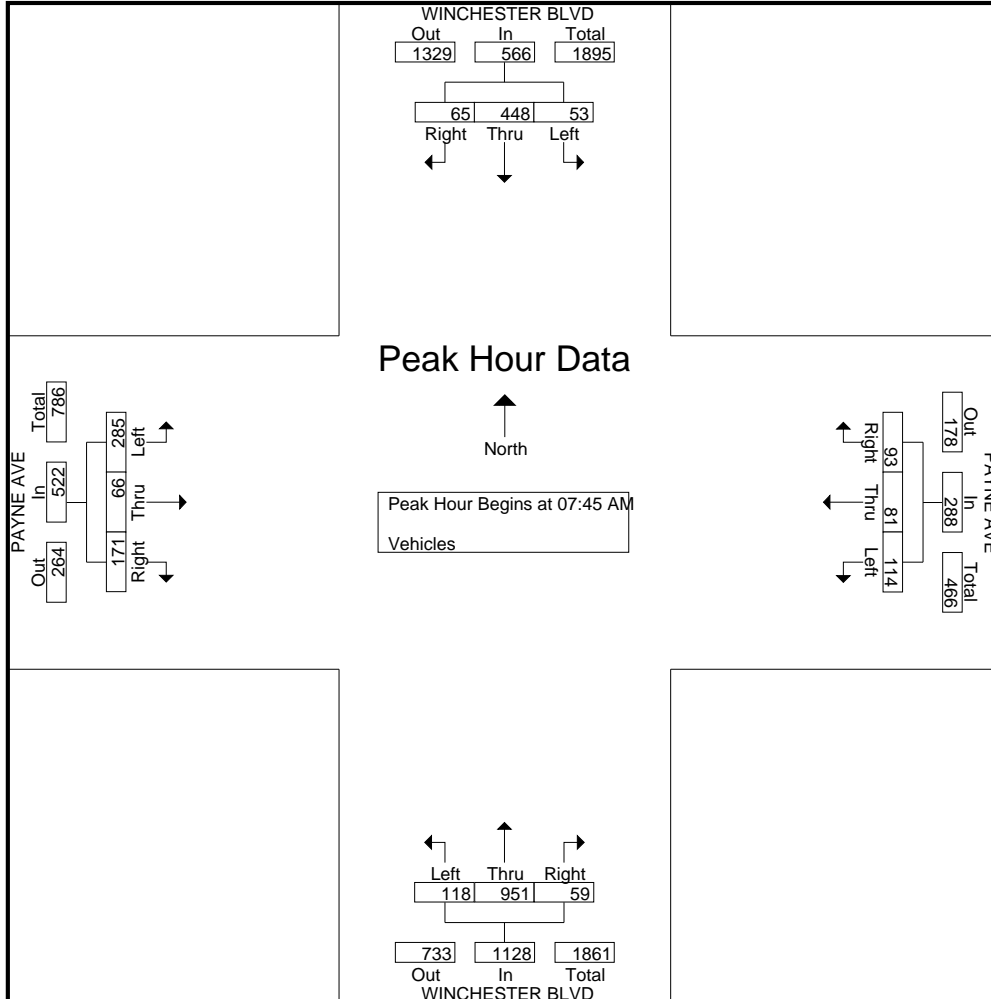
tdsbay@cs.com

File Name : 23AM FINAL

Site Code : 00000023

Start Date : 2/14/2013

Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

tdsbay@cs.com

File Name : 23PM FINAL

Site Code : 00000023

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

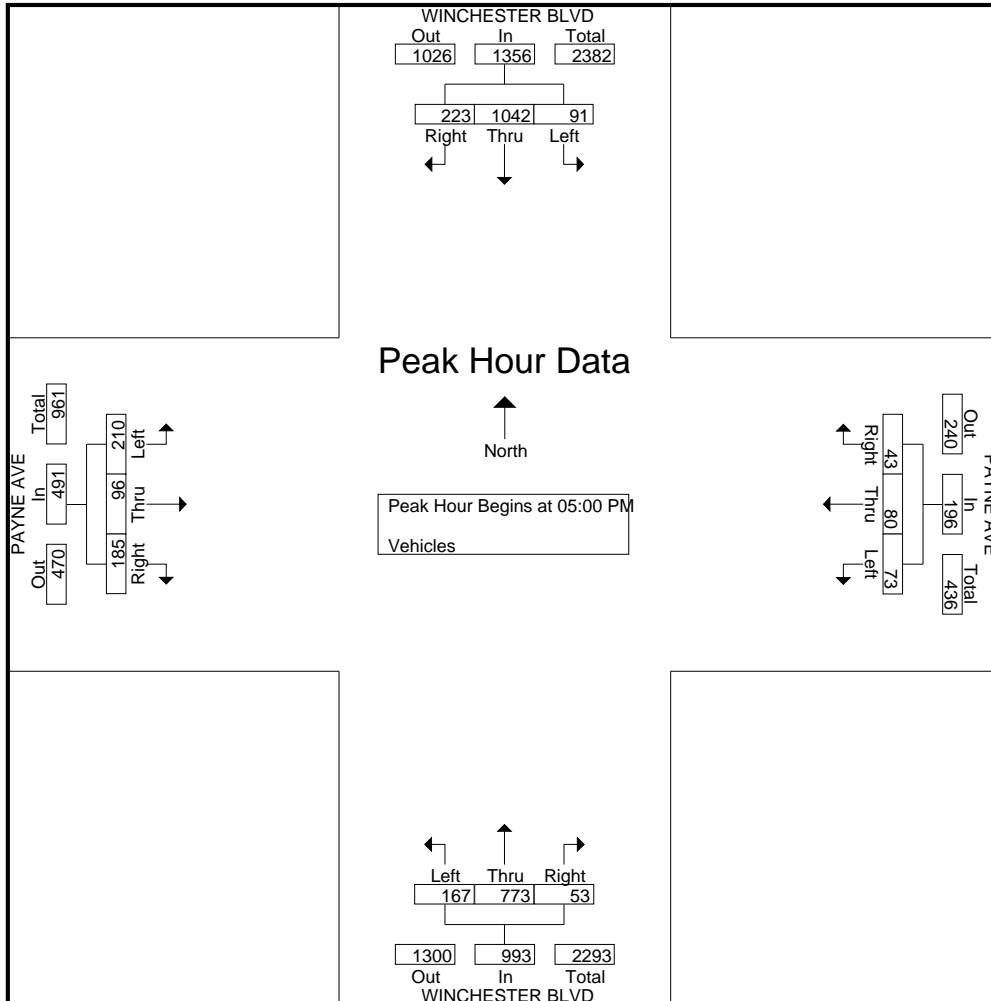
Start Time	WINCHESTER BLVD Southbound					PAYNE AVE Westbound					WINCHESTER BLVD Northbound					PAYNE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	42	210	18	0	270	18	11	18	4	51	11	171	42	4	228	38	14	51	4	107	656
04:15 PM	44	225	21	8	298	12	13	16	5	46	25	153	40	6	224	33	18	38	6	95	663
04:30 PM	44	233	18	7	302	17	16	26	5	64	9	146	25	3	183	48	22	42	8	120	669
04:45 PM	41	245	24	7	317	13	22	15	0	50	10	168	39	0	217	35	23	57	11	126	710
Total	171	913	81	22	1187	60	62	75	14	211	55	638	146	13	852	154	77	188	29	448	2698
05:00 PM	61	296	25	3	385	13	20	21	0	54	11	180	37	1	229	42	21	49	6	118	786
05:15 PM	55	223	27	4	309	10	24	19	0	53	16	198	46	9	269	52	24	60	9	145	776
05:30 PM	55	276	22	2	355	13	12	15	3	43	15	207	43	8	273	48	19	58	4	129	800
05:45 PM	52	247	17	2	318	7	24	18	5	54	11	188	41	13	253	43	32	43	7	125	750
Total	223	1042	91	11	1367	43	80	73	8	204	53	773	167	31	1024	185	96	210	26	517	3112
Grand Total	394	1955	172	33	2554	103	142	148	22	415	108	1411	313	44	1876	339	173	398	55	965	5810
Apprch %	15.4	76.5	6.7	1.3		24.8	34.2	35.7	5.3		5.8	75.2	16.7	2.3		35.1	17.9	41.2	5.7		
Total %	6.8	33.6	3	0.6	44	1.8	2.4	2.5	0.4	7.1	1.9	24.3	5.4	0.8	32.3	5.8	3	6.9	0.9	16.6	

Start Time	WINCHESTER BLVD Southbound				PAYNE AVE Westbound				WINCHESTER BLVD Northbound				PAYNE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	<b>61</b>	<b>296</b>	25	<b>382</b>	<b>13</b>	20	<b>21</b>	<b>54</b>	11	180	37	228	42	21	49	112	776
05:15 PM	55	223	<b>27</b>	305	10	<b>24</b>	19	53	<b>16</b>	198	<b>46</b>	260	<b>52</b>	24	<b>60</b>	<b>136</b>	754
05:30 PM	55	276	22	353	13	12	15	40	15	<b>207</b>	43	<b>265</b>	48	19	58	125	<b>783</b>
05:45 PM	52	247	17	316	7	24	18	49	11	188	41	240	43	<b>32</b>	43	118	723
Total Volume	223	1042	91	1356	43	80	73	196	53	773	167	993	185	96	210	491	3036
% App. Total	16.4	76.8	6.7		21.9	40.8	37.2		5.3	77.8	16.8		37.7	19.6	42.8		
PHF	.914	.880	.843	.887	.827	.833	.869	.907	.828	.934	.908	.937	.889	.750	.875	.903	.969

# Traffic Data Service

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

File Name : 23PM FINAL  
 Site Code : 00000023  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

tdsbay@cs.com

File Name : 24AM FINAL

Site Code : 00000024

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

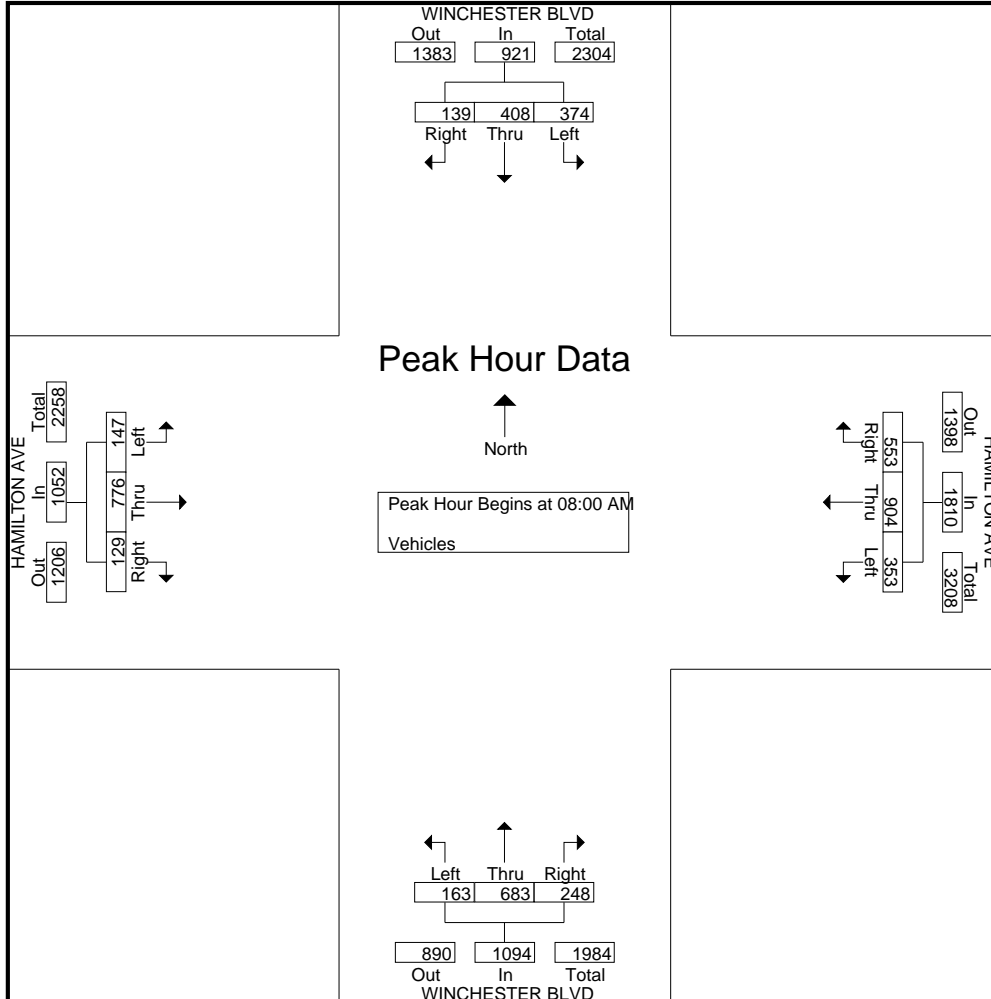
Start Time	WINCHESTER BLVD Southbound					HAMILTON AVE Westbound					WINCHESTER BLVD Northbound					HAMILTON AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	17	34	66	1	118	77	137	32	2	248	41	59	11	1	112	6	95	23	8	132	610
07:15 AM	22	52	84	1	159	88	171	39	3	301	46	81	15	0	142	3	140	12	1	156	758
07:30 AM	20	68	116	2	206	106	231	63	1	401	47	112	20	0	179	4	128	20	5	157	943
07:45 AM	42	93	102	2	239	116	300	68	2	486	49	121	22	6	198	5	156	26	3	190	1113
<b>Total</b>	101	247	368	6	722	387	839	202	8	1436	183	373	68	7	631	18	519	81	17	635	3424
08:00 AM	31	125	83	4	243	160	261	101	2	524	55	158	25	0	238	41	192	43	2	278	1283
08:15 AM	47	124	119	4	294	150	235	84	4	473	66	173	53	0	292	31	212	31	5	279	1338
08:30 AM	28	85	77	2	192	116	209	78	2	405	80	196	33	0	309	31	185	46	2	264	1170
08:45 AM	33	74	95	1	203	127	199	90	0	416	47	156	52	1	256	26	187	27	4	244	1119
<b>Total</b>	139	408	374	11	932	553	904	353	8	1818	248	683	163	1	1095	129	776	147	13	1065	4910
Grand Total	240	655	742	17	1654	940	1743	555	16	3254	431	1056	231	8	1726	147	1295	228	30	1700	8334
Apprch %	14.5	39.6	44.9	1		28.9	53.6	17.1	0.5		25	61.2	13.4	0.5		8.6	76.2	13.4	1.8		
Total %	2.9	7.9	8.9	0.2	19.8	11.3	20.9	6.7	0.2	39	5.2	12.7	2.8	0.1	20.7	1.8	15.5	2.7	0.4	20.4	

Start Time	WINCHESTER BLVD Southbound				HAMILTON AVE Westbound				WINCHESTER BLVD Northbound				HAMILTON AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	31	<b>125</b>	83	239	<b>160</b>	<b>261</b>	<b>101</b>	<b>522</b>	55	158	25	238	<b>41</b>	192	43	<b>276</b>	1275
08:15 AM	<b>47</b>	124	<b>119</b>	<b>290</b>	150	235	84	469	66	173	<b>53</b>	292	31	<b>212</b>	31	274	<b>1325</b>
08:30 AM	28	85	77	190	116	209	78	403	<b>80</b>	<b>196</b>	33	<b>309</b>	31	185	<b>46</b>	262	1164
08:45 AM	33	74	95	202	127	199	90	416	47	156	52	255	26	187	27	240	1113
Total Volume	139	408	374	921	553	904	353	1810	248	683	163	1094	129	776	147	1052	4877
% App. Total	15.1	44.3	40.6		30.6	49.9	19.5		22.7	62.4	14.9		12.3	73.8	14		
PHF	.739	.816	.786	.794	.864	.866	.874	.867	.775	.871	.769	.885	.787	.915	.799	.953	.920

# Traffic Data Service

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

File Name : 24AM FINAL  
 Site Code : 00000024  
 Start Date : 2/14/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 30AM FINAL  
 Site Code : 00000030  
 Start Date : 4/23/2013  
 Page No : 1

## Groups Printed- Vehicles

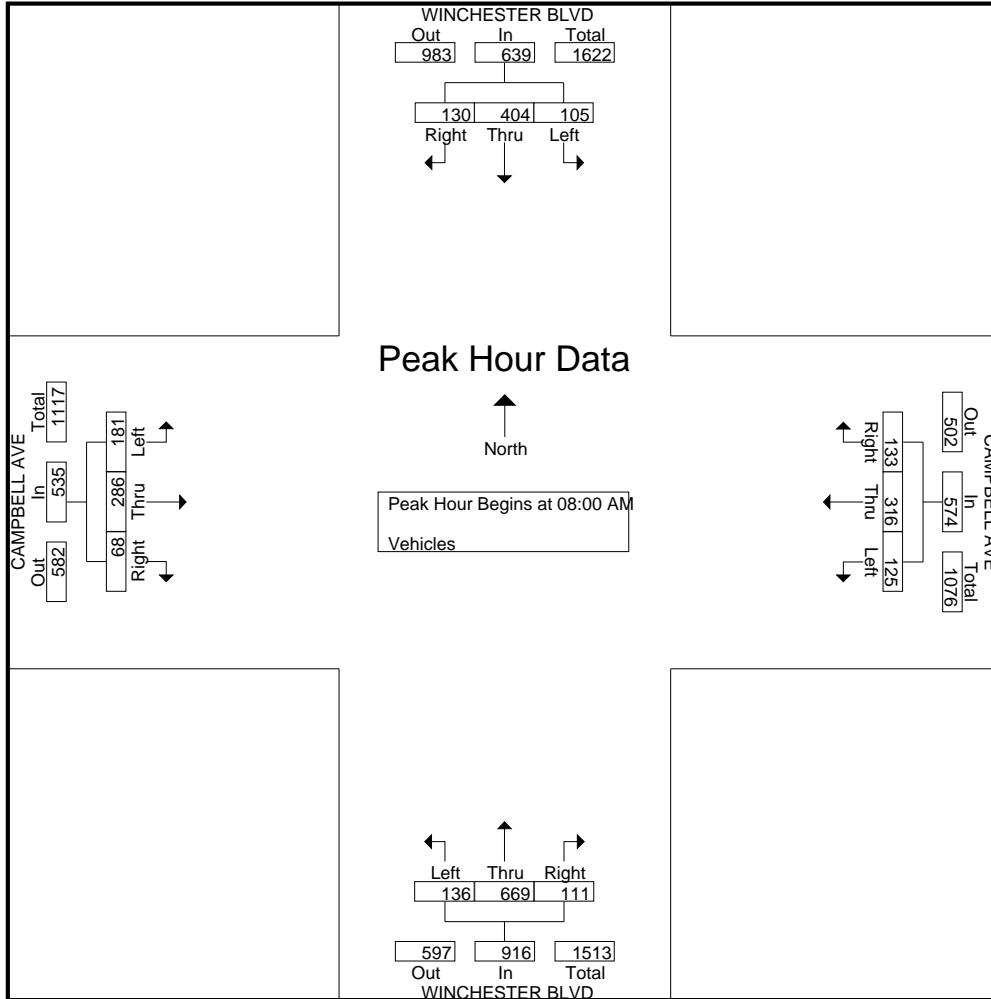
Start Time	WINCHESTER BLVD Southbound					CAMPBELL AVE Westbound					WINCHESTER BLVD Northbound					CAMPBELL AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	13	65	10	0	88	19	55	17	1	92	13	75	15	0	103	10	30	8	1	49	332
07:15 AM	15	53	11	0	79	18	70	14	0	102	11	64	20	2	97	10	36	13	0	59	337
07:30 AM	26	87	11	4	128	22	96	22	2	142	18	115	21	6	160	14	37	16	3	70	500
07:45 AM	19	103	22	2	146	33	106	25	3	167	17	107	21	0	145	17	53	25	0	95	553
Total	73	308	54	6	441	92	327	78	6	503	59	361	77	8	505	51	156	62	4	273	1722
08:00 AM	30	135	23	0	188	39	83	38	2	162	21	208	39	1	269	16	54	45	5	120	739
08:15 AM	35	114	24	3	176	24	76	30	0	130	24	164	37	5	230	18	75	58	9	160	696
08:30 AM	34	89	22	29	174	35	77	28	1	141	35	171	22	0	228	10	74	46	3	133	676
08:45 AM	31	66	36	3	136	35	80	29	2	146	31	126	38	3	198	24	83	32	7	146	626
Total	130	404	105	35	674	133	316	125	5	579	111	669	136	9	925	68	286	181	24	559	2737
Grand Total	203	712	159	41	1115	225	643	203	11	1082	170	1030	213	17	1430	119	442	243	28	832	4459
Apprch %	18.2	63.9	14.3	3.7		20.8	59.4	18.8	1		11.9	72	14.9	1.2		14.3	53.1	29.2	3.4		
Total %	4.6	16	3.6	0.9	25	5	14.4	4.6	0.2	24.3	3.8	23.1	4.8	0.4	32.1	2.7	9.9	5.4	0.6	18.7	

Start Time	WINCHESTER BLVD Southbound				CAMPBELL AVE Westbound				WINCHESTER BLVD Northbound				CAMPBELL AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	30	<b>135</b>	23	<b>188</b>	<b>39</b>	<b>83</b>	<b>38</b>	<b>160</b>	21	<b>208</b>	<b>39</b>	<b>268</b>	16	54	45	115	<b>731</b>
08:15 AM	<b>35</b>	114	24	173	24	76	30	130	24	164	37	225	18	75	<b>58</b>	<b>151</b>	679
08:30 AM	34	89	22	145	35	77	28	140	<b>35</b>	171	22	228	10	74	46	130	643
08:45 AM	31	66	<b>36</b>	133	35	80	29	144	31	126	38	195	<b>24</b>	<b>83</b>	32	139	611
Total Volume	130	404	105	639	133	316	125	574	111	669	136	916	68	286	181	535	2664
% App. Total	20.3	63.2	16.4		23.2	55.1	21.8		12.1	73	14.8		12.7	53.5	33.8		
PHF	.929	.748	.729	.850	.853	.952	.822	.897	.793	.804	.872	.854	.708	.861	.780	.886	.911

# Traffic Data Service

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

File Name : 30AM FINAL  
Site Code : 00000030  
Start Date : 4/23/2013  
Page No : 2



# Traffic Data Service

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

File Name : 30PM FINAL  
 Site Code : 00000030  
 Start Date : 4/23/2013  
 Page No : 1

## Groups Printed- Vehicles

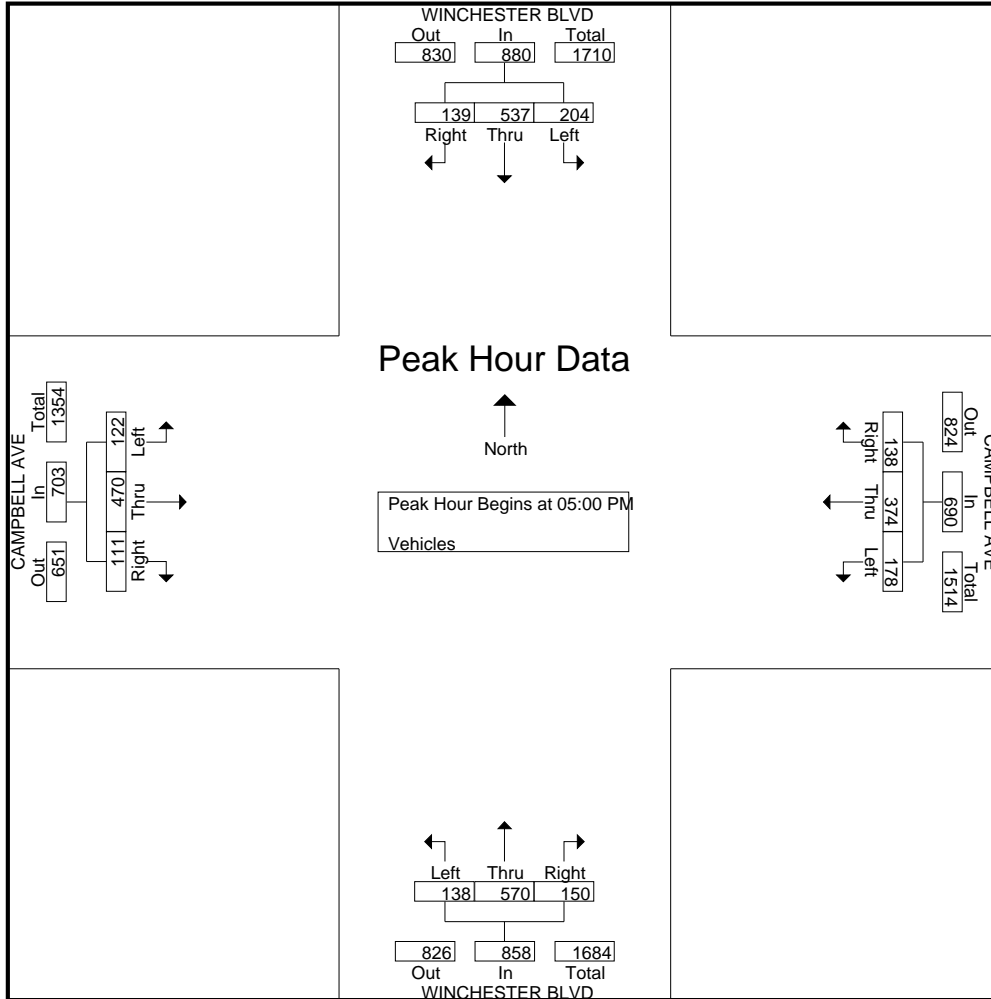
Start Time	WINCHESTER BLVD Southbound					CAMPBELL AVE Westbound					WINCHESTER BLVD Northbound					CAMPBELL AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	26	138	33	0	197	30	58	42	1	131	30	130	28	3	191	22	100	18	1	141	660
04:15 PM	32	126	50	4	212	38	72	38	2	150	30	106	19	2	157	18	100	25	2	145	664
04:30 PM	28	115	46	5	194	31	88	46	1	166	44	134	41	3	222	31	88	23	4	146	728
04:45 PM	28	134	40	2	204	30	94	36	0	160	35	164	22	1	222	23	88	26	1	138	724
Total	114	513	169	11	807	129	312	162	4	607	139	534	110	9	792	94	376	92	8	570	2776
05:00 PM	41	121	51	2	215	27	92	48	1	168	43	145	26	2	216	34	124	42	2	202	801
05:15 PM	38	128	50	1	217	39	109	42	1	191	40	191	41	5	277	26	106	24	2	158	843
05:30 PM	30	131	45	2	208	30	96	45	4	175	37	108	35	2	182	23	118	25	2	168	733
05:45 PM	30	157	58	3	248	42	77	43	1	163	30	126	36	8	200	28	122	31	4	185	796
Total	139	537	204	8	888	138	374	178	7	697	150	570	138	17	875	111	470	122	10	713	3173
Grand Total	253	1050	373	19	1695	267	686	340	11	1304	289	1104	248	26	1667	205	846	214	18	1283	5949
Apprch %	14.9	61.9	22	1.1		20.5	52.6	26.1	0.8		17.3	66.2	14.9	1.6		16	65.9	16.7	1.4		
Total %	4.3	17.7	6.3	0.3	28.5	4.5	11.5	5.7	0.2	21.9	4.9	18.6	4.2	0.4	28	3.4	14.2	3.6	0.3	21.6	

Start Time	WINCHESTER BLVD Southbound				CAMPBELL AVE Westbound				WINCHESTER BLVD Northbound				CAMPBELL AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	41	121	51	213	27	92	48	167	43	145	26	214	34	124	42	200	794
05:15 PM	38	128	50	216	39	109	42	190	40	191	41	272	26	106	24	156	834
05:30 PM	30	131	45	206	30	96	45	171	37	108	35	180	23	118	25	166	723
05:45 PM	30	157	58	245	42	77	43	162	30	126	36	192	28	122	31	181	780
Total Volume	139	537	204	880	138	374	178	690	150	570	138	858	111	470	122	703	3131
% App. Total	15.8	61	23.2		20	54.2	25.8		17.5	66.4	16.1		15.8	66.9	17.4		
PHF	.848	.855	.879	.898	.821	.858	.927	.908	.872	.746	.841	.789	.816	.948	.726	.879	.939

# Traffic Data Service

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

File Name : 30PM FINAL  
 Site Code : 00000030  
 Start Date : 4/23/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 25AM FINAL  
 Site Code : 00000025  
 Start Date : 2/14/2013  
 Page No : 1

### Groups Printed- Vehicles

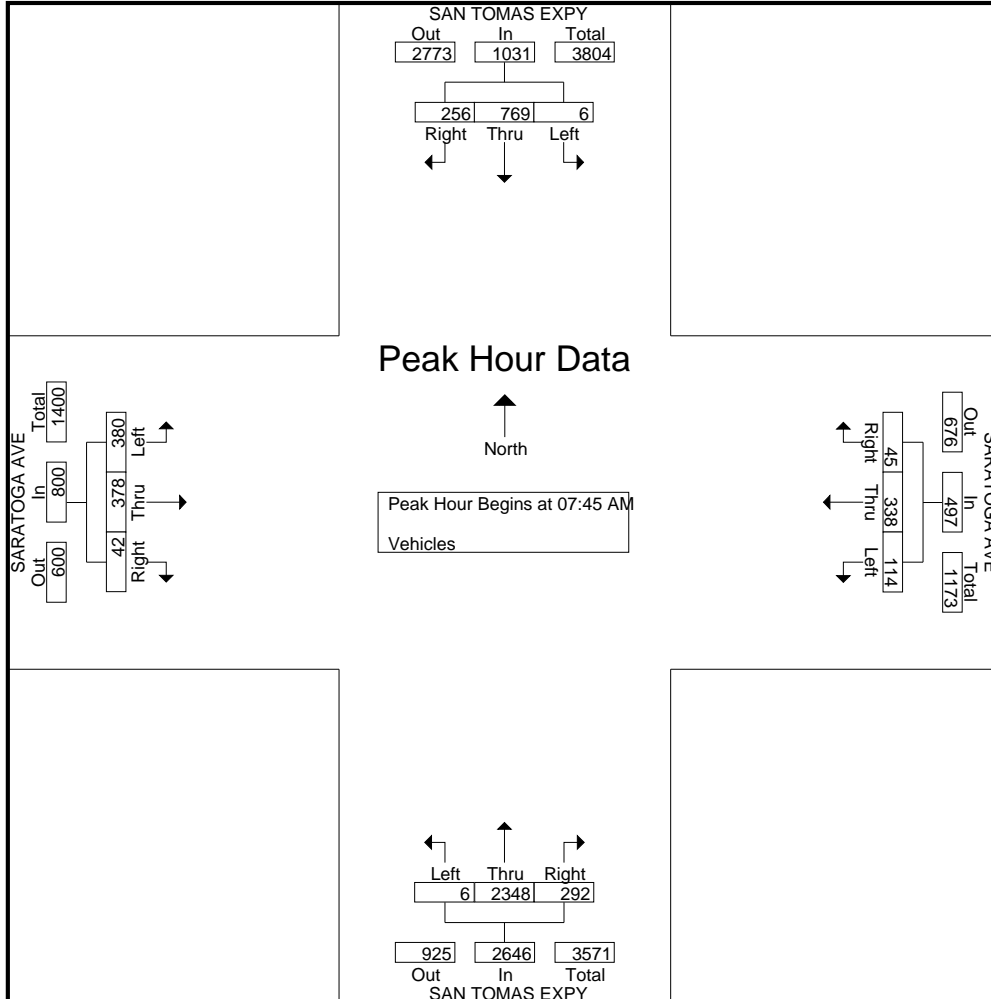
Start Time	SAN TOMAS EXPY Southbound					SARATOGA AVE Westbound					SAN TOMAS EXPY Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	36	91	0	0	127	5	51	12	0	68	30	422	3	1	456	4	32	37	0	73	724
07:15 AM	39	129	0	0	168	11	72	13	0	96	28	531	2	1	562	1	45	34	0	80	906
07:30 AM	52	153	1	0	206	10	54	25	0	89	34	645	3	0	682	14	36	68	0	118	1095
07:45 AM	56	177	1	3	237	6	82	34	0	122	54	721	3	2	780	17	54	67	0	138	1277
<b>Total</b>	183	550	2	3	738	32	259	84	0	375	146	2319	11	4	2480	36	167	206	0	409	4002
08:00 AM	60	203	0	3	266	7	75	29	0	111	78	597	1	0	676	4	75	73	0	152	1205
08:15 AM	77	197	2	1	277	18	91	27	0	136	84	534	1	2	621	11	127	110	1	249	1283
08:30 AM	63	192	3	2	260	14	90	24	0	128	76	496	1	1	574	10	122	130	0	262	1224
08:45 AM	59	154	0	3	216	20	87	26	0	133	75	558	0	0	633	6	127	132	2	267	1249
<b>Total</b>	259	746	5	9	1019	59	343	106	0	508	313	2185	3	3	2504	31	451	445	3	930	4961
Grand Total	442	1296	7	12	1757	91	602	190	0	883	459	4504	14	7	4984	67	618	651	3	1339	8963
Apprch %	25.2	73.8	0.4	0.7		10.3	68.2	21.5	0		9.2	90.4	0.3	0.1		5	46.2	48.6	0.2		
Total %	4.9	14.5	0.1	0.1	19.6	1	6.7	2.1	0	9.9	5.1	50.3	0.2	0.1	55.6	0.7	6.9	7.3	0	14.9	

Start Time	SAN TOMAS EXPY Southbound				SARATOGA AVE Westbound				SAN TOMAS EXPY Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	56	177	1	234	6	82	<b>34</b>	122	54	<b>721</b>	<b>3</b>	<b>778</b>	<b>17</b>	54	67	138	1272
08:00 AM	60	<b>203</b>	0	263	7	75	29	111	78	597	1	676	4	75	73	152	1202
08:15 AM	<b>77</b>	197	2	<b>276</b>	<b>18</b>	<b>91</b>	27	<b>136</b>	<b>84</b>	534	1	619	11	<b>127</b>	110	248	<b>1279</b>
08:30 AM	63	192	<b>3</b>	258	14	90	24	128	76	496	1	573	10	122	<b>130</b>	<b>262</b>	1221
Total Volume	256	769	6	1031	45	338	114	497	292	2348	6	2646	42	378	380	800	4974
% App. Total	24.8	74.6	0.6		9.1	68	22.9		11	88.7	0.2		5.2	47.2	47.5		
PHF	.831	.947	.500	.934	.625	.929	.838	.914	.869	.814	.500	.850	.618	.744	.731	.763	.972

# Traffic Data Service

Campbell, CA  
**(408) 377-2988**  
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File Name : 25AM FINAL  
 Site Code : 00000025  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

*tdsbay@cs.com*

File Name : 26AM FINAL

Site Code : 00000026

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

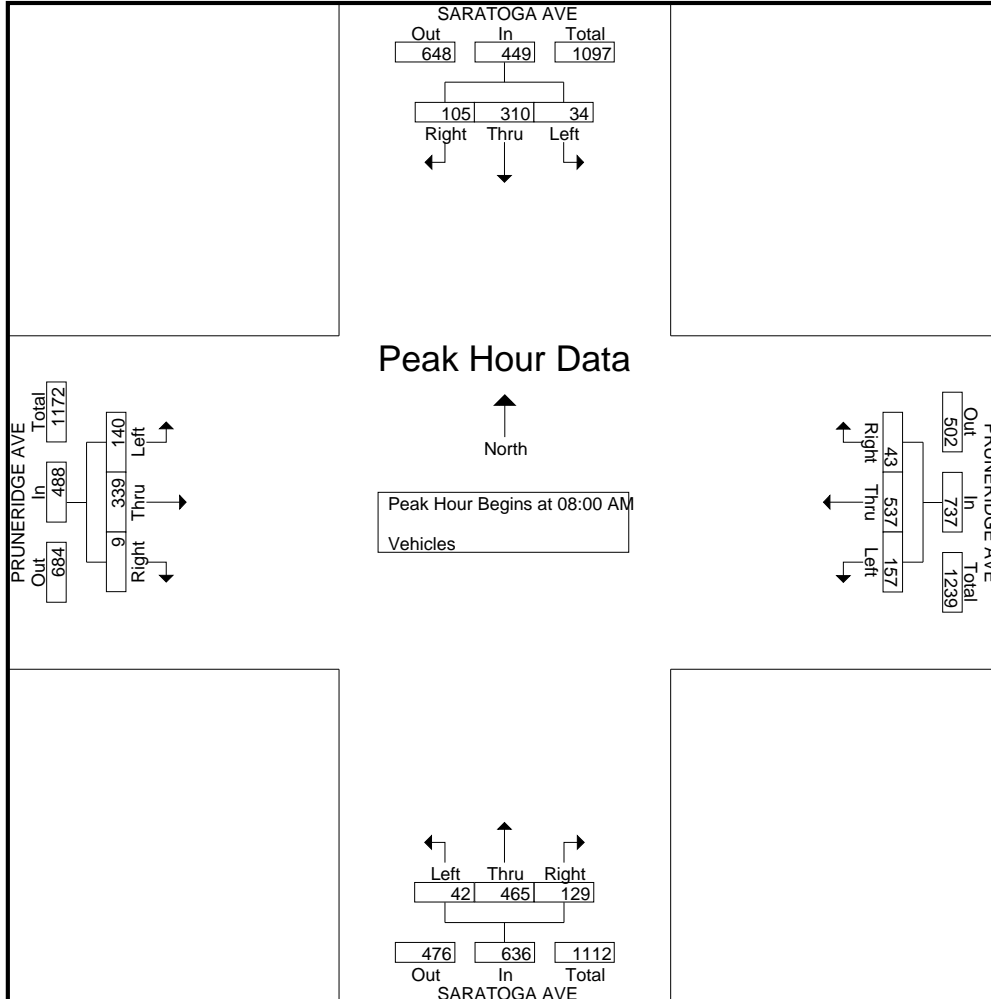
Start Time	SARATOGA AVE Southbound					PRUNERIDGE AVE Westbound					SARATOGA AVE Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	12	31	4	0	47	0	58	18	2	78	13	34	6	0	53	0	20	13	0	33	211
07:15 AM	15	60	4	0	79	3	101	24	1	129	11	41	6	0	58	0	38	25	0	63	329
07:30 AM	13	59	11	0	83	7	135	24	0	166	21	39	3	0	63	2	62	17	0	81	393
07:45 AM	20	65	14	0	99	11	134	48	0	193	21	74	14	0	109	0	74	33	1	108	509
<b>Total</b>	<b>60</b>	<b>215</b>	<b>33</b>	<b>0</b>	<b>308</b>	<b>21</b>	<b>428</b>	<b>114</b>	<b>3</b>	<b>566</b>	<b>66</b>	<b>188</b>	<b>29</b>	<b>0</b>	<b>283</b>	<b>2</b>	<b>194</b>	<b>88</b>	<b>1</b>	<b>285</b>	<b>1442</b>
08:00 AM	25	75	9	0	109	11	167	28	0	206	32	96	5	0	133	3	78	44	2	127	575
08:15 AM	34	84	13	2	133	15	151	49	1	216	26	123	11	0	160	1	87	34	0	122	631
08:30 AM	23	68	3	0	94	10	104	43	0	157	27	130	11	2	170	3	85	32	2	122	543
08:45 AM	23	83	9	4	119	7	115	37	4	163	44	116	15	0	175	2	89	30	1	122	579
<b>Total</b>	<b>105</b>	<b>310</b>	<b>34</b>	<b>6</b>	<b>455</b>	<b>43</b>	<b>537</b>	<b>157</b>	<b>5</b>	<b>742</b>	<b>129</b>	<b>465</b>	<b>42</b>	<b>2</b>	<b>638</b>	<b>9</b>	<b>339</b>	<b>140</b>	<b>5</b>	<b>493</b>	<b>2328</b>
Grand Total	165	525	67	6	763	64	965	271	8	1308	195	653	71	2	921	11	533	228	6	778	3770
Apprch %	21.6	68.8	8.8	0.8		4.9	73.8	20.7	0.6		21.2	70.9	7.7	0.2		1.4	68.5	29.3	0.8		
Total %	4.4	13.9	1.8	0.2	20.2	1.7	25.6	7.2	0.2	34.7	5.2	17.3	1.9	0.1	24.4	0.3	14.1	6	0.2	20.6	

Start Time	SARATOGA AVE Southbound				PRUNERIDGE AVE Westbound				SARATOGA AVE Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	25	75	9	109	11	<b>167</b>	28	206	32	96	5	133	<b>3</b>	78	<b>44</b>	<b>125</b>	573
08:15 AM	<b>34</b>	<b>84</b>	<b>13</b>	<b>131</b>	<b>15</b>	151	<b>49</b>	<b>215</b>	26	123	11	160	1	87	34	122	<b>628</b>
08:30 AM	23	68	3	94	10	104	43	157	27	<b>130</b>	11	168	3	85	32	120	539
08:45 AM	23	83	9	115	7	115	37	159	<b>44</b>	116	<b>15</b>	<b>175</b>	2	<b>89</b>	30	121	570
Total Volume	105	310	34	449	43	537	157	737	129	465	42	636	9	339	140	488	2310
% App. Total	23.4	69	7.6		5.8	72.9	21.3		20.3	73.1	6.6		1.8	69.5	28.7		
PHF	.772	.923	.654	.857	.717	.804	.801	.857	.733	.894	.700	.909	.750	.952	.795	.976	.920

# Traffic Data Service

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

File Name : 26AM FINAL  
 Site Code : 00000026  
 Start Date : 2/14/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 26PM FINAL  
 Site Code : 00000026  
 Start Date : 2/14/2013  
 Page No : 1

### Groups Printed- Vehicles

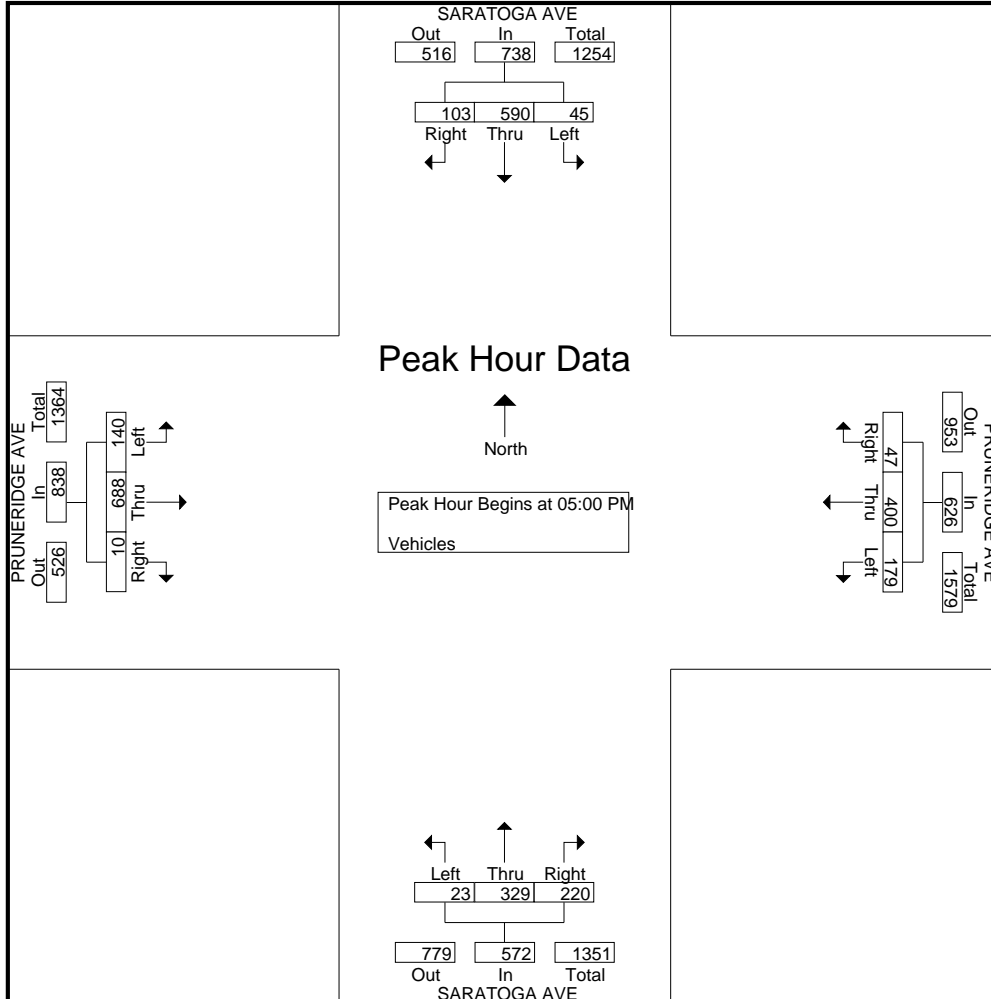
Start Time	SARATOGA AVE Southbound					PRUNERIDGE AVE Westbound					SARATOGA AVE Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	11	98	6	0	115	10	75	32	1	118	31	84	4	1	120	4	119	37	2	162	515
04:15 PM	12	68	11	0	91	6	81	38	1	126	30	48	6	0	84	5	143	41	2	191	492
04:30 PM	18	67	11	2	98	11	74	36	1	122	51	78	2	0	131	1	172	39	2	214	565
04:45 PM	22	84	13	1	120	11	110	34	2	157	56	81	7	0	144	1	186	34	1	222	643
<b>Total</b>	<b>63</b>	<b>317</b>	<b>41</b>	<b>3</b>	<b>424</b>	<b>38</b>	<b>340</b>	<b>140</b>	<b>5</b>	<b>523</b>	<b>168</b>	<b>291</b>	<b>19</b>	<b>1</b>	<b>479</b>	<b>11</b>	<b>620</b>	<b>151</b>	<b>7</b>	<b>789</b>	<b>2215</b>
05:00 PM	15	123	9	1	148	8	80	43	0	131	46	101	8	2	157	3	159	29	3	194	630
05:15 PM	23	157	10	1	191	9	108	38	2	157	42	72	6	3	123	1	176	37	0	214	685
05:30 PM	28	154	15	2	199	16	110	46	1	173	57	74	2	3	136	4	172	29	4	209	717
05:45 PM	37	156	11	1	205	14	102	52	0	168	75	82	7	1	165	2	181	45	2	230	768
<b>Total</b>	<b>103</b>	<b>590</b>	<b>45</b>	<b>5</b>	<b>743</b>	<b>47</b>	<b>400</b>	<b>179</b>	<b>3</b>	<b>629</b>	<b>220</b>	<b>329</b>	<b>23</b>	<b>9</b>	<b>581</b>	<b>10</b>	<b>688</b>	<b>140</b>	<b>9</b>	<b>847</b>	<b>2800</b>
Grand Total	166	907	86	8	1167	85	740	319	8	1152	388	620	42	10	1060	21	1308	291	16	1636	5015
Apprch %	14.2	77.7	7.4	0.7		7.4	64.2	27.7	0.7		36.6	58.5	4	0.9		1.3	80	17.8	1		
Total %	3.3	18.1	1.7	0.2	23.3	1.7	14.8	6.4	0.2	23	7.7	12.4	0.8	0.2	21.1	0.4	26.1	5.8	0.3	32.6	

Start Time	SARATOGA AVE Southbound				PRUNERIDGE AVE Westbound				SARATOGA AVE Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	123	9	147	8	80	43	131	46	<b>101</b>	<b>8</b>	155	3	159	29	191	624
05:15 PM	23	<b>157</b>	10	190	9	108	38	155	42	72	6	120	1	176	37	214	679
05:30 PM	28	154	<b>15</b>	197	<b>16</b>	<b>110</b>	46	<b>172</b>	57	74	2	133	<b>4</b>	172	29	205	707
05:45 PM	<b>37</b>	156	11	<b>204</b>	14	102	<b>52</b>	168	<b>75</b>	82	7	<b>164</b>	2	<b>181</b>	<b>45</b>	<b>228</b>	<b>764</b>
Total Volume	103	590	45	738	47	400	179	626	220	329	23	572	10	688	140	838	2774
% App. Total	14	79.9	6.1		7.5	63.9	28.6		38.5	57.5	4		1.2	82.1	16.7		
PHF	.696	.939	.750	.904	.734	.909	.861	.910	.733	.814	.719	.872	.625	.950	.778	.919	.908

# Traffic Data Service

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

File Name : 26PM FINAL  
 Site Code : 00000026  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

Campbell, CA

**(408) 377-2988**

tdsbay@cs.com

File Name : 27AM FINAL

Site Code : 0000027

Start Date : 2/14/2013

Page No : 1

### Groups Printed- Vehicles

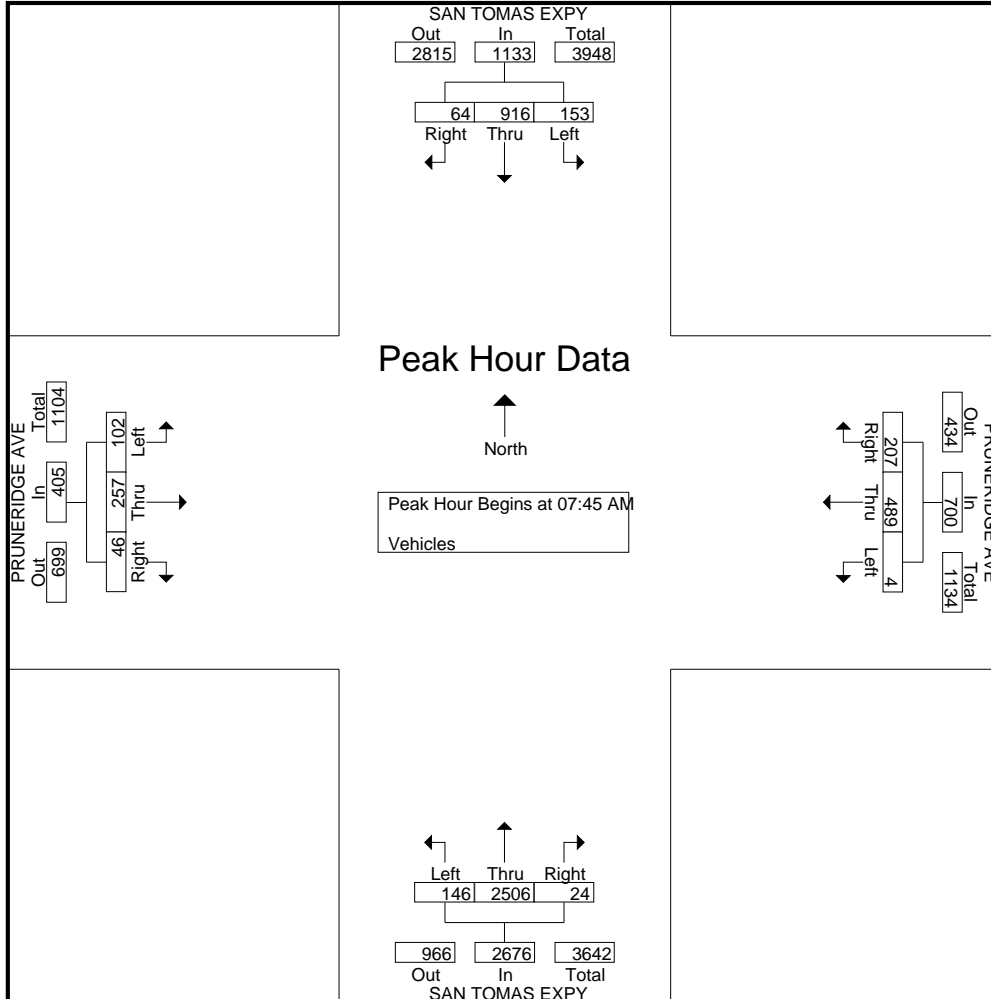
Start Time	SAN TOMAS EXPY Southbound					PRUNERIDGE AVE Westbound					SAN TOMAS EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	125	20	0	156	28	45	0	0	73	1	418	28	2	449	6	25	4	2	37	715
07:15 AM	5	160	30	0	195	32	82	1	0	115	0	532	37	0	569	10	34	11	0	55	934
07:30 AM	10	177	20	0	207	41	106	0	0	147	2	641	32	1	676	12	63	22	0	97	1127
07:45 AM	19	212	33	0	264	40	105	1	0	146	7	753	47	0	807	4	53	19	0	76	1293
<b>Total</b>	45	674	103	0	822	141	338	2	0	481	10	2344	144	3	2501	32	175	56	2	265	4069
08:00 AM	20	245	58	0	323	52	145	0	0	197	5	606	22	0	633	13	56	16	0	85	1238
08:15 AM	9	248	35	0	292	69	136	0	0	205	4	581	46	0	631	17	67	28	0	112	1240
08:30 AM	16	211	27	1	255	46	103	3	0	152	8	566	31	1	606	12	81	39	0	132	1145
08:45 AM	18	223	34	2	277	44	95	2	1	142	9	678	34	1	722	7	66	36	0	109	1250
<b>Total</b>	63	927	154	3	1147	211	479	5	1	696	26	2431	133	2	2592	49	270	119	0	438	4873
<b>Grand Total</b>	108	1601	257	3	1969	352	817	7	1	1177	36	4775	277	5	5093	81	445	175	2	703	8942
Apprch %	5.5	81.3	13.1	0.2		29.9	69.4	0.6	0.1		0.7	93.8	5.4	0.1		11.5	63.3	24.9	0.3		
Total %	1.2	17.9	2.9	0	22	3.9	9.1	0.1	0	13.2	0.4	53.4	3.1	0.1	57	0.9	5	2	0	7.9	

Start Time	SAN TOMAS EXPY Southbound				PRUNERIDGE AVE Westbound				SAN TOMAS EXPY Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	19	212	33	264	40	105	1	146	7	<b>753</b>	<b>47</b>	<b>807</b>	4	53	19	76	<b>1293</b>
08:00 AM	<b>20</b>	245	<b>58</b>	<b>323</b>	52	<b>145</b>	0	197	5	606	22	633	13	56	16	85	1238
08:15 AM	9	<b>248</b>	35	292	<b>69</b>	136	0	<b>205</b>	4	581	46	631	<b>17</b>	67	28	112	1240
08:30 AM	16	211	27	254	46	103	<b>3</b>	152	<b>8</b>	566	31	605	12	<b>81</b>	<b>39</b>	<b>132</b>	1143
Total Volume	64	916	153	1133	207	489	4	700	24	2506	146	2676	46	257	102	405	4914
% App. Total	5.6	80.8	13.5		29.6	69.9	0.6		0.9	93.6	5.5		11.4	63.5	25.2		
PHF	.800	.923	.659	.877	.750	.843	.333	.854	.750	.832	.777	.829	.676	.793	.654	.767	.950

# Traffic Data Service

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

File Name : 27AM FINAL  
 Site Code : 00000027  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 27PM FINAL  
 Site Code : 0000027  
 Start Date : 2/14/2013  
 Page No : 1

### Groups Printed- Vehicles

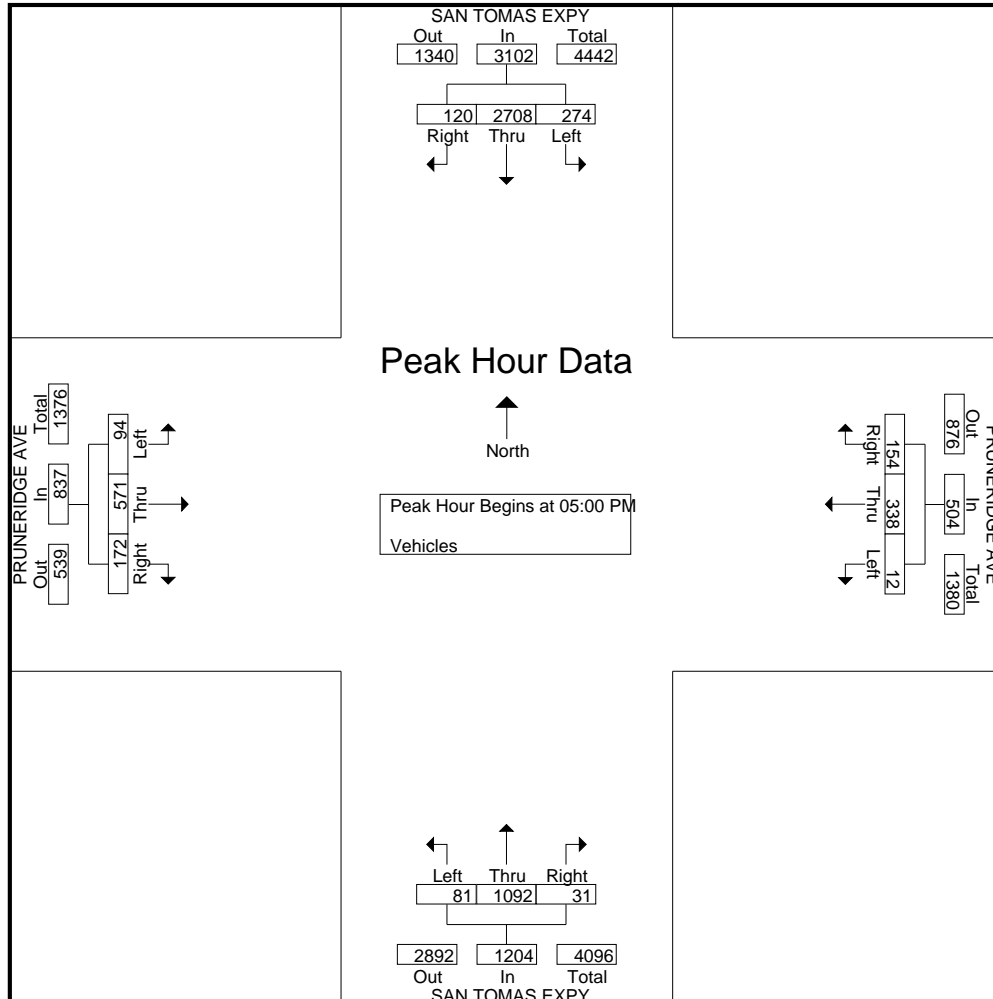
Start Time	SAN TOMAS EXPY Southbound					PRUNERIDGE AVE Westbound					SAN TOMAS EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	518	60	1	596	51	53	2	0	106	3	225	16	0	244	21	102	16	0	139	1085
04:15 PM	26	656	80	0	762	35	68	0	0	103	5	248	15	0	268	25	80	14	0	119	1252
04:30 PM	19	605	59	1	684	44	78	2	0	124	7	250	17	0	274	37	133	17	0	187	1269
04:45 PM	30	641	72	0	743	51	86	2	0	139	4	228	17	2	251	43	152	18	0	213	1346
<b>Total</b>	92	2420	271	2	2785	181	285	6	0	472	19	951	65	2	1037	126	467	65	0	658	4952
05:00 PM	27	647	74	1	749	29	78	3	1	111	6	241	16	2	265	36	122	25	0	183	1308
05:15 PM	33	724	78	1	836	39	64	4	0	107	10	311	28	2	351	37	133	21	0	191	1485
05:30 PM	33	650	58	1	742	50	89	3	0	142	6	290	14	2	312	55	162	21	0	238	1434
05:45 PM	27	687	64	1	779	36	107	2	0	145	9	250	23	1	283	44	154	27	0	225	1432
<b>Total</b>	120	2708	274	4	3106	154	338	12	1	505	31	1092	81	7	1211	172	571	94	0	837	5659
Grand Total	212	5128	545	6	5891	335	623	18	1	977	50	2043	146	9	2248	298	1038	159	0	1495	10611
Apprch %	3.6	87	9.3	0.1		34.3	63.8	1.8	0.1		2.2	90.9	6.5	0.4		19.9	69.4	10.6	0		
Total %	2	48.3	5.1	0.1	55.5	3.2	5.9	0.2	0	9.2	0.5	19.3	1.4	0.1	21.2	2.8	9.8	1.5	0	14.1	

Start Time	SAN TOMAS EXPY Southbound				PRUNERIDGE AVE Westbound				SAN TOMAS EXPY Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	27	647	74	748	29	78	3	110	6	241	16	263	36	122	25	183	1304
05:15 PM	<b>33</b>	<b>724</b>	<b>78</b>	<b>835</b>	39	64	<b>4</b>	107	<b>10</b>	<b>311</b>	<b>28</b>	<b>349</b>	37	133	21	191	<b>1482</b>
05:30 PM	33	650	58	741	<b>50</b>	89	3	142	6	290	14	310	<b>55</b>	<b>162</b>	21	<b>238</b>	1431
05:45 PM	27	687	64	778	36	<b>107</b>	2	<b>145</b>	9	250	23	282	44	154	<b>27</b>	225	1430
Total Volume	120	2708	274	3102	154	338	12	504	31	1092	81	1204	172	571	94	837	5647
% App. Total	3.9	87.3	8.8		30.6	67.1	2.4		2.6	90.7	6.7		20.5	68.2	11.2		
PHF	.909	.935	.878	.929	.770	.790	.750	.869	.775	.878	.723	.862	.782	.881	.870	.879	.953

# Traffic Data Service

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

File Name : 27PM FINAL  
 Site Code : 00000027  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 36AM FINAL  
 Site Code : 00000036  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SAN TOMAS EXPY Southbound					FORBES AVE Westbound					SAN TOMAS EXPY Northbound					FORBES AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	129	0	0	133	12	4	9	0	25	3	448	1	0	452	6	3	4	0	13	623
07:15 AM	3	155	1	0	159	18	8	5	0	31	2	597	3	1	603	8	2	6	0	16	809
07:30 AM	3	202	2	0	207	17	14	14	0	45	6	745	5	0	756	6	10	10	0	26	1034
07:45 AM	4	235	4	0	243	19	16	15	0	50	8	768	9	0	785	13	12	15	0	40	1118
Total	14	721	7	0	742	66	42	43	0	151	19	2558	18	1	2596	33	27	35	0	95	3584
08:00 AM	14	306	3	1	324	17	23	16	0	56	6	697	5	0	708	7	15	13	0	35	1123
08:15 AM	53	255	4	0	312	15	28	16	1	60	9	670	9	0	688	3	15	29	0	47	1107
08:30 AM	6	241	1	0	248	18	10	9	0	37	11	715	5	1	732	13	15	23	1	52	1069
08:45 AM	5	252	5	0	262	11	9	14	0	34	11	689	9	0	709	7	7	14	0	28	1033
Total	78	1054	13	1	1146	61	70	55	1	187	37	2771	28	1	2837	30	52	79	1	162	4332
Grand Total	92	1775	20	1	1888	127	112	98	1	338	56	5329	46	2	5433	63	79	114	1	257	7916
Apprch %	4.9	94	1.1	0.1		37.6	33.1	29	0.3		1	98.1	0.8	0		24.5	30.7	44.4	0.4		
Total %	1.2	22.4	0.3	0	23.9	1.6	1.4	1.2	0	4.3	0.7	67.3	0.6	0	68.6	0.8	1	1.4	0	3.2	

Start Time	SAN TOMAS EXPY Southbound					FORBES AVE Westbound					SAN TOMAS EXPY Northbound					FORBES AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	4	235	4		243	19	16	15		50	8	768	9		785	13	12	15		40	1118
08:00 AM	14	306	3		323	17	23	16		56	6	697	5		708	7	15	13		35	1122
08:15 AM	53	255	4		312	15	28	16		59	9	670	9		688	3	15	29		47	1106
08:30 AM	6	241	1		248	18	10	9		37	11	715	5		731	13	15	23		51	1067
Total Volume	77	1037	12		1126	69	77	56		202	34	2850	28		2912	36	57	80		173	4413
% App. Total	6.8	92.1	1.1			34.2	38.1	27.7			1.2	97.9	1			20.8	32.9	46.2			
PHF	.363	.847	.750		.872	.908	.688	.875		.856	.773	.928	.778		.927	.692	.950	.690		.848	.983

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

# Traffic Data Service

Campbell, CA

(408) 377-2988

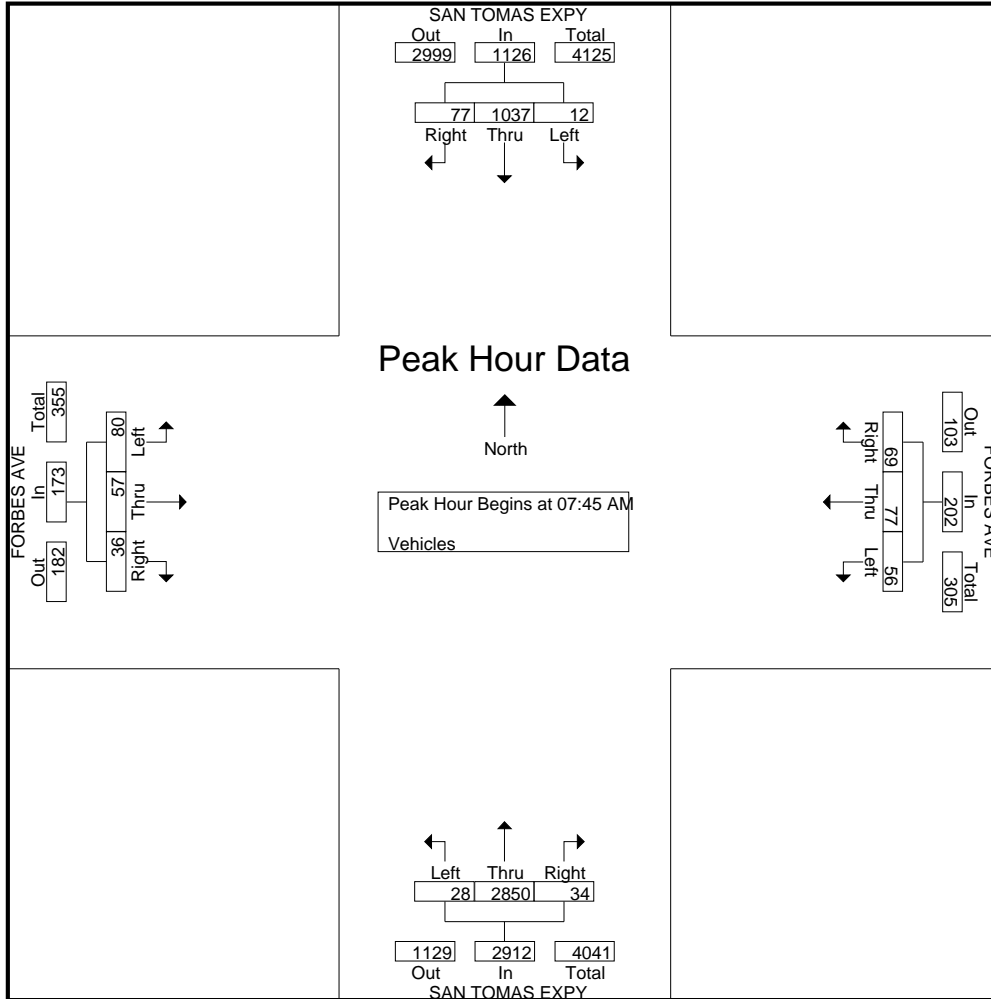
*tdsbay@cs.com*

File Name : 36AM FINAL

Site Code : 00000036

Start Date : 4/18/2013

Page No : 2





# Traffic Data Service

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

File Name : 36PM FINAL  
 Site Code : 00000036  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SAN TOMAS EXPY Southbound					FORBES AVE Westbound					SAN TOMAS EXPY Northbound					FORBES AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	10	581	5	0	596	3	10	7	0	20	10	276	3	0	289	3	13	1	0	17	922
04:15 PM	13	697	9	0	719	6	7	7	0	20	13	300	6	0	319	6	5	8	0	19	1077
04:30 PM	10	698	7	1	716	5	8	5	0	18	8	307	9	0	324	11	7	4	0	22	1080
04:45 PM	8	723	9	0	740	5	16	9	0	30	10	292	14	0	316	11	14	3	0	28	1114
Total	41	2699	30	1	2771	19	41	28	0	88	41	1175	32	0	1248	31	39	16	0	86	4193
05:00 PM	8	831	5	0	844	3	6	12	0	21	12	289	8	0	309	9	13	3	0	25	1199
05:15 PM	7	835	5	0	847	8	10	8	0	26	12	334	9	0	355	20	11	4	0	35	1263
05:30 PM	13	697	6	1	717	3	9	6	1	19	14	361	8	0	383	11	12	4	0	27	1146
05:45 PM	11	763	5	0	779	5	6	8	0	19	13	288	4	1	306	24	13	7	0	44	1148
Total	39	3126	21	1	3187	19	31	34	1	85	51	1272	29	1	1353	64	49	18	0	131	4756
Grand Total	80	5825	51	2	5958	38	72	62	1	173	92	2447	61	1	2601	95	88	34	0	217	8949
Apprch %	1.3	97.8	0.9	0		22	41.6	35.8	0.6		3.5	94.1	2.3	0		43.8	40.6	15.7	0		
Total %	0.9	65.1	0.6	0	66.6	0.4	0.8	0.7	0	1.9	1	27.3	0.7	0	29.1	1.1	1	0.4	0	2.4	

Start Time	SAN TOMAS EXPY Southbound				FORBES AVE Westbound				SAN TOMAS EXPY Northbound				FORBES AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	8	831	5	844	3	6	12	21	12	289	8	309	9	13	3	25	1199
05:15 PM	7	<b>835</b>	5	<b>847</b>	<b>8</b>	<b>10</b>	8	<b>26</b>	12	334	<b>9</b>	355	20	11	4	35	<b>1263</b>
05:30 PM	<b>13</b>	697	<b>6</b>	716	3	9	6	18	<b>14</b>	<b>361</b>	8	<b>383</b>	11	12	4	27	1144
05:45 PM	11	763	5	779	5	6	8	19	13	288	4	305	<b>24</b>	13	<b>7</b>	<b>44</b>	1147
Total Volume	39	3126	21	3186	19	31	34	84	51	1272	29	1352	64	49	18	131	4753
% App. Total	1.2	98.1	0.7		22.6	36.9	40.5		3.8	94.1	2.1		48.9	37.4	13.7		
PHF	.750	.936	.875	.940	.594	.775	.708	.808	.911	.881	.806	.883	.667	.942	.643	.744	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

# Traffic Data Service

Campbell, CA

(408) 377-2988

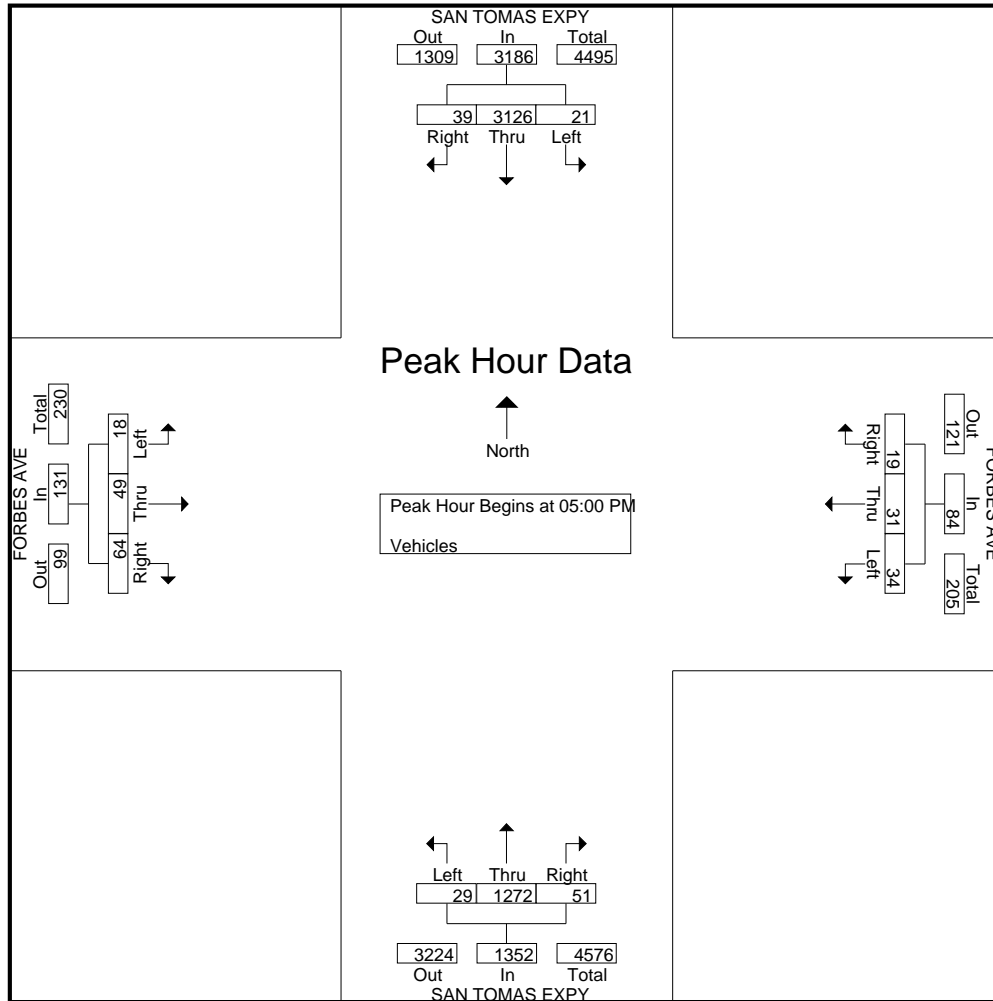
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 36PM FINAL

Site Code : 00000036

Start Date : 4/18/2013

Page No : 2



# Traffic Data Service

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

File Name : 37AM FINAL  
 Site Code : 00000037  
 Start Date : 4/16/2013  
 Page No : 1

## Groups Printed- Vehicles

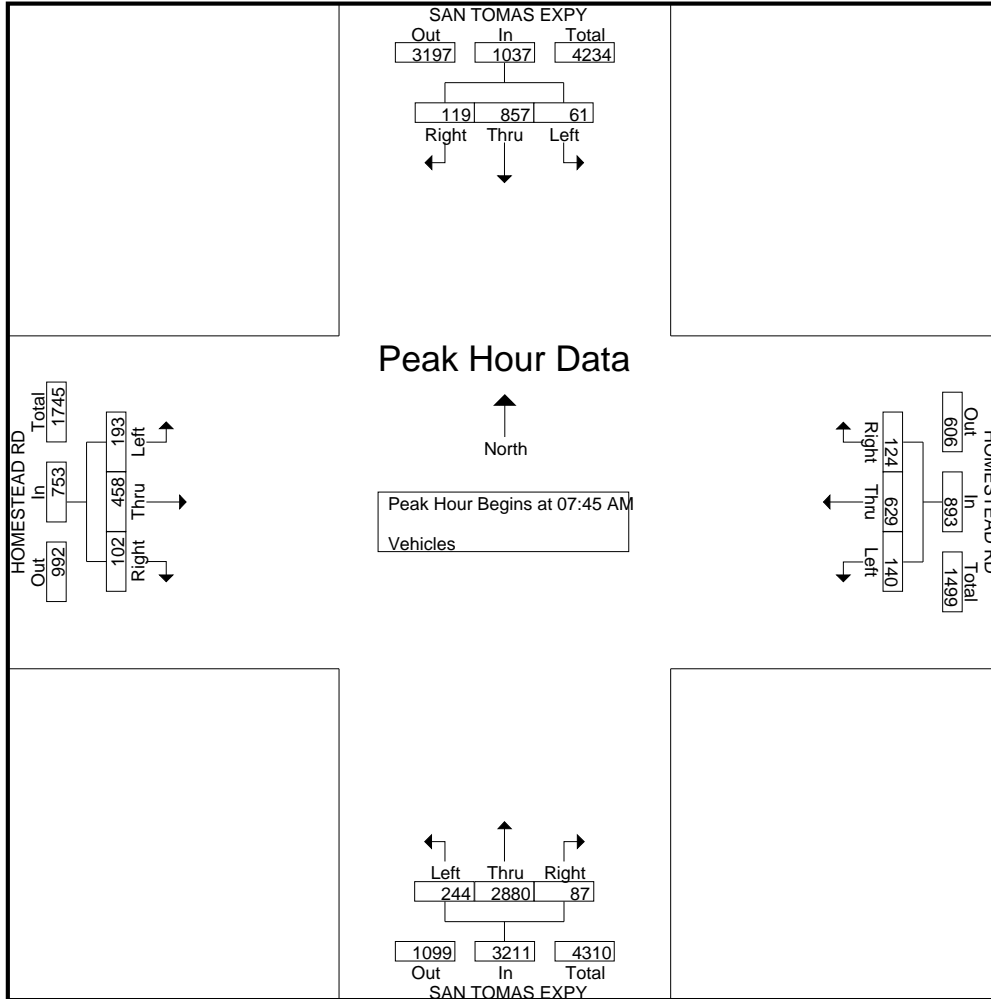
Start Time	SAN TOMAS EXPY Southbound					HOMESTEAD RD Westbound					SAN TOMAS EXPY Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	15	71	4	4	94	15	64	7	0	86	12	484	27	0	523	15	27	32	2	76	779
07:15 AM	23	131	5	1	160	29	67	21	0	117	24	522	58	0	604	9	28	36	3	76	957
07:30 AM	15	180	10	3	208	49	145	19	0	213	14	688	52	1	755	19	33	33	0	85	1261
07:45 AM	17	191	11	5	224	35	138	30	0	203	19	804	50	2	875	17	102	41	0	160	1462
Total	70	573	30	13	686	128	414	77	0	619	69	2498	187	3	2757	60	190	142	5	397	4459
08:00 AM	23	227	25	3	278	33	184	26	0	243	34	721	97	0	852	20	98	57	0	175	1548
08:15 AM	46	268	14	4	332	30	173	50	1	254	8	687	69	1	765	37	143	48	0	228	1579
08:30 AM	33	171	11	1	216	26	134	34	0	194	26	668	28	1	723	28	115	47	1	191	1324
08:45 AM	31	149	11	4	195	48	107	20	0	175	18	553	71	1	643	16	133	25	0	174	1187
Total	133	815	61	12	1021	137	598	130	1	866	86	2629	265	3	2983	101	489	177	1	768	5638
Grand Total	203	1388	91	25	1707	265	1012	207	1	1485	155	5127	452	6	5740	161	679	319	6	1165	10097
Apprch %	11.9	81.3	5.3	1.5		17.8	68.1	13.9	0.1		2.7	89.3	7.9	0.1		13.8	58.3	27.4	0.5		
Total %	2	13.7	0.9	0.2	16.9	2.6	10	2.1	0	14.7	1.5	50.8	4.5	0.1	56.8	1.6	6.7	3.2	0.1	11.5	

Start Time	SAN TOMAS EXPY Southbound				HOMESTEAD RD Westbound				SAN TOMAS EXPY Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	191	11	219	<b>35</b>	138	30	203	19	<b>804</b>	50	<b>873</b>	17	102	41	160	1455
08:00 AM	23	227	<b>25</b>	275	33	<b>184</b>	26	243	<b>34</b>	721	<b>97</b>	852	20	98	<b>57</b>	175	1545
08:15 AM	<b>46</b>	<b>268</b>	14	<b>328</b>	30	173	<b>50</b>	<b>253</b>	8	687	69	764	<b>37</b>	<b>143</b>	48	<b>228</b>	<b>1573</b>
08:30 AM	33	171	11	215	26	134	34	194	26	668	28	722	28	115	47	190	1321
Total Volume	119	857	61	1037	124	629	140	893	87	2880	244	3211	102	458	193	753	5894
% App. Total	11.5	82.6	5.9		13.9	70.4	15.7		2.7	89.7	7.6		13.5	60.8	25.6		
PHF	.647	.799	.610	.790	.886	.855	.700	.882	.640	.896	.629	.920	.689	.801	.846	.826	.937

# Traffic Data Service

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

File Name : 37AM FINAL  
 Site Code : 00000037  
 Start Date : 4/16/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 38AM FINAL  
 Site Code : 00000038  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

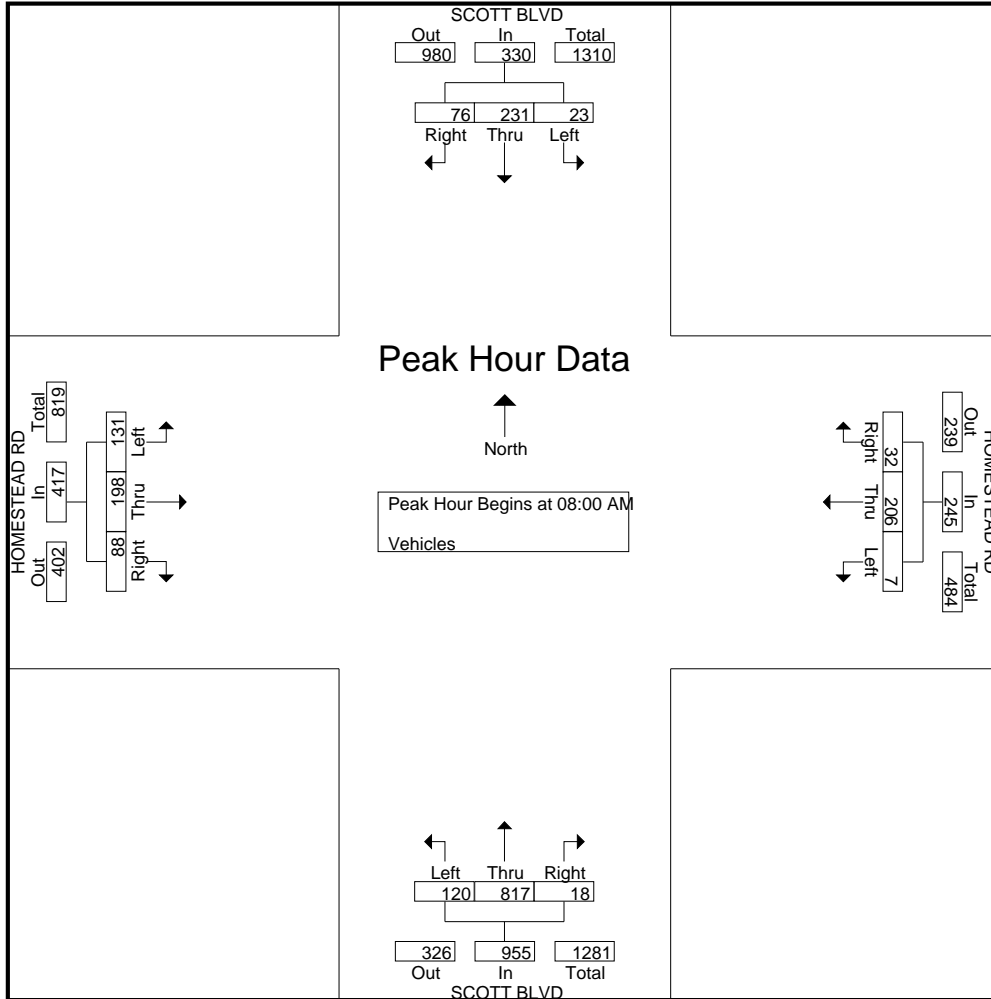
Start Time	SCOTT BLVD Southbound					HOMESTEAD RD Westbound					SCOTT BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	8	31	3	1	43	8	10	0	1	19	3	81	13	0	97	6	16	9	1	32	191
07:15 AM	14	37	1	4	56	2	21	1	0	24	2	86	26	1	115	15	26	13	0	54	249
07:30 AM	16	46	4	1	67	1	44	0	0	45	5	125	30	0	160	16	25	9	0	50	322
07:45 AM	17	43	3	0	63	8	53	0	0	61	5	163	40	0	208	14	54	32	0	100	432
Total	55	157	11	6	229	19	128	1	1	149	15	455	109	1	580	51	121	63	1	236	1194
08:00 AM	36	74	9	6	125	6	90	1	1	98	1	202	31	4	238	26	67	23	5	121	582
08:15 AM	13	49	8	4	74	11	41	3	2	57	4	188	34	1	227	24	50	34	0	108	466
08:30 AM	13	45	1	0	59	8	40	1	0	49	8	229	26	1	264	20	35	31	0	86	458
08:45 AM	14	63	5	1	83	7	35	2	1	45	5	198	29	1	233	18	46	43	3	110	471
Total	76	231	23	11	341	32	206	7	4	249	18	817	120	7	962	88	198	131	8	425	1977
Grand Total	131	388	34	17	570	51	334	8	5	398	33	1272	229	8	1542	139	319	194	9	661	3171
Apprch %	23	68.1	6	3		12.8	83.9	2	1.3		2.1	82.5	14.9	0.5		21	48.3	29.3	1.4		
Total %	4.1	12.2	1.1	0.5	18	1.6	10.5	0.3	0.2	12.6	1	40.1	7.2	0.3	48.6	4.4	10.1	6.1	0.3	20.8	

Start Time	SCOTT BLVD Southbound				HOMESTEAD RD Westbound				SCOTT BLVD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	36	74	9	119	6	90	1	97	1	202	31	234	26	67	23	116	566
08:15 AM	13	49	8	70	11	41	3	55	4	188	34	226	24	50	34	108	459
08:30 AM	13	45	1	59	8	40	1	49	8	229	26	263	20	35	31	86	457
08:45 AM	14	63	5	82	7	35	2	44	5	198	29	232	18	46	43	107	465
Total Volume	76	231	23	330	32	206	7	245	18	817	120	955	88	198	131	417	1947
% App. Total	23	70	7		13.1	84.1	2.9		1.9	85.5	12.6		21.1	47.5	31.4		
PHF	.528	.780	.639	.693	.727	.572	.583	.631	.563	.892	.882	.908	.846	.739	.762	.899	.860

# Traffic Data Service

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

File Name : 38AM FINAL  
 Site Code : 00000038  
 Start Date : 4/18/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 38PM FINAL  
 Site Code : 00000038  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SCOTT BLVD Southbound					HOMESTEAD RD Westbound					SCOTT BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	25	115	8	2	150	8	45	5	0	58	4	79	21	2	106	33	50	15	1	99	413
04:15 PM	25	125	4	4	158	13	29	11	4	57	7	69	25	2	103	22	45	23	1	91	409
04:30 PM	27	162	3	6	198	11	51	8	0	70	2	67	18	2	89	32	35	21	2	90	447
04:45 PM	27	210	15	4	256	5	46	7	0	58	6	67	13	3	89	26	52	29	1	108	511
Total	104	612	30	16	762	37	171	31	4	243	19	282	77	9	387	113	182	88	5	388	1780
05:00 PM	34	231	11	0	276	3	56	3	0	62	1	94	19	0	114	29	46	28	2	105	557
05:15 PM	36	233	13	0	282	7	51	6	1	65	7	84	24	0	115	24	53	32	2	111	573
05:30 PM	49	284	14	0	347	6	40	4	3	53	7	75	29	0	111	35	55	16	0	106	617
05:45 PM	43	216	12	0	271	5	45	6	0	56	3	82	20	5	110	30	49	33	3	115	552
Total	162	964	50	0	1176	21	192	19	4	236	18	335	92	5	450	118	203	109	7	437	2299
Grand Total	266	1576	80	16	1938	58	363	50	8	479	37	617	169	14	837	231	385	197	12	825	4079
Apprch %	13.7	81.3	4.1	0.8		12.1	75.8	10.4	1.7		4.4	73.7	20.2	1.7		28	46.7	23.9	1.5		
Total %	6.5	38.6	2	0.4	47.5	1.4	8.9	1.2	0.2	11.7	0.9	15.1	4.1	0.3	20.5	5.7	9.4	4.8	0.3	20.2	

Start Time	SCOTT BLVD Southbound					HOMESTEAD RD Westbound					SCOTT BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	34	231	11		276	3	56	3		62	1	94	19		114	29	46	28		103	555
05:15 PM	36	233	13		282	7	51	6		64	7	84	24		115	24	53	32		109	570
05:30 PM	49	284	14		347	6	40	4		50	7	75	29		111	35	55	16		106	614
05:45 PM	43	216	12		271	5	45	6		56	3	82	20		105	30	49	33		112	544
Total Volume	162	964	50		1176	21	192	19		232	18	335	92		445	118	203	109		430	2283
% App. Total	13.8	82	4.3			9.1	82.8	8.2			4	75.3	20.7			27.4	47.2	25.3			
PHF	.827	.849	.893		.847	.750	.857	.792		.906	.643	.891	.793		.967	.843	.923	.826		.960	.930

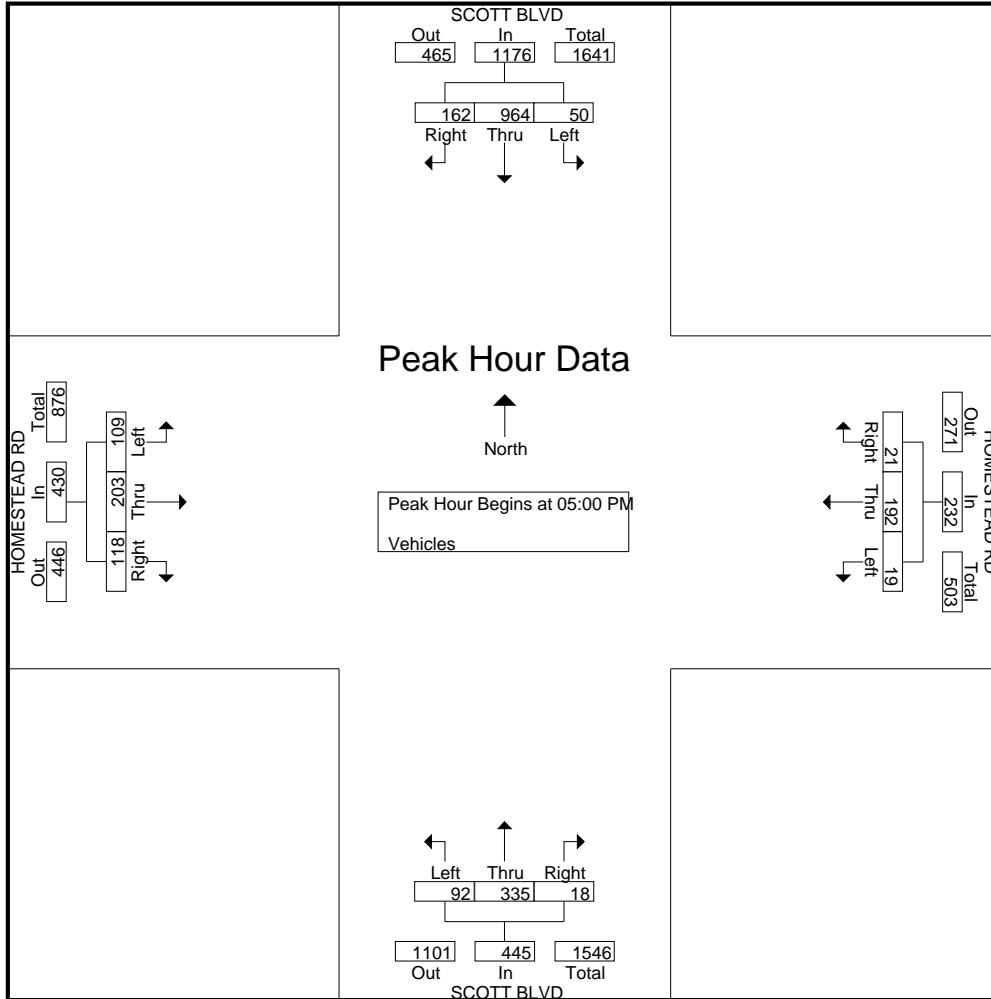
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 38PM FINAL  
Site Code : 00000038  
Start Date : 4/18/2013  
Page No : 2





# Traffic Data Service

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

File Name : 39AM FINAL  
 Site Code : 00000039  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SARATOGA AVE Southbound					NEWHALL ST Westbound					SARATOGA AVE Northbound					SCOTT BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	13	1	0	17	2	59	9	0	70	5	17	24	2	48	16	22	1	0	39	174
07:15 AM	9	22	0	0	31	3	82	9	2	96	10	33	23	0	66	15	36	9	0	60	253
07:30 AM	11	28	2	1	42	3	124	25	3	155	10	33	33	1	77	20	51	7	0	78	352
07:45 AM	10	31	1	2	44	2	152	18	7	179	9	61	55	2	127	19	44	10	1	74	424
Total	33	94	4	3	134	10	417	61	12	500	34	144	135	5	318	70	153	27	1	251	1203
08:00 AM	16	70	5	1	92	1	147	38	4	190	35	87	75	0	197	21	61	28	0	110	589
08:15 AM	12	64	4	0	80	2	138	34	3	177	25	53	60	2	140	18	64	7	0	89	486
08:30 AM	7	9	2	0	18	0	152	20	1	173	29	49	94	0	172	11	43	5	3	62	425
08:45 AM	11	21	2	0	34	2	145	17	0	164	13	29	79	0	121	26	57	2	0	85	404
Total	46	164	13	1	224	5	582	109	8	704	102	218	308	2	630	76	225	42	3	346	1904
Grand Total	79	258	17	4	358	15	999	170	20	1204	136	362	443	7	948	146	378	69	4	597	3107
Apprch %	22.1	72.1	4.7	1.1		1.2	83	14.1	1.7		14.3	38.2	46.7	0.7		24.5	63.3	11.6	0.7		
Total %	2.5	8.3	0.5	0.1	11.5	0.5	32.2	5.5	0.6	38.8	4.4	11.7	14.3	0.2	30.5	4.7	12.2	2.2	0.1	19.2	

Start Time	SARATOGA AVE Southbound				NEWHALL ST Westbound				SARATOGA AVE Northbound				SCOTT BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	31	1	42	2	152	18	172	9	61	55	125	19	44	10	73	412
08:00 AM	16	70	5	91	1	147	38	186	35	87	75	197	21	61	28	110	584
08:15 AM	12	64	4	80	2	138	34	174	25	53	60	138	18	64	7	89	481
08:30 AM	7	9	2	18	0	152	20	172	29	49	94	172	11	43	5	59	421
Total Volume	45	174	12	231	5	589	110	704	98	250	284	632	69	212	50	331	1898
% App. Total	19.5	75.3	5.2		0.7	83.7	15.6		15.5	39.6	44.9		20.8	64	15.1		
PHF	.703	.621	.600	.635	.625	.969	.724	.946	.700	.718	.755	.802	.821	.828	.446	.752	.813

# Traffic Data Service

Campbell, CA

(408) 377-2988

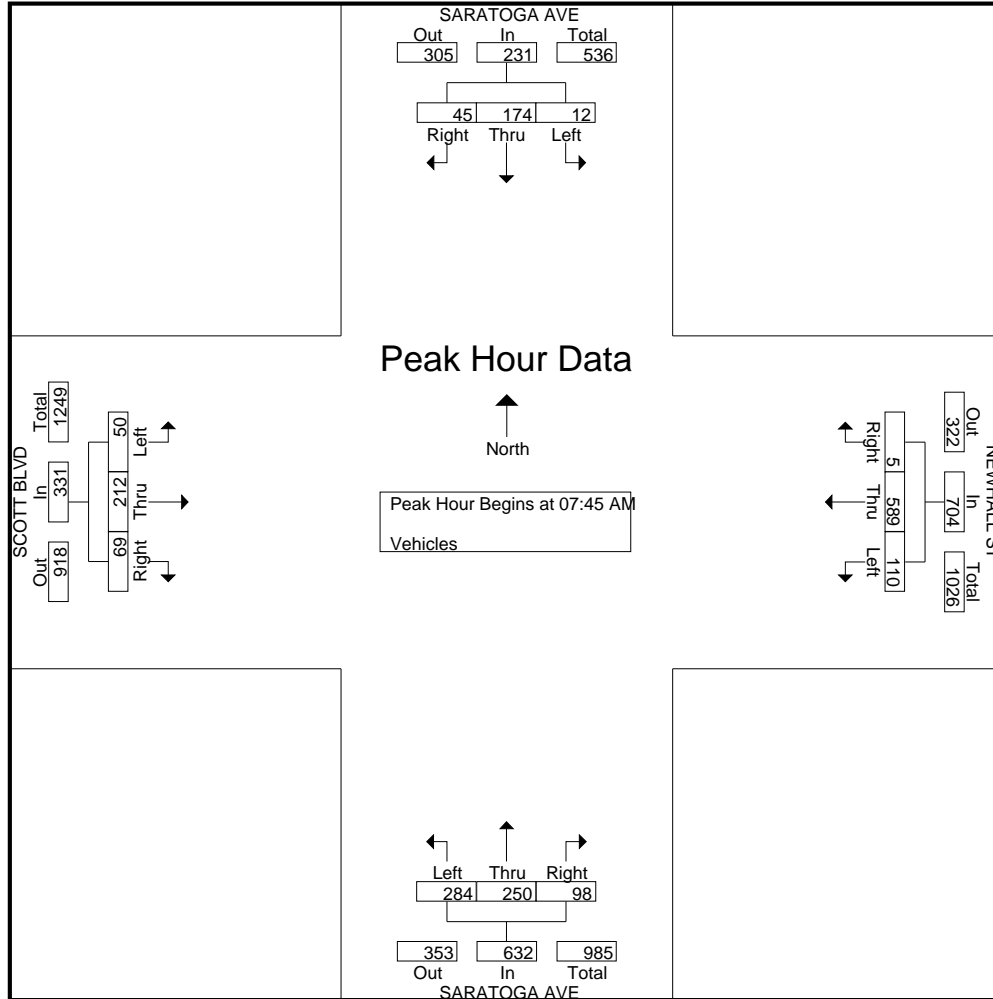
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 39AM FINAL

Site Code : 00000039

Start Date : 4/18/2013

Page No : 2



# Traffic Data Service

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

File Name : 39PM FINAL  
 Site Code : 00000039  
 Start Date : 4/18/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SARATOGA AVE Southbound					NEWHALL ST Westbound					SARATOGA AVE Northbound					SCOTT BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	7	28	3	0	38	0	74	15	1	90	31	32	39	1	103	37	93	6	0	136	367
04:15 PM	7	39	5	2	53	6	75	21	1	103	12	36	24	0	72	52	103	5	1	161	389
04:30 PM	9	25	5	1	40	6	54	23	2	85	14	29	28	0	71	51	125	9	1	186	382
04:45 PM	7	39	4	0	50	4	62	24	6	96	24	43	30	2	99	69	156	7	0	232	477
Total	30	131	17	3	181	16	265	83	10	374	81	140	121	3	345	209	477	27	2	715	1615
05:00 PM	5	36	0	0	41	3	75	22	0	100	19	39	35	2	95	74	171	6	1	252	488
05:15 PM	9	40	2	1	52	4	71	32	2	109	19	29	33	1	82	75	176	10	0	261	504
05:30 PM	7	25	1	0	33	6	79	20	0	105	18	41	27	1	87	89	203	18	0	310	535
05:45 PM	4	29	4	0	37	2	67	17	0	86	21	34	31	2	88	67	159	8	2	236	447
Total	25	130	7	1	163	15	292	91	2	400	77	143	126	6	352	305	709	42	3	1059	1974
Grand Total	55	261	24	4	344	31	557	174	12	774	158	283	247	9	697	514	1186	69	5	1774	3589
Apprch %	16	75.9	7	1.2		4	72	22.5	1.6		22.7	40.6	35.4	1.3		29	66.9	3.9	0.3		
Total %	1.5	7.3	0.7	0.1	9.6	0.9	15.5	4.8	0.3	21.6	4.4	7.9	6.9	0.3	19.4	14.3	33	1.9	0.1	49.4	

Start Time	SARATOGA AVE Southbound				NEWHALL ST Westbound				SARATOGA AVE Northbound				SCOTT BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	39	4	50	4	62	24	90	24	43	30	97	69	156	7	232	469
05:00 PM	5	36	0	41	3	75	22	100	19	39	35	93	74	171	6	251	485
05:15 PM	9	40	2	51	4	71	32	107	19	29	33	81	75	176	10	261	500
05:30 PM	7	25	1	33	6	79	20	105	18	41	27	86	89	203	18	310	534
Total Volume	28	140	7	175	17	287	98	402	80	152	125	357	307	706	41	1054	1988
% App. Total	16	80	4		4.2	71.4	24.4		22.4	42.6	35		29.1	67	3.9		
PHF	.778	.875	.438	.858	.708	.908	.766	.939	.833	.884	.893	.920	.862	.869	.569	.850	.931

# Traffic Data Service

Campbell, CA

(408) 377-2988

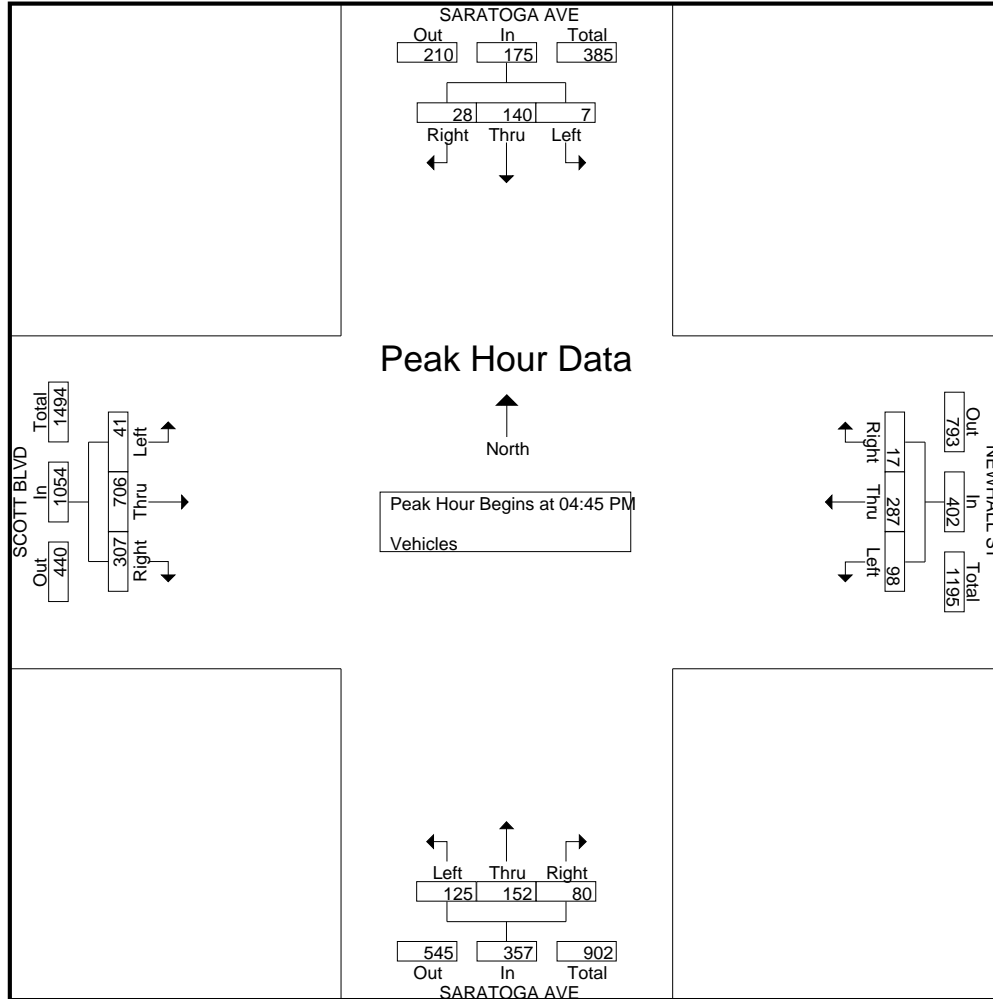
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 39PM FINAL

Site Code : 00000039

Start Date : 4/18/2013

Page No : 2



# Traffic Data Service

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

File Name : 40AM FINAL  
 Site Code : 00000040  
 Start Date : 4/16/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	N. WINCHESTER BLVD Southbound					MARKET ST Westbound					N. WINCHESTER BLVD Northbound					MARKET ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	9	0	0	12	2	4	1	0	7	0	35	3	3	41	0	0	0	0	0	60
07:15 AM	6	15	0	4	25	2	7	2	0	11	0	42	2	0	44	0	0	0	2	2	82
07:30 AM	6	18	0	1	25	8	22	2	1	33	0	45	3	1	49	0	0	0	0	0	107
07:45 AM	11	37	0	4	52	5	43	7	0	55	0	78	8	1	87	0	0	0	1	1	195
Total	26	79	0	9	114	17	76	12	1	106	0	200	16	5	221	0	0	0	3	3	444
08:00 AM	11	38	0	4	53	6	64	16	0	86	0	87	6	1	94	0	0	0	2	2	235
08:15 AM	12	26	0	0	38	1	44	3	0	48	0	88	6	0	94	0	0	0	0	0	180
08:30 AM	8	27	0	1	36	2	12	2	1	17	0	93	4	1	98	0	0	0	2	2	153
08:45 AM	8	31	1	1	41	1	6	4	1	12	0	76	10	0	86	0	0	0	3	3	142
Total	39	122	1	6	168	10	126	25	2	163	0	344	26	2	372	0	0	0	7	7	710
Grand Total	65	201	1	15	282	27	202	37	3	269	0	544	42	7	593	0	0	0	10	10	1154
Apprch %	23	71.3	0.4	5.3		10	75.1	13.8	1.1		0	91.7	7.1	1.2		0	0	0	100		
Total %	5.6	17.4	0.1	1.3	24.4	2.3	17.5	3.2	0.3	23.3	0	47.1	3.6	0.6	51.4	0	0	0	0.9	0.9	

Start Time	N. WINCHESTER BLVD Southbound				MARKET ST Westbound				N. WINCHESTER BLVD Northbound				MARKET ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	11	37	0	48	5	43	7	55	0	78	8	86	0	0	0	0	189
08:00 AM	11	<b>38</b>	0	<b>49</b>	<b>6</b>	<b>64</b>	<b>16</b>	<b>86</b>	0	87	6	93	0	0	0	0	<b>228</b>
08:15 AM	12	26	0	38	1	44	3	48	0	88	6	94	0	0	0	0	180
08:30 AM	8	27	0	35	2	12	2	16	0	<b>93</b>	4	<b>97</b>	0	0	0	0	148
Total Volume	42	128	0	170	14	163	28	205	0	346	24	370	0	0	0	0	745
% App. Total	24.7	75.3	0		6.8	79.5	13.7		0	93.5	6.5		0	0	0		
PHF	.875	.842	.000	.867	.583	.637	.438	.596	.000	.930	.750	.954	.000	.000	.000	.000	.817

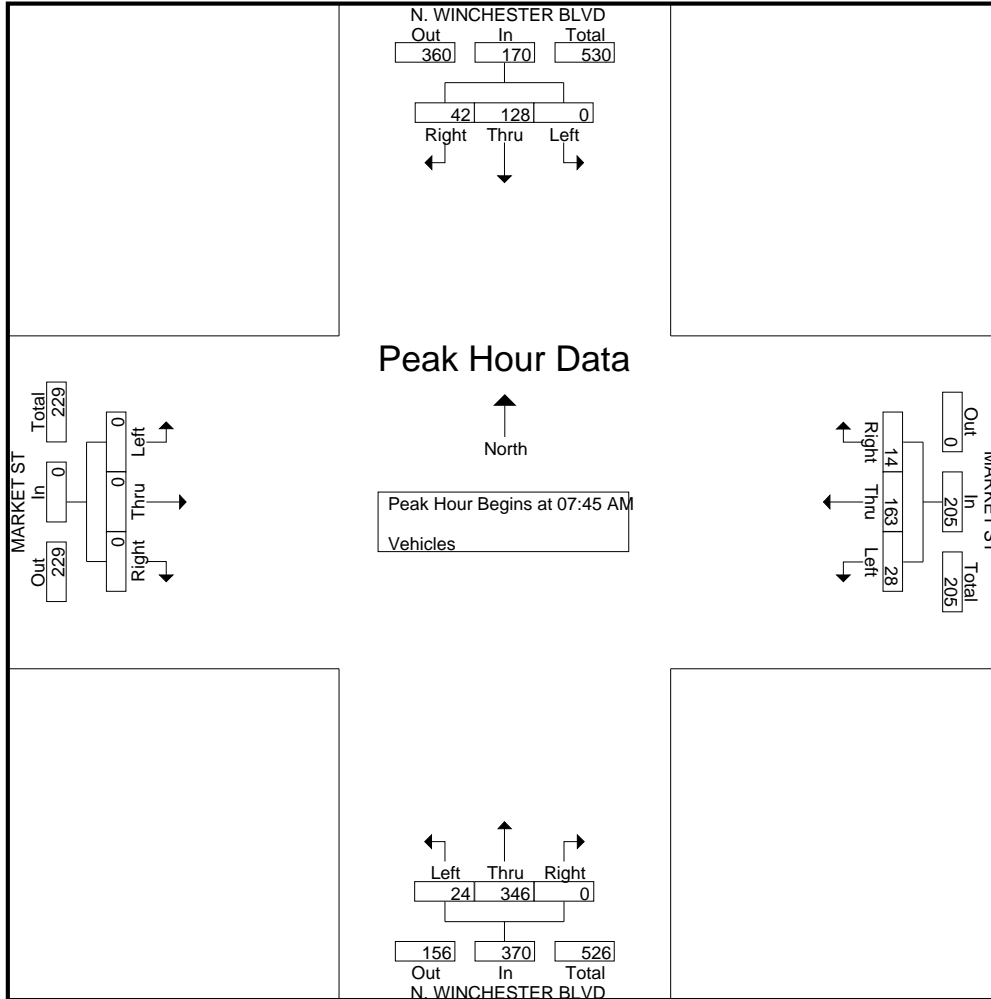
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

# Traffic Data Service

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

File Name : 40AM FINAL  
Site Code : 00000040  
Start Date : 4/16/2013  
Page No : 2



# Traffic Data Service

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

File Name : 40PM FINAL  
 Site Code : 00000040  
 Start Date : 4/16/2013  
 Page No : 1

Groups Printed- Vehicles

Start Time	N. WINCHESTER BLVD Southbound					MARKET ST Westbound					N. WINCHESTER BLVD Northbound					MARKET ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	11	41	0	2	54	2	25	13	0	40	0	41	4	0	45	0	0	0	1	1	140
04:15 PM	17	46	0	1	64	4	30	6	0	40	0	51	11	1	63	0	0	0	1	1	168
04:30 PM	15	41	0	0	56	1	16	5	0	22	0	44	11	1	56	0	0	0	2	2	136
04:45 PM	17	57	0	1	75	3	24	7	2	36	0	47	9	1	57	0	0	0	0	0	168
Total	60	185	0	4	249	10	95	31	2	138	0	183	35	3	221	0	0	0	4	4	612
05:00 PM	23	67	0	1	91	0	24	13	1	38	0	43	8	0	51	0	0	0	0	0	180
05:15 PM	23	69	0	0	92	3	27	8	0	38	0	52	9	0	61	0	0	0	1	1	192
05:30 PM	26	72	0	0	98	3	32	4	0	39	0	43	5	0	48	0	0	0	0	0	185
05:45 PM	13	58	0	0	71	1	27	6	1	35	0	39	10	1	50	0	0	0	2	2	158
Total	85	266	0	1	352	7	110	31	2	150	0	177	32	1	210	0	0	0	3	3	715
Grand Total	145	451	0	5	601	17	205	62	4	288	0	360	67	4	431	0	0	0	7	7	1327
Apprch %	24.1	75	0	0.8		5.9	71.2	21.5	1.4		0	83.5	15.5	0.9		0	0	0	100		
Total %	10.9	34	0	0.4	45.3	1.3	15.4	4.7	0.3	21.7	0	27.1	5	0.3	32.5	0	0	0	0.5	0.5	

Start Time	N. WINCHESTER BLVD Southbound				MARKET ST Westbound				N. WINCHESTER BLVD Northbound				MARKET ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	17	57	0	74	3	24	7	34	0	47	9	56	0	0	0	0	164
05:00 PM	23	67	0	90	0	24	13	37	0	43	8	51	0	0	0	0	178
05:15 PM	23	69	0	92	3	27	8	38	0	52	9	61	0	0	0	0	191
05:30 PM	26	72	0	98	3	32	4	39	0	43	5	48	0	0	0	0	185
Total Volume	89	265	0	354	9	107	32	148	0	185	31	216	0	0	0	0	718
% App. Total	25.1	74.9	0		6.1	72.3	21.6		0	85.6	14.4		0	0	0		
PHF	.856	.920	.000	.903	.750	.836	.615	.949	.000	.889	.861	.885	.000	.000	.000	.000	.940

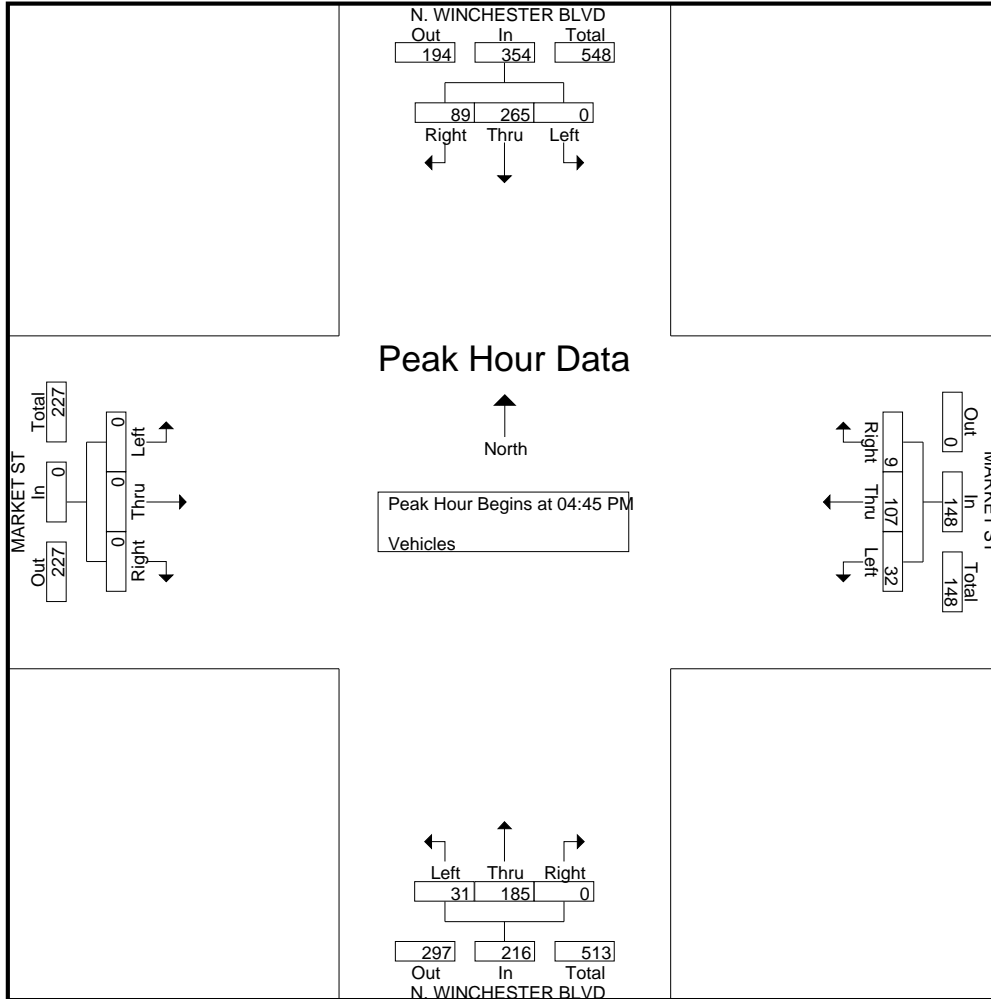
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

# Traffic Data Service

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

File Name : 40PM FINAL  
 Site Code : 00000040  
 Start Date : 4/16/2013  
 Page No : 2





# Traffic Data Service

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

File Name : 41AM FINAL  
 Site Code : 00000041  
 Start Date : 4/16/2013  
 Page No : 1

Groups Printed- Vehicles

Start Time	N. WINCHESTER BLVD Southbound					BELLOMY ST Westbound					N. WINCHESTER BLVD Northbound					BELLOMY ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	10	1	0	11	0	0	0	0	0	3	29	0	0	32	2	11	8	0	21	64
07:15 AM	0	16	2	0	18	0	0	0	0	0	6	30	0	2	38	2	19	20	1	42	98
07:30 AM	0	18	5	4	27	0	0	0	1	1	3	30	0	3	36	4	20	17	3	44	108
07:45 AM	0	36	11	0	47	0	0	0	0	0	9	54	0	3	66	9	61	31	2	103	216
Total	0	80	19	4	103	0	0	0	1	1	21	143	0	8	172	17	111	76	6	210	486
08:00 AM	0	44	14	1	59	0	0	0	1	1	17	61	0	7	85	8	102	26	2	138	283
08:15 AM	0	24	6	0	30	0	0	0	0	0	3	69	0	0	72	6	50	30	0	86	188
08:30 AM	0	30	1	0	31	0	0	0	0	0	4	70	0	1	75	11	23	26	4	64	170
08:45 AM	0	32	2	0	34	0	0	0	1	1	4	61	0	3	68	2	15	23	1	41	144
Total	0	130	23	1	154	0	0	0	2	2	28	261	0	11	300	27	190	105	7	329	785
Grand Total	0	210	42	5	257	0	0	0	3	3	49	404	0	19	472	44	301	181	13	539	1271
Apprch %	0	81.7	16.3	1.9		0	0	0	100		10.4	85.6	0	4		8.2	55.8	33.6	2.4		
Total %	0	16.5	3.3	0.4	20.2	0	0	0	0.2	0.2	3.9	31.8	0	1.5	37.1	3.5	23.7	14.2	1	42.4	

Start Time	N. WINCHESTER BLVD Southbound				BELLOMY ST Westbound				N. WINCHESTER BLVD Northbound				BELLOMY ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	0	36	11	47	0	0	0	0	9	54	0	63	9	61	31	101	211
08:00 AM	0	44	14	58	0	0	0	0	17	61	0	78	8	102	26	136	272
08:15 AM	0	24	6	30	0	0	0	0	3	69	0	72	6	50	30	86	188
08:30 AM	0	30	1	31	0	0	0	0	4	70	0	74	11	23	26	60	165
Total Volume	0	134	32	166	0	0	0	0	33	254	0	287	34	236	113	383	836
% App. Total	0	80.7	19.3		0	0	0		11.5	88.5	0		8.9	61.6	29.5		
PHF	.000	.761	.571	.716	.000	.000	.000	.000	.485	.907	.000	.920	.773	.578	.911	.704	.768

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

# Traffic Data Service

Campbell, CA

(408) 377-2988

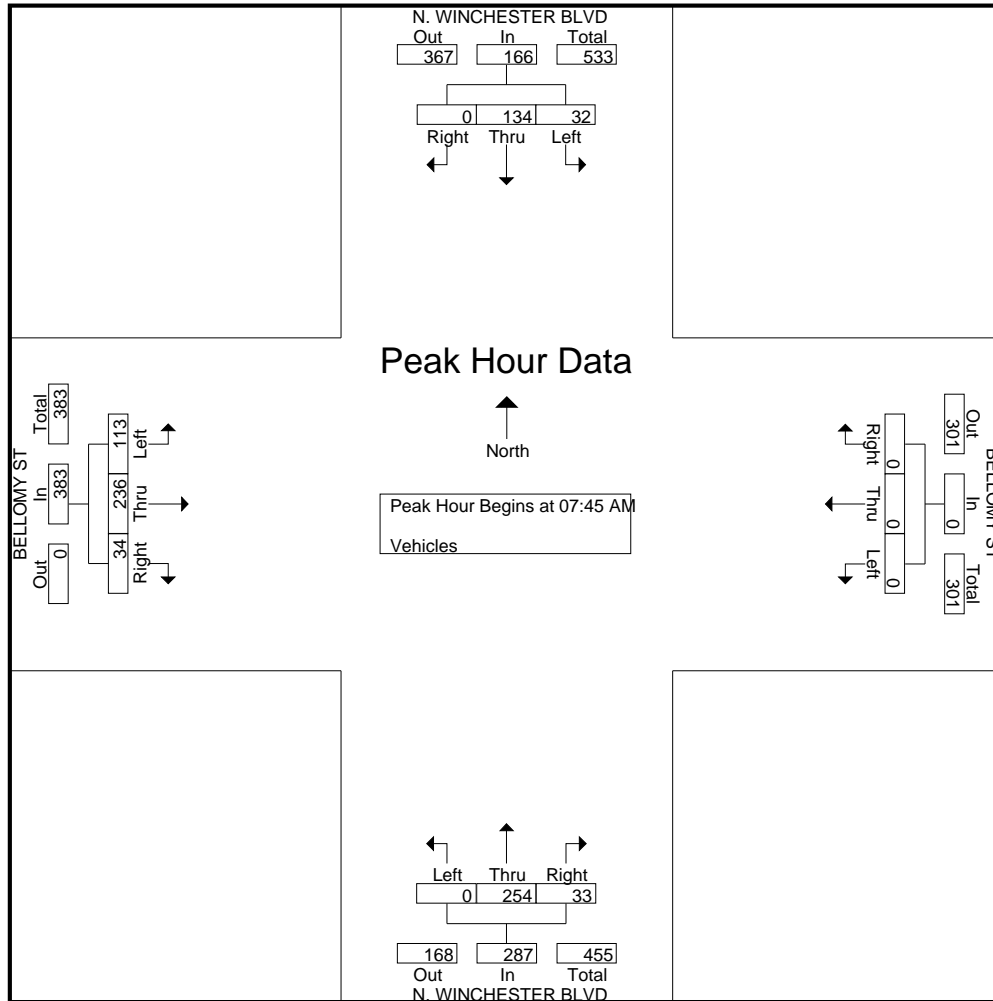
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 41AM FINAL

Site Code : 00000041

Start Date : 4/16/2013

Page No : 2



# Traffic Data Service

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

File Name : 41PM FINAL  
 Site Code : 00000041  
 Start Date : 4/16/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	N. WINCHESTER BLVD Southbound					BELLOMY ST Westbound					N. WINCHESTER BLVD Northbound					BELLOMY ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	48	8	2	58	0	0	0	1	1	8	37	0	2	47	7	20	12	1	40	146
04:15 PM	0	49	1	0	50	0	0	0	1	1	5	35	0	0	40	7	18	20	0	45	136
04:30 PM	0	45	4	1	50	0	0	0	0	0	4	36	0	0	40	3	18	21	3	45	135
04:45 PM	0	57	5	0	62	0	0	0	1	1	3	39	0	5	47	7	19	10	1	37	147
Total	0	199	18	3	220	0	0	0	3	3	20	147	0	7	174	24	75	63	5	167	564
05:00 PM	0	68	7	0	75	0	0	0	1	1	4	36	0	0	40	4	19	15	2	40	156
05:15 PM	0	70	7	1	78	0	0	0	1	1	4	47	0	0	51	4	28	16	0	48	178
05:30 PM	0	70	4	0	74	0	0	0	0	0	7	39	0	0	46	8	24	14	0	46	166
05:45 PM	0	68	2	1	71	0	0	0	1	1	3	24	0	2	29	9	18	18	1	46	147
Total	0	276	20	2	298	0	0	0	3	3	18	146	0	2	166	25	89	63	3	180	647
Grand Total	0	475	38	5	518	0	0	0	6	6	38	293	0	9	340	49	164	126	8	347	1211
Apprch %	0	91.7	7.3	1		0	0	0	100		11.2	86.2	0	2.6		14.1	47.3	36.3	2.3		
Total %	0	39.2	3.1	0.4	42.8	0	0	0	0.5	0.5	3.1	24.2	0	0.7	28.1	4	13.5	10.4	0.7	28.7	

Start Time	N. WINCHESTER BLVD Southbound				BELLOMY ST Westbound				N. WINCHESTER BLVD Northbound				BELLOMY ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	0	68	7	75	0	0	0	0	4	36	0	40	4	19	15	38	153
05:15 PM	0	<b>70</b>	7	<b>77</b>	0	0	0	0	4	<b>47</b>	0	<b>51</b>	4	<b>28</b>	16	<b>48</b>	<b>176</b>
05:30 PM	0	70	4	74	0	0	0	0	7	39	0	46	8	24	14	46	166
05:45 PM	0	68	2	70	0	0	0	0	3	24	0	27	<b>9</b>	18	<b>18</b>	45	142
Total Volume	0	276	20	296	0	0	0	0	18	146	0	164	25	89	63	177	637
% App. Total	0	93.2	6.8		0	0	0		11	89	0		14.1	50.3	35.6		
PHF	.000	.986	.714	.961	.000	.000	.000	.000	.643	.777	.000	.804	.694	.795	.875	.922	.905

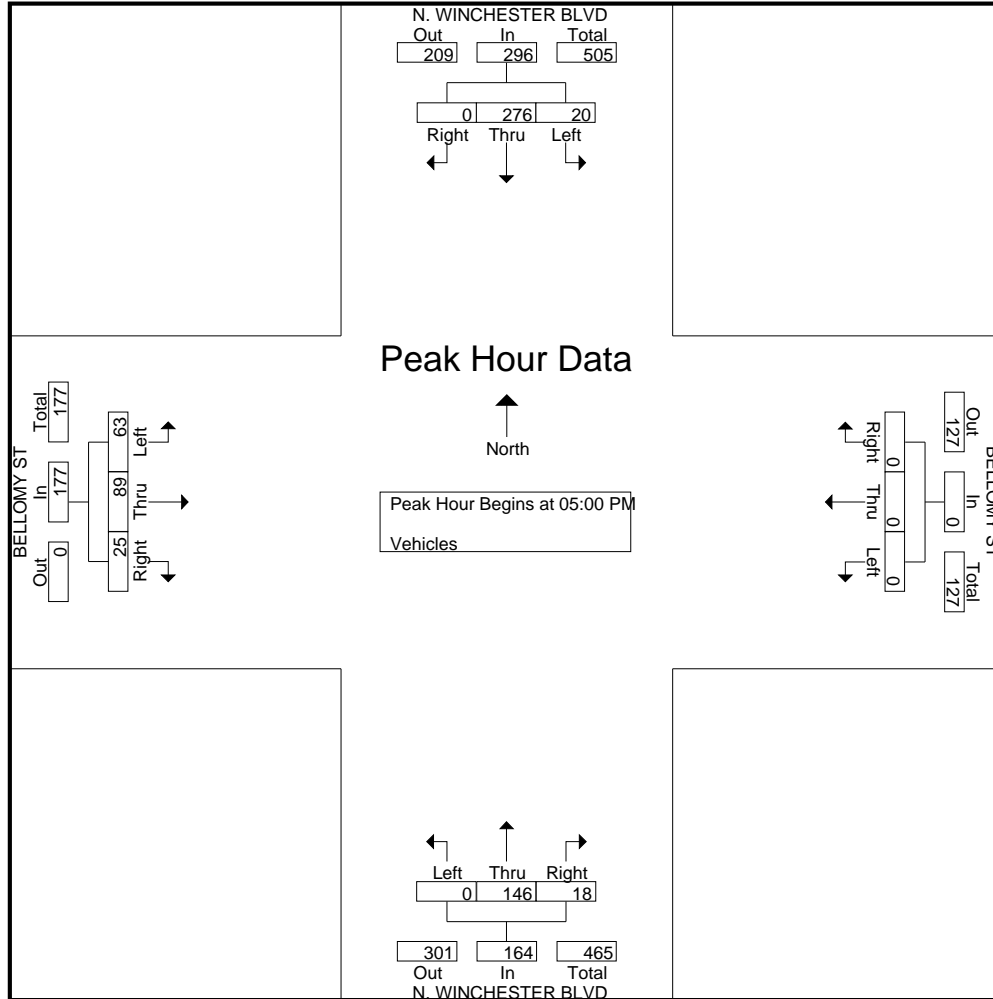
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

# Traffic Data Service

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

File Name : 41PM FINAL  
 Site Code : 00000041  
 Start Date : 4/16/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 28AM FINAL  
 Site Code : 00000028  
 Start Date : 2/14/2013  
 Page No : 1

### Groups Printed- Vehicles

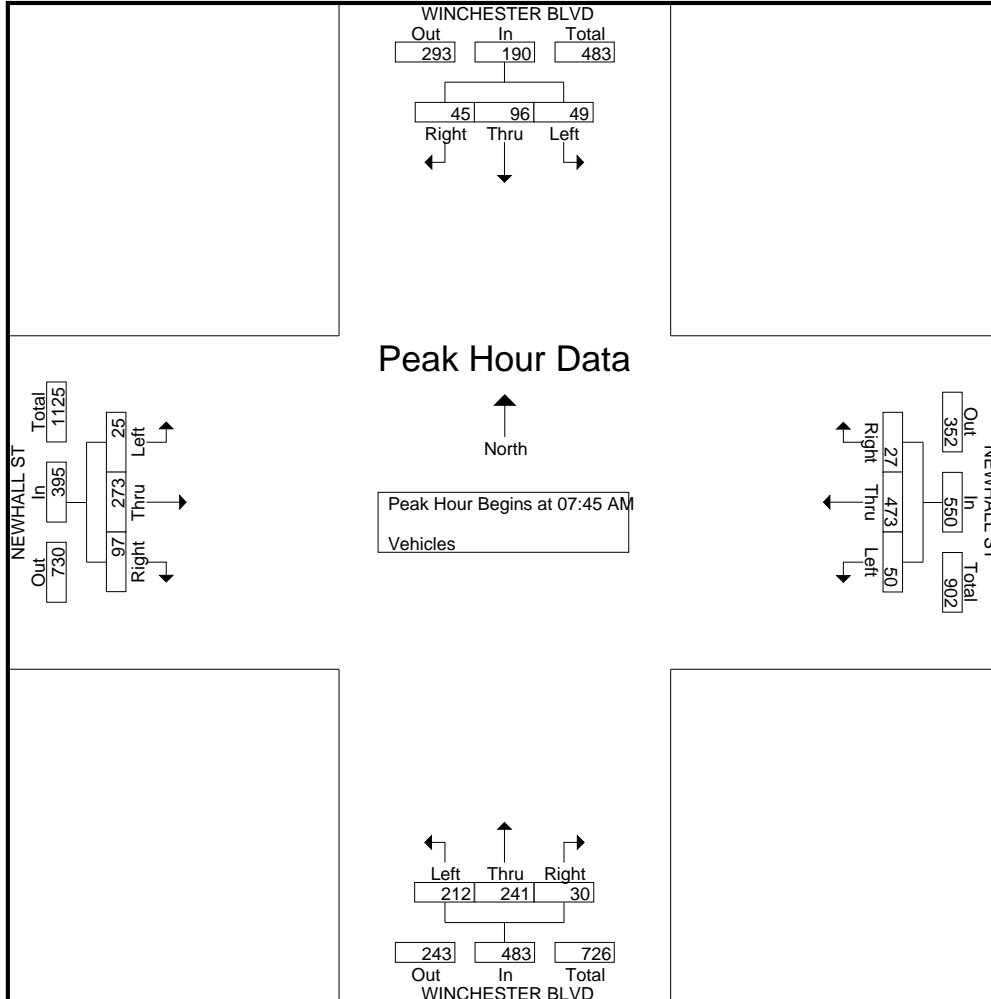
Start Time	WINCHESTER BLVD Southbound					NEWHALL ST Westbound					WINCHESTER BLVD Northbound					NEWHALL ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	9	3	0	15	3	55	3	0	61	2	21	20	0	43	11	43	1	0	55	174
07:15 AM	3	14	17	1	35	5	76	8	0	89	3	22	25	0	50	6	74	3	0	83	257
07:30 AM	8	19	13	1	41	5	77	6	0	88	5	41	39	1	86	10	75	1	2	88	303
07:45 AM	10	24	17	0	51	3	130	17	0	150	4	58	47	1	110	16	61	8	4	89	400
<b>Total</b>	24	66	50	2	142	16	338	34	0	388	14	142	131	2	289	43	253	13	6	315	1134
08:00 AM	16	30	14	5	65	7	134	7	3	151	10	58	56	0	124	34	88	10	5	137	477
08:15 AM	15	20	9	1	45	8	106	13	1	128	6	57	50	0	113	21	74	6	1	102	388
08:30 AM	4	22	9	2	37	9	103	13	0	125	10	68	59	0	137	26	50	1	1	78	377
08:45 AM	3	26	9	1	39	8	92	4	0	104	14	77	52	0	143	22	43	7	1	73	359
<b>Total</b>	38	98	41	9	186	32	435	37	4	508	40	260	217	0	517	103	255	24	8	390	1601
Grand Total	62	164	91	11	328	48	773	71	4	896	54	402	348	2	806	146	508	37	14	705	2735
Apprch %	18.9	50	27.7	3.4		5.4	86.3	7.9	0.4		6.7	49.9	43.2	0.2		20.7	72.1	5.2	2		
Total %	2.3	6	3.3	0.4	12	1.8	28.3	2.6	0.1	32.8	2	14.7	12.7	0.1	29.5	5.3	18.6	1.4	0.5	25.8	

Start Time	WINCHESTER BLVD Southbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				NEWHALL ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	24	<b>17</b>	51	3	130	<b>17</b>	<b>150</b>	4	58	47	109	16	61	8	85	395
08:00 AM	<b>16</b>	<b>30</b>	14	<b>60</b>	7	<b>134</b>	7	148	<b>10</b>	58	56	124	<b>34</b>	<b>88</b>	<b>10</b>	<b>132</b>	<b>464</b>
08:15 AM	15	20	9	44	8	106	13	127	6	57	50	113	21	74	6	101	385
08:30 AM	4	22	9	35	<b>9</b>	103	13	125	10	<b>68</b>	<b>59</b>	<b>137</b>	26	50	1	77	374
Total Volume	45	96	49	190	27	473	50	550	30	241	212	483	97	273	25	395	1618
% App. Total	23.7	50.5	25.8		4.9	86	9.1		6.2	49.9	43.9		24.6	69.1	6.3		
PHF	.703	.800	.721	.792	.750	.882	.735	.917	.750	.886	.898	.881	.713	.776	.625	.748	.872

# Traffic Data Service

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

File Name : 28AM FINAL  
 Site Code : 00000028  
 Start Date : 2/14/2013  
 Page No : 2



# Traffic Data Service

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

File Name : 28PM FINAL  
 Site Code : 00000028  
 Start Date : 2/14/2013  
 Page No : 1

### Groups Printed- Vehicles

Start Time	WINCHESTER BLVD Southbound					NEWHALL ST Westbound					WINCHESTER BLVD Northbound					NEWHALL ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	8	47	13	3	71	5	75	14	1	95	11	39	27	0	77	32	88	3	3	126	369
04:15 PM	13	53	9	2	77	8	63	12	0	83	11	51	33	0	95	33	92	5	0	130	385
04:30 PM	5	41	8	2	56	6	68	8	3	85	14	53	39	1	107	56	94	6	0	156	404
04:45 PM	14	68	11	0	93	10	81	16	0	107	10	34	16	2	62	65	99	8	4	176	438
<b>Total</b>	40	209	41	7	297	29	287	50	4	370	46	177	115	3	341	186	373	22	7	588	1596
05:00 PM	13	81	9	2	105	8	96	19	0	123	8	53	40	0	101	64	129	8	1	202	531
05:15 PM	12	94	11	0	117	7	95	13	2	117	18	48	29	6	101	69	144	7	1	221	556
05:30 PM	5	72	9	2	88	5	78	14	1	98	18	55	40	0	113	83	137	3	5	228	527
05:45 PM	15	68	11	0	94	14	80	17	2	113	20	47	24	0	91	103	105	4	1	213	511
<b>Total</b>	45	315	40	4	404	34	349	63	5	451	64	203	133	6	406	319	515	22	8	864	2125
Grand Total	85	524	81	11	701	63	636	113	9	821	110	380	248	9	747	505	888	44	15	1452	3721
Apprch %	12.1	74.8	11.6	1.6		7.7	77.5	13.8	1.1		14.7	50.9	33.2	1.2		34.8	61.2	3	1		
Total %	2.3	14.1	2.2	0.3	18.8	1.7	17.1	3	0.2	22.1	3	10.2	6.7	0.2	20.1	13.6	23.9	1.2	0.4	39	

Start Time	WINCHESTER BLVD Southbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				NEWHALL ST Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	13	81	9	103	8	<b>96</b>	<b>19</b>	<b>123</b>	8	53	<b>40</b>	101	64	129	<b>8</b>	201	528
05:15 PM	12	<b>94</b>	<b>11</b>	<b>117</b>	7	95	13	115	18	48	29	95	69	<b>144</b>	7	220	<b>547</b>
05:30 PM	5	72	9	86	5	78	14	97	18	<b>55</b>	40	<b>113</b>	83	137	3	<b>223</b>	519
05:45 PM	<b>15</b>	68	11	94	<b>14</b>	80	17	111	<b>20</b>	47	24	91	<b>103</b>	105	4	212	508
Total Volume	45	315	40	400	34	349	63	446	64	203	133	400	319	515	22	856	2102
% App. Total	11.2	78.8	10		7.6	78.3	14.1		16	50.8	33.2		37.3	60.2	2.6		
PHF	.750	.838	.909	.855	.607	.909	.829	.907	.800	.923	.831	.885	.774	.894	.688	.960	.961

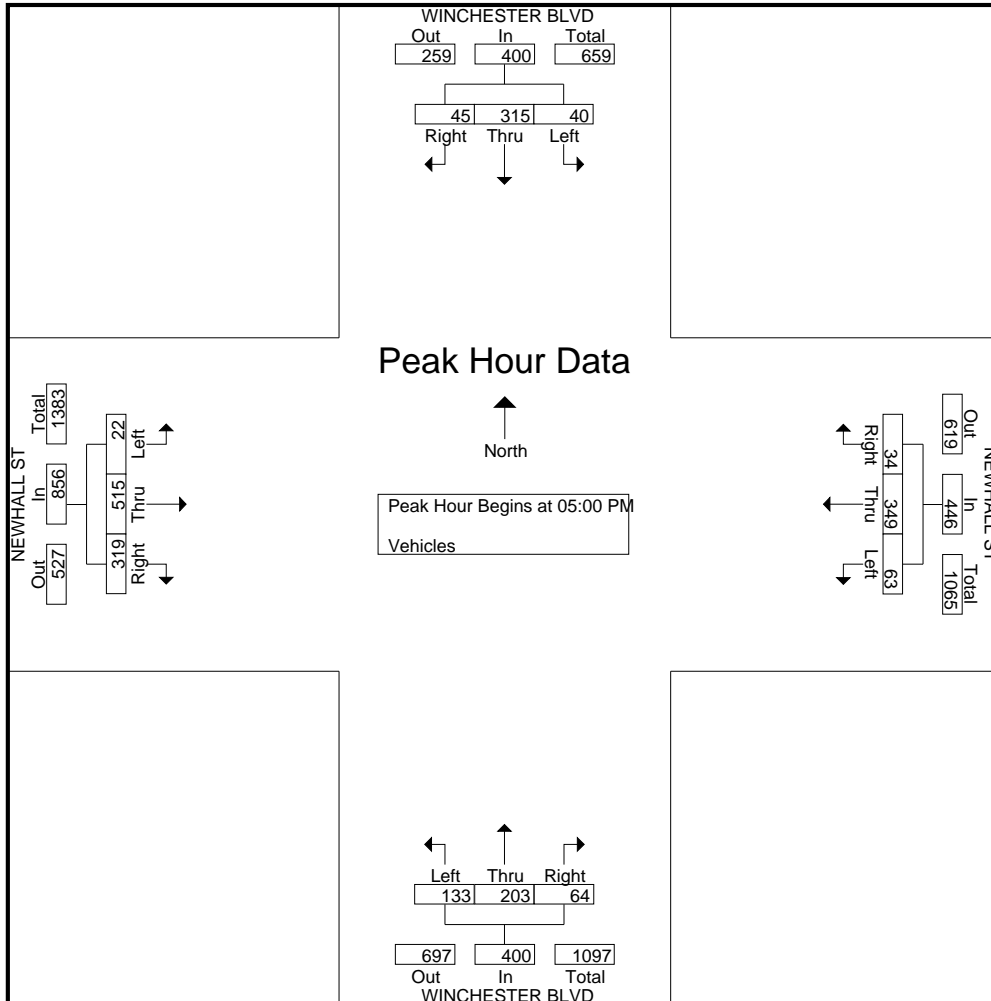
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

# Traffic Data Service

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

File Name : 28PM FINAL  
 Site Code : 00000028  
 Start Date : 2/14/2013  
 Page No : 2





## **Appendix B**

### **Intersection Volume Summaries**





5

3056

Intersection Name:  
Peak Hour:  
Count Date:

I-880 SB off-ramp  
AM  
2/13/13

& Stevens Creek Boulevard \*

Table with columns: Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment, Remove Santana Row, Remove 485 Monroe, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, Cumulative Conditions.

6

3279

Intersection Name:  
Peak Hour:  
Count Date:

Bascom Avenue  
AM  
2/14/13

& San Carlos Street

Table with columns: Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Existing Reassignment due to Hatton Road Extension, Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment, Remove Santana Row, Remove 485 Monroe, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, Cumulative Conditions.











15

5405

Intersection Name:  
Peak Hour:  
Count Date:

San Tomas Expressway  
AM  
2/26/13

& Stevens Creek Boulevard \*

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions (g), Existing with Hatton Ext Conditions (j) = (g) + (b), Existing with I-880 and SC Improvement (h), Existing Reassignment due to Santana Row Closure (a), Existing Reassignment due to Hatton Road Extension (b), Proposed Project Trips (441ksf office + Theater + Hotel), Dudley Apartments (47 units), Net Project Trips (d), 69 ksf Approved Office Space on Parcel 17 (e), Existing Plus Project Conditions = (j) + (a) + (d) + (e), San Jose ATI, CSJ ATI Reassignment due to SC/I-880 Improvement, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips (f), Background Conditions (k) = (h) + (b) + (e) + (f), Background Plus Project Conditions = (k) + (d) + (a), Winchester Reserve, Winchester Theater, Total Pending Trips (l), Cumulative Conditions = (k) + (d) + (a) + (l).

16

3116

Intersection Name:  
Peak Hour:  
Count Date:

Saratoga Avenue  
AM  
2/26/13

& Stevens Creek Boulevard \*

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions (g), Existing with Hatton Ext Conditions (j) = (g) + (b), Existing with I-880 and SC Improvement (h), Existing Reassignment due to Santana Row Closure (a), Existing Reassignment due to Hatton Road Extension (b), Proposed Project Trips (441ksf office + Theater + Hotel), Dudley Apartments (47 units), Net Project Trips (d), 69 ksf Approved Office Space on Parcel 17 (e), Existing Plus Project Conditions = (j) + (a) + (d) + (e), San Jose ATI, CSJ ATI Reassignment due to SC/I-880 Improvement, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips (f), Background Conditions (k) = (h) + (b) + (e) + (f), Background Plus Project Conditions = (k) + (d) + (a), Winchester Reserve, Winchester Theater, Total Pending Trips (l), Cumulative Conditions = (k) + (d) + (a) + (l).





21

3113

Intersection Name:
Peak Hour:
Count Date:

Saratoga Avenue
AM
4/18/13

& Moorpark Avenue \*

Table with columns: Scenario, Movements (North, East, South, West Approaches: RT, TH, LT), Int. Total. Includes rows for existing conditions, proposed project trips, and cumulative conditions.

22

5406

Intersection Name:
Peak Hour:
Count Date:

San Tomas Expressway
AM
3/7/13

& Moorpark Avenue \*

Table with columns: Scenario, Movements (North, East, South, West Approaches: RT, TH, LT), Int. Total. Includes rows for existing conditions, proposed project trips, and cumulative conditions.

23

3726

Intersection Name: Winchester Boulevard
Peak Hour: AM
Count Date: 2/13/13

& Olin Avenue

Table for intersection 23 showing traffic movements across four approaches (North, East, South, West) for various scenarios including existing conditions, project trips, and cumulative conditions. Total pending trips are 1,712 and cumulative conditions are 4,264.

24

3727

Intersection Name: Winchester Boulevard
Peak Hour: AM
Count Date: 2/13/13

& Olsen Drive

Table for intersection 24 showing traffic movements across four approaches (North, East, South, West) for various scenarios including existing conditions, project trips, and cumulative conditions. Total pending trips are 1,287 and cumulative conditions are 3,860.





29

3737

Intersection Name:  
Peak Hour:  
Count Date:

Winchester Boulevard  
AM  
2/14/13

& Payne Avenue

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Existing Reassignment due to Hatton Road Extension, Proposed Project Trips (441ksf office + Theater + Hotel), Dudley Apartments (47 units), Net Project Trips, 69 ksf Approved Office Space on Parcel 17, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment due to SC/I-880 Improvement, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, Cumulative Conditions.

30

102

Intersection Name:  
Peak Hour:  
Count Date:

Winchester Boulevard  
AM  
2/14/13

& Hamilton Avenue \*

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Existing Reassignment due to Hatton Road Extension, Proposed Project Trips (441ksf office + Theater + Hotel), Dudley Apartments (47 units), Net Project Trips, 69 ksf Approved Office Space on Parcel 17, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment due to SC/I-880 Improvement, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, Cumulative Conditions.



31

1033

Intersection Name: Winchester Boulevard & Campbell Avenue
Peak Hour: AM
Count Date: 4/23/13

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Includes rows for Existing without Hatton Ext Conditions, Proposed Project Trips, and Cumulative Conditions = 2,773.

32

5422

Intersection Name: San Tomas Expressway & Saratoga Avenue \*
Peak Hour: AM
Count Date: 2/14/13

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Includes rows for Existing without Hatton Ext Conditions, Proposed Project Trips, and Cumulative Conditions = 6,067.



35

810

Intersection Name:
Peak Hour:
Count Date:

San Tomas Expressway
AM
4/18/13

& Forbes Avenue

Table with 14 columns: Scenario, North Approach (RT, TH, LT), East Approach (RT, TH, LT), South Approach (RT, TH, LT), West Approach (RT, TH, LT), Int. Total. Rows include Existing without Hatton Ext Conditions (g), Existing with Hatton Ext Conditions (j) = (g) + (b), Existing with I-880 and SC Improvement (h), Existing Reassignment due to Santana Row Closure (a), Existing Reassignment due to Hatton Road Extension (b), Proposed Project Trips (441ksf office + Theater + Hotel), Dudley Apartments (47 units), Net Project Trips (d), 69 ksf Approved Office Space on Parcel 17 (e), Existing Plus Project Conditions = (j) + (a) + (d) + (e), San Jose ATI, CSJ ATI Reassignment due to SC/I-880 Improvement, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips (f), Background Conditions (k) = (h) + (b) + (e) + (f), Background Plus Project Conditions = (k) + (d) + (a), Winchester Reserve, Winchester Theater, Total Pending Trips (l), Cumulative Conditions = (k) + (d) + (a) + (l).

36

5419

Intersection Name:
Peak Hour:
Count Date:

San Tomas Expressway
AM
4/16/13

& Homestead Road \*

Table with 14 columns: Scenario, North Approach (RT, TH, LT), East Approach (RT, TH, LT), South Approach (RT, TH, LT), West Approach (RT, TH, LT), Int. Total. Rows include Existing without Hatton Ext Conditions (g), Existing with Hatton Ext Conditions (j) = (g) + (b), Existing with I-880 and SC Improvement (h), Existing Reassignment due to Santana Row Closure (a), Existing Reassignment due to Hatton Road Extension (b), Proposed Project Trips (441ksf office + Theater + Hotel), Dudley Apartments (47 units), Net Project Trips (d), 69 ksf Approved Office Space on Parcel 17 (e), Existing Plus Project Conditions = (j) + (a) + (d) + (e), San Jose ATI, CSJ ATI Reassignment due to SC/I-880 Improvement, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips (f), Background Conditions (k) = (h) + (b) + (e) + (f), Background Plus Project Conditions = (k) + (d) + (a), Winchester Reserve, Winchester Theater, Total Pending Trips (l), Cumulative Conditions = (k) + (d) + (a) + (l).





41 400

Intersection Name: Winchester Boulevard & Newhall Street
Peak Hour: AM
Count Date: 2/14/13

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, Background Conditions, and Cumulative Conditions.

42 156

Intersection Name: NB I-880 Ramps & Stevens Creek Boulevard (Future)
Peak Hour: AM
Count Date: n/a

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, Background Conditions, and Cumulative Conditions.

















15

5405

Intersection Name:
Peak Hour:
Count Date:

San Tomas Expressway
PM
9/11/12

& Stevens Creek Boulevard \*

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment, Remove Santana Row, Remove 485 Monroe, Parcel 11, 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, and Cumulative Conditions.

16

3116

Intersection Name:
Peak Hour:
Count Date:

Saratoga Avenue
PM
9/25/12

& Stevens Creek Boulevard \*

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Existing Reassignment due to Hatton Road Extension, Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment, Remove Santana Row, Remove 485 Monroe, Parcel 11, 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, and Cumulative Conditions.















29

3737

Intersection Name:  
Peak Hour:  
Count Date:

Winchester Boulevard  
PM  
2/14/13

& Payne Avenue

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, and Cumulative Conditions.

30

102

Intersection Name:  
Peak Hour:  
Count Date:

Winchester Boulevard  
PM  
9/5/12

& Hamilton Avenue \*

Table with columns for Scenario, Movements (North, East, South, West Approaches), and Int. Total. Rows include Existing without Hatton Ext Conditions, Existing with Hatton Ext Conditions, Existing with I-880 and SC Improvement, Existing Reassignment due to Santana Row Closure, Existing Reassignment due to Hatton Road Extension (b), Proposed Project Trips, Net Project Trips, Existing Plus Project Conditions, San Jose ATI, CSJ ATI Reassignment, Remove Santana Row included in CSJ ATI, Remove 485 Monroe included in CSJ ATI, 485 Monroe from Hexagon TIA, Parcel 11 (228ksf office + 30ksf restaurant), 560 Approved Residential Units, 38ksf Approved Retail Space, Barec at Winchester/Forest, Campbell ATI, Santa Clara ATI, Total Approved Project Trips, Background Conditions, Background Plus Project Conditions, Winchester Reserve, Winchester Theater, Total Pending Trips, and Cumulative Conditions.















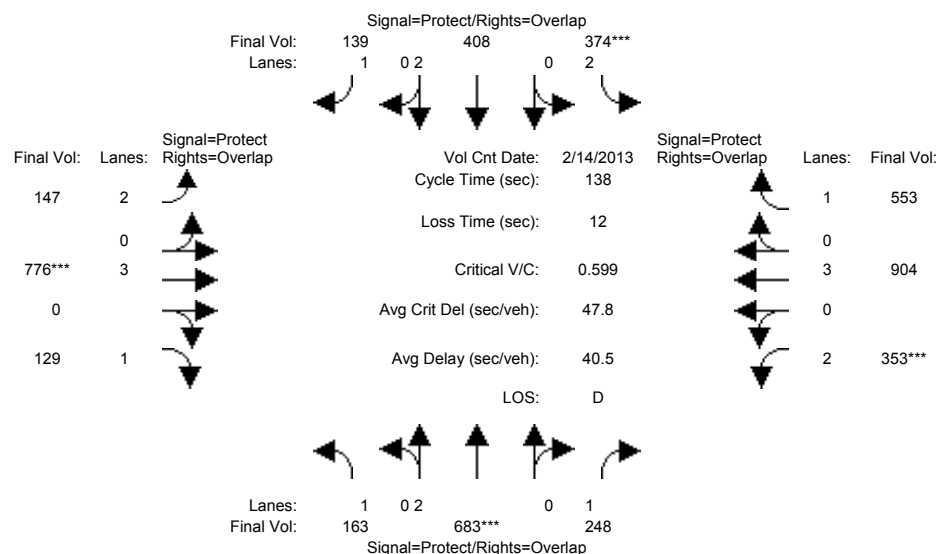
## **Appendix C**

### **Level of Service Calculations**

Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



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

Volume Module:	>>	Count	Date:	14 Feb 2013	<<											
Base Vol:	163	683	248	374	408	139	147	776	129	353	904	553				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	163	683	248	374	408	139	147	776	129	353	904	553				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	163	683	248	374	408	139	147	776	129	353	904	553				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	163	683	248	374	408	139	147	776	129	353	904	553				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	163	683	248	374	408	139	147	776	129	353	904	553				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	163	683	248	374	408	139	147	776	129	353	904	553				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

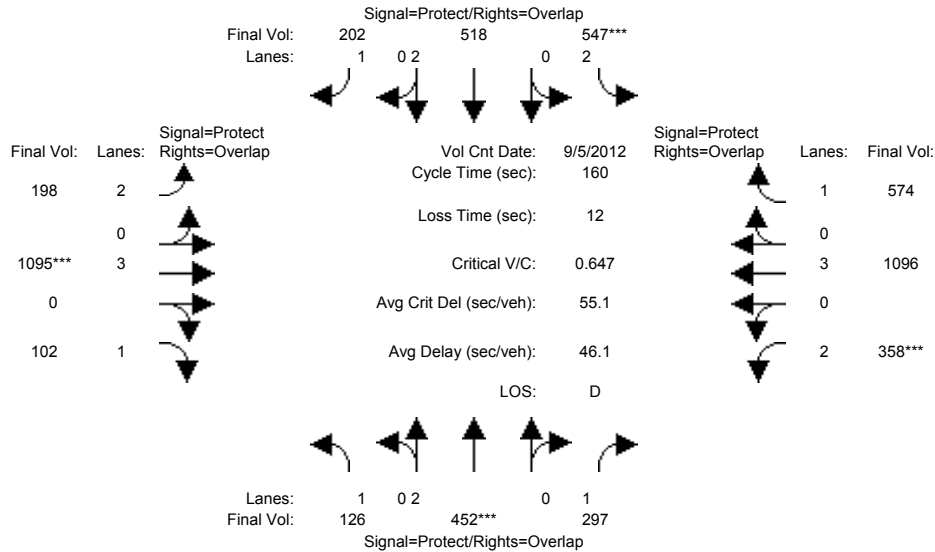
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.14	0.12	0.11	0.08	0.05	0.14	0.07	0.11	0.16	0.32
Crit Moves:	****			****			****			****		
Green Time:	32.0	41.4	67.3	27.4	36.8	48.5	11.7	31.4	63.3	25.8	45.5	72.9
Volume/Cap:	0.40	0.60	0.29	0.60	0.40	0.23	0.55	0.60	0.16	0.60	0.48	0.60
Delay/Veh:	45.6	42.1	21.3	51.9	41.8	31.7	63.1	48.5	21.9	53.0	37.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	42.1	21.3	51.9	41.8	31.7	63.1	48.5	21.9	53.0	37.0	23.6
LOS by Move:	D	D	C	D	D	C	E	D	C	D	D	C
HCM2kAvgQ:	6	12	6	9	7	4	4	10	3	9	10	17

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

Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



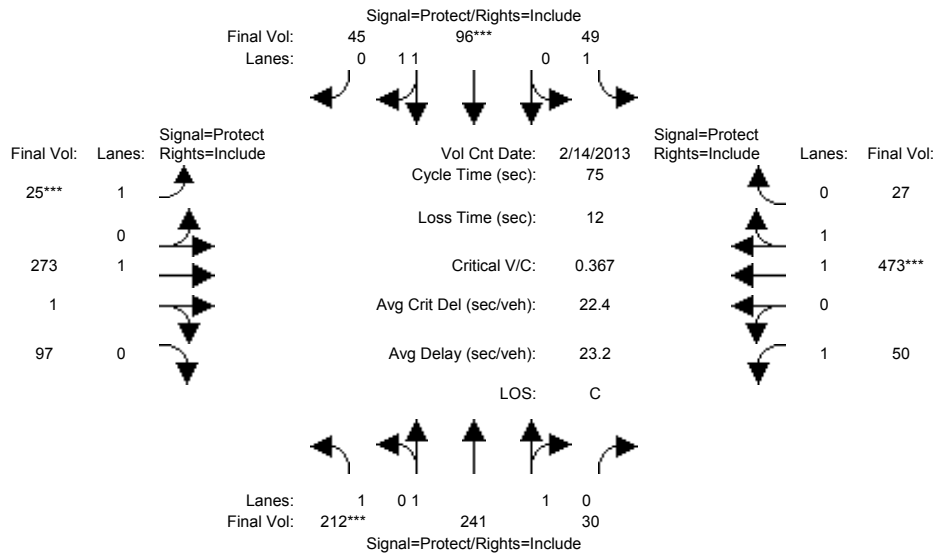
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2012 <<												
Base Vol:	126	452	297	547	518	202	198	1095	102	358	1096	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	452	297	547	518	202	198	1095	102	358	1096	574
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	452	297	547	518	202	198	1095	102	358	1096	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	452	297	547	518	202	198	1095	102	358	1096	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	452	297	547	518	202	198	1095	102	358	1096	574
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	452	297	547	518	202	198	1095	102	358	1096	574
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.17	0.17	0.14	0.12	0.06	0.19	0.06	0.11	0.19	0.33
Crit Moves:	****			****			****			****		
Green Time:	25.0	29.4	57.5	43.0	47.4	66.0	18.6	47.5	72.5	28.1	57.0	99.9
Volume/Cap:	0.46	0.65	0.47	0.65	0.46	0.28	0.54	0.65	0.13	0.65	0.54	0.53
Delay/Veh:	62.6	62.6	40.1	53.6	46.2	31.4	68.3	49.8	25.5	64.0	41.3	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:	62.6	62.6	40.1	53.6	46.2	31.4	68.3	49.8	25.5	64.0	41.3	17.2
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2kAvgQ:	6	10	12	15	10	7	6	16	3	11	14	17

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

Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



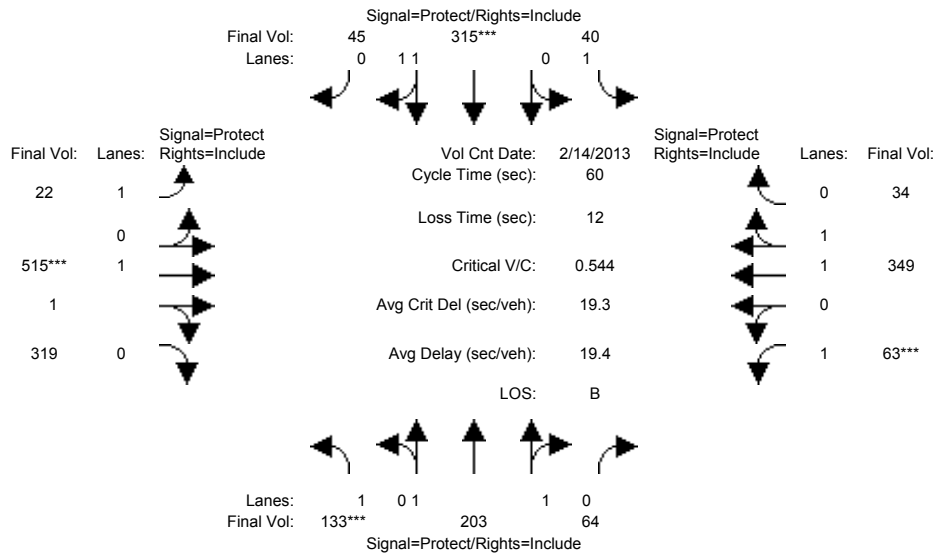
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	212	241	30	49	96	45	25	273	97	50	473	27
Growth Adj:	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:	212	241	30	49	96	45	25	273	97	50	473	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	241	30	49	96	45	25	273	97	50	473	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	241	30	49	96	45	25	273	97	50	473	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	241	30	49	96	45	25	273	97	50	473	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	212	241	30	49	96	45	25	273	97	50	473	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	1.00	1.46	0.54	1.00	1.89	0.11
Final Sat.:	1750	3290	410	1750	2518	1180	1750	2729	970	1750	3500	200
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.03	0.04	0.04	0.01	0.10	0.10	0.03	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	21.7	18.7	18.7	13.1	10.0	10.0	7.0	18.4	18.4	12.9	24.3	24.3
Volume/Cap:	0.42	0.29	0.29	0.16	0.29	0.29	0.15	0.41	0.41	0.17	0.42	0.42
Delay/Veh:	22.1	23.0	23.0	26.6	29.6	29.6	31.7	24.0	24.0	26.8	20.1	20.1
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:	22.1	23.0	23.0	26.6	29.6	29.6	31.7	24.0	24.0	26.8	20.1	20.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	1	1	1	1	4	4	1	4	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	133	203	64	40	315	45	22	515	319	63	349	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	203	64	40	315	45	22	515	319	63	349	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	203	64	40	315	45	22	515	319	63	349	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	203	64	40	315	45	22	515	319	63	349	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	203	64	40	315	45	22	515	319	63	349	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	203	64	40	315	45	22	515	319	63	349	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.51	0.49	1.00	1.74	0.26	1.00	1.21	0.79	1.00	1.82	0.18
Final Sat.:	1750	2812	887	1750	3237	462	1750	2284	1415	1750	3371	328
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.02	0.10	0.10	0.01	0.23	0.23	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	7.8	10.5	10.5	7.3	10.0	10.0	12.4	23.2	23.2	7.0	17.8	17.8
Volume/Cap:	0.58	0.41	0.41	0.19	0.58	0.58	0.06	0.58	0.58	0.31	0.35	0.35
Delay/Veh:	28.4	22.5	22.5	24.1	24.5	24.5	19.2	15.2	15.2	25.1	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	22.5	22.5	24.1	24.5	24.5	19.2	15.2	15.2	25.1	16.8	16.8
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	4	3	3	1	3	3	0	6	6	1	3	3

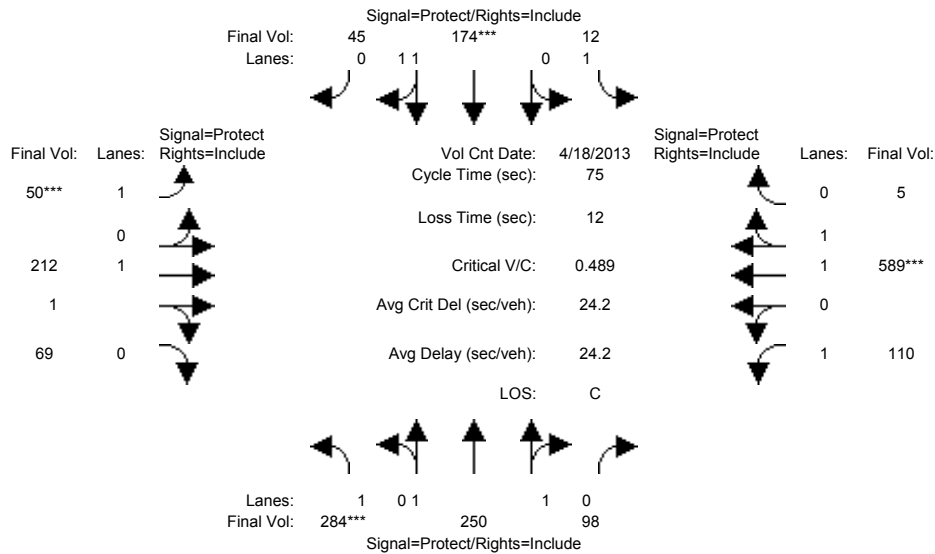
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



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

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	284	250	98	12	174	45	50	212	69	110	589	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	250	98	12	174	45	50	212	69	110	589	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	250	98	12	174	45	50	212	69	110	589	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	250	98	12	174	45	50	212	69	110	589	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	250	98	12	174	45	50	212	69	110	589	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	250	98	12	174	45	50	212	69	110	589	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.42	0.58	1.00	1.58	0.42	1.00	1.50	0.50	1.00	1.98	0.02
Final Sat.:	1750	2657	1042	1750	2939	760	1750	2791	908	1750	3669	31

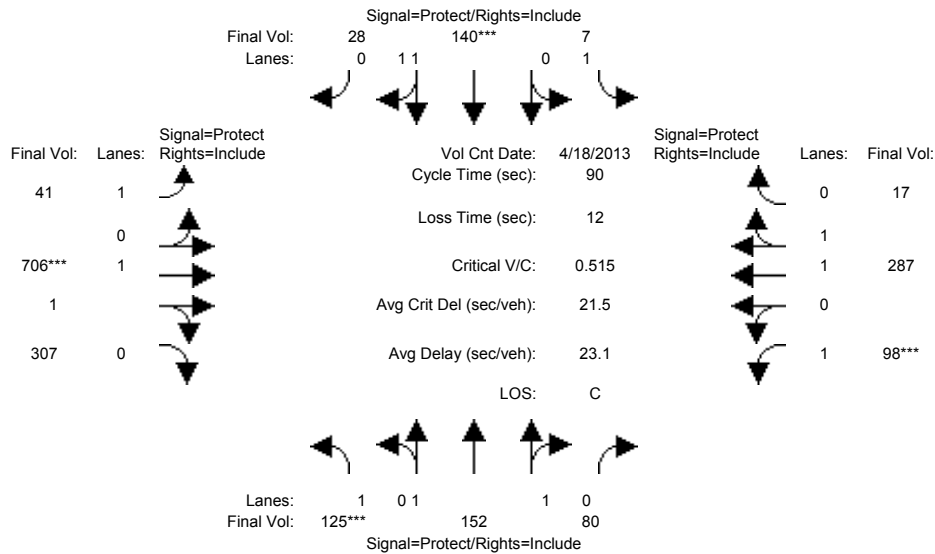
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.06	0.06	0.03	0.08	0.08	0.06	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.1	19.5	19.5	13.6	10.0	10.0	7.0	17.6	17.6	12.3	22.9	22.9
Volume/Cap:	0.53	0.36	0.36	0.04	0.44	0.44	0.31	0.32	0.32	0.38	0.53	0.53
Delay/Veh:	22.4	22.9	22.9	25.3	30.6	30.6	32.8	24.0	24.0	28.8	22.0	22.0
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:	22.4	22.9	22.9	25.3	30.6	30.6	32.8	24.0	24.0	28.8	22.0	22.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	3	3	0	3	3	1	3	3	2	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



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

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	125	152	80	7	140	28	41	706	307	98	287	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	152	80	7	140	28	41	706	307	98	287	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	152	80	7	140	28	41	706	307	98	287	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	152	80	7	140	28	41	706	307	98	287	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	152	80	7	140	28	41	706	307	98	287	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	152	80	7	140	28	41	706	307	98	287	17

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.29	0.71	1.00	1.66	0.34	1.00	1.38	0.62	1.00	1.89	0.11
Final Sat.:	1750	2423	1275	1750	3083	617	1750	2578	1121	1750	3493	207

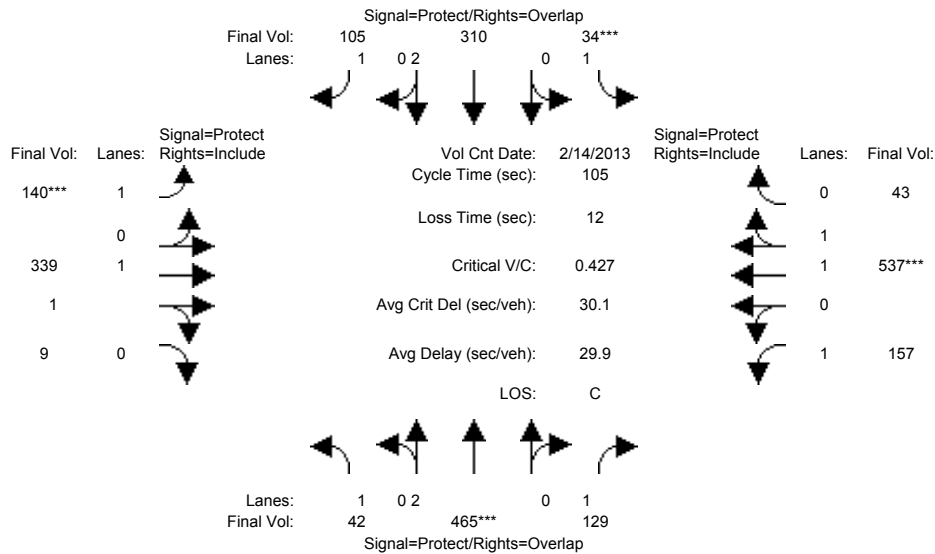
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.00	0.05	0.05	0.02	0.27	0.27	0.06	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	12.1	13.0	13.0	9.1	10.0	10.0	23.0	46.4	46.4	9.5	32.9	32.9
Volume/Cap:	0.53	0.43	0.43	0.04	0.41	0.41	0.09	0.53	0.53	0.53	0.22	0.22
Delay/Veh:	38.6	35.7	35.7	36.6	37.9	37.9	25.6	14.8	14.8	41.1	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	35.7	35.7	36.6	37.9	37.9	25.6	14.8	14.8	41.1	19.8	19.8
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2kAvgQ:	3	3	3	0	3	3	1	9	9	3	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE



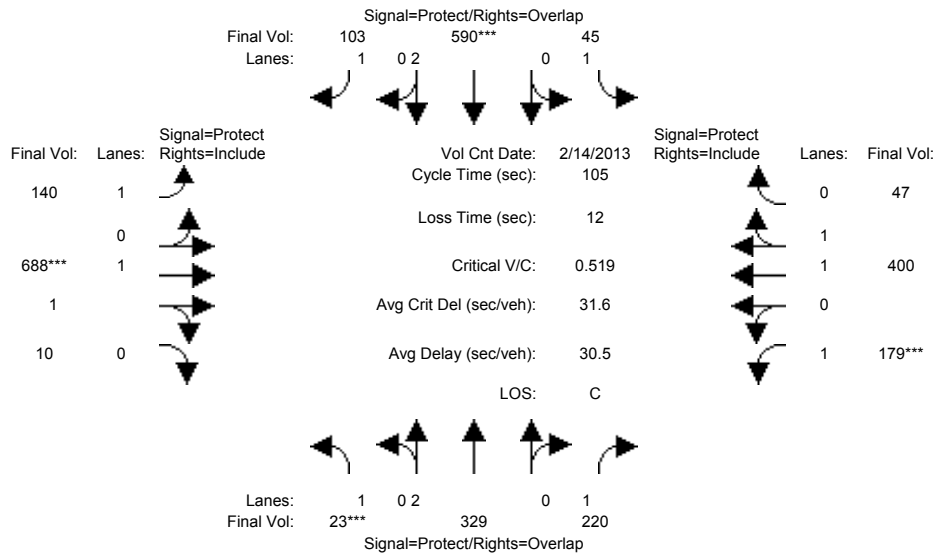
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	42	465	129	34	310	105	140	339	9	157	537	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:	42	465	129	34	310	105	140	339	9	157	537	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	465	129	34	310	105	140	339	9	157	537	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	465	129	34	310	105	140	339	9	157	537	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	465	129	34	310	105	140	339	9	157	537	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	465	129	34	310	105	140	339	9	157	537	43
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3604	96	1750	3425	274
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.07	0.02	0.08	0.06	0.08	0.09	0.09	0.09	0.16	0.16
Crit Moves:	****			****			****				****	
Green Time:	14.9	29.3	56.8	7.0	21.4	40.5	19.2	29.2	29.2	27.5	37.5	37.5
Volume/Cap:	0.17	0.44	0.14	0.29	0.40	0.16	0.44	0.34	0.34	0.34	0.44	0.44
Delay/Veh:	39.9	31.4	12.0	48.0	36.6	21.2	39.1	30.4	30.4	31.9	25.9	25.9
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:	39.9	31.4	12.0	48.0	36.6	21.2	39.1	30.4	30.4	31.9	25.9	25.9
LOS by Move:	D	C	B	D	D	C	D	C	C	C	C	C
HCM2kAvgQ:	1	6	2	1	4	2	4	4	4	4	7	7

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

Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE



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

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	23	329	220	45	590	103	140	688	10	179	400	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	329	220	45	590	103	140	688	10	179	400	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	329	220	45	590	103	140	688	10	179	400	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	329	220	45	590	103	140	688	10	179	400	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	329	220	45	590	103	140	688	10	179	400	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	329	220	45	590	103	140	688	10	179	400	47

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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.78	0.22
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3647	53	1750	3311	389

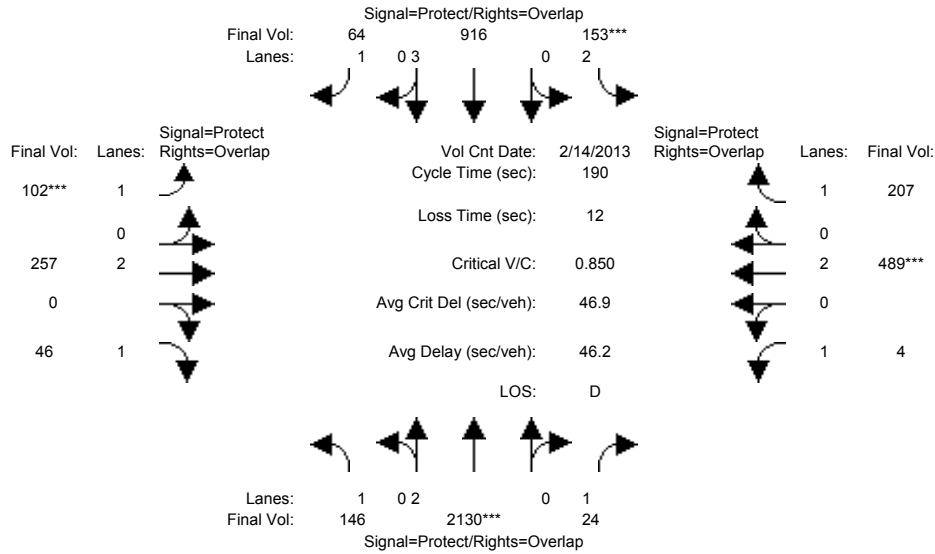
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.03	0.16	0.06	0.08	0.19	0.19	0.10	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	21.7	41.4	15.2	29.9	52.3	22.3	36.4	36.4	19.7	33.7	33.7
Volume/Cap:	0.20	0.42	0.32	0.18	0.54	0.12	0.38	0.54	0.54	0.54	0.38	0.38
Delay/Veh:	47.2	36.5	22.3	39.7	32.4	14.1	36.0	28.1	28.1	40.5	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	36.5	22.3	39.7	32.4	14.1	36.0	28.1	28.1	40.5	27.7	27.7
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	4	5	1	8	2	4	9	9	6	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



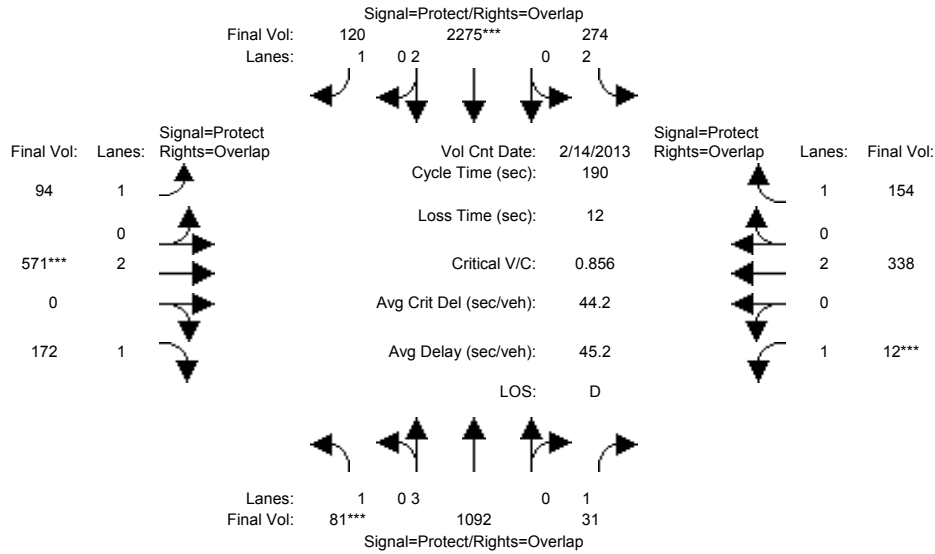
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	146	2506	24	153	916	64	102	257	46	4	489	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2506	24	153	916	64	102	257	46	4	489	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	2506	24	153	916	64	102	257	46	4	489	207
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2130	24	153	916	64	102	257	46	4	489	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2130	24	153	916	64	102	257	46	4	489	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	2130	24	153	916	64	102	257	46	4	489	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.01	0.05	0.16	0.04	0.06	0.07	0.03	0.00	0.13	0.12
Crit Moves:	****			****			****			****		
Green Time:	46.5	125	140.1	10.9	89.7	102.7	13.0	27.1	73.6	14.7	28.8	39.6
Volume/Cap:	0.34	0.85	0.02	0.85	0.34	0.07	0.85	0.47	0.07	0.03	0.85	0.57
Delay/Veh:	59.6	28.0	6.7	118.6	31.6	20.9	127.9	75.6	36.7	81.1	90.0	69.6
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:	59.6	28.0	6.7	118.6	31.6	20.9	127.9	75.6	36.7	81.1	90.0	69.6
LOS by Move:	E	C	A	F	C	C	F	E	D	F	F	E
HCM2kAvgQ:	7	46	0	6	11	2	8	7	2	0	14	11

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



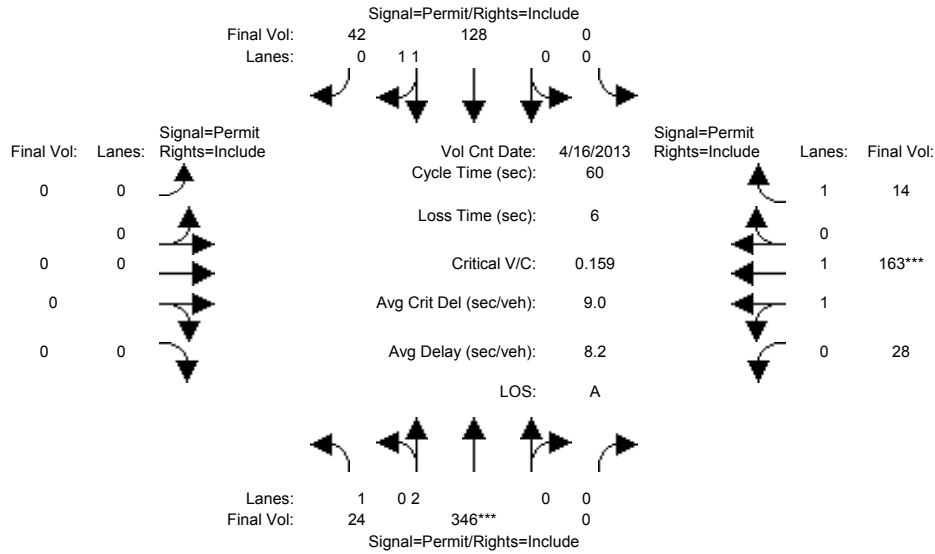
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	81	1092	31	274	2708	120	94	571	172	12	338	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1092	31	274	2708	120	94	571	172	12	338	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1092	31	274	2708	120	94	571	172	12	338	154
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1092	31	274	2275	120	94	571	172	12	338	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1092	31	274	2275	120	94	571	172	12	338	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	1092	31	274	2275	120	94	571	172	12	338	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.02	0.09	0.60	0.07	0.05	0.15	0.10	0.01	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	10.0	95.4	102.4	43.3	129	143.5	14.8	32.3	42.3	7.0	24.5	67.8
Volume/Cap:	0.88	0.38	0.03	0.38	0.88	0.09	0.69	0.88	0.44	0.19	0.69	0.25
Delay/Veh:	147.1	29.2	20.6	62.4	28.6	6.1	99.3	90.6	64.5	90.1	83.2	43.3
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:	147.1	29.2	20.6	62.4	28.6	6.1	99.3	90.6	64.5	90.1	83.2	43.3
LOS by Move:	F	C	C	E	C	A	F	F	E	F	F	D
HCM2kAvgQ:	6	12	1	8	52	2	7	19	9	1	9	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



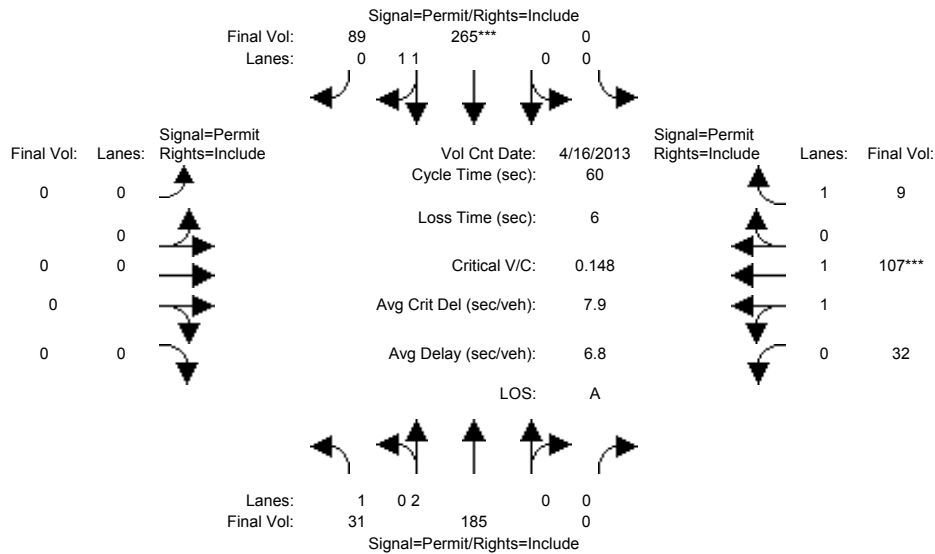
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	24	346	0	0	128	42	0	0	0	28	163	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	346	0	0	128	42	0	0	0	28	163	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	346	0	0	128	42	0	0	0	28	163	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	346	0	0	128	42	0	0	0	28	163	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	346	0	0	128	42	0	0	0	28	163	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	346	0	0	128	42	0	0	0	28	163	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	0.00	0.00	0.00	0.30	1.70	1.00
Final Sat.:	1750	3800	0	0	2785	914	0	0	0	542	3157	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	34.5	34.5	0.0	0.0	34.5	34.5	0.0	0.0	0.0	19.5	19.5	19.5
Volume/Cap:	0.02	0.16	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.16	0.16	0.02
Delay/Veh:	5.5	6.0	0.0	0.0	5.7	5.7	0.0	0.0	0.0	14.4	14.4	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	6.0	0.0	0.0	5.7	5.7	0.0	0.0	0.0	14.4	14.4	13.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	1	0	0	1	1	0	0	0	1	1	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	31	185	0	0	265	89	0	0	0	32	107	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:	31	185	0	0	265	89	0	0	0	32	107	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	185	0	0	265	89	0	0	0	32	107	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	185	0	0	265	89	0	0	0	32	107	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	185	0	0	265	89	0	0	0	32	107	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	185	0	0	265	89	0	0	0	32	107	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.48	0.52	0.00	0.00	0.00	0.47	1.53	1.00
Final Sat.:	1750	3800	0	0	2769	930	0	0	0	852	2848	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	*****											
Green Time:	38.8	38.8	0.0	0.0	38.8	38.8	0.0	0.0	0.0	15.2	15.2	15.2
Volume/Cap:	0.03	0.08	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15	0.15	0.02
Delay/Veh:	3.8	4.0	0.0	0.0	4.2	4.2	0.0	0.0	0.0	17.4	17.4	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	4.0	0.0	0.0	4.2	4.2	0.0	0.0	0.0	17.4	17.4	16.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	1	0	0	1	1	0	0	0	1	1	0

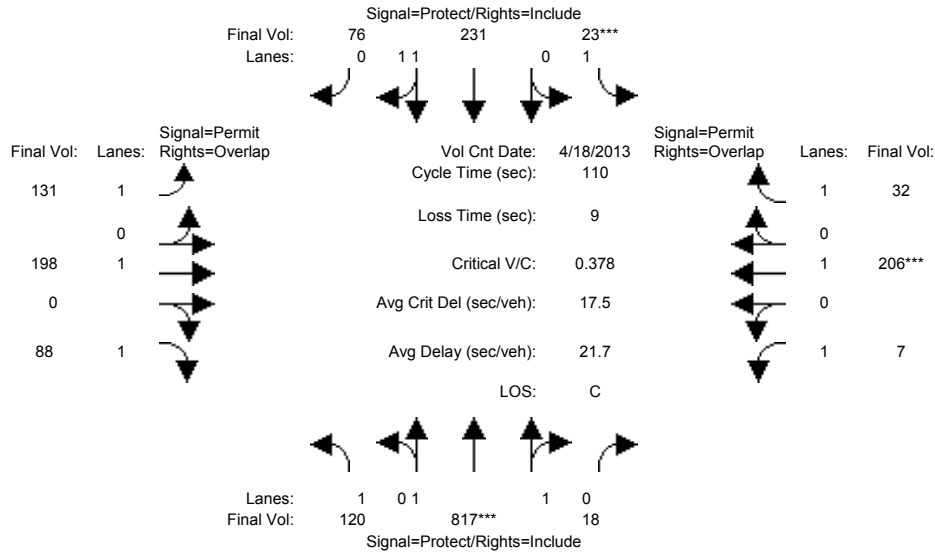
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



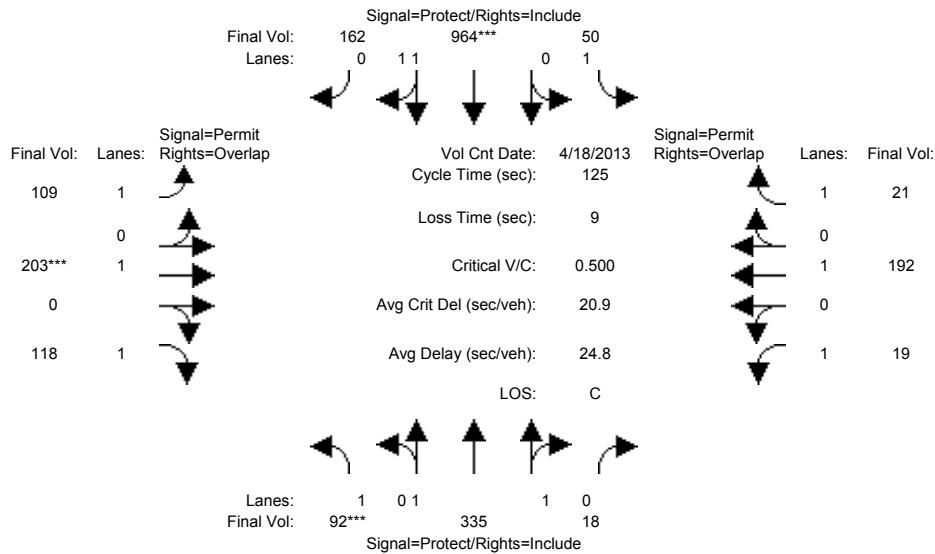
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	120	817	18	23	231	76	131	198	88	7	206	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	817	18	23	231	76	131	198	88	7	206	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	817	18	23	231	76	131	198	88	7	206	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	817	18	23	231	76	131	198	88	7	206	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	817	18	23	231	76	131	198	88	7	206	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	817	18	23	231	76	131	198	88	7	206	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.49	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3620	80	1750	2783	916	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.01	0.08	0.08	0.07	0.10	0.05	0.00	0.11	0.02
Crit Moves:	****			****						****		
Green Time:	30.3	63.5	63.5	7.0	40.2	40.2	30.5	30.5	60.8	30.5	30.5	37.5
Volume/Cap:	0.25	0.39	0.39	0.21	0.23	0.23	0.27	0.38	0.09	0.01	0.39	0.05
Delay/Veh:	31.3	12.8	12.8	49.8	24.2	24.2	31.4	32.5	11.6	28.9	32.7	24.4
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:	31.3	12.8	12.8	49.8	24.2	24.2	31.4	32.5	11.6	28.9	32.7	24.4
LOS by Move:	C	B	B	D	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	8	8	1	4	4	4	5	1	0	6	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



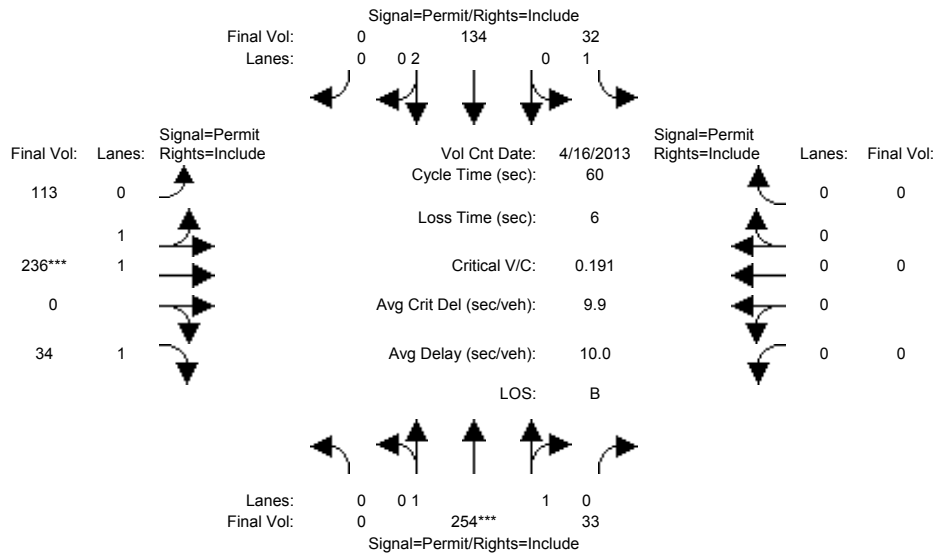
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	92	335	18	50	964	162	109	203	118	19	192	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	335	18	50	964	162	109	203	118	19	192	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	335	18	50	964	162	109	203	118	19	192	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	335	18	50	964	162	109	203	118	19	192	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	335	18	50	964	162	109	203	118	19	192	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	335	18	50	964	162	109	203	118	19	192	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3511	189	1750	3167	532	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.03	0.30	0.30	0.06	0.11	0.07	0.01	0.10	0.01
Crit Moves:	****			****			****					
Green Time:	13.1	56.3	56.3	33.0	76.1	76.1	26.7	26.7	39.9	26.7	26.7	59.7
Volume/Cap:	0.50	0.21	0.21	0.11	0.50	0.50	0.29	0.50	0.21	0.05	0.47	0.03
Delay/Veh:	54.9	21.0	21.0	34.9	13.9	13.9	41.6	44.2	31.3	39.1	43.8	17.3
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:	54.9	21.0	21.0	34.9	13.9	13.9	41.6	44.2	31.3	39.1	43.8	17.3
LOS by Move:	D	C	C	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	4	4	4	2	12	12	4	7	4	1	7	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



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

Volume Module:	>>	Count	Date:	16 Apr 2013	<<							
Base Vol:	0	254	33	32	134	0	113	236	34	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	33	32	134	0	113	236	34	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	254	33	32	134	0	113	236	34	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	254	33	32	134	0	113	236	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	254	33	32	134	0	113	236	34	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
Final Volume:	0	254	33	32	134	0	113	236	34	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.76	0.24	1.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	3274	425	1750	3800	0	1198	2501	1750	0	0	0

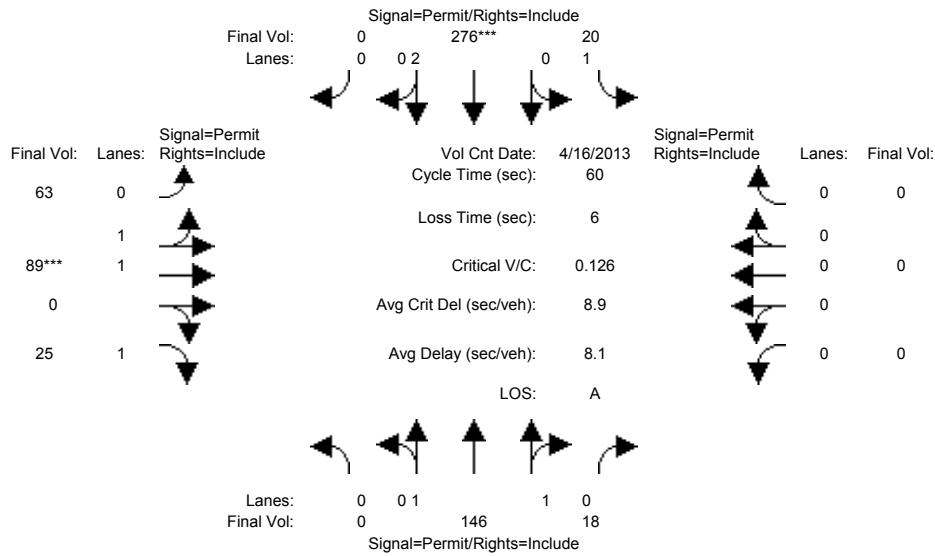
Capacity Analysis Module:	Vol/Sat:	0.00	0.08	0.08	0.02	0.04	0.00	0.09	0.09	0.02	0.00	0.00	0.00
Crit Moves:		****						****					
Green Time:	0.0	24.4	24.4	24.4	24.4	0.0	29.6	29.6	29.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.19	0.05	0.09	0.00	0.19	0.19	0.04	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.5	11.5	10.8	11.0	0.0	8.5	8.5	7.9	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	1.00
AdjDel/Veh:	0.0	11.5	11.5	10.8	11.0	0.0	8.5	8.5	7.9	0.0	0.0	0.0	0.0
LOS by Move:		A	B	B	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	1	0	2	2	0	0	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



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

Volume Module:	>>	Count	Date:	16 Apr 2013	<<							
Base Vol:	0	146	18	20	276	0	63	89	25	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	146	18	20	276	0	63	89	25	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	146	18	20	276	0	63	89	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	146	18	20	276	0	63	89	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	146	18	20	276	0	63	89	25	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	146	18	20	276	0	63	89	25	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.77	0.23	1.00	2.00	0.00	0.85	1.15	1.00	0.00	0.00	0.00
Final Sat.:	0	3294	406	1750	3800	0	1533	2165	1750	0	0	0

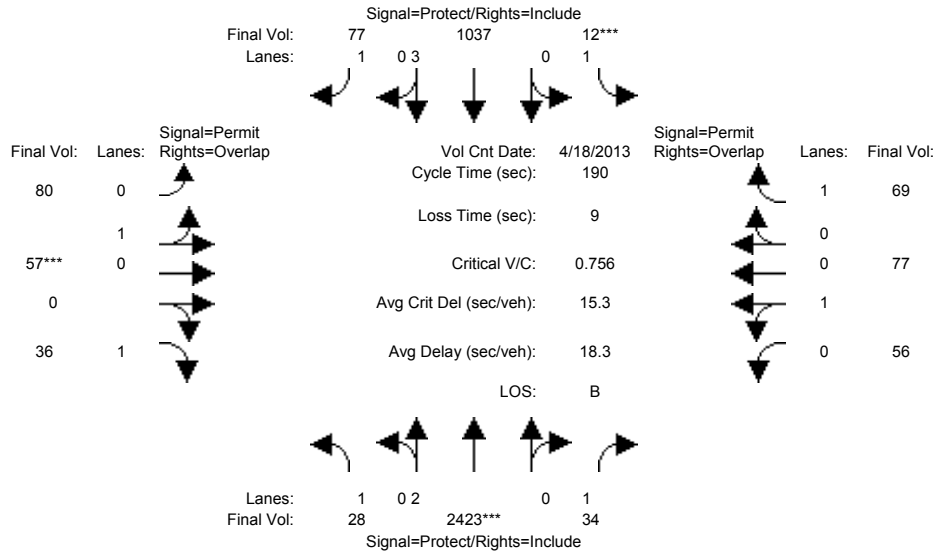
Capacity Analysis Module:	Vol/Sat:	0.00	0.04	0.04	0.01	0.07	0.00	0.04	0.04	0.01	0.00	0.00	0.00
Crit Moves:					****			****					
Green Time:	0.0	34.5	34.5	34.5	34.5	0.0	19.5	19.5	19.5	0.0	0.0	0.0	
Volume/Cap:	0.00	0.08	0.08	0.02	0.13	0.00	0.13	0.13	0.04	0.00	0.00	0.00	
Delay/Veh:	0.0	5.7	5.7	5.5	5.9	0.0	14.3	14.3	13.9	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	5.7	5.7	5.5	5.9	0.0	14.3	14.3	13.9	0.0	0.0	0.0	
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A	
HCM2kAvgQ:	0	1	1	0	1	0	1	1	0	0	0	0	

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



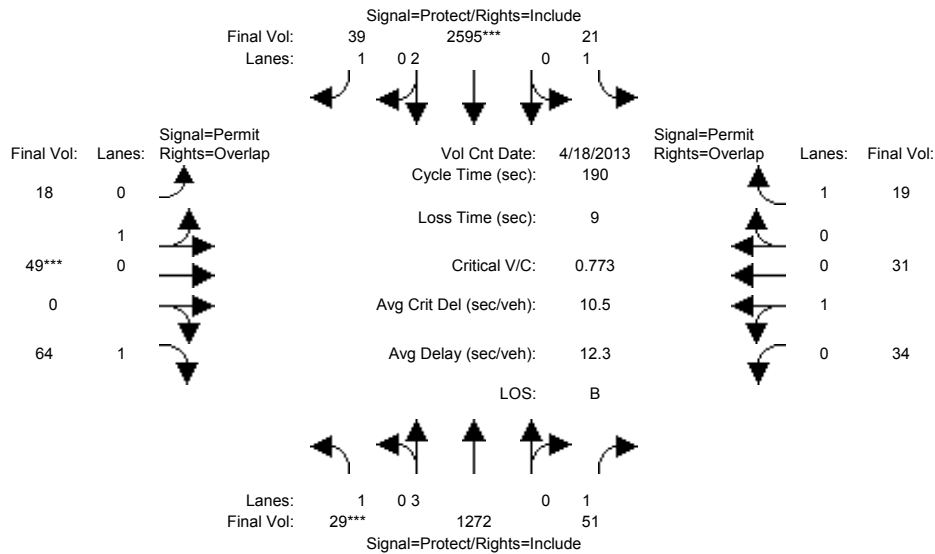
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	28	2850	34	12	1037	77	80	57	36	56	77	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2850	34	12	1037	77	80	57	36	56	77	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2850	34	12	1037	77	80	57	36	56	77	69
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2423	34	12	1037	77	80	57	36	56	77	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2423	34	12	1037	77	80	57	36	56	77	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2423	34	12	1037	77	80	57	36	56	77	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.58	0.42	1.00	0.42	0.58	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1051	749	1750	758	1042	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.64	0.02	0.01	0.18	0.04	0.08	0.08	0.02	0.07	0.07	0.04
Crit Moves:	****			****			****			****		
Green Time:	27.4	155	155.4	7.0	135	135.1	18.6	18.6	45.9	18.6	18.6	25.6
Volume/Cap:	0.11	0.78	0.02	0.19	0.26	0.06	0.78	0.78	0.09	0.76	0.76	0.29
Delay/Veh:	70.9	10.0	3.2	90.1	9.7	8.3	103.4	103	55.9	100.6	101	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	10.0	3.2	90.1	9.7	8.3	103.4	103	55.9	100.6	101	74.8
LOS by Move:	E	A	A	F	A	A	F	F	E	F	F	E
HCM2kAvgQ:	1	34	0	1	7	1	10	10	2	9	9	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



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

Volume Module: >> Count Date: 18 Apr 2013 <<

Base Vol:	29	1272	51	21	3126	39	18	49	64	34	31	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1272	51	21	3126	39	18	49	64	34	31	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1272	51	21	3126	39	18	49	64	34	31	19
User Adj:	1.00	1.00	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1272	51	21	2595	39	18	49	64	34	31	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1272	51	21	2595	39	18	49	64	34	31	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	1272	51	21	2595	39	18	49	64	34	31	19

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.27	0.73	1.00	0.52	0.48	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	484	1316	1750	942	858	1750

Capacity Analysis Module:

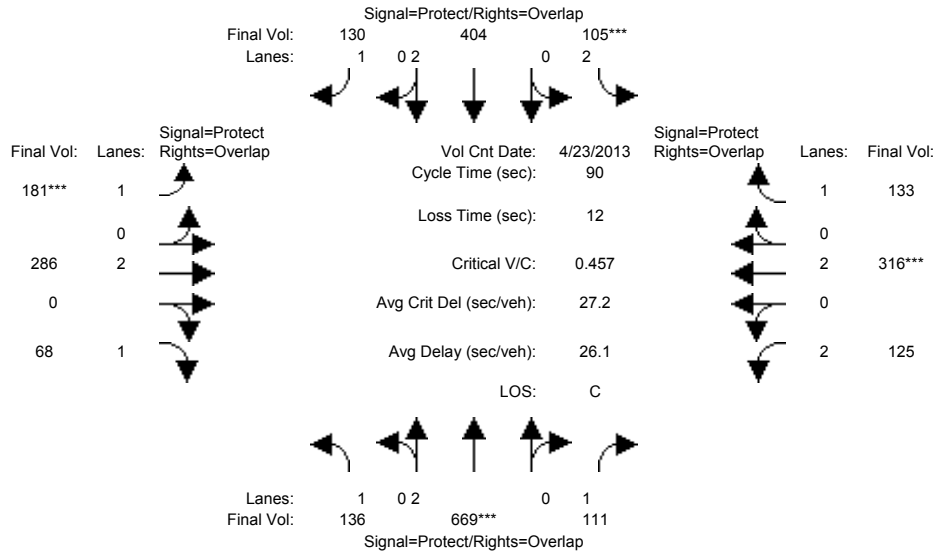
Vol/Sat:	0.02	0.22	0.03	0.01	0.68	0.02	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	147	146.8	24.2	164	164.0	10.0	10.0	17.0	10.0	10.0	34.2
Volume/Cap:	0.45	0.29	0.04	0.09	0.79	0.03	0.71	0.71	0.41	0.69	0.69	0.06
Delay/Veh:	94.5	6.4	5.1	73.4	7.0	1.8	110.2	110	83.5	107.4	107	64.6
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:	94.5	6.4	5.1	73.4	7.0	1.8	110.2	110	83.5	107.4	107	64.6
LOS by Move:	F	A	A	E	A	A	F	F	F	F	F	E
HCM2kAvgQ:	2	7	1	1	31	0	5	5	4	5	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



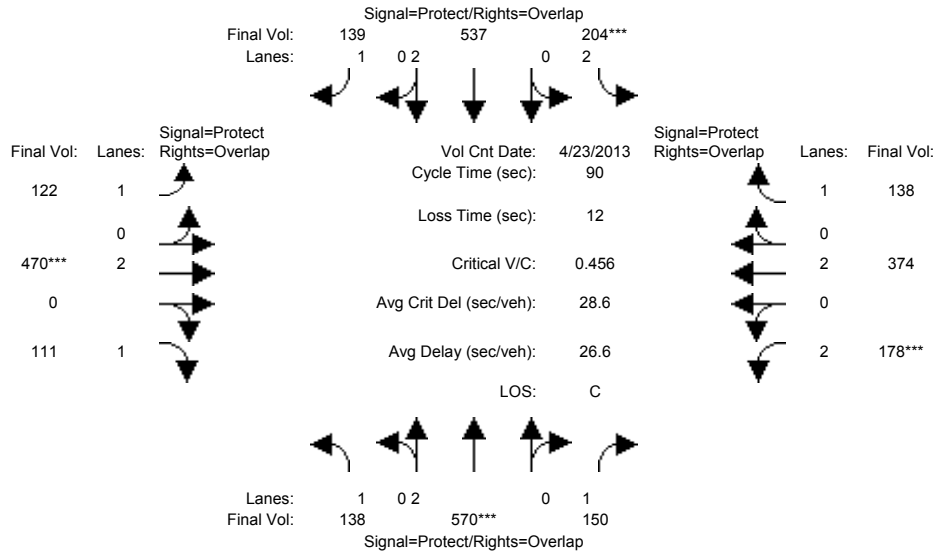
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	136	669	111	105	404	130	181	286	68	125	316	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	669	111	105	404	130	181	286	68	125	316	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	669	111	105	404	130	181	286	68	125	316	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	669	111	105	404	130	181	286	68	125	316	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	669	111	105	404	130	181	286	68	125	316	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
Final Volume:	136	669	111	105	404	130	181	286	68	125	316	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.06	0.03	0.11	0.07	0.10	0.08	0.04	0.04	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	17.1	34.5	49.5	7.0	24.4	44.6	20.2	21.5	38.6	15.0	16.3	23.3
Volume/Cap:	0.41	0.46	0.12	0.43	0.39	0.15	0.46	0.32	0.09	0.24	0.46	0.29
Delay/Veh:	32.9	21.0	9.8	40.8	27.0	12.4	31.0	28.4	15.3	32.7	33.4	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	21.0	9.8	40.8	27.0	12.4	31.0	28.4	15.3	32.7	33.4	27.1
LOS by Move:	C	C	A	D	C	B	C	C	B	C	C	C
HCM2kAvgQ:	4	7	2	2	4	2	5	3	1	2	4	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



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

Volume Module:	>> Count Date: 23 Apr 2013 <<											
Base Vol:	138	570	150	204	537	139	122	470	111	178	374	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	570	150	204	537	139	122	470	111	178	374	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	570	150	204	537	139	122	470	111	178	374	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	570	150	204	537	139	122	470	111	178	374	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	570	150	204	537	139	122	470	111	178	374	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	570	150	204	537	139	122	470	111	178	374	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.09	0.06	0.14	0.08	0.07	0.12	0.06	0.06	0.10	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.2	29.6	40.8	12.8	27.2	41.9	14.7	24.4	39.6	11.2	20.9	33.7
Volume/Cap:	0.47	0.46	0.19	0.46	0.47	0.17	0.43	0.46	0.14	0.46	0.42	0.21
Delay/Veh:	34.9	24.1	14.8	36.2	25.8	14.1	34.9	27.6	15.1	37.4	29.7	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:	34.9	24.1	14.8	36.2	25.8	14.1	34.9	27.6	15.1	37.4	29.7	19.3
LOS by Move:	C	C	B	D	C	B	C	C	B	D	C	B
HCM2kAvgQ:	4	6	3	3	6	2	4	6	2	3	5	3

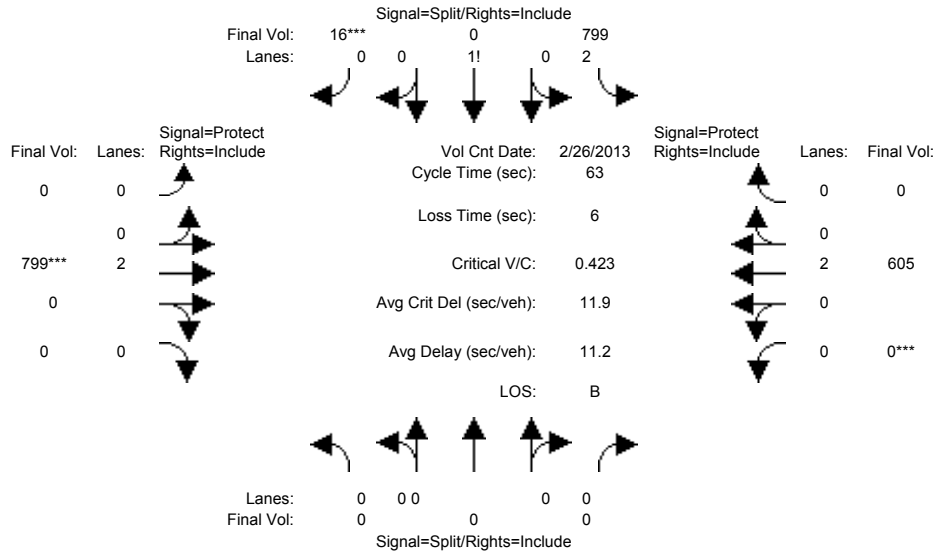
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



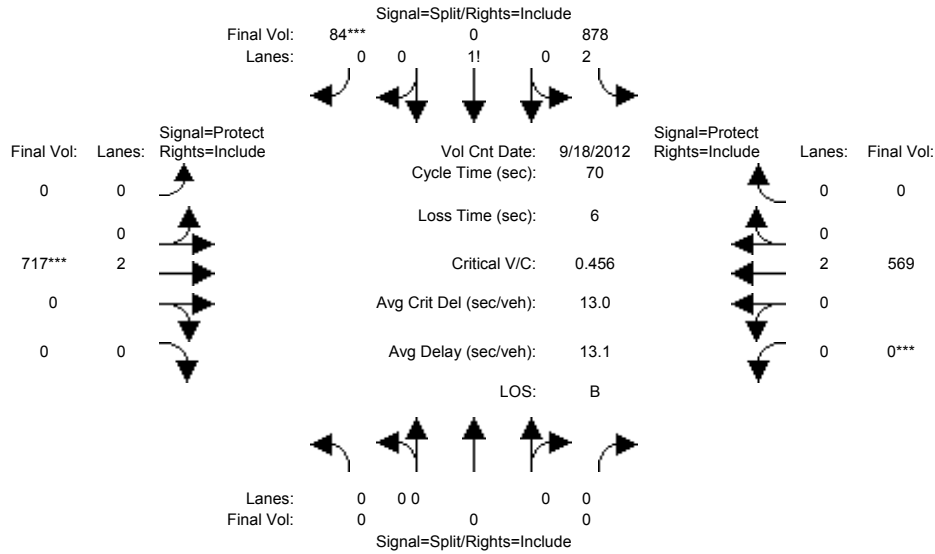
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	0	0	0	799	0	16	0	799	0	0	605	0
Growth Adj:	1.00	1.00	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	799	0	16	0	799	0	0	605	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	799	0	16	0	799	0	0	605	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	799	0	16	0	799	0	0	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	799	0	16	0	799	0	0	605	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	799	0	16	0	799	0	0	605	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	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.95	0.00	0.05	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4807	0	93	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.21	0.00	0.00	0.16	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	25.7	0.0	25.7	0.0	31.3	0.0	0.0	31.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.42	0.00	0.42	0.00	0.00	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	13.4	0.0	13.5	0.0	10.2	0.0	0.0	9.6	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	13.4	0.0	13.5	0.0	10.2	0.0	0.0	9.6	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	5	0	5	0	0	3	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



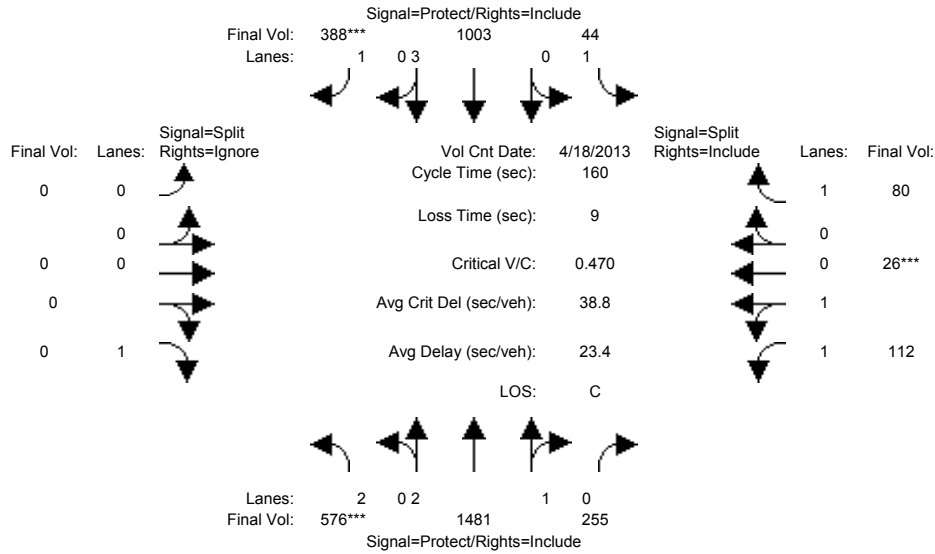
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	0	0	0	878	0	84	0	717	0	0	569	0
Growth Adj:	1.00	1.00	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	878	0	84	0	717	0	0	569	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	878	0	84	0	717	0	0	569	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	878	0	84	0	717	0	0	569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	878	0	84	0	717	0	0	569	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	878	0	84	0	717	0	0	569	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	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.79	0.00	0.21	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4526	0	368	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.23	0.00	0.19	0.00	0.00	0.15	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.0	0.0	35.0	0.0	29.0	0.0	0.0	29.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.46	0.00	0.46	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	11.5	0.0	15.0	0.0	0.0	14.3	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	10.9	0.0	11.5	0.0	15.0	0.0	0.0	14.3	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	4	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	576	1481	255	44	1003	388	0	0	503	112	26	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:	576	1481	255	44	1003	388	0	0	503	112	26	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	576	1481	255	44	1003	388	0	0	503	112	26	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:	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 Volume:	576	1481	255	44	1003	388	0	0	0	112	26	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	1481	255	44	1003	388	0	0	0	112	26	80
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
Final Volume:	576	1481	255	44	1003	388	0	0	0	112	26	80

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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.54	0.46	1.00	3.00	1.00	0.00	0.00	1.00	1.63	0.37	1.00
Final Sat.:	3150	4776	822	1750	5700	1750	0	0	1750	2881	669	1750

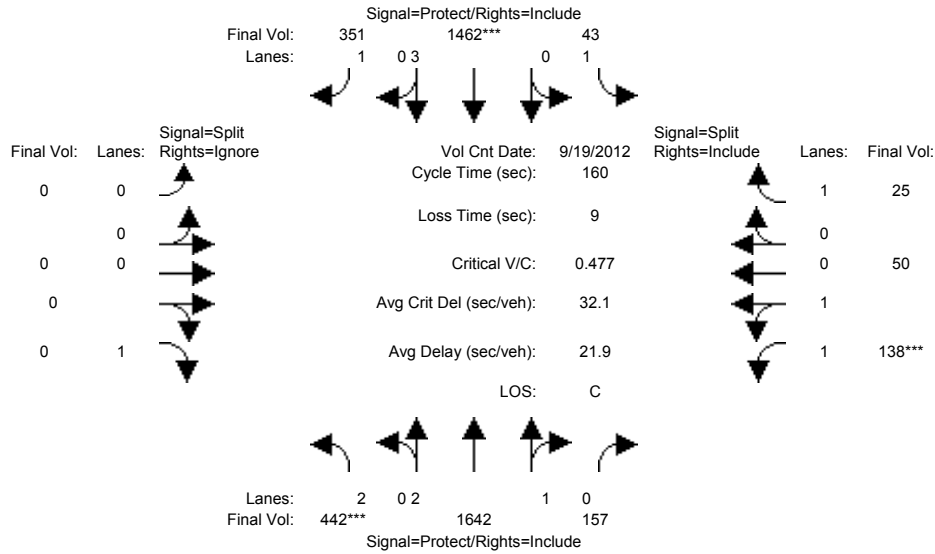
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.31	0.03	0.18	0.22	0.00	0.00	0.00	0.04	0.04	0.05
Crit Moves:	****					****					****	
Green Time:	61.3	119	118.9	16.8	74.4	74.4	0.0	0.0	0.0	15.3	15.3	15.3
Volume/Cap:	0.48	0.42	0.42	0.24	0.38	0.48	0.00	0.00	0.00	0.41	0.41	0.48
Delay/Veh:	37.5	7.7	7.7	66.4	27.9	29.9	0.0	0.0	0.0	68.8	68.8	70.7
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:	37.5	7.7	7.7	66.4	27.9	29.9	0.0	0.0	0.0	68.8	68.8	70.7
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	12	10	10	2	10	13	0	0	0	4	4	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 19 Sep 2012 <<											
Base Vol:	442	1642	157	43	1462	351	0	0	1083	138	50	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	442	1642	157	43	1462	351	0	0	1083	138	50	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	1642	157	43	1462	351	0	0	1083	138	50	25
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:	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 Volume:	442	1642	157	43	1462	351	0	0	0	138	50	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1642	157	43	1462	351	0	0	0	138	50	25
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
Final Volume:	442	1642	157	43	1462	351	0	0	0	138	50	25

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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.73	0.27	1.00	3.00	1.00	0.00	0.00	1.00	1.48	0.52	1.00
Final Sat.:	3150	5111	489	1750	5700	1750	0	0	1750	2606	944	1750

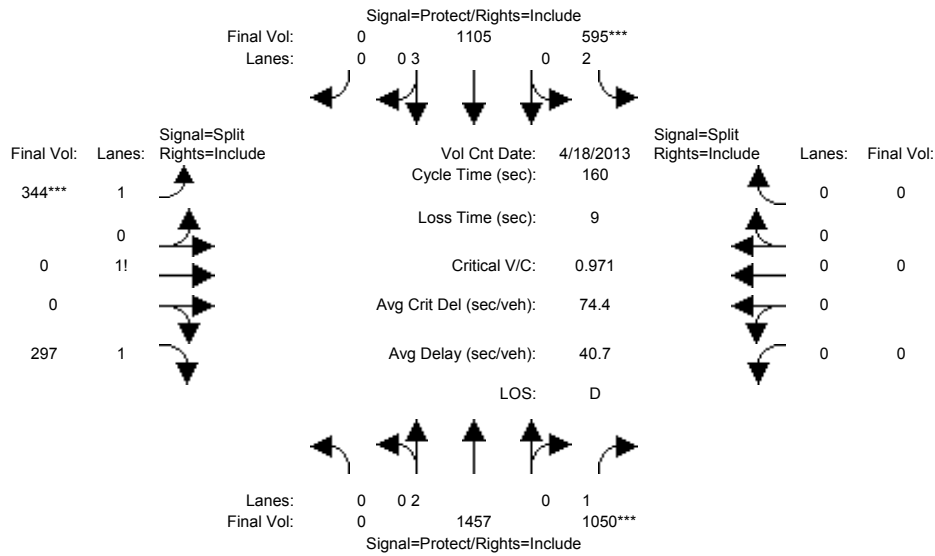
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.02	0.26	0.20	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****					****		
Green Time:	47.1	117	117.3	16.0	86.1	86.1	0.0	0.0	0.0	17.8	17.8	17.8
Volume/Cap:	0.48	0.44	0.44	0.25	0.48	0.37	0.00	0.00	0.00	0.48	0.48	0.13
Delay/Veh:	46.7	8.5	8.5	67.2	23.1	21.6	0.0	0.0	0.0	67.7	67.7	64.4
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:	46.7	8.5	8.5	67.2	23.1	21.6	0.0	0.0	0.0	67.7	67.7	64.4
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	10	11	11	2	14	10	0	0	0	5	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



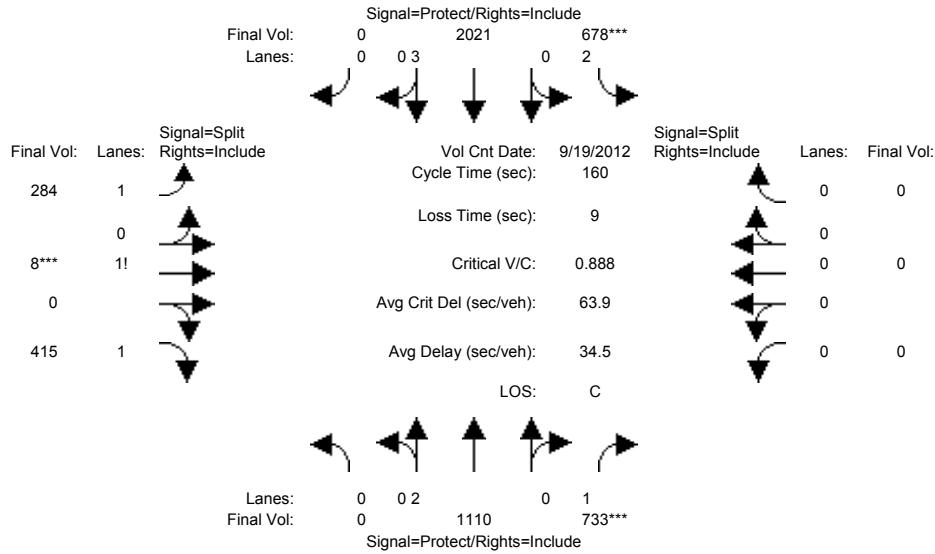
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	0	1457	1050	595	1105	0	344	0	297	0	0	0
Growth Adj:	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	1457	1050	595	1105	0	344	0	297	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1457	1050	595	1105	0	344	0	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1457	1050	595	1105	0	344	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1457	1050	595	1105	0	344	0	297	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	1457	1050	595	1105	0	344	0	297	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.54	0.00	1.46	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2689	0	2561	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.60	0.19	0.19	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	98.8	98.8	31.1	130	0.0	21.1	0.0	21.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.97	0.97	0.24	0.00	0.97	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	19.5	49.9	93.2	3.5	0.0	97.1	0.0	80.3	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	19.5	49.9	93.2	3.5	0.0	97.1	0.0	80.3	0.0	0.0	0.0
LOS by Move:	A	B	D	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	21	57	20	4	0	16	0	13	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



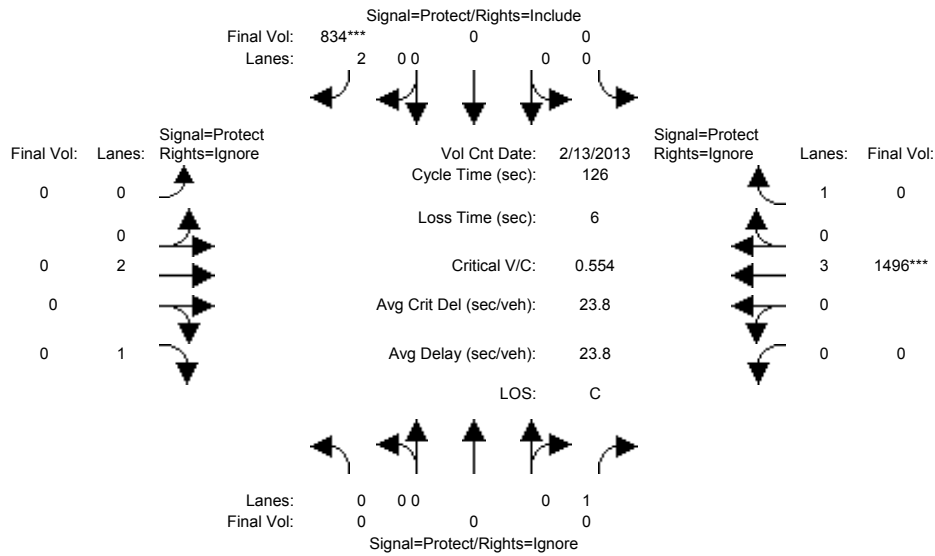
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	0	1110	733	678	2021	0	284	8	415	0	0	0
Growth Adj:	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	1110	733	678	2021	0	284	8	415	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1110	733	678	2021	0	284	8	415	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1110	733	678	2021	0	284	8	415	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	733	678	2021	0	284	8	415	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
Final Volume:	0	1110	733	678	2021	0	284	8	415	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.40	0.02	1.58	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2445	39	2766	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.42	0.22	0.35	0.00	0.12	0.20	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	75.4	75.4	38.8	114	0.0	36.8	36.8	36.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.89	0.89	0.50	0.00	0.51	0.89	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	32.2	50.0	70.9	10.2	0.0	54.0	71.6	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	32.2	50.0	70.9	10.2	0.0	54.0	71.6	57.2	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	20	37	20	14	0	10	21	13	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK



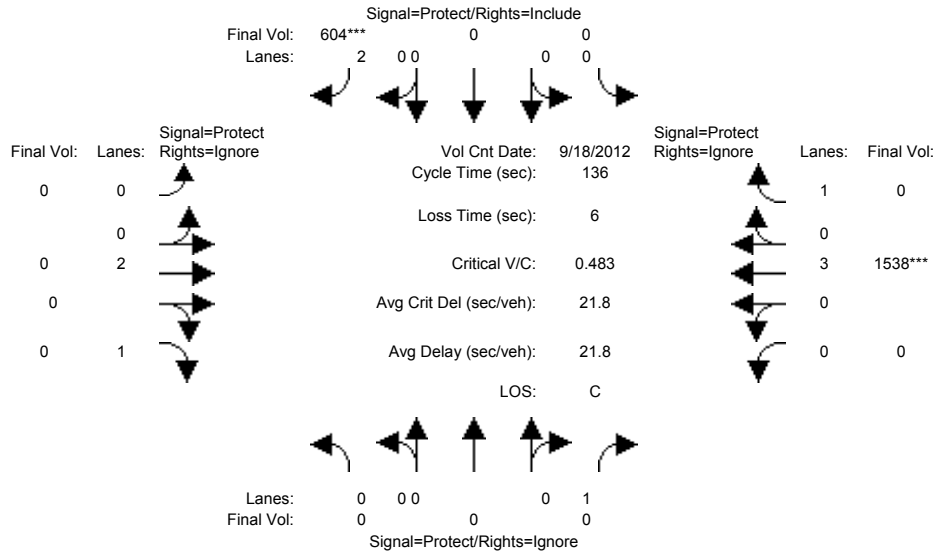
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	10	0	0	10	0	10	10	0	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Feb 2013 <<													
Base Vol:	0	0	134	0	0	834	0	680	477	0	1496	321	
Growth Adj:	1.00	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	134	0	0	834	0	680	477	0	1496	321	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	134	0	0	834	0	680	477	0	1496	321	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
PHF Volume:	0	0	0	0	0	834	0	0	0	0	1496	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	834	0	0	0	0	1496	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
FinalVolume:	0	0	0	0	0	834	0	0	0	0	1496	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	0.83	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	2.00	1.00	0.00	3.00	1.00	
Final Sat.:	0	0	1750	0	0	3150	0	3800	1750	0	5700	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.26	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	60.3	0.0	0.0	0.0	0.0	59.7	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.55	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	23.8	0.0	0.0	0.0	0.0	23.9	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	23.8	0.0	0.0	0.0	0.0	23.9	0.0	
LOS by Move:	A	A	A	A	A	C	A	A	A	A	C	A	
HCM2kAvgQ:	0	0	0	0	0	14	0	0	0	0	13	0	

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

Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	10	0	0	10	0	10	10	0	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 18 Sep 2012 <<													
Base Vol:	0	0	130	0	0	604	0	1529	1150	0	1538	292	
Growth Adj:	1.00	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	130	0	0	604	0	1529	1150	0	1538	292	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	130	0	0	604	0	1529	1150	0	1538	292	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
PHF Volume:	0	0	0	0	0	604	0	0	0	0	1538	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	604	0	0	0	0	1538	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
Final Volume:	0	0	0	0	0	604	0	0	0	0	1538	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	0.83	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	2.00	1.00	0.00	3.00	1.00	
Final Sat.:	0	0	1750	0	0	3150	0	3800	1750	0	5700	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.27	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	0.0	0.0	76.0	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	18.2	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	30.9	0.0	0.0	0.0	0.0	18.2	0.0	
LOS by Move:	A	A	A	A	A	C	A	A	A	A	B	A	
HCM2kAvgQ:	0	0	0	0	0	11	0	0	0	0	13	0	

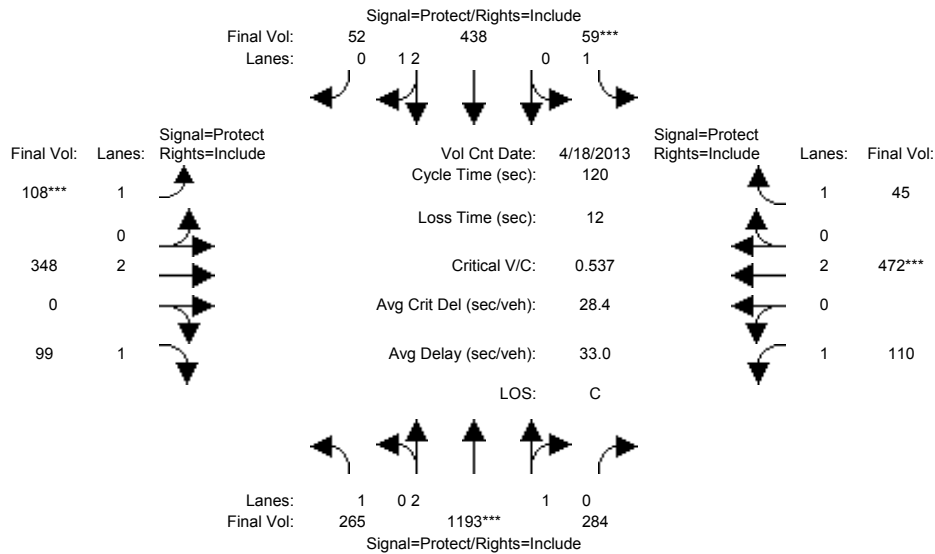
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



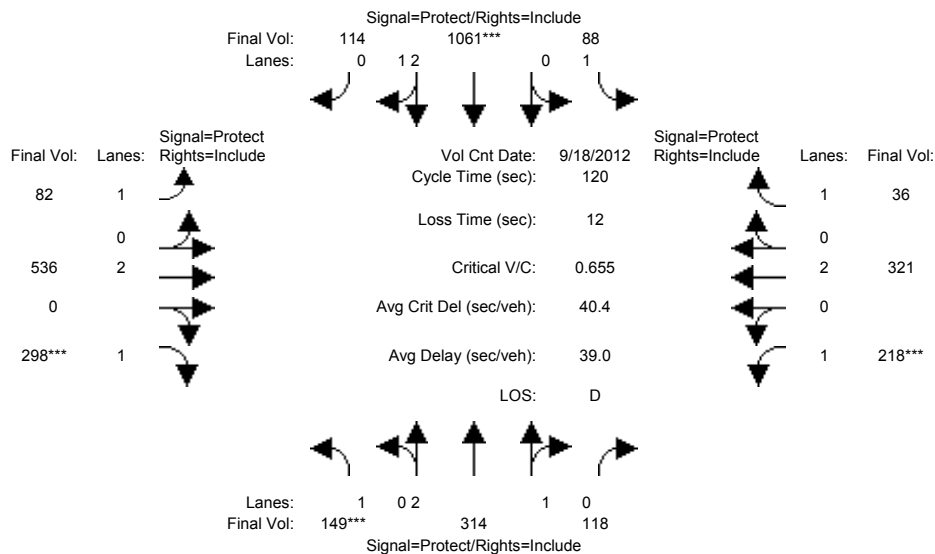
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	265	1193	284	59	438	52	108	348	99	110	472	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1193	284	59	438	52	108	348	99	110	472	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	1193	284	59	438	52	108	348	99	110	472	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1193	284	59	438	52	108	348	99	110	472	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1193	284	59	438	52	108	348	99	110	472	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	1193	284	59	438	52	108	348	99	110	472	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.40	0.60	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4522	1076	1750	5005	594	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.03	0.09	0.09	0.06	0.09	0.06	0.06	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	42.1	58.9	58.9	7.5	24.3	24.3	13.8	24.6	24.6	16.9	27.7	27.7
Volume/Cap:	0.43	0.54	0.54	0.54	0.43	0.43	0.54	0.45	0.28	0.45	0.54	0.11
Delay/Veh:	30.3	21.3	21.3	59.7	42.0	42.0	53.0	42.1	40.6	48.5	41.2	36.5
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:	30.3	21.3	21.3	59.7	42.0	42.0	53.0	42.1	40.6	48.5	41.2	36.5
LOS by Move:	C	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	8	13	13	3	6	6	4	5	3	4	8	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



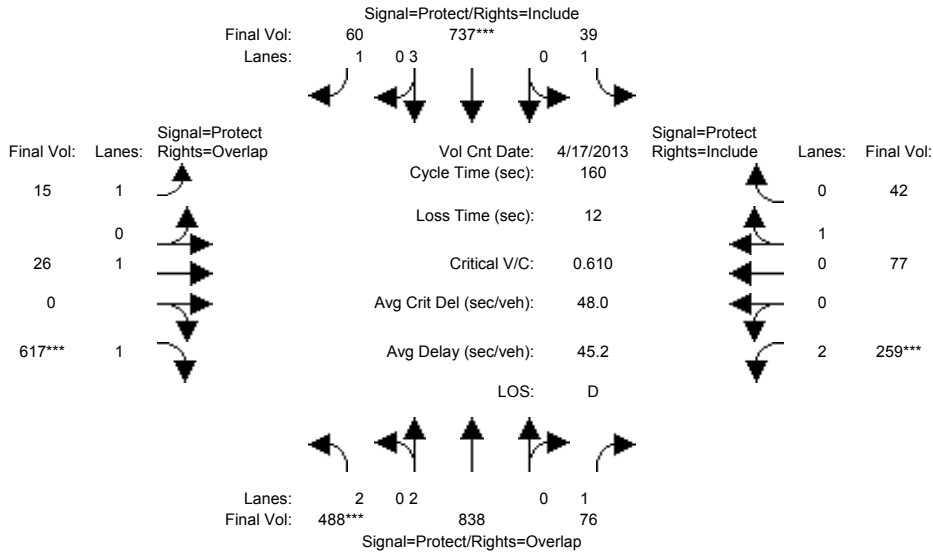
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	149	314	118	88	1061	114	82	536	298	218	321	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:	149	314	118	88	1061	114	82	536	298	218	321	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	314	118	88	1061	114	82	536	298	218	321	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	314	118	88	1061	114	82	536	298	218	321	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	314	118	88	1061	114	82	536	298	218	321	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	149	314	118	88	1061	114	82	536	298	218	321	36
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	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.15	0.85	1.00	2.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4068	1529	1750	5056	543	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.05	0.21	0.21	0.05	0.14	0.17	0.12	0.08	0.02
Crit Moves:	****			****			****		****	****		
Green Time:	15.6	31.8	31.8	22.2	38.4	38.4	22.1	31.2	31.2	22.8	31.9	31.9
Volume/Cap:	0.66	0.29	0.29	0.27	0.66	0.66	0.25	0.54	0.66	0.66	0.32	0.08
Delay/Veh:	56.4	35.3	35.3	42.4	36.0	36.0	42.4	38.9	43.1	49.6	35.5	33.1
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:	56.4	35.3	35.3	42.4	36.0	36.0	42.4	38.9	43.1	49.6	35.5	33.1
LOS by Move:	E	D	D	D	D	D	D	D	D	D	D	C
HCM2kAvgQ:	7	4	4	3	13	13	3	8	10	9	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Apr 2013 <<												
Base Vol:	488	838	76	39	737	60	15	26	617	259	77	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	838	76	39	737	60	15	26	617	259	77	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	838	76	39	737	60	15	26	617	259	77	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	838	76	39	737	60	15	26	617	259	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	838	76	39	737	60	15	26	617	259	77	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	488	838	76	39	737	60	15	26	617	259	77	42
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	0.65	0.35
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1165	635
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.04	0.02	0.13	0.03	0.01	0.01	0.35	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	40.6	62.2	83.8	12.3	33.9	33.9	29.2	51.9	92.5	21.6	44.2	44.2
Volume/Cap:	0.61	0.57	0.08	0.29	0.61	0.16	0.05	0.04	0.61	0.61	0.24	0.24
Delay/Veh:	54.1	38.8	19.0	70.9	58.0	51.6	54.0	37.1	23.1	67.8	45.1	45.1
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:	54.1	38.8	19.0	70.9	58.0	51.6	54.0	37.1	23.1	67.8	45.1	45.1
LOS by Move:	D	D	B	E	E	D	D	D	C	E	D	D
HCM2kAvgQ:	12	16	2	2	11	2	1	1	21	8	5	5

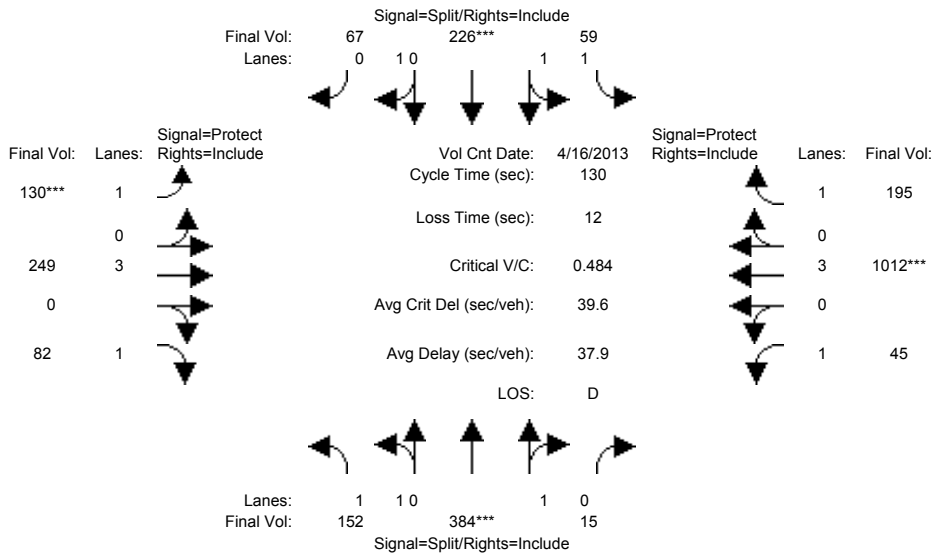
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



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

Volume Module: >> Count Date: 16 Apr 2013 <<

	North			South			East			West		
Base Vol:	152	384	15	59	226	67	130	249	82	45	1012	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	384	15	59	226	67	130	249	82	45	1012	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	384	15	59	226	67	130	249	82	45	1012	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	384	15	59	226	67	130	249	82	45	1012	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	384	15	59	226	67	130	249	82	45	1012	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
Final Volume:	152	384	15	59	226	67	130	249	82	45	1012	195

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.53	0.47	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3561	139	1750	2853	846	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

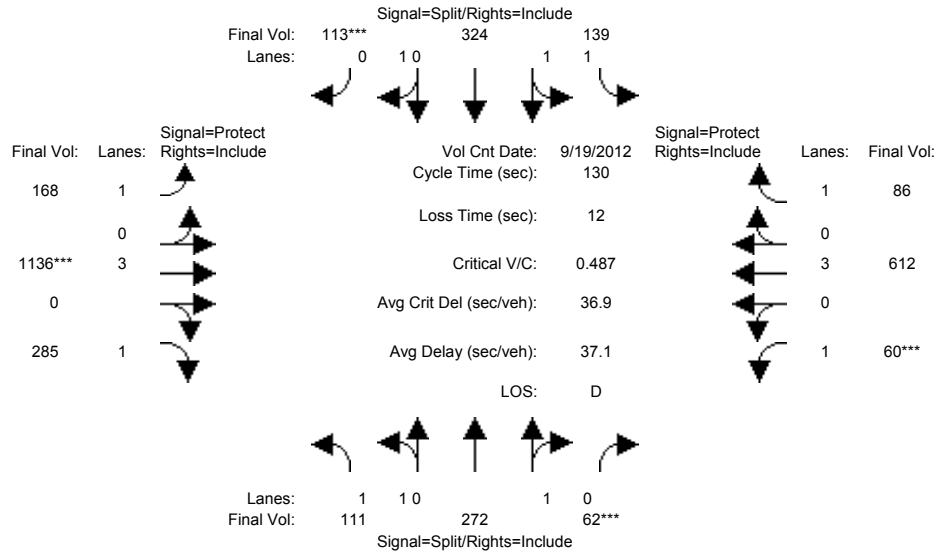
Vol/Sat:	0.09	0.11	0.11	0.03	0.08	0.08	0.07	0.04	0.05	0.03	0.18	0.11
Crit Moves:		****			****			****			****	
Green Time:	29.0	29.0	29.0	21.3	21.3	21.3	20.0	39.8	39.8	27.9	47.7	47.7
Volume/Cap:	0.39	0.48	0.48	0.21	0.48	0.48	0.48	0.14	0.15	0.12	0.48	0.30
Delay/Veh:	43.1	44.3	44.3	47.1	49.9	49.9	51.7	32.7	32.9	41.3	31.8	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	44.3	44.3	47.1	49.9	49.9	51.7	32.7	32.9	41.3	31.8	29.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	7	7	2	6	6	6	2	3	1	10	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



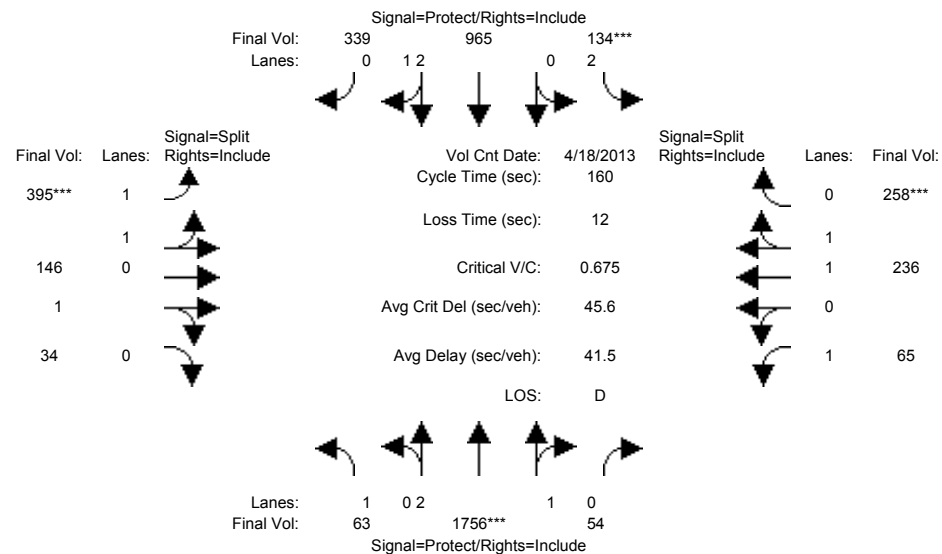
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	111	272	62	139	324	113	168	1136	285	60	612	86
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:	111	272	62	139	324	113	168	1136	285	60	612	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	272	62	139	324	113	168	1136	285	60	612	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	272	62	139	324	113	168	1136	285	60	612	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	272	62	139	324	113	168	1136	285	60	612	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	272	62	139	324	113	168	1136	285	60	612	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3013	687	1750	2743	957	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.08	0.12	0.12	0.10	0.20	0.16	0.03	0.11	0.05
Crit Moves:			****			****		****		****		
Green Time:	24.1	24.1	24.1	31.5	31.5	31.5	29.4	53.2	53.2	9.2	32.9	32.9
Volume/Cap:	0.34	0.49	0.49	0.33	0.49	0.49	0.42	0.49	0.40	0.49	0.42	0.19
Delay/Veh:	46.2	47.8	47.8	40.6	42.6	42.6	43.8	28.5	27.5	61.2	40.8	38.3
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:	46.2	47.8	47.8	40.6	42.6	42.6	43.8	28.5	27.5	61.2	40.8	38.3
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	4	6	6	5	8	8	6	11	9	2	7	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



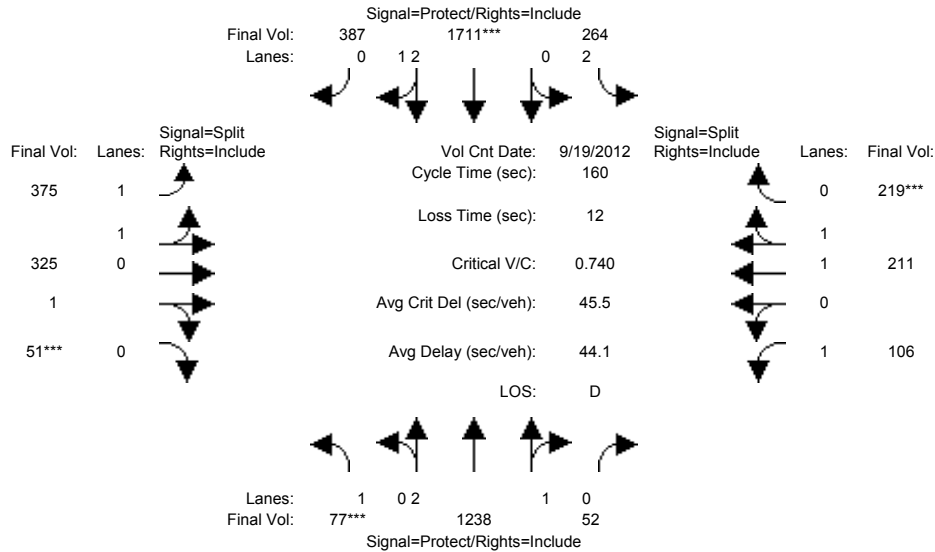
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	63	1756	54	134	965	339	395	146	34	65	236	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1756	54	134	965	339	395	146	34	65	236	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1756	54	134	965	339	395	146	34	65	236	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1756	54	134	965	339	395	146	34	65	236	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1756	54	134	965	339	395	146	34	65	236	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	1756	54	134	965	339	395	146	34	65	236	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	2.00	2.19	0.81	2.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	5433	167	3150	4142	1455	3551	1460	340	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.04	0.23	0.23	0.11	0.10	0.10	0.04	0.12	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.7	76.6	76.6	10.1	73.0	73.0	26.4	26.4	26.4	34.9	34.9	34.9
Volume/Cap:	0.42	0.68	0.68	0.68	0.51	0.51	0.68	0.61	0.61	0.17	0.57	0.68
Delay/Veh:	71.3	32.8	32.8	82.2	31.0	31.0	65.0	63.2	63.2	51.0	56.7	59.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	32.8	32.8	82.2	31.0	31.0	65.0	63.2	63.2	51.0	56.7	59.8
LOS by Move:	E	C	C	F	C	C	E	E	E	D	E	E
HCM2kAvgQ:	4	23	23	4	15	15	11	9	9	3	11	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



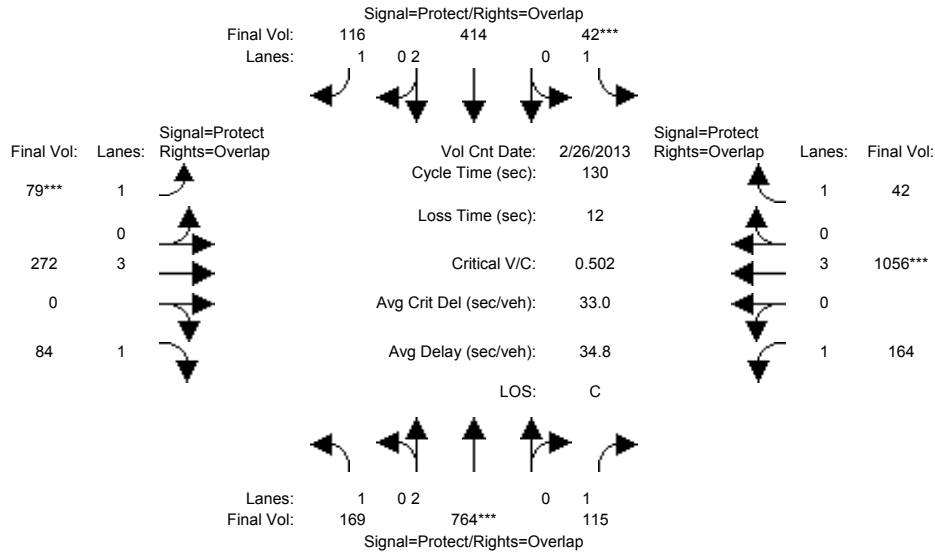
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 19 Sep 2012 <<											
Base Vol:	77	1238	52	264	1711	387	375	325	51	106	211	219
Growth Adj:	1.00	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	1238	52	264	1711	387	375	325	51	106	211	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1238	52	264	1711	387	375	325	51	106	211	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1238	52	264	1711	387	375	325	51	106	211	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1238	52	264	1711	387	375	325	51	106	211	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1238	52	264	1711	387	375	325	51	106	211	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	2.43	0.57	1.51	1.29	0.20	1.00	1.00	1.00
Final Sat.:	1750	5374	226	3150	4566	1033	2671	2315	363	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.08	0.37	0.37	0.14	0.14	0.14	0.06	0.11	0.13
Crit Moves:	****			****			****			****		
Green Time:	9.5	66.4	66.4	24.2	81.1	81.1	30.4	30.4	30.4	27.1	27.1	27.1
Volume/Cap:	0.74	0.56	0.56	0.56	0.74	0.74	0.74	0.74	0.74	0.36	0.66	0.74
Delay/Veh:	98.3	35.9	35.9	64.4	32.2	32.2	64.0	64.0	64.0	59.5	64.6	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.3	35.9	35.9	64.4	32.2	32.2	64.0	64.0	64.0	59.5	64.6	68.1
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	6	16	16	7	27	27	14	14	14	5	10	12
Note:	Queue reported is the number of cars per lane.											



Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



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

Volume Module:	>>	Count	Date:	26 Feb 2013	<<							
Base Vol:	169	764	115	42	414	116	79	272	84	164	1056	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	764	115	42	414	116	79	272	84	164	1056	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	764	115	42	414	116	79	272	84	164	1056	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	764	115	42	414	116	79	272	84	164	1056	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	764	115	42	414	116	79	272	84	164	1056	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	764	115	42	414	116	79	272	84	164	1056	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

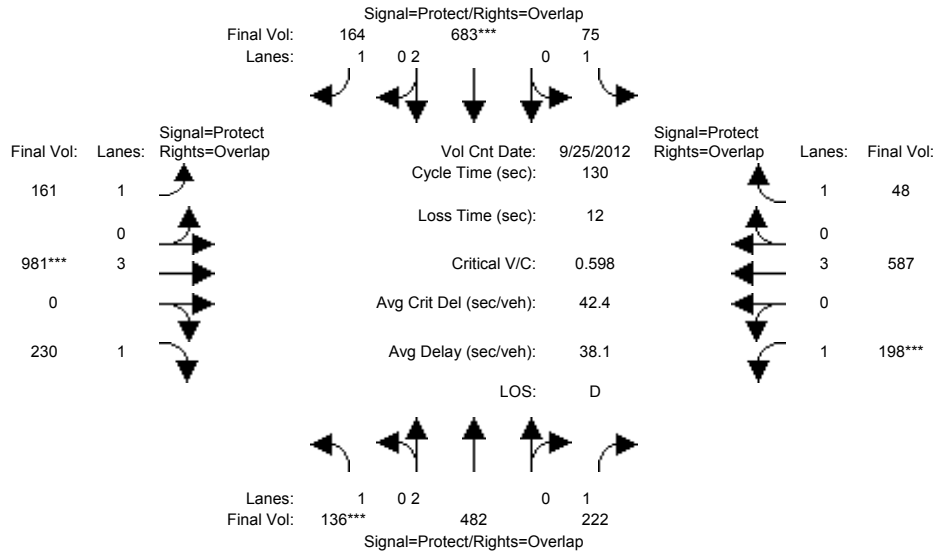
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.07	0.02	0.11	0.07	0.05	0.05	0.05	0.09	0.19	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.6	51.7	84.3	7.0	31.1	42.7	11.6	26.7	54.3	32.6	47.7	54.7
Volume/Cap:	0.45	0.51	0.10	0.45	0.45	0.20	0.51	0.23	0.11	0.37	0.51	0.06
Delay/Veh:	45.5	29.8	8.6	63.0	42.6	31.5	59.1	43.2	23.2	40.8	32.2	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	29.8	8.6	63.0	42.6	31.5	59.1	43.2	23.2	40.8	32.2	22.4
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
HCM2kAvgQ:	6	11	2	2	7	3	3	3	2	5	10	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



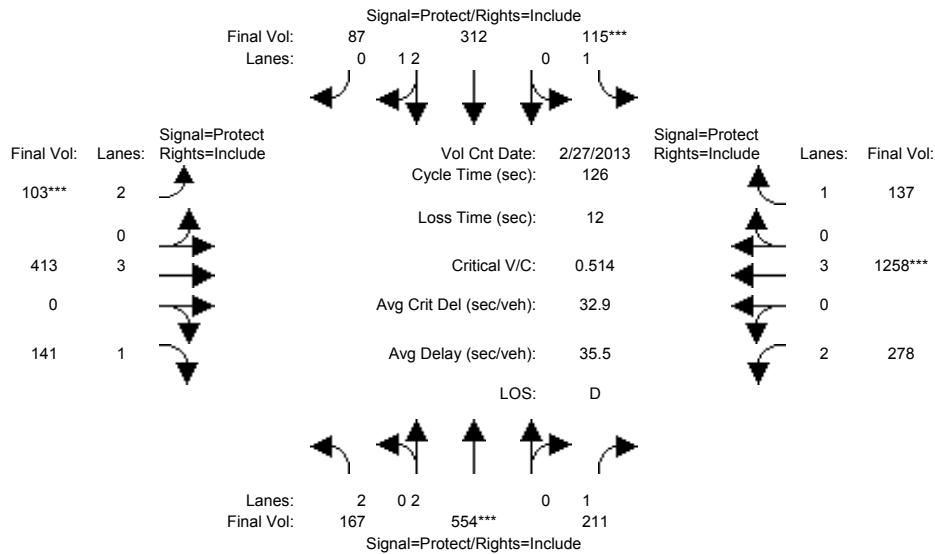
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2012 <<												
Base Vol:	136	482	222	75	683	164	161	981	230	198	587	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	482	222	75	683	164	161	981	230	198	587	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	482	222	75	683	164	161	981	230	198	587	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	482	222	75	683	164	161	981	230	198	587	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	482	222	75	683	164	161	981	230	198	587	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
Final Volume:	136	482	222	75	683	164	161	981	230	198	587	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.04	0.18	0.09	0.09	0.17	0.13	0.11	0.10	0.03
Crit Moves:	****			****			****			****		
Green Time:	16.9	39.3	63.9	16.7	39.1	68.3	29.3	37.4	54.3	24.6	32.8	49.4
Volume/Cap:	0.60	0.42	0.26	0.33	0.60	0.18	0.41	0.60	0.31	0.60	0.41	0.07
Delay/Veh:	57.7	36.5	19.4	52.5	39.6	16.2	43.7	40.4	25.6	51.2	40.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	36.5	19.4	52.5	39.6	16.2	43.7	40.4	25.6	51.2	40.7	25.7
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	7	5	3	11	3	6	11	6	8	6	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



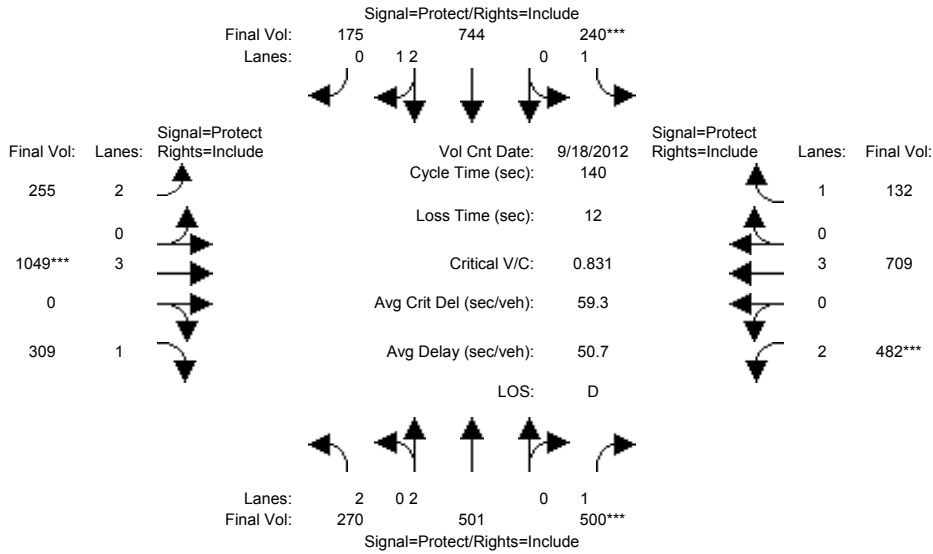
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Feb 2013 <<												
Base Vol:	167	554	211	115	312	87	103	413	141	278	1258	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	554	211	115	312	87	103	413	141	278	1258	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	554	211	115	312	87	103	413	141	278	1258	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	554	211	115	312	87	103	413	141	278	1258	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	554	211	115	312	87	103	413	141	278	1258	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	554	211	115	312	87	103	413	141	278	1258	137
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4377	1221	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.12	0.07	0.07	0.07	0.03	0.07	0.08	0.09	0.22	0.08
Crit Moves:	****			****			****			****		
Green Time:	21.4	35.7	35.7	16.1	30.5	30.5	8.0	29.7	29.7	32.5	54.1	54.1
Volume/Cap:	0.31	0.51	0.42	0.51	0.29	0.29	0.51	0.31	0.34	0.34	0.51	0.18
Delay/Veh:	46.2	38.3	37.3	53.3	39.1	39.1	59.4	39.8	40.6	38.3	26.5	22.4
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:	46.2	38.3	37.3	53.3	39.1	39.1	59.4	39.8	40.6	38.3	26.5	22.4
LOS by Move:	D	D	D	D	D	D	E	D	D	D	C	C
HCM2kAvgQ:	4	9	7	5	4	4	3	4	5	5	11	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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

Volume Module:	>> Count Date: 18 Sep 2012 <<											
Base Vol:	270	501	500	240	744	175	255	1049	309	482	709	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	501	500	240	744	175	255	1049	309	482	709	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	501	500	240	744	175	255	1049	309	482	709	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	501	500	240	744	175	255	1049	309	482	709	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	501	500	240	744	175	255	1049	309	482	709	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	501	500	240	744	175	255	1049	309	482	709	132

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.41	0.59	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4532	1066	3150	5700	1750	3150	5700	1750

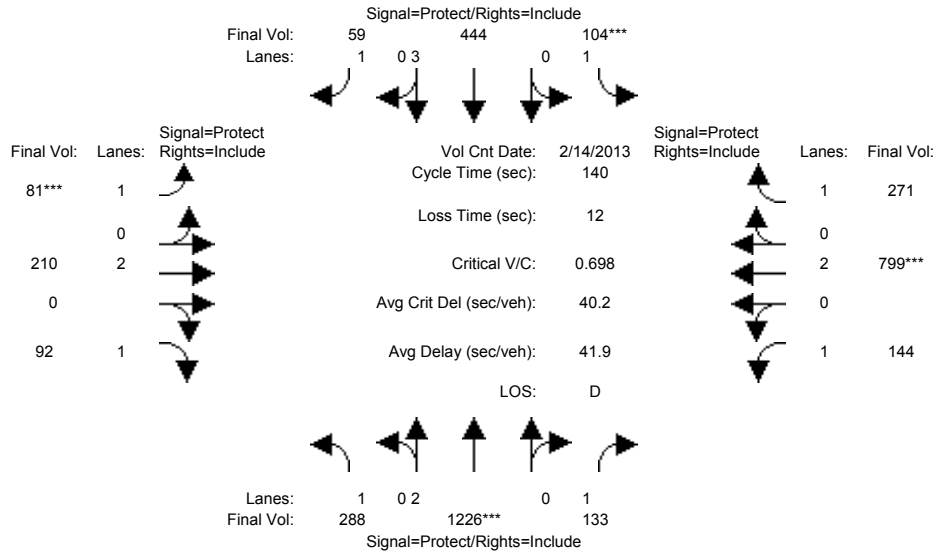
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.29	0.14	0.16	0.16	0.08	0.18	0.18	0.15	0.12	0.08
Crit Moves:			****	****				****		****		
Green Time:	24.4	48.1	48.1	23.1	46.8	46.8	22.4	31.0	31.0	25.8	34.4	34.4
Volume/Cap:	0.49	0.38	0.83	0.83	0.49	0.49	0.51	0.83	0.80	0.83	0.51	0.31
Delay/Veh:	52.9	34.9	51.8	74.7	37.3	37.3	54.6	56.8	62.6	64.9	45.8	43.5
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:	52.9	34.9	51.8	74.7	37.3	37.3	54.6	56.8	62.6	64.9	45.8	43.5
LOS by Move:	D	C	D	E	D	D	D	E	E	E	D	D
HCM2kAvgQ:	7	8	23	13	11	11	6	16	15	13	8	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



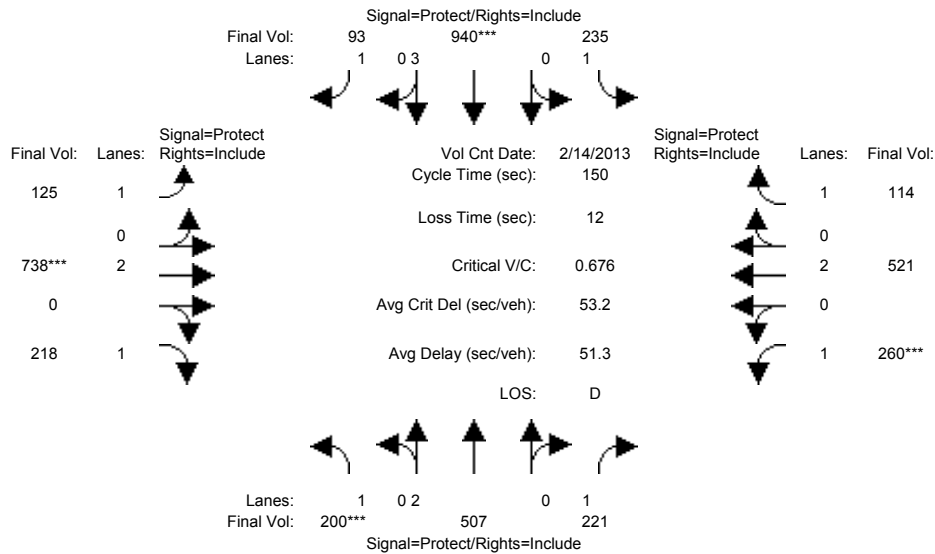
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	288	1226	133	104	444	59	81	210	92	144	799	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1226	133	104	444	59	81	210	92	144	799	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1226	133	104	444	59	81	210	92	144	799	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1226	133	104	444	59	81	210	92	144	799	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1226	133	104	444	59	81	210	92	144	799	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	1226	133	104	444	59	81	210	92	144	799	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.08	0.06	0.08	0.03	0.05	0.06	0.05	0.08	0.21	0.15
Crit Moves:	****			****			****			****		
Green Time:	52.0	64.7	64.7	11.9	24.6	24.6	9.3	23.9	23.9	27.5	42.1	42.1
Volume/Cap:	0.44	0.70	0.16	0.70	0.44	0.19	0.70	0.32	0.31	0.42	0.70	0.51
Delay/Veh:	33.6	31.2	22.0	76.0	51.9	49.5	81.2	51.3	51.4	50.1	45.2	41.3
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:	33.6	31.2	22.0	76.0	51.9	49.5	81.2	51.3	51.4	50.1	45.2	41.3
LOS by Move:	C	C	C	E	D	D	F	D	D	D	D	D
HCM2kAvgQ:	10	21	3	5	6	2	4	4	4	6	16	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



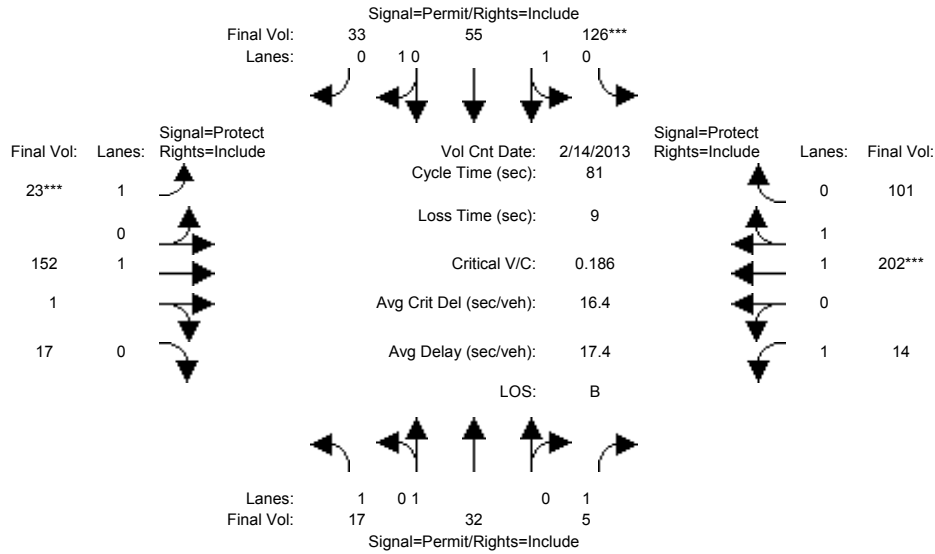
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	200	507	221	235	940	93	125	738	218	260	521	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	507	221	235	940	93	125	738	218	260	521	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	507	221	235	940	93	125	738	218	260	521	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	507	221	235	940	93	125	738	218	260	521	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	507	221	235	940	93	125	738	218	260	521	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	507	221	235	940	93	125	738	218	260	521	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.13	0.16	0.05	0.07	0.19	0.12	0.15	0.14	0.07
Crit Moves:	****				****			****		****		
Green Time:	25.4	30.9	30.9	31.1	36.6	36.6	26.1	43.1	43.1	33.0	50.0	50.0
Volume/Cap:	0.68	0.65	0.61	0.65	0.68	0.22	0.41	0.68	0.43	0.68	0.41	0.20
Delay/Veh:	64.6	56.5	57.3	58.5	52.7	45.5	56.1	49.0	44.1	58.4	38.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	56.5	57.3	58.5	52.7	45.5	56.1	49.0	44.1	58.4	38.8	35.8
LOS by Move:	E	E	E	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	9	11	10	11	13	4	5	15	9	13	9	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE



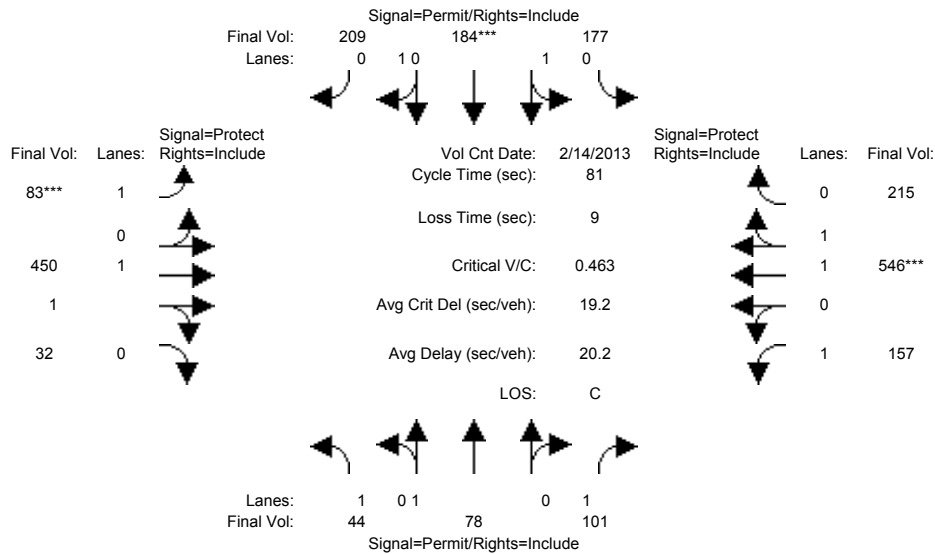
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	17	32	5	126	55	33	23	152	17	14	202	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	32	5	126	55	33	23	152	17	14	202	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	32	5	126	55	33	23	152	17	14	202	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	32	5	126	55	33	23	152	17	14	202	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	32	5	126	55	33	23	152	17	14	202	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	32	5	126	55	33	23	152	17	14	202	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	1.79	0.21	1.00	1.32	0.68
Final Sat.:	1750	1900	1750	1800	1125	675	1750	3328	372	1750	2466	1233
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.00	0.07	0.05	0.05	0.01	0.05	0.05	0.01	0.08	0.08
Crit Moves:				****				****				****
Green Time:	29.9	29.9	29.9	29.9	29.9	29.9	7.0	24.7	24.7	17.3	35.1	35.1
Volume/Cap:	0.03	0.05	0.01	0.19	0.13	0.13	0.15	0.15	0.15	0.04	0.19	0.19
Delay/Veh:	16.3	16.4	16.1	17.4	17.0	17.0	34.7	20.5	20.5	25.3	14.3	14.3
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:	16.3	16.4	16.1	17.4	17.0	17.0	34.7	20.5	20.5	25.3	14.3	14.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	0	0	0	2	1	1	1	2	2	0	2	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	44	78	101	177	184	209	83	450	32	157	546	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	78	101	177	184	209	83	450	32	157	546	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	78	101	177	184	209	83	450	32	157	546	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	78	101	177	184	209	83	450	32	157	546	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	78	101	177	184	209	83	450	32	157	546	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	78	101	177	184	209	83	450	32	157	546	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.62	0.65	0.73	1.00	1.86	0.14	1.00	1.42	0.58
Final Sat.:	1750	1900	1750	1118	1162	1320	1750	3454	246	1750	2654	1045
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.16	0.16	0.16	0.05	0.13	0.13	0.09	0.21	0.21
Crit Moves:				****			****			****		
Green Time:	27.7	27.7	27.7	27.7	27.7	27.7	8.3	26.2	26.2	18.1	36.0	36.0
Volume/Cap:	0.07	0.12	0.17	0.46	0.46	0.46	0.46	0.40	0.40	0.40	0.46	0.46
Delay/Veh:	18.0	18.4	18.7	21.1	21.1	21.1	36.1	21.5	21.5	27.5	15.9	15.9
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:	18.0	18.4	18.7	21.1	21.1	21.1	36.1	21.5	21.5	27.5	15.9	15.9
LOS by Move:	B	B	B	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	1	1	2	6	6	6	2	5	5	4	7	7

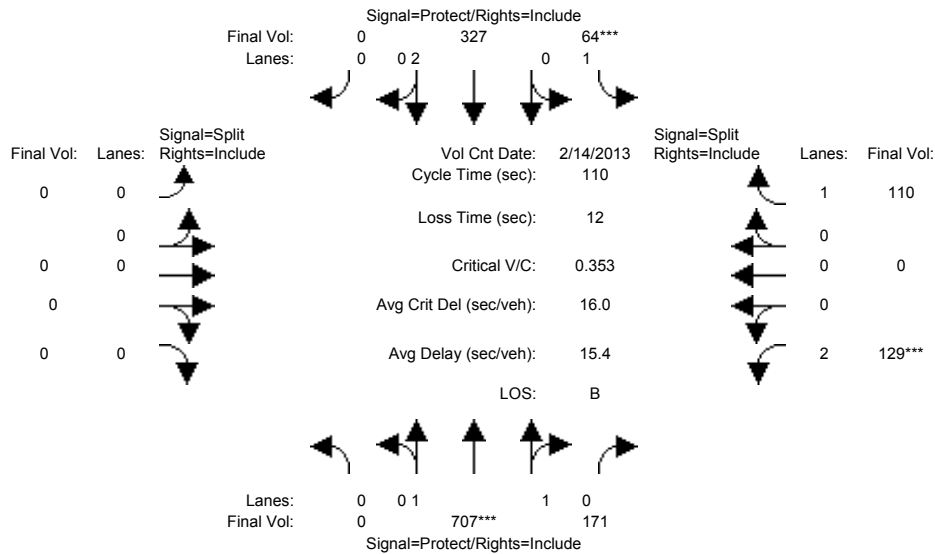
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	0	707	171	64	327	0	0	0	0	129	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	171	64	327	0	0	0	0	129	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	707	171	64	327	0	0	0	0	129	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	707	171	64	327	0	0	0	0	129	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	707	171	64	327	0	0	0	0	129	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	707	171	64	327	0	0	0	0	129	0	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.60	0.40	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2979	720	1750	3800	0	0	0	0	3150	0	1750

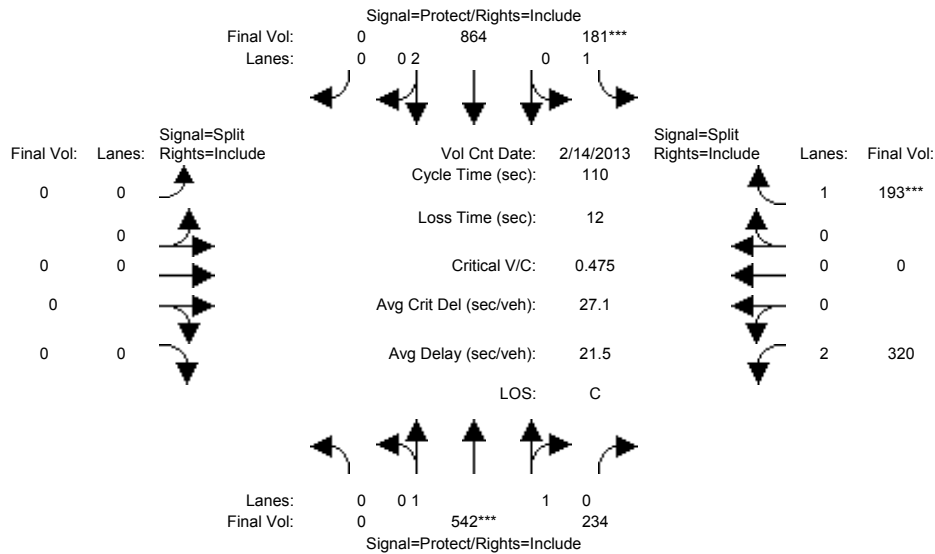
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****			****						****		
Green Time:	0.0	69.1	69.1	10.6	79.7	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.38	0.38	0.38	0.12	0.00	0.00	0.00	0.00	0.25	0.00	0.38
Delay/Veh:	0.0	10.1	10.1	48.0	4.6	0.0	0.0	0.0	0.0	40.1	0.0	41.6
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	10.1	10.1	48.0	4.6	0.0	0.0	0.0	0.0	40.1	0.0	41.6
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	7	2	2	0	0	0	0	2	0	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



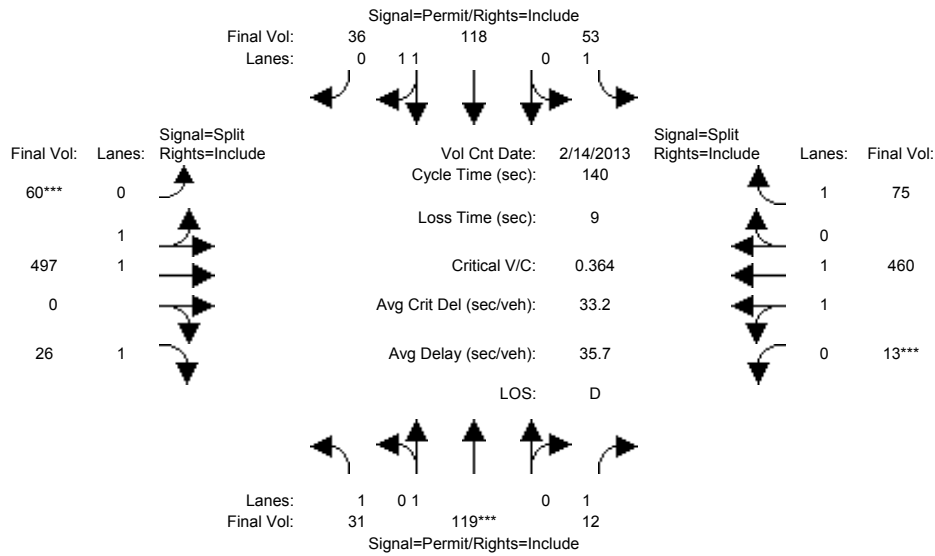
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	0	542	234	181	864	0	0	0	0	320	0	193
Growth Adj:	1.00	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	542	234	181	864	0	0	0	0	320	0	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	542	234	181	864	0	0	0	0	320	0	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	542	234	181	864	0	0	0	0	320	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	542	234	181	864	0	0	0	0	320	0	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	542	234	181	864	0	0	0	0	320	0	193
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	1.38	0.62	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2583	1115	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.10	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	48.5	48.5	23.9	72.5	0.0	0.0	0.0	0.0	25.5	0.0	25.5
Volume/Cap:	0.00	0.48	0.48	0.48	0.35	0.00	0.00	0.00	0.00	0.44	0.00	0.48
Delay/Veh:	0.0	21.9	21.9	38.5	8.4	0.0	0.0	0.0	0.0	36.5	0.0	37.3
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	21.9	21.9	38.5	8.4	0.0	0.0	0.0	0.0	36.5	0.0	37.3
LOS by Move:	A	C	C	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	6	6	0	0	0	0	6	0	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



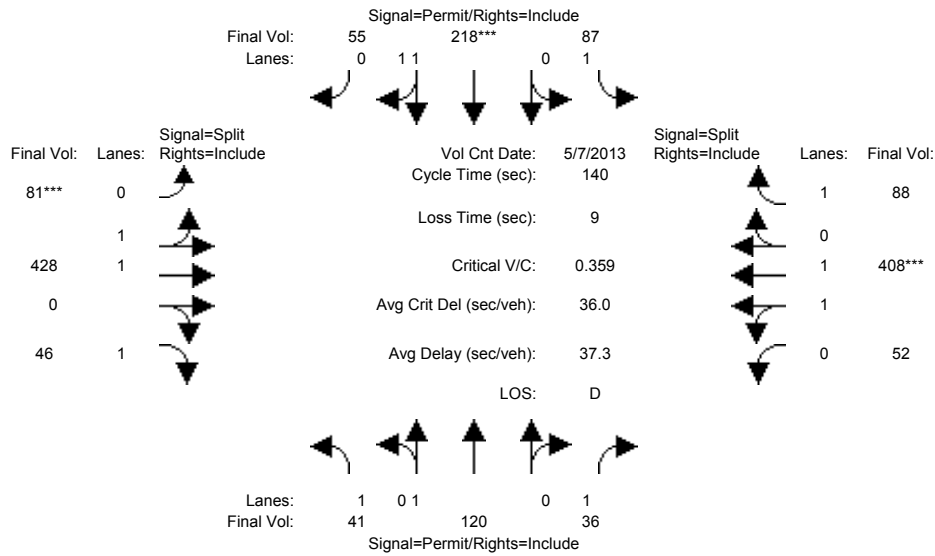
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	31	119	12	53	118	36	60	497	26	13	460	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	119	12	53	118	36	60	497	26	13	460	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	119	12	53	118	36	60	497	26	13	460	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	119	12	53	118	36	60	497	26	13	460	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	119	12	53	118	36	60	497	26	13	460	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	119	12	53	118	36	60	497	26	13	460	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.52	0.48	0.22	1.78	1.00	0.06	1.94	1.00
Final Sat.:	1750	1900	1750	1750	2834	865	399	3301	1750	102	3598	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.03	0.04	0.04	0.15	0.15	0.01	0.13	0.13	0.04
Crit Moves:	****						****			****		
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	57.8	57.8	57.8	49.1	49.1	49.1
Volume/Cap:	0.10	0.36	0.04	0.18	0.24	0.24	0.36	0.36	0.04	0.36	0.36	0.12
Delay/Veh:	49.0	51.9	48.4	49.8	50.3	50.3	28.5	28.5	24.5	34.0	34.0	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	51.9	48.4	49.8	50.3	50.3	28.5	28.5	24.5	34.0	34.0	30.9
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	1	4	0	2	3	3	8	8	1	7	7	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



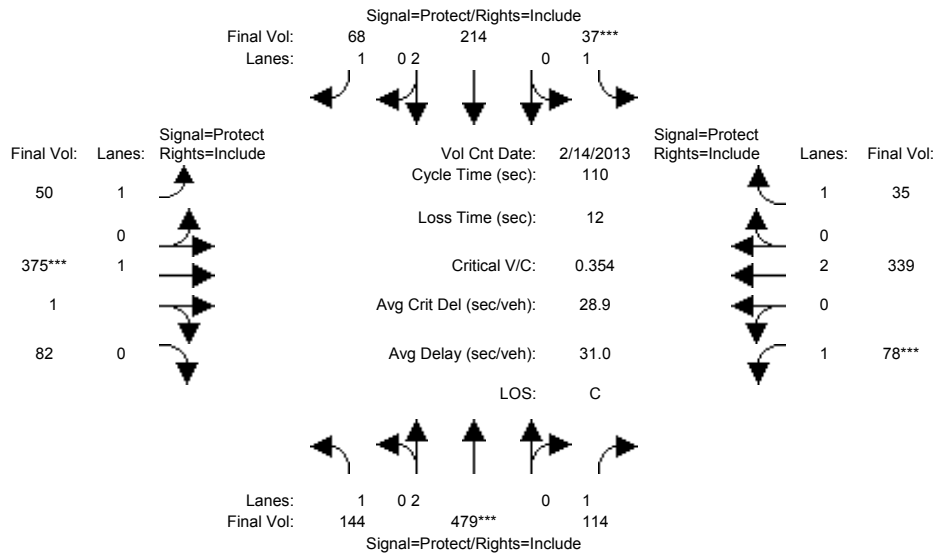
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	41	120	36	87	218	55	81	428	46	52	408	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	120	36	87	218	55	81	428	46	52	408	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	120	36	87	218	55	81	428	46	52	408	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	120	36	87	218	55	81	428	46	52	408	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	120	36	87	218	55	81	428	46	52	408	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	120	36	87	218	55	81	428	46	52	408	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	0.33	1.67	1.00	0.23	1.77	1.00
Final Sat.:	1750	1900	1750	1750	2954	745	589	3111	1750	418	3281	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.02	0.05	0.07	0.07	0.14	0.14	0.03	0.12	0.12	0.05
Crit Moves:				****			****			****		
Green Time:	28.8	28.8	28.8	28.8	28.8	28.8	53.7	53.7	53.7	48.5	48.5	48.5
Volume/Cap:	0.11	0.31	0.10	0.24	0.36	0.36	0.36	0.36	0.07	0.36	0.36	0.15
Delay/Veh:	45.4	47.6	45.2	46.8	48.0	48.0	31.0	31.0	27.4	34.3	34.3	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	47.6	45.2	46.8	48.0	48.0	31.0	31.0	27.4	34.3	34.3	31.6
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	1	4	1	3	5	5	8	8	1	7	7	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



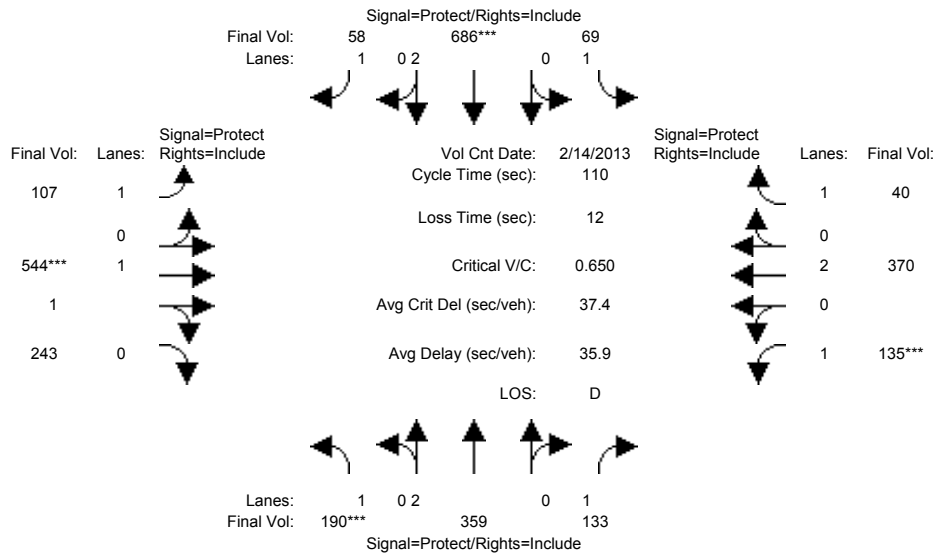
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	144	479	114	37	214	68	50	375	82	78	339	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	479	114	37	214	68	50	375	82	78	339	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	479	114	37	214	68	50	375	82	78	339	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	479	114	37	214	68	50	375	82	78	339	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	479	114	37	214	68	50	375	82	78	339	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	479	114	37	214	68	50	375	82	78	339	35
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3036	664	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.07	0.02	0.06	0.04	0.03	0.12	0.12	0.04	0.09	0.02
Crit Moves:	****			****			****			****		
Green Time:	21.9	39.0	39.0	7.0	24.1	24.1	21.4	38.2	38.2	13.8	30.6	30.6
Volume/Cap:	0.41	0.36	0.18	0.33	0.26	0.18	0.15	0.36	0.36	0.36	0.32	0.07
Delay/Veh:	39.3	26.4	24.7	51.0	35.7	35.1	36.9	26.9	26.9	45.0	31.6	29.3
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:	39.3	26.4	24.7	51.0	35.7	35.1	36.9	26.9	26.9	45.0	31.6	29.3
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	4	6	3	2	3	2	1	6	6	3	4	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



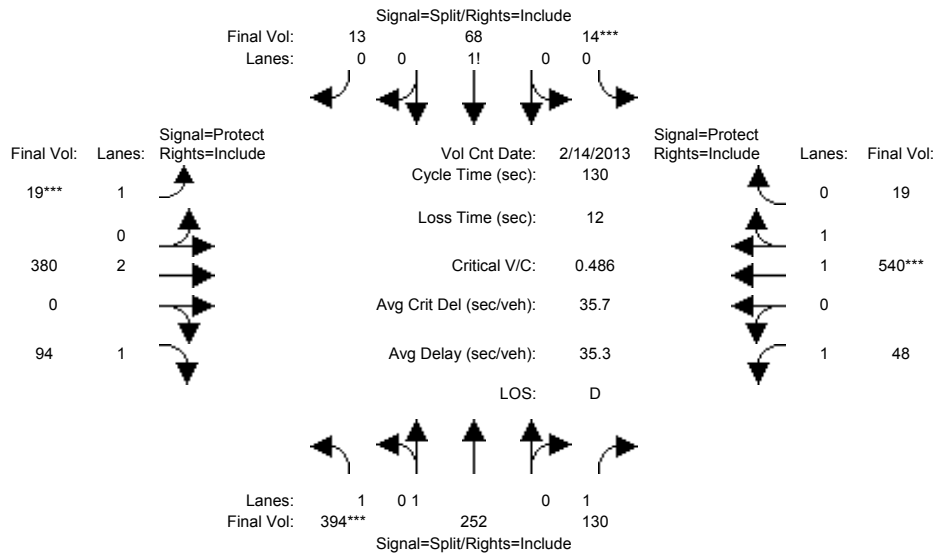
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	190	359	133	69	686	58	107	544	243	135	370	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:	190	359	133	69	686	58	107	544	243	135	370	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	359	133	69	686	58	107	544	243	135	370	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	359	133	69	686	58	107	544	243	135	370	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	359	133	69	686	58	107	544	243	135	370	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	359	133	69	686	58	107	544	243	135	370	40
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2557	1142	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.08	0.04	0.18	0.03	0.06	0.21	0.21	0.08	0.10	0.02
Crit Moves:	****			****			****			****		
Green Time:	18.4	29.2	29.2	19.7	30.6	30.6	19.4	36.0	36.0	13.1	29.7	29.7
Volume/Cap:	0.65	0.36	0.29	0.22	0.65	0.12	0.35	0.65	0.65	0.65	0.36	0.08
Delay/Veh:	47.9	33.0	32.4	38.9	36.5	29.8	40.4	32.9	32.9	53.4	32.7	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	33.0	32.4	38.9	36.5	29.8	40.4	32.9	32.9	53.4	32.7	30.1
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	5	4	2	11	2	3	11	11	5	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



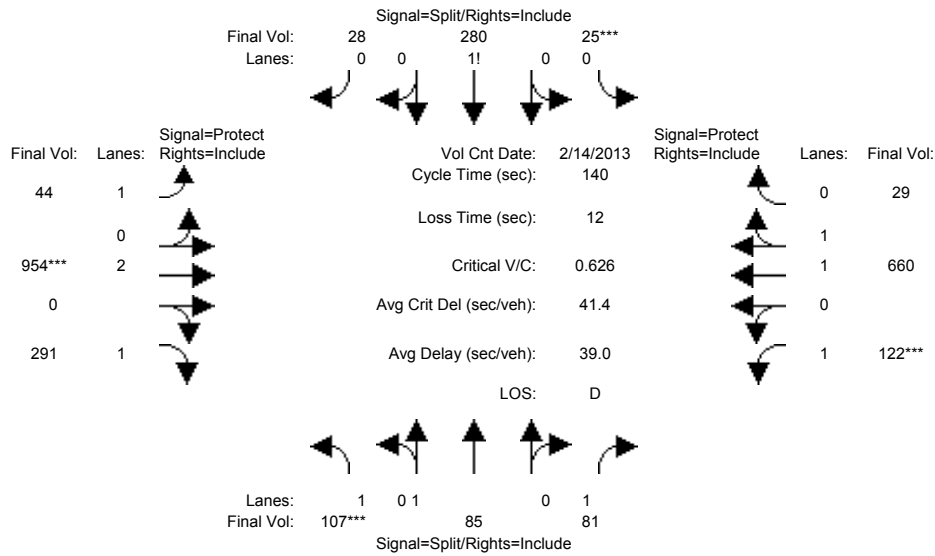
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	394	252	130	14	68	13	19	380	94	48	540	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	252	130	14	68	13	19	380	94	48	540	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	252	130	14	68	13	19	380	94	48	540	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	252	130	14	68	13	19	380	94	48	540	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	252	130	14	68	13	19	380	94	48	540	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	394	252	130	14	68	13	19	380	94	48	540	19
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	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.15	0.71	0.14	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1750	1900	1750	258	1253	239	1750	3800	1750	1750	3574	126
Capacity Analysis Module:												
Vol/Sat:	0.23	0.13	0.07	0.05	0.05	0.05	0.01	0.10	0.05	0.03	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	58.0	58.0	58.0	14.0	14.0	14.0	7.0	29.9	29.9	16.1	39.0	39.0
Volume/Cap:	0.50	0.30	0.17	0.50	0.50	0.50	0.20	0.44	0.23	0.22	0.50	0.50
Delay/Veh:	26.2	23.2	21.6	56.9	56.9	56.9	59.9	43.2	41.1	51.8	37.9	37.9
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:	26.2	23.2	21.6	56.9	56.9	56.9	59.9	43.2	41.1	51.8	37.9	37.9
LOS by Move:	C	C	C	E	E	E	E	D	D	D	D	D
HCM2kAvgQ:	12	6	3	4	4	4	1	6	3	2	9	9

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

Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	107	85	81	25	280	28	44	954	291	122	660	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:	107	85	81	25	280	28	44	954	291	122	660	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	85	81	25	280	28	44	954	291	122	660	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	85	81	25	280	28	44	954	291	122	660	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	85	81	25	280	28	44	954	291	122	660	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	85	81	25	280	28	44	954	291	122	660	29
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	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.08	0.84	0.08	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	131	1471	147	1750	3800	1750	1750	3544	156
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.19	0.19	0.19	0.03	0.25	0.17	0.07	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	13.7	13.7	13.7	42.6	42.6	42.6	15.2	56.2	56.2	15.6	56.6	56.6
Volume/Cap:	0.63	0.46	0.47	0.63	0.63	0.63	0.23	0.63	0.41	0.63	0.46	0.46
Delay/Veh:	67.8	61.4	61.8	44.2	44.2	44.2	57.7	34.3	30.5	65.7	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	61.4	61.8	44.2	44.2	44.2	57.7	34.3	30.5	65.7	30.8	30.8
LOS by Move:	E	E	E	D	D	D	E	C	C	E	C	C
HCM2kAvgQ:	6	4	4	14	14	14	2	16	9	5	11	11

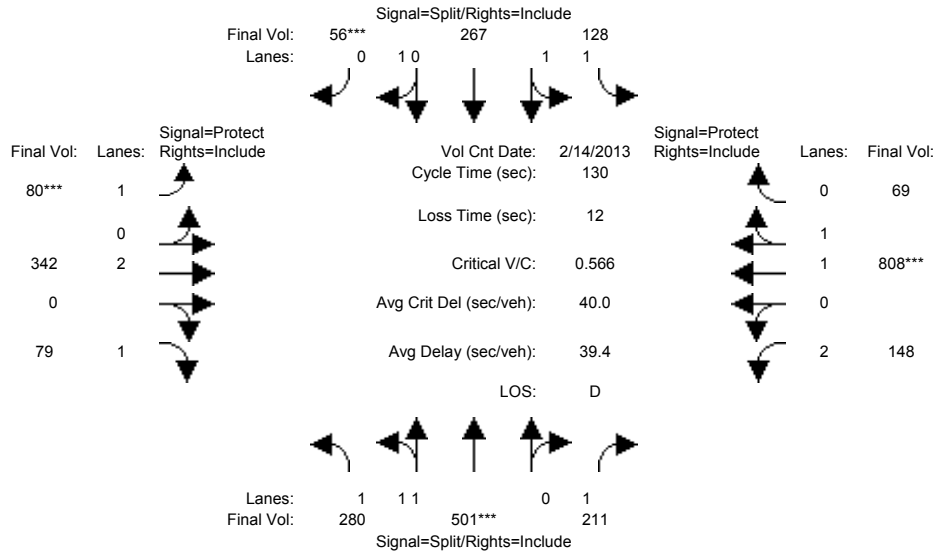
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



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

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	280	501	211	128	267	56	80	342	79	148	808	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	501	211	128	267	56	80	342	79	148	808	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	501	211	128	267	56	80	342	79	148	808	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	501	211	128	267	56	80	342	79	148	808	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	501	211	128	267	56	80	342	79	148	808	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	501	211	128	267	56	80	342	79	148	808	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.11	1.89	1.00	1.00	1.64	0.36	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1953	3494	1750	1750	3058	641	1750	3800	1750	3150	3409	291

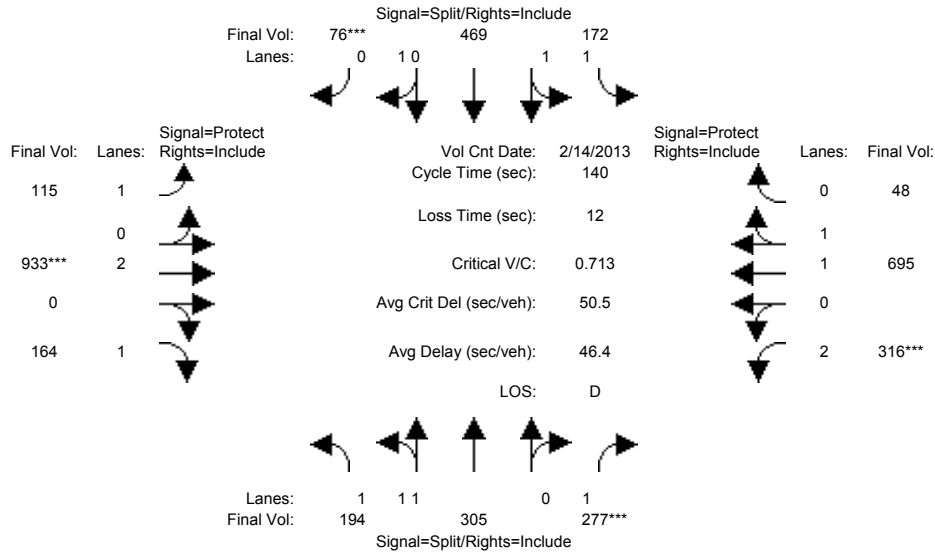
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.12	0.07	0.09	0.09	0.05	0.09	0.05	0.05	0.24	0.24
Crit Moves:	****					****	****			****		
Green Time:	33.0	33.0	33.0	20.1	20.1	20.1	10.5	40.7	40.7	24.3	54.5	54.5
Volume/Cap:	0.57	0.57	0.48	0.47	0.57	0.57	0.57	0.29	0.14	0.25	0.57	0.57
Delay/Veh:	42.8	42.8	42.0	50.5	51.9	51.9	62.8	33.9	32.3	45.3	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	42.0	50.5	51.9	51.9	62.8	33.9	32.3	45.3	29.2	29.2
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	10	10	8	5	7	7	4	5	2	3	13	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



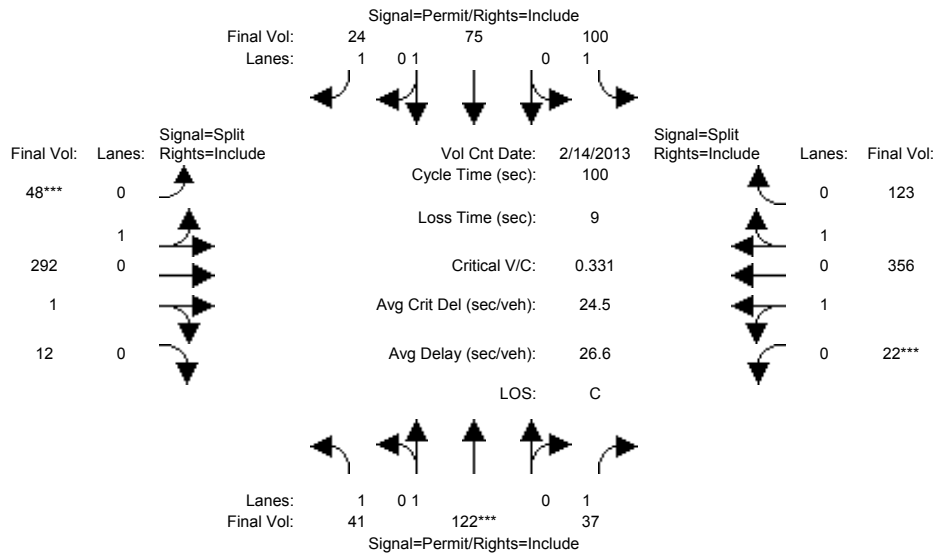
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	194	305	277	172	469	76	115	933	164	316	695	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	305	277	172	469	76	115	933	164	316	695	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	305	277	172	469	76	115	933	164	316	695	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	305	277	172	469	76	115	933	164	316	695	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	305	277	172	469	76	115	933	164	316	695	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
Final Volume:	194	305	277	172	469	76	115	933	164	316	695	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.21	1.79	1.00	1.00	1.71	0.29	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	2117	3329	1750	1750	3184	516	1750	3800	1750	3150	3461	239
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.16	0.10	0.15	0.15	0.07	0.25	0.09	0.10	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	31.1	31.1	31.1	28.9	28.9	28.9	16.8	48.2	48.2	19.7	51.2	51.2
Volume/Cap:	0.41	0.41	0.71	0.48	0.71	0.71	0.55	0.71	0.27	0.71	0.55	0.55
Delay/Veh:	46.9	46.9	56.4	49.1	54.1	54.1	61.1	41.7	33.4	62.8	35.7	35.7
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:	46.9	46.9	56.4	49.1	54.1	54.1	61.1	41.7	33.4	62.8	35.7	35.7
LOS by Move:	D	D	E	D	D	D	E	D	C	E	D	D
HCM2kAvgQ:	6	6	13	7	12	12	6	18	5	8	13	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



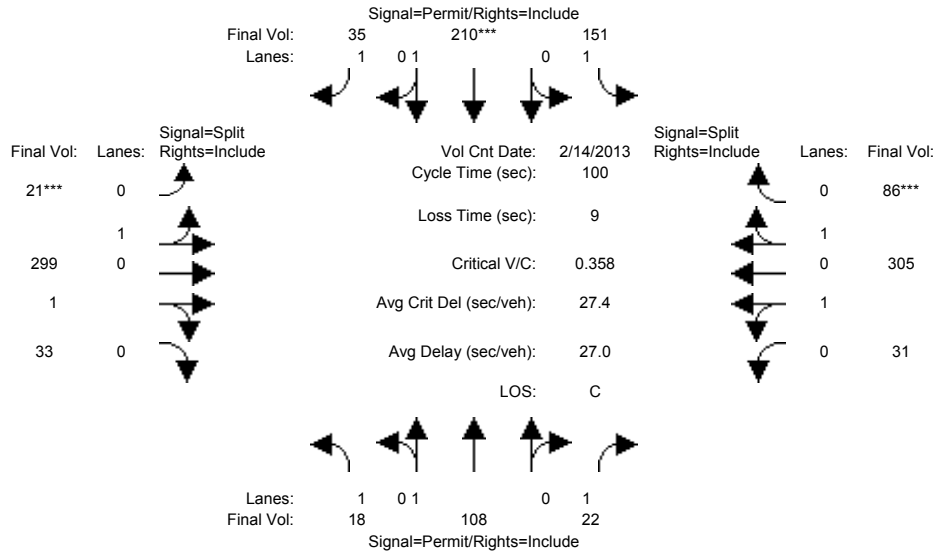
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	41	122	37	100	75	24	48	292	12	22	356	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	122	37	100	75	24	48	292	12	22	356	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	122	37	100	75	24	48	292	12	22	356	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	122	37	100	75	24	48	292	12	22	356	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	122	37	100	75	24	48	292	12	22	356	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	122	37	100	75	24	48	292	12	22	356	123
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.27	1.66	0.07	0.09	1.42	0.49
Final Sat.:	1750	1900	1750	1750	1900	1750	491	2986	123	158	2558	884
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.02	0.06	0.04	0.01	0.10	0.10	0.10	0.14	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	29.5	29.5	29.5	42.1	42.1	42.1
Volume/Cap:	0.12	0.33	0.11	0.29	0.20	0.07	0.33	0.33	0.33	0.33	0.33	0.33
Delay/Veh:	33.4	35.2	33.3	34.9	34.1	33.0	27.7	27.7	27.7	19.6	19.6	19.6
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:	33.4	35.2	33.3	34.9	34.1	33.0	27.7	27.7	27.7	19.6	19.6	19.6
LOS by Move:	C	D	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	1	3	1	3	2	1	4	4	4	5	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	18	108	22	151	210	35	21	299	33	31	305	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:	18	108	22	151	210	35	21	299	33	31	305	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	108	22	151	210	35	21	299	33	31	305	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	108	22	151	210	35	21	299	33	31	305	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	108	22	151	210	35	21	299	33	31	305	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	108	22	151	210	35	21	299	33	31	305	86
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.12	1.69	0.19	0.15	1.44	0.41
Final Sat.:	1750	1900	1750	1750	1900	1750	214	3049	337	264	2602	734
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.01	0.09	0.11	0.02	0.10	0.10	0.10	0.12	0.12	0.12
Crit Moves:				****			****			****		
Green Time:	30.9	30.9	30.9	30.9	30.9	30.9	27.4	27.4	27.4	32.7	32.7	32.7
Volume/Cap:	0.03	0.18	0.04	0.28	0.36	0.06	0.36	0.36	0.36	0.36	0.36	0.36
Delay/Veh:	24.2	25.5	24.2	26.4	27.2	24.4	29.5	29.5	29.5	25.8	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	25.5	24.2	26.4	27.2	24.4	29.5	29.5	29.5	25.8	25.8	25.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	2	1	4	5	1	4	4	4	5	5	5

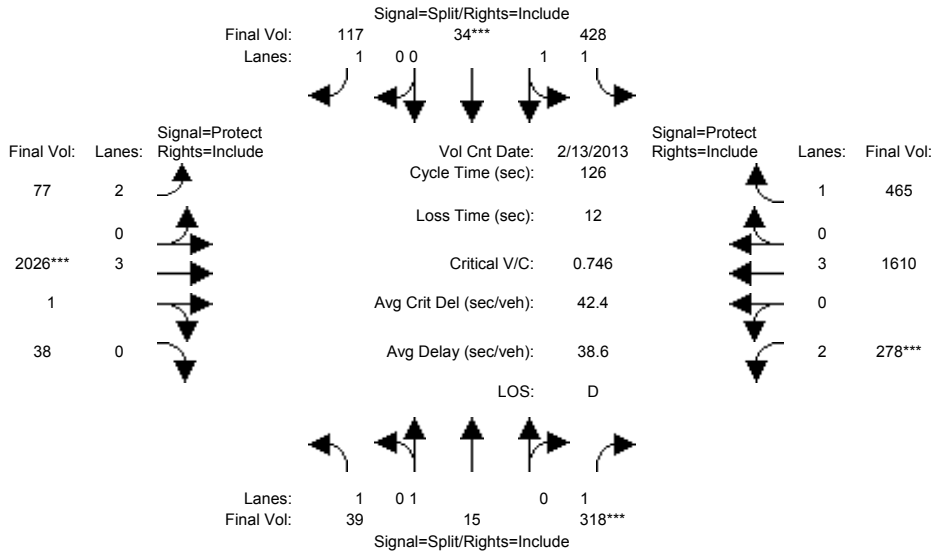
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3702: MONROE/STEVENS CREEK



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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	39	15	318	428	34	117	77	2026	38	278	1610	465
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	15	318	428	34	117	77	2026	38	278	1610	465
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	15	318	428	34	117	77	2026	38	278	1610	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	15	318	428	34	117	77	2026	38	278	1610	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	15	318	428	34	117	77	2026	38	278	1610	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	15	318	428	34	117	77	2026	38	278	1610	465

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.85	0.15	1.00	2.00	3.92	0.08	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3289	261	1750	3150	7362	138	3150	5700	1750

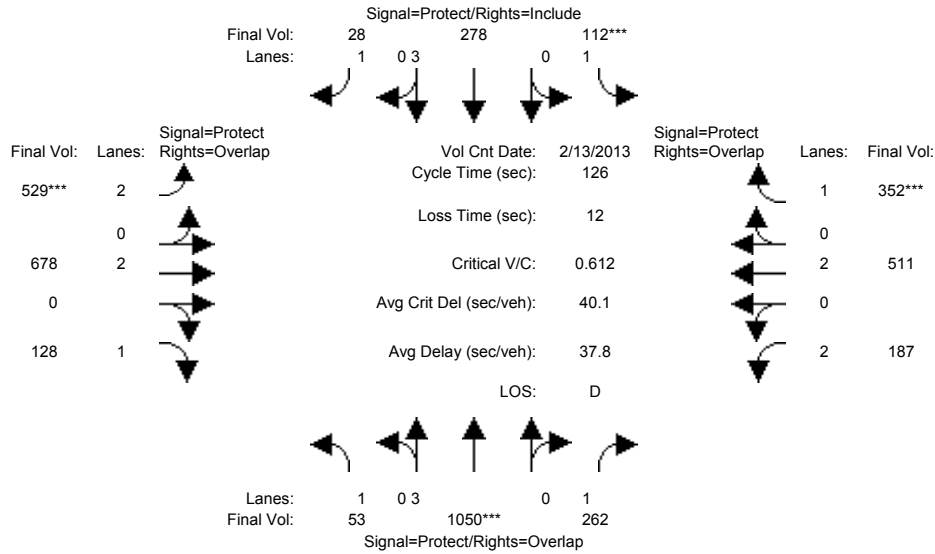
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.13	0.13	0.07	0.02	0.28	0.28	0.09	0.28	0.27
Crit Moves:			****		****			****			****	
Green Time:	30.7	30.7	30.7	22.0	22.0	22.0	10.1	46.5	46.5	14.9	51.3	51.3
Volume/Cap:	0.09	0.03	0.75	0.75	0.75	0.38	0.31	0.75	0.75	0.75	0.69	0.65
Delay/Veh:	37.0	36.4	51.1	54.3	54.3	46.8	55.3	35.8	35.8	61.8	31.8	32.4
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:	37.0	36.4	51.1	54.3	54.3	46.8	55.3	35.8	35.8	61.8	31.8	32.4
LOS by Move:	D	D	D	D	D	D	E	D	D	E	C	C
HCM2kAvgQ:	1	0	14	11	11	5	2	19	19	8	18	16

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

Santana Row Lots 9 and 17 Development

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

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	53	1050	262	112	278	28	529	678	128	187	511	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1050	262	112	278	28	529	678	128	187	511	352
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1050	262	112	278	28	529	678	128	187	511	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1050	262	112	278	28	529	678	128	187	511	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1050	262	112	278	28	529	678	128	187	511	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1050	262	112	278	28	529	678	128	187	511	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.15	0.06	0.05	0.02	0.17	0.18	0.07	0.06	0.13	0.20
Crit Moves:	****			****			****			****		
Green Time:	21.1	38.0	53.6	13.2	30.1	30.1	34.6	47.2	68.2	15.7	28.3	41.4
Volume/Cap:	0.18	0.61	0.35	0.61	0.20	0.07	0.61	0.48	0.14	0.48	0.60	0.61
Delay/Veh:	45.4	38.4	24.7	59.9	38.5	37.2	41.1	30.3	14.4	52.2	45.0	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:	45.4	38.4	24.7	59.9	38.5	37.2	41.1	30.3	14.4	52.2	45.0	37.5
LOS by Move:	D	D	C	E	D	D	D	C	B	D	D	D
HCM2kAvgQ:	2	12	7	5	3	1	11	10	3	5	9	13

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

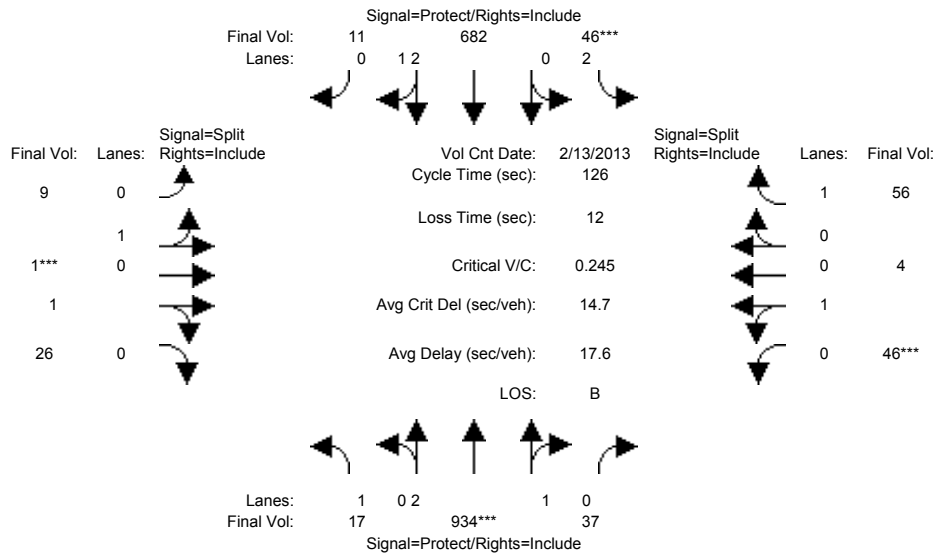




Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



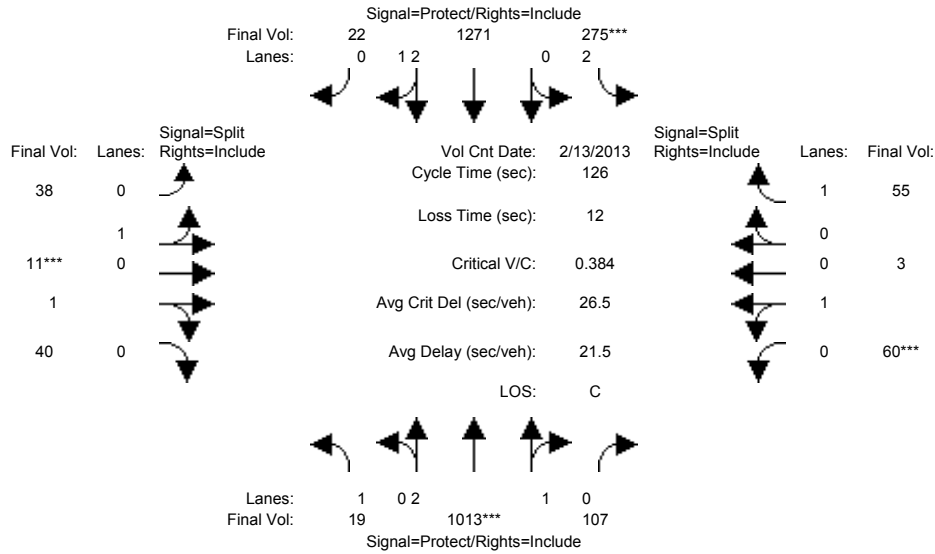
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	17	934	37	46	682	11	9	1	26	46	4	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	934	37	46	682	11	9	1	26	46	4	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	934	37	46	682	11	9	1	26	46	4	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	934	37	46	682	11	9	1	26	46	4	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	934	37	46	682	11	9	1	26	46	4	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	934	37	46	682	11	9	1	26	46	4	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.95	0.05	0.90	0.10	1.00	0.92	0.08	1.00
Final Sat.:	1750	5386	213	3150	5511	89	1620	180	1800	1656	144	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.12	0.12	0.01	0.01	0.01	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	27.5	81.9	81.9	7.0	61.3	61.3	10.0	10.0	10.0	15.1	15.1	15.1
Volume/Cap:	0.04	0.27	0.27	0.26	0.25	0.25	0.07	0.07	0.18	0.23	0.23	0.27
Delay/Veh:	38.9	9.4	9.4	57.8	19.0	19.0	53.8	53.8	54.6	50.7	50.7	51.1
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:	38.9	9.4	9.4	57.8	19.0	19.0	53.8	53.8	54.6	50.7	50.7	51.1
LOS by Move:	D	A	A	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	5	5	1	5	5	0	0	1	2	2	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



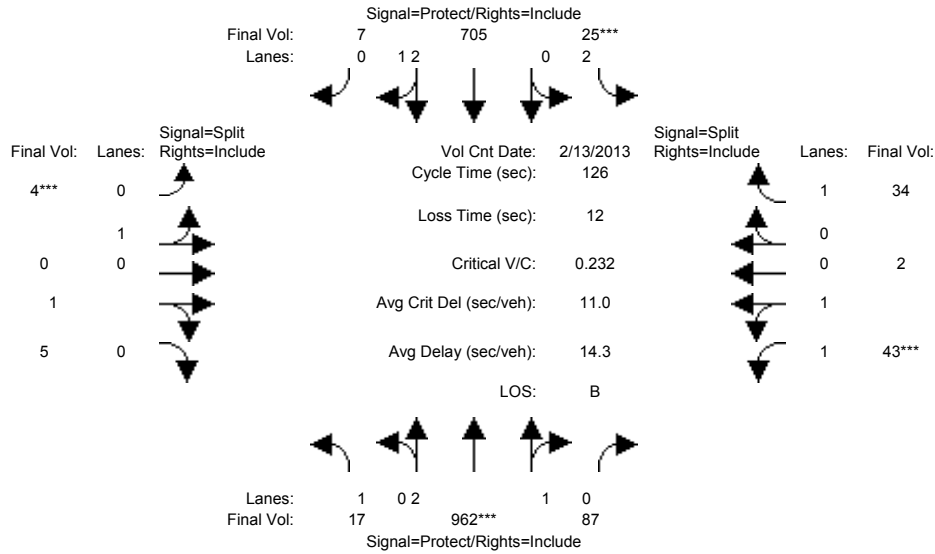
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	19	1013	107	275	1271	22	38	11	40	60	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1013	107	275	1271	22	38	11	40	60	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1013	107	275	1271	22	38	11	40	60	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1013	107	275	1271	22	38	11	40	60	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1013	107	275	1271	22	38	11	40	60	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1013	107	275	1271	22	38	11	40	60	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.70	0.30	2.00	2.95	0.05	0.85	0.25	0.90	0.95	0.05	1.00
Final Sat.:	1750	5064	535	3150	5505	95	1537	445	1618	1714	86	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.09	0.23	0.23	0.02	0.02	0.02	0.04	0.04	0.03
Crit Moves:	****			****			****			****		
Green Time:	18.0	64.5	64.5	28.2	74.7	74.7	10.0	10.0	10.0	11.3	11.3	11.3
Volume/Cap:	0.08	0.39	0.39	0.39	0.39	0.39	0.31	0.31	0.31	0.39	0.39	0.35
Delay/Veh:	46.9	18.8	18.8	42.0	13.6	13.6	55.4	55.4	55.4	55.7	55.7	55.3
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:	46.9	18.8	18.8	42.0	13.6	13.6	55.4	55.4	55.4	55.7	55.7	55.3
LOS by Move:	D	B	B	D	B	B	E	E	E	E	E	E
HCM2kAvgQ:	1	9	9	6	9	9	2	2	2	3	3	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	17	962	87	25	705	7	4	0	5	43	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	962	87	25	705	7	4	0	5	43	2	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	962	87	25	705	7	4	0	5	43	2	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	962	87	25	705	7	4	0	5	43	2	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	962	87	25	705	7	4	0	5	43	2	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	962	87	25	705	7	4	0	5	43	2	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	1.00	0.95	0.93	0.95	0.92
Lanes:	1.00	2.74	0.26	2.00	2.97	0.03	1.00	0.00	1.00	1.91	0.09	1.00
Final Sat.:	1750	5135	464	3150	5545	55	1800	0	1800	3392	158	1750

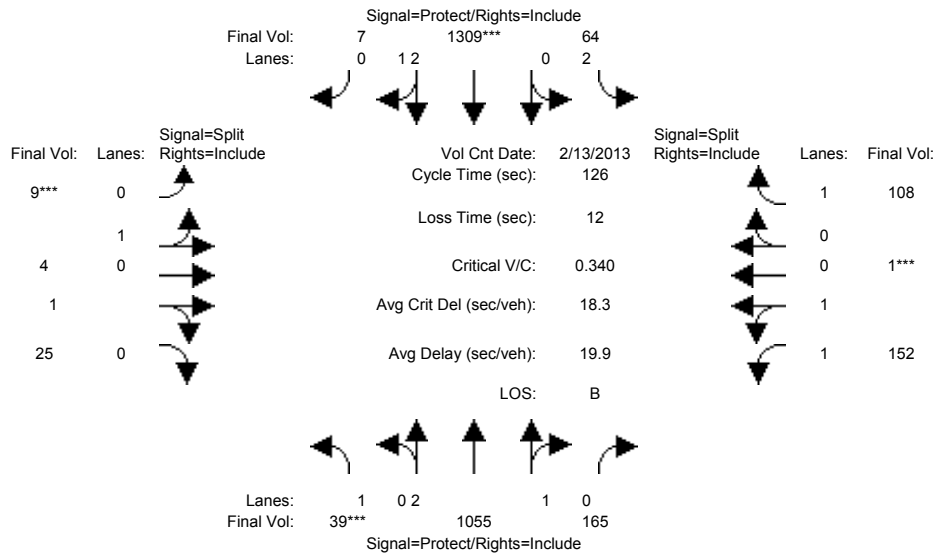
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.01	0.13	0.13	0.00	0.00	0.00	0.01	0.01	0.02
Crit Moves:	****			****			****			****		
Green Time:	28.4	86.5	86.5	7.0	65.0	65.0	10.0	0.0	10.0	10.5	10.5	10.5
Volume/Cap:	0.04	0.27	0.27	0.14	0.25	0.25	0.03	0.00	0.04	0.15	0.15	0.23
Delay/Veh:	38.2	7.7	7.7	57.0	16.9	16.9	53.6	0.0	53.6	53.8	53.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	7.7	7.7	57.0	16.9	16.9	53.6	0.0	53.6	53.8	53.8	54.8
LOS by Move:	D	A	A	E	B	B	D	A	D	D	D	D
HCM2kAvgQ:	1	5	5	1	5	5	0	0	0	1	1	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



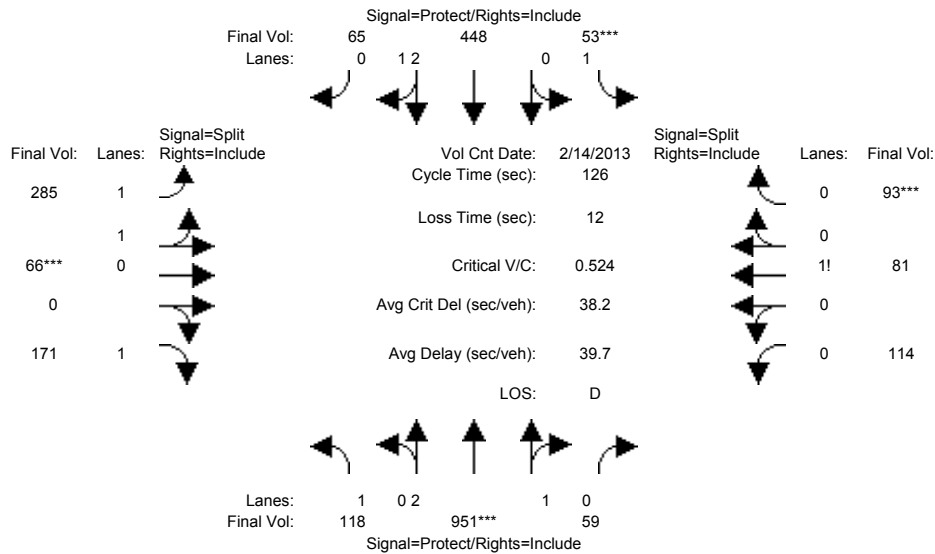
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	1055	165	64	1309	7	9	4	25	152	1	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1055	165	64	1309	7	9	4	25	152	1	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1055	165	64	1309	7	9	4	25	152	1	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1055	165	64	1309	7	9	4	25	152	1	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1055	165	64	1309	7	9	4	25	152	1	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1055	165	64	1309	7	9	4	25	152	1	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.58	0.42	2.00	2.98	0.02	0.69	0.31	1.00	1.99	0.01	1.00
Final Sat.:	1750	4842	757	3150	5570	30	1246	554	1800	3527	23	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.02	0.24	0.24	0.01	0.01	0.01	0.04	0.04	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.3	66.8	66.8	17.0	76.6	76.6	10.0	10.0	10.0	20.1	20.1	20.1
Volume/Cap:	0.39	0.41	0.41	0.15	0.39	0.39	0.09	0.09	0.18	0.27	0.27	0.39
Delay/Veh:	59.7	17.9	17.9	48.3	12.7	12.7	53.9	53.9	54.5	46.7	46.7	48.3
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:	59.7	17.9	17.9	48.3	12.7	12.7	53.9	53.9	54.5	46.7	46.7	48.3
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	9	9	1	9	9	1	1	1	3	3	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3737: PAYNE/WINCHESTER



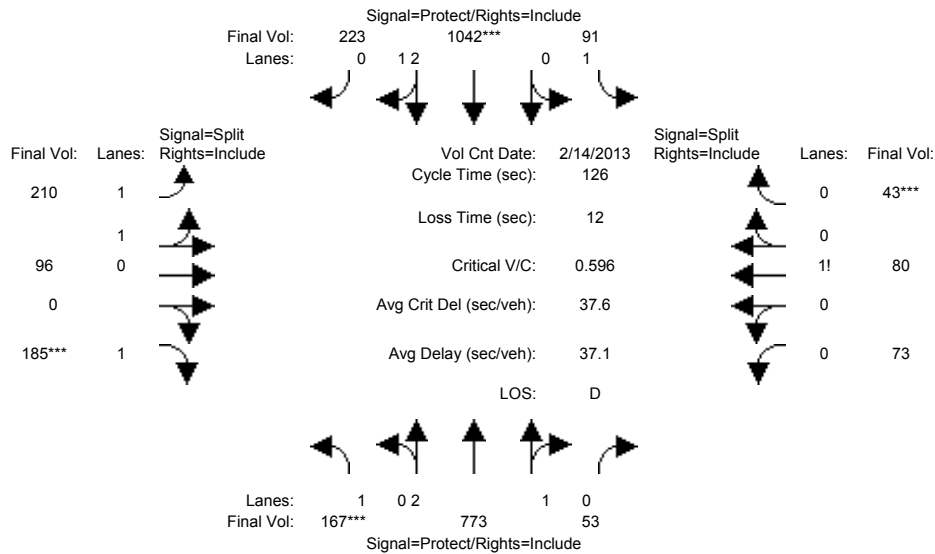
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	118	951	59	53	448	65	285	66	171	114	81	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	951	59	53	448	65	285	66	171	114	81	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	951	59	53	448	65	285	66	171	114	81	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	951	59	53	448	65	285	66	171	114	81	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	951	59	53	448	65	285	66	171	114	81	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	951	59	53	448	65	285	66	171	114	81	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.82	0.18	1.00	2.61	0.39	1.63	0.37	1.00	0.40	0.28	0.32
Final Sat.:	1750	5272	327	1750	4890	709	2882	667	1750	693	492	565
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.03	0.09	0.09	0.10	0.10	0.10	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	22.2	42.3	42.3	10.0	30.1	30.1	23.2	23.2	23.2	38.6	38.6	38.6
Volume/Cap:	0.38	0.54	0.54	0.38	0.38	0.38	0.54	0.54	0.53	0.54	0.54	0.54
Delay/Veh:	46.7	34.3	34.3	56.8	40.4	40.4	47.5	47.5	48.2	37.4	37.4	37.4
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:	46.7	34.3	34.3	56.8	40.4	40.4	47.5	47.5	48.2	37.4	37.4	37.4
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	11	11	2	5	5	7	7	7	10	10	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3737: PAYNE/WINCHESTER



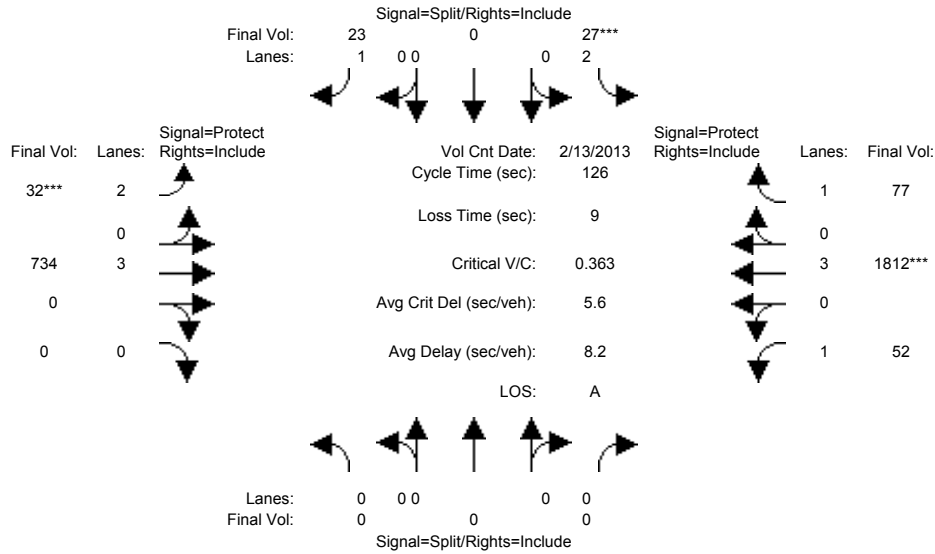
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	167	773	53	91	1042	223	210	96	185	73	80	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:	167	773	53	91	1042	223	210	96	185	73	80	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	773	53	91	1042	223	210	96	185	73	80	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	773	53	91	1042	223	210	96	185	73	80	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	773	53	91	1042	223	210	96	185	73	80	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	773	53	91	1042	223	210	96	185	73	80	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.80	0.20	1.00	2.45	0.55	1.38	0.62	1.00	0.37	0.41	0.22
Final Sat.:	1750	5240	359	1750	4612	987	2436	1114	1750	652	714	384
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.05	0.23	0.23	0.09	0.09	0.11	0.11	0.11	0.11
Crit Moves:	****				****				****			****
Green Time:	20.2	44.2	44.2	23.8	47.8	47.8	22.4	22.4	22.4	23.7	23.7	23.7
Volume/Cap:	0.60	0.42	0.42	0.28	0.60	0.60	0.49	0.49	0.60	0.60	0.60	0.60
Delay/Veh:	52.6	31.3	31.3	44.2	31.8	31.8	47.2	47.2	50.8	49.7	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	31.3	31.3	44.2	31.8	31.8	47.2	47.2	50.8	49.7	49.7	49.7
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	7	8	8	3	13	13	6	6	8	8	8	8

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

Santana Row Lots 9 and 17 Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	0	0	0	27	0	23	32	734	0	52	1812	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	23	32	734	0	52	1812	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	23	32	734	0	52	1812	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	23	32	734	0	52	1812	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	23	32	734	0	52	1812	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	27	0	23	32	734	0	52	1812	77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

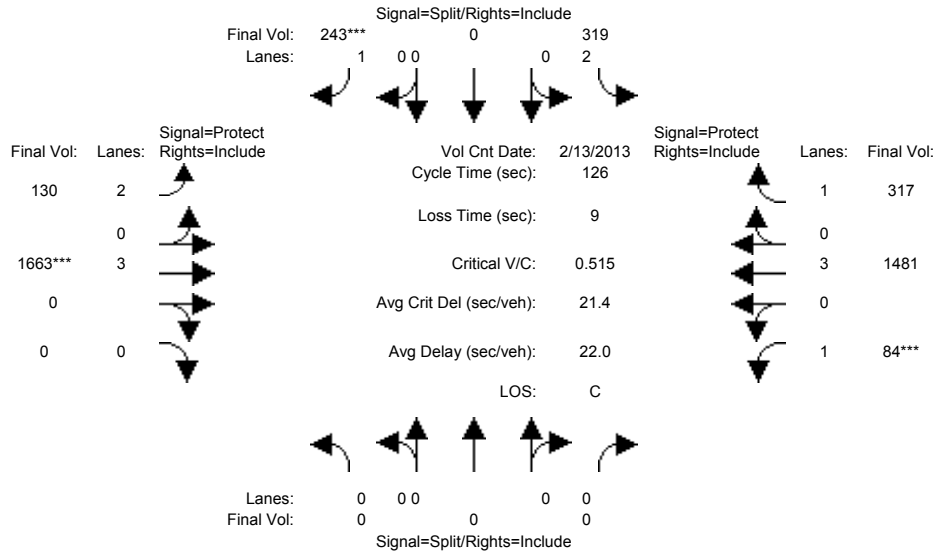
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.13	0.00	0.03	0.32	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	74.8	0.0	32.2	100	100.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.17	0.18	0.22	0.00	0.12	0.40	0.06
Delay/Veh:	0.0	0.0	0.0	54.1	0.0	54.7	57.3	12.0	0.0	36.1	4.0	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.1	0.0	54.7	57.3	12.0	0.0	36.1	4.0	2.8
LOS by Move:	A	A	A	D	A	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	4	0	2	7	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	319	0	243	130	1663	0	84	1481	317
Growth Adj:	1.00	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	319	0	243	130	1663	0	84	1481	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	319	0	243	130	1663	0	84	1481	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	319	0	243	130	1663	0	84	1481	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	319	0	243	130	1663	0	84	1481	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	319	0	243	130	1663	0	84	1481	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.14	0.04	0.29	0.00	0.05	0.26	0.18
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	33.9	0.0	33.9	14.6	71.3	0.0	11.7	68.4	68.4
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.52	0.36	0.52	0.00	0.52	0.48	0.33
Delay/Veh:	0.0	0.0	0.0	37.7	0.0	40.0	51.9	16.9	0.0	57.3	17.9	16.3
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	37.7	0.0	40.0	51.9	16.9	0.0	57.3	17.9	16.3
LOS by Move:	A	A	A	D	A	D	D	B	A	E	B	B
HCM2kAvgQ:	0	0	0	6	0	9	3	13	0	4	12	7

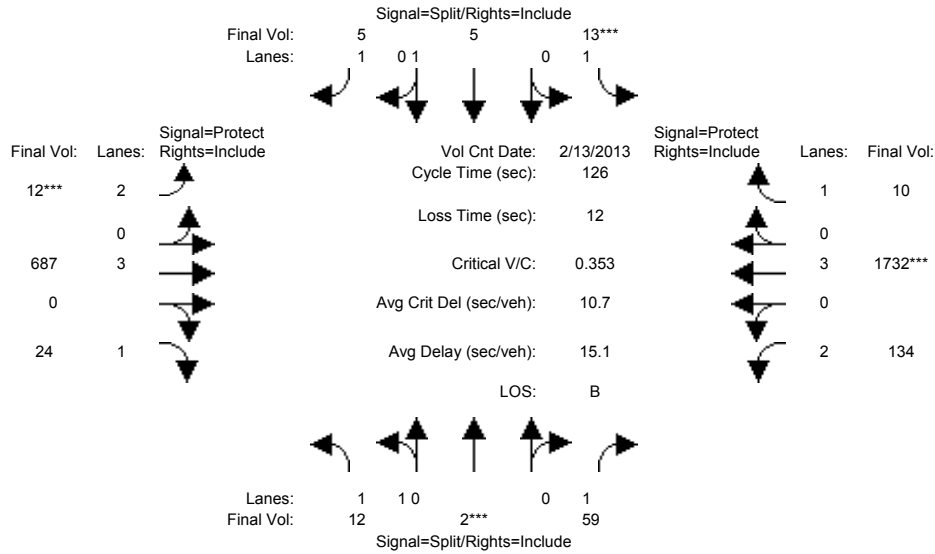
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



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

Volume Module: >> Count Date: 13 Feb 2013 <<

Base Vol:	12	2	59	13	5	5	12	687	24	134	1732	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2	59	13	5	5	12	687	24	134	1732	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	2	59	13	5	5	12	687	24	134	1732	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	2	59	13	5	5	12	687	24	134	1732	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2	59	13	5	5	12	687	24	134	1732	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	2	59	13	5	5	12	687	24	134	1732	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.72	0.28	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3043	507	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

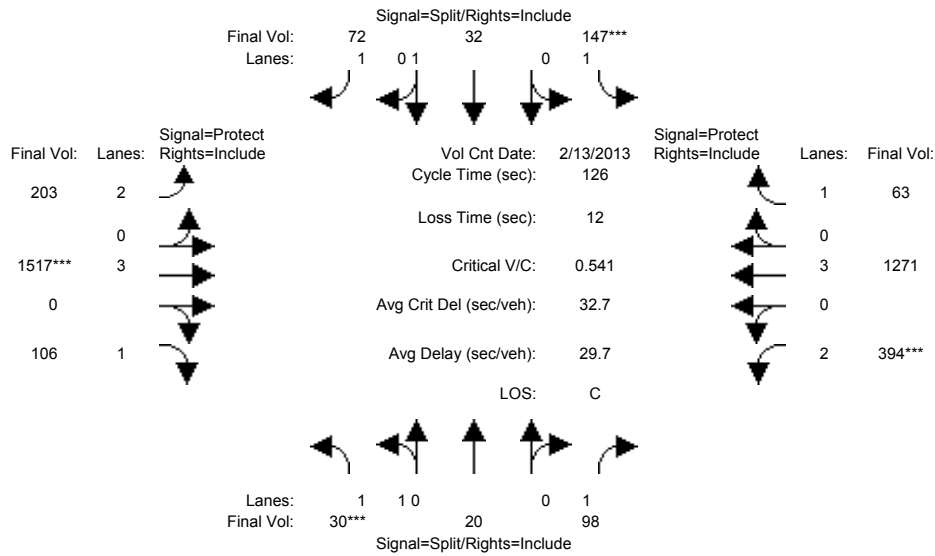
Vol/Sat:	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.12	0.01	0.04	0.30	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	12.0	12.0	10.0	10.0	10.0	7.0	62.9	62.9	29.0	85.0	85.0
Volume/Cap:	0.04	0.04	0.35	0.09	0.03	0.04	0.07	0.24	0.03	0.18	0.45	0.01
Delay/Veh:	51.8	51.8	54.6	54.1	53.6	53.7	56.6	18.0	16.0	39.1	9.7	6.7
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:	51.8	51.8	54.6	54.1	53.6	53.7	56.6	18.0	16.0	39.1	9.7	6.7
LOS by Move:	D	D	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	3	1	0	0	0	5	0	2	10	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	30	20	98	147	32	72	203	1517	106	394	1271	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	98	147	32	72	203	1517	106	394	1271	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	98	147	32	72	203	1517	106	394	1271	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	98	147	32	72	203	1517	106	394	1271	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	98	147	32	72	203	1517	106	394	1271	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	20	98	147	32	72	203	1517	106	394	1271	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.21	0.79	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2130	1420	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

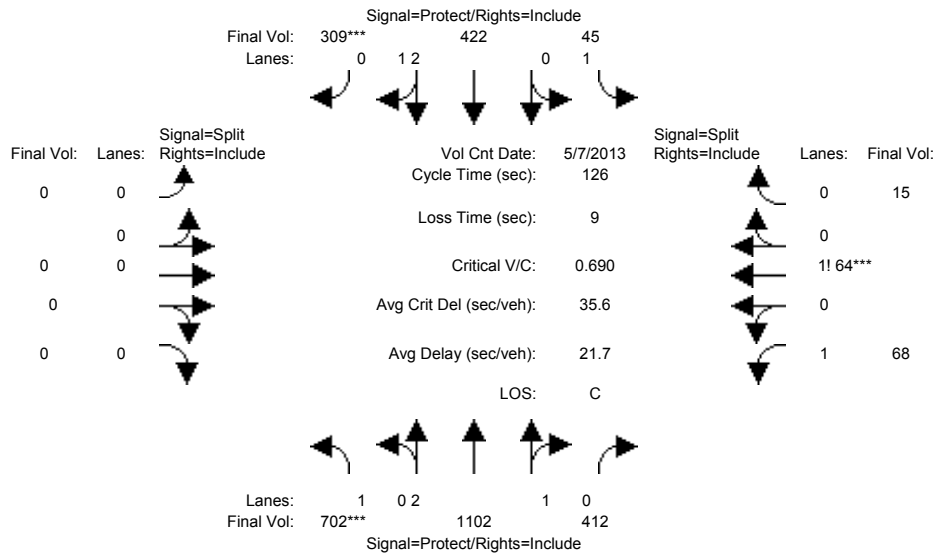
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.08	0.02	0.04	0.06	0.27	0.06	0.13	0.22	0.04
Crit Moves:	****			****				****		****		
Green Time:	13.0	13.0	13.0	17.8	17.8	17.8	18.6	56.5	56.5	26.6	64.5	64.5
Volume/Cap:	0.14	0.14	0.54	0.59	0.12	0.29	0.44	0.59	0.13	0.59	0.44	0.07
Delay/Veh:	51.5	51.5	56.9	54.5	47.4	49.1	49.5	26.5	20.5	46.3	19.4	15.6
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:	51.5	51.5	56.9	54.5	47.4	49.1	49.5	26.5	20.5	46.3	19.4	15.6
LOS by Move:	D	D	E	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	1	1	5	7	1	3	4	14	2	8	10	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3829: TISCH/WINCHESTER



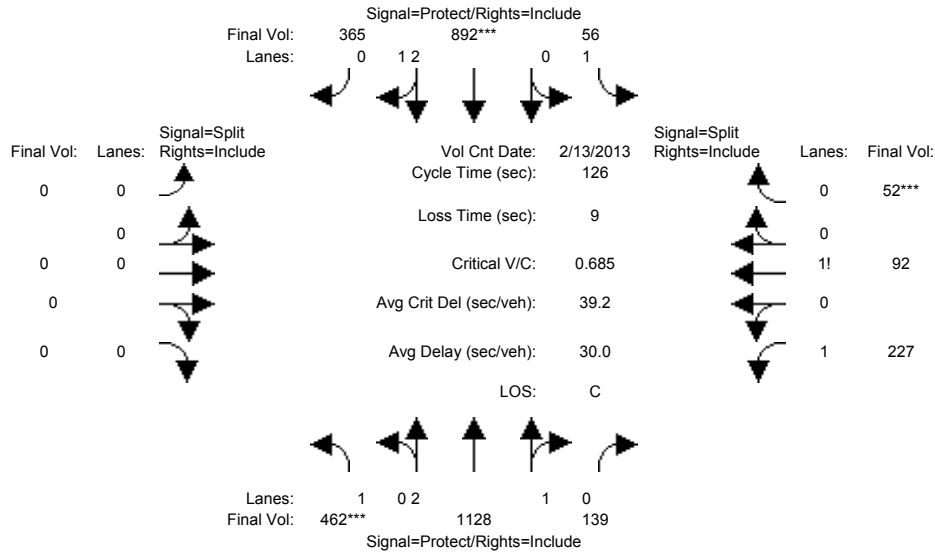
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	702	1102	412	45	422	309	0	0	0	68	64	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	702	1102	412	45	422	309	0	0	0	68	64	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	702	1102	412	45	422	309	0	0	0	68	64	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	702	1102	412	45	422	309	0	0	0	68	64	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	702	1102	412	45	422	309	0	0	0	68	64	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	702	1102	412	45	422	309	0	0	0	68	64	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.15	0.85	1.00	2.00	1.00	0.00	0.00	0.00	1.31	0.56	0.13
Final Sat.:	1750	4074	1523	1750	3800	1750	0	0	0	2287	1011	237
Capacity Analysis Module:												
Vol/Sat:	0.40	0.27	0.27	0.03	0.11	0.18	0.00	0.00	0.00	0.03	0.06	0.06
Crit Moves:	****					****					****	
Green Time:	73.2	87.5	87.5	18.0	32.2	32.2	0.0	0.0	0.0	11.6	11.6	11.6
Volume/Cap:	0.69	0.39	0.39	0.18	0.43	0.69	0.00	0.00	0.00	0.32	0.69	0.69
Delay/Veh:	20.5	8.1	8.1	47.9	39.4	44.3	0.0	0.0	0.0	54.0	64.8	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	8.1	8.1	47.9	39.4	44.3	0.0	0.0	0.0	54.0	64.8	64.8
LOS by Move:	C	A	A	D	D	D	A	A	A	D	E	E
HCM2kAvgQ:	20	8	8	2	7	13	0	0	0	2	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3829: TISCH/WINCHESTER



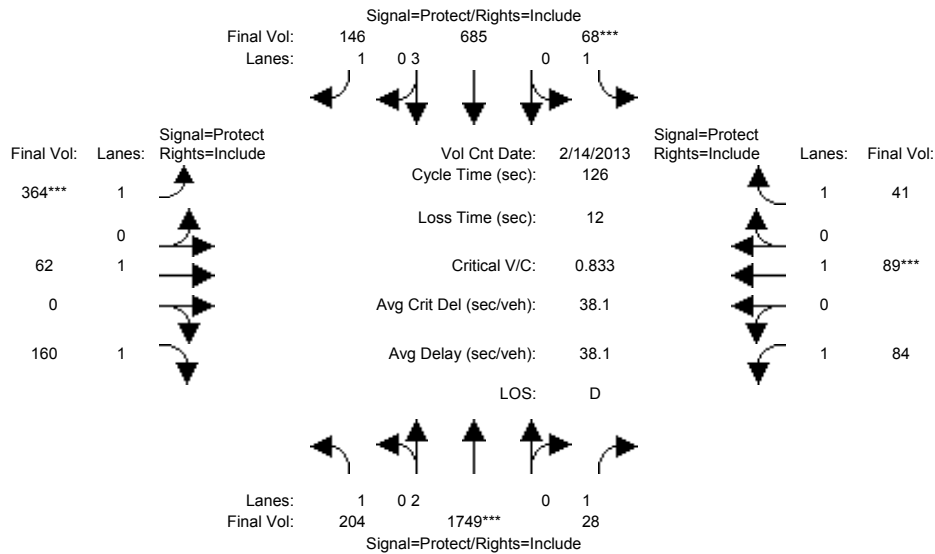
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	462	1128	139	56	892	365	0	0	0	227	92	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	1128	139	56	892	365	0	0	0	227	92	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	1128	139	56	892	365	0	0	0	227	92	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	1128	139	56	892	365	0	0	0	227	92	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	1128	139	56	892	365	0	0	0	227	92	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	1128	139	56	892	365	0	0	0	227	92	52
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	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.66	0.34	1.00	2.10	0.90	0.00	0.00	0.00	1.44	0.36	0.20
Final Sat.:	1750	4985	614	1750	3972	1625	0	0	0	2521	625	353
Capacity Analysis Module:												
Vol/Sat:	0.26	0.23	0.23	0.03	0.22	0.22	0.00	0.00	0.00	0.09	0.15	0.15
Crit Moves:	****				****							****
Green Time:	48.6	72.2	72.2	17.7	41.3	41.3	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.68	0.39	0.39	0.23	0.68	0.68	0.00	0.00	0.00	0.42	0.68	0.68
Delay/Veh:	35.2	14.9	14.9	48.5	37.8	37.8	0.0	0.0	0.0	43.0	49.2	49.2
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:	35.2	14.9	14.9	48.5	37.8	37.8	0.0	0.0	0.0	43.0	49.2	49.2
LOS by Move:	D	B	B	D	D	D	A	A	A	D	D	D
HCM2kAvgQ:	16	9	9	2	15	15	0	0	0	6	11	11

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

Santana Row Lots 9 and 17 Development

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

Intersection #3836: WILLIAMS/WINCHESTER



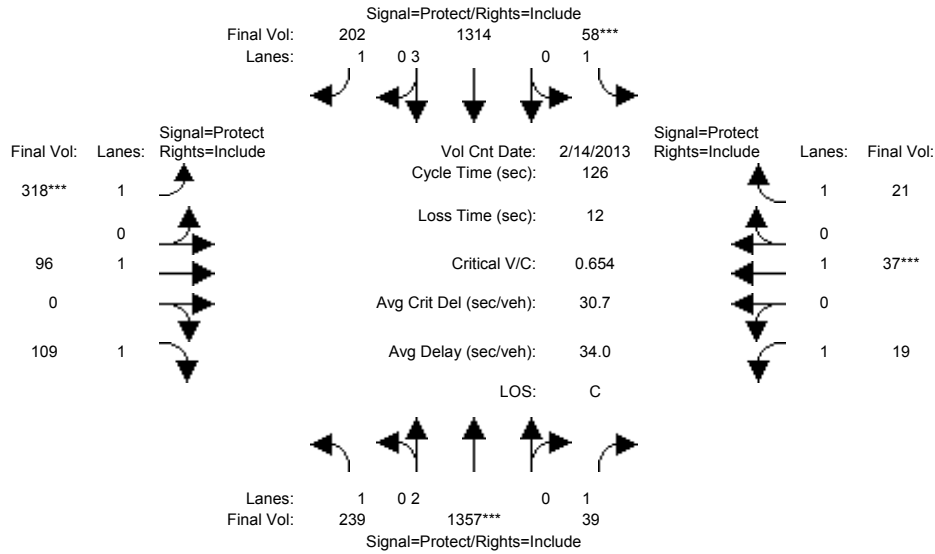
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	204	1749	28	68	685	146	364	62	160	84	89	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1749	28	68	685	146	364	62	160	84	89	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1749	28	68	685	146	364	62	160	84	89	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1749	28	68	685	146	364	62	160	84	89	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1749	28	68	685	146	364	62	160	84	89	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1749	28	68	685	146	364	62	160	84	89	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.02	0.04	0.12	0.08	0.21	0.03	0.09	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Green Time:	36.3	66.8	66.8	7.0	37.5	37.5	30.2	25.0	25.0	15.2	10.0	10.0
Volume/Cap:	0.40	0.87	0.03	0.70	0.40	0.28	0.87	0.16	0.46	0.40	0.59	0.30
Delay/Veh:	36.6	30.1	14.1	78.7	35.5	34.2	63.3	42.1	45.5	52.4	62.1	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	30.1	14.1	78.7	35.5	34.2	63.3	42.1	45.5	52.4	62.1	55.9
LOS by Move:	D	C	B	E	D	C	E	D	D	D	E	E
HCM2kAvgQ:	7	30	1	4	7	5	17	2	6	4	4	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3836: WILLIAMS/WINCHESTER



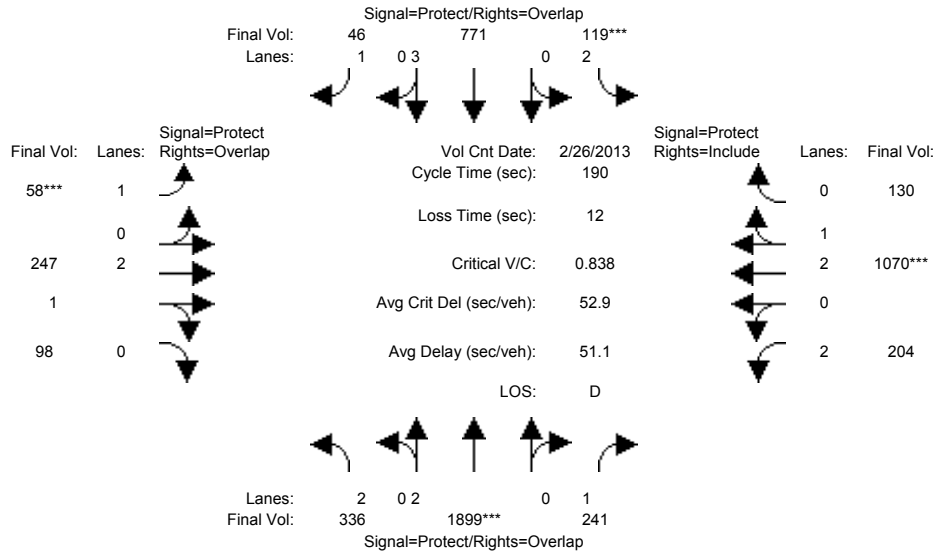
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	239	1357	39	58	1314	202	318	96	109	19	37	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1357	39	58	1314	202	318	96	109	19	37	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1357	39	58	1314	202	318	96	109	19	37	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1357	39	58	1314	202	318	96	109	19	37	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1357	39	58	1314	202	318	96	109	19	37	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1357	39	58	1314	202	318	96	109	19	37	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.02	0.03	0.23	0.12	0.18	0.05	0.06	0.01	0.02	0.01
Crit Moves:	****			****			****			****		
Green Time:	26.5	64.3	64.3	7.0	44.8	44.8	32.7	25.1	25.1	17.6	10.0	10.0
Volume/Cap:	0.65	0.70	0.04	0.60	0.65	0.32	0.70	0.25	0.31	0.08	0.25	0.15
Delay/Veh:	49.5	24.7	15.5	67.9	34.8	29.9	47.0	42.9	43.6	47.3	55.3	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	24.7	15.5	67.9	34.8	29.9	47.0	42.9	43.6	47.3	55.3	54.6
LOS by Move:	D	C	B	E	C	C	D	D	D	D	E	D
HCM2kAvgQ:	9	20	1	3	15	6	13	3	4	1	2	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #5405: SAN TOMAS/STEVENS CREEK



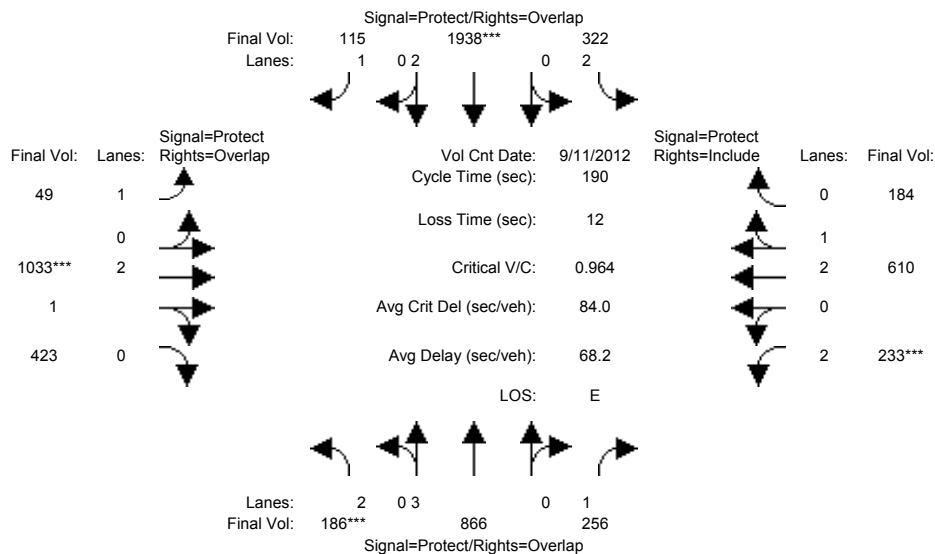
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	336	2261	241	119	771	46	58	247	98	204	1070	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	2261	241	119	771	46	58	247	98	204	1070	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	2261	241	119	771	46	58	247	98	204	1070	130
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	1899	241	119	771	46	58	247	98	204	1070	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1899	241	119	771	46	58	247	98	204	1070	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	336	1899	241	119	771	46	58	247	98	204	1070	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.12	0.88	2.00	2.66	0.34
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	4007	1590	3150	4993	607
Capacity Analysis Module:												
Vol/Sat:	0.11	0.50	0.14	0.04	0.14	0.03	0.03	0.06	0.06	0.06	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	53.7	113	142.1	8.6	68.1	75.7	7.5	27.4	81.1	28.7	48.6	48.6
Volume/Cap:	0.38	0.84	0.18	0.84	0.38	0.07	0.84	0.43	0.14	0.43	0.84	0.84
Delay/Veh:	55.0	33.9	7.1	123.4	45.3	35.4	146.9	74.5	33.3	73.8	71.5	71.5
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:	55.0	33.9	7.1	123.4	45.3	35.4	146.9	74.5	33.3	73.8	71.5	71.5
LOS by Move:	D	C	A	F	D	D	F	E	C	E	E	E
HCM2kAvgQ:	9	42	4	5	11	2	4	6	4	7	24	24

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

Santana Row Lots 9 and 17 Development

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

Intersection #5405: SAN TOMAS/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	91	10	14	104	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Sep 2012 <<

Base Vol:	186	866	256	322	2423	115	49	1033	423	233	610	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	866	256	322	2423	115	49	1033	423	233	610	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	866	256	322	2423	115	49	1033	423	233	610	184
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	866	256	322	1938	115	49	1033	423	233	610	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	866	256	322	1938	115	49	1033	423	233	610	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	866	256	322	1938	115	49	1033	423	233	610	184

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.10	0.90	2.00	2.28	0.72
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3971	1626	3150	4301	1297

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.15	0.10	0.51	0.07	0.03	0.26	0.26	0.07	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	14.0	97.2	111.2	20.8	104	124.5	20.5	46.0	60.0	14.0	39.5	39.5
Volume/Cap:	0.80	0.30	0.25	0.94	0.93	0.10	0.26	1.07	0.82	1.00	0.68	0.68
Delay/Veh:	104.4	26.8	19.2	116.3	48.0	12.1	78.5	119	63.4	148.1	71.2	71.2
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:	104.4	26.8	19.2	116.3	48.0	12.1	78.5	119	63.4	148.1	71.2	71.2
LOS by Move:	F	C	B	F	D	B	E	F	E	F	E	E
HCM2kAvgQ:	7	9	7	11	51	2	3	34	28	12	16	16

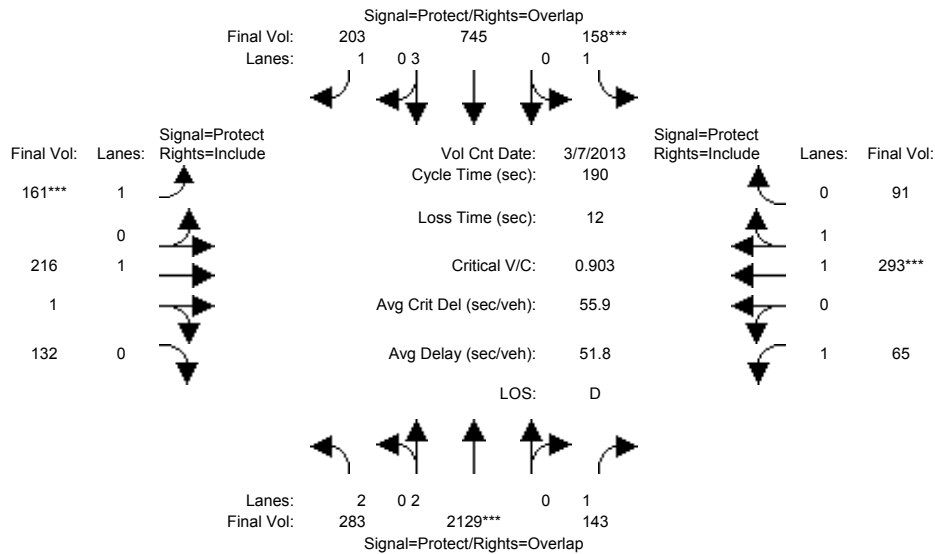
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #5406: SAN TOMAS/MOORPARK



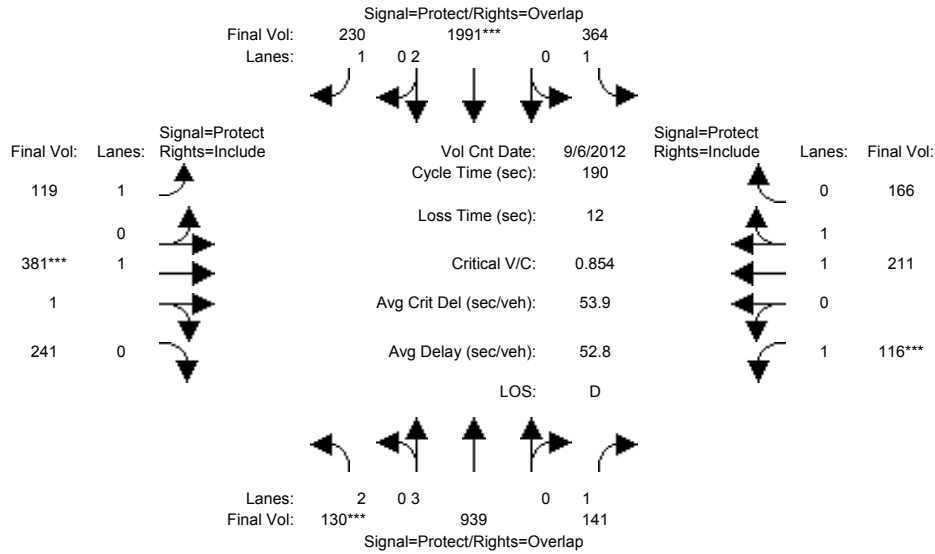
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2013 <<												
Base Vol:	283	2534	143	158	745	203	161	216	132	65	293	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2534	143	158	745	203	161	216	132	65	293	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	2534	143	158	745	203	161	216	132	65	293	91
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	2129	143	158	745	203	161	216	132	65	293	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	2129	143	158	745	203	161	216	132	65	293	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
Final Volume:	283	2129	143	158	745	203	161	216	132	65	293	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.22	0.78	1.00	1.51	0.49
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	2296	1403	1750	2823	877
Capacity Analysis Module:												
Vol/Sat:	0.09	0.56	0.08	0.09	0.13	0.12	0.09	0.09	0.09	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	55.7	118	129.5	19.0	81.1	100.4	19.4	29.5	29.5	11.7	21.8	21.8
Volume/Cap:	0.31	0.90	0.12	0.90	0.31	0.22	0.90	0.61	0.61	0.61	0.90	0.90
Delay/Veh:	52.3	36.5	10.5	126.2	36.0	24.0	125.4	76.7	76.7	96.4	105	105.2
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:	52.3	36.5	10.5	126.2	36.0	24.0	125.4	76.7	76.7	96.4	105	105.2
LOS by Move:	D	D	B	F	D	C	F	E	E	F	F	F
HCM2kAvgQ:	7	56	3	11	9	6	13	10	10	5	14	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #5406: SAN TOMAS/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	71	10	14	111	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Sep 2012 <<

Base Vol:	130	939	141	364	2489	230	119	381	241	116	211	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	939	141	364	2489	230	119	381	241	116	211	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	939	141	364	2489	230	119	381	241	116	211	166
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	939	141	364	1991	230	119	381	241	116	211	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	939	141	364	1991	230	119	381	241	116	211	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	939	141	364	1991	230	119	381	241	116	211	166

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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.20	0.80	1.00	1.10	0.90
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	2265	1433	1750	2070	1628

Capacity Analysis Module:

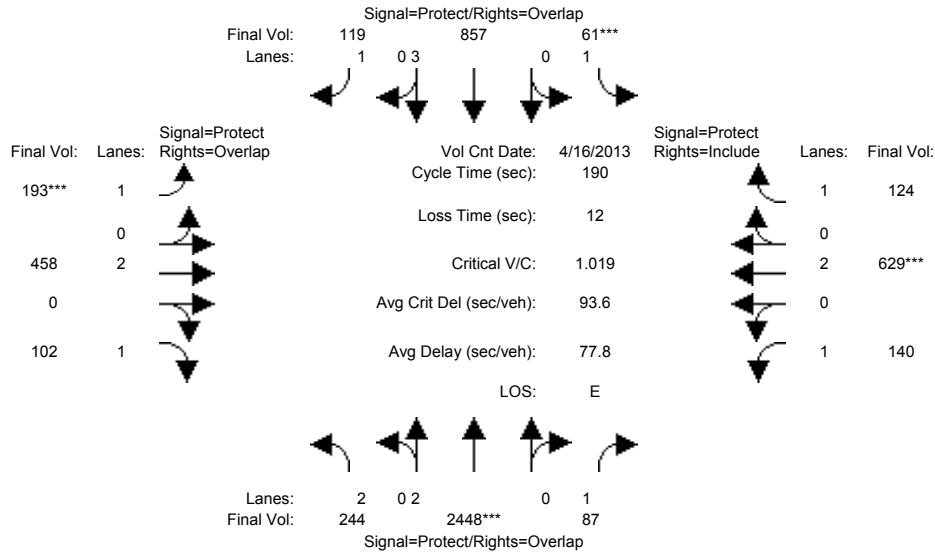
Vol/Sat:	0.04	0.16	0.08	0.21	0.52	0.13	0.07	0.17	0.17	0.07	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	14.0	81.8	96.1	45.5	113	134.6	21.3	36.4	36.4	14.3	29.4	29.4
Volume/Cap:	0.56	0.38	0.16	0.87	0.88	0.19	0.61	0.88	0.88	0.88	0.66	0.66
Delay/Veh:	88.1	37.0	25.3	86.6	36.8	9.4	85.8	86.8	86.8	131.0	78.4	78.4
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:	88.1	37.0	25.3	86.6	36.8	9.4	85.8	86.8	86.8	131.0	78.4	78.4
LOS by Move:	F	D	C	F	D	A	F	F	F	F	E	E
HCM2kAvgQ:	4	12	5	21	46	4	8	21	21	10	12	12

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

Santana Row Lots 9 and 17 Development

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



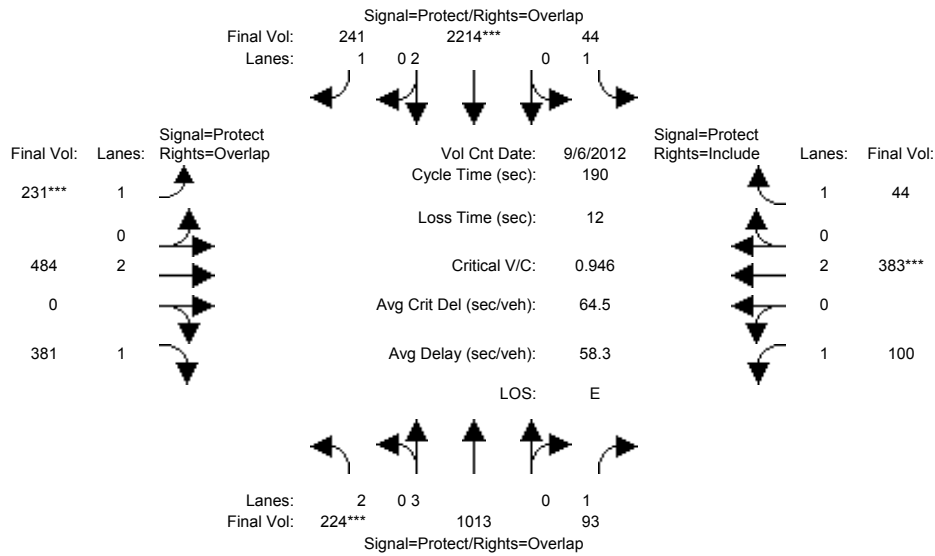
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	244	2880	87	61	857	119	193	458	102	140	629	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	2880	87	61	857	119	193	458	102	140	629	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	2880	87	61	857	119	193	458	102	140	629	124
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	2448	87	61	857	119	193	458	102	140	629	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	2448	87	61	857	119	193	458	102	140	629	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	2448	87	61	857	119	193	458	102	140	629	124
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.64	0.05	0.03	0.15	0.07	0.11	0.12	0.06	0.08	0.17	0.07
Crit Moves:	****			****			****			****		
Green Time:	16.5	115	134.4	14.0	112	132.0	19.7	29.6	46.1	19.6	29.5	29.5
Volume/Cap:	0.89	1.07	0.07	0.47	0.25	0.10	1.07	0.77	0.24	0.77	1.07	0.46
Delay/Veh:	113.9	76.8	8.6	87.2	18.7	9.5	170.6	83.4	58.2	101.7	136	74.2
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:	113.9	76.8	8.6	87.2	18.7	9.5	170.6	83.4	58.2	101.7	136	74.2
LOS by Move:	F	E	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	9	80	2	4	8	2	17	15	6	10	24	8

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

Santana Row Lots 9 and 17 Development

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Sep 2012 <<

Base Vol:	224	1013	93	44	2768	241	231	484	381	100	383	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1013	93	44	2768	241	231	484	381	100	383	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	1013	93	44	2768	241	231	484	381	100	383	44
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1013	93	44	2214	241	231	484	381	100	383	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1013	93	44	2214	241	231	484	381	100	383	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
Final Volume:	224	1013	93	44	2214	241	231	484	381	100	383	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

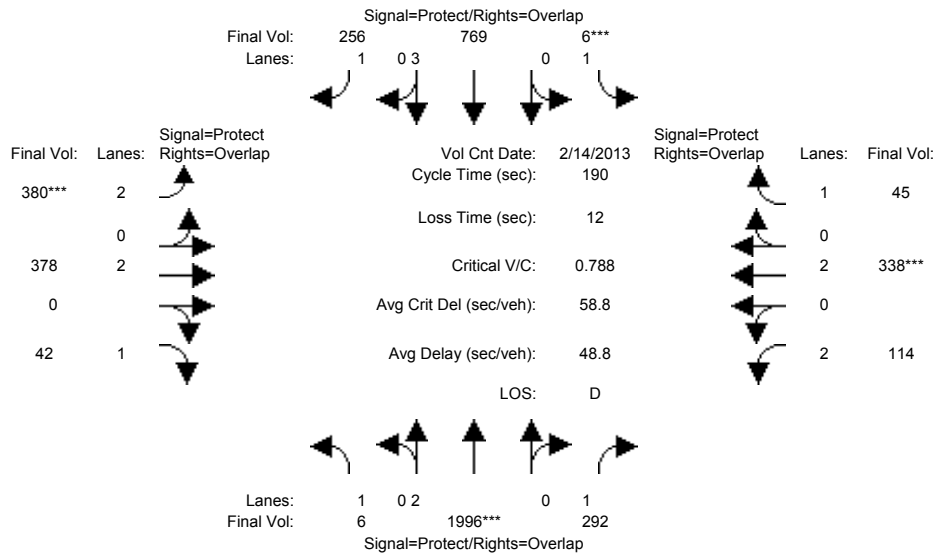
Vol/Sat:	0.07	0.18	0.05	0.03	0.58	0.14	0.13	0.13	0.22	0.06	0.10	0.03
Crit Moves:	****				****		****				****	
Green Time:	14.3	116	131.3	15.6	117	143.5	26.5	31.1	45.4	15.6	20.2	20.2
Volume/Cap:	0.95	0.29	0.08	0.31	0.95	0.18	0.95	0.78	0.91	0.69	0.95	0.24
Delay/Veh:	131.2	25.0	15.6	83.3	42.7	6.7	123.9	82.3	94.2	98.6	116	78.5
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:	131.2	25.0	15.6	83.3	42.7	6.7	123.9	82.3	94.2	98.6	116	78.5
LOS by Move:	F	C	B	F	D	A	F	F	F	F	F	E
HCM2kAvgQ:	9	12	3	3	62	4	18	15	27	7	14	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



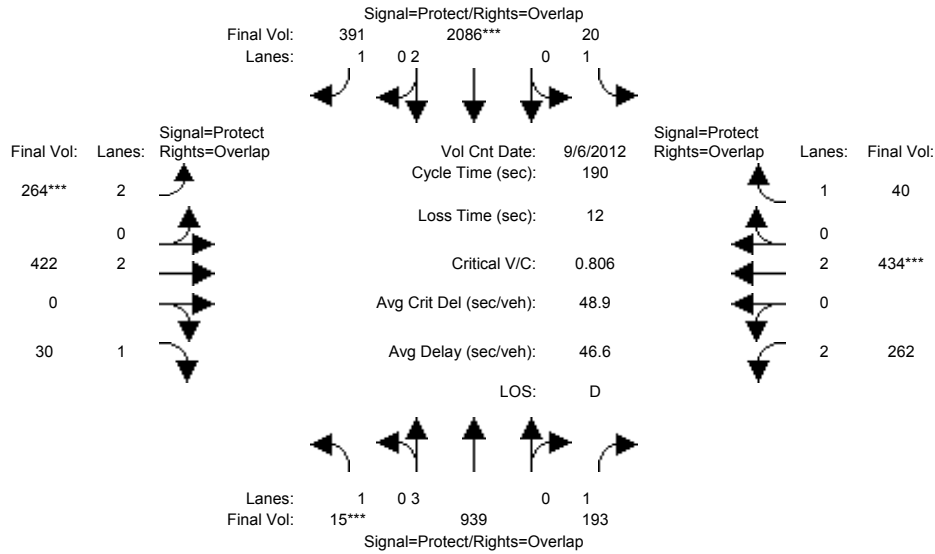
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	6	2348	292	6	769	256	380	378	42	114	338	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2348	292	6	769	256	380	378	42	114	338	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2348	292	6	769	256	380	378	42	114	338	45
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1996	292	6	769	256	380	378	42	114	338	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1996	292	6	769	256	380	378	42	114	338	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	1996	292	6	769	256	380	378	42	114	338	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.17	0.00	0.13	0.15	0.12	0.10	0.02	0.04	0.09	0.03
Crit Moves:	****			****			****			****		
Green Time:	16.1	117	137.1	14.0	115	142.0	26.9	26.9	43.0	19.9	19.9	33.9
Volume/Cap:	0.04	0.85	0.23	0.05	0.22	0.20	0.85	0.70	0.11	0.35	0.85	0.14
Delay/Veh:	80.0	45.2	15.4	81.9	17.1	7.2	94.0	82.0	58.4	79.6	99.6	66.1
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:	80.0	45.2	15.4	81.9	17.1	7.2	94.0	82.0	58.4	79.6	99.6	66.1
LOS by Move:	E	D	B	F	B	A	F	F	E	E	F	E
HCM2kAvgQ:	0	50	10	0	6	5	14	11	2	4	10	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Sep 2012 <<

Base Vol:	15	939	193	20	2607	391	264	422	30	262	434	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:	15	939	193	20	2607	391	264	422	30	262	434	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	939	193	20	2607	391	264	422	30	262	434	40
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	939	193	20	2086	391	264	422	30	262	434	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	939	193	20	2086	391	264	422	30	262	434	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	939	193	20	2086	391	264	422	30	262	434	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

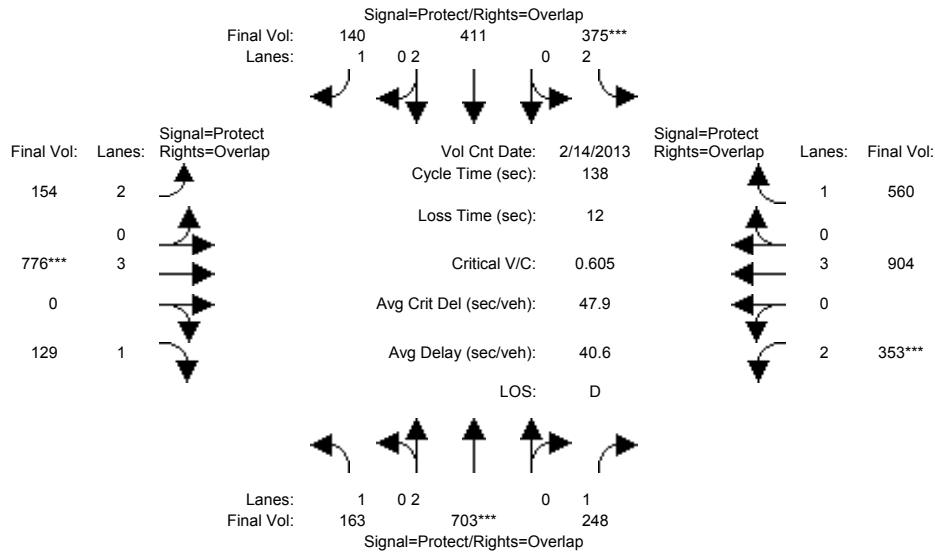
Vol/Sat:	0.01	0.16	0.11	0.01	0.55	0.22	0.08	0.11	0.02	0.08	0.11	0.02
Crit Moves:	****				****		****				****	
Green Time:	14.0	119	137.6	15.6	121	138.9	18.4	24.9	38.9	18.6	25.1	40.6
Volume/Cap:	0.12	0.26	0.15	0.14	0.87	0.31	0.87	0.85	0.08	0.85	0.87	0.11
Delay/Veh:	82.6	23.1	14.2	81.4	31.7	9.0	106.4	93.7	61.3	103.6	95.4	60.2
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:	82.6	23.1	14.2	81.4	31.7	9.0	106.4	93.7	61.3	103.6	95.4	60.2
LOS by Move:	F	C	B	F	C	A	F	F	E	F	F	E
HCM2kAvgQ:	1	11	6	1	47	8	10	13	2	10	13	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	163	683	248	374	408	139	147	776	129	353	904	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	683	248	374	408	139	147	776	129	353	904	553
Added Vol:	0	20	0	1	3	1	7	0	0	0	0	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	703	248	375	411	140	154	776	129	353	904	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	703	248	375	411	140	154	776	129	353	904	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	703	248	375	411	140	154	776	129	353	904	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	703	248	375	411	140	154	776	129	353	904	560

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

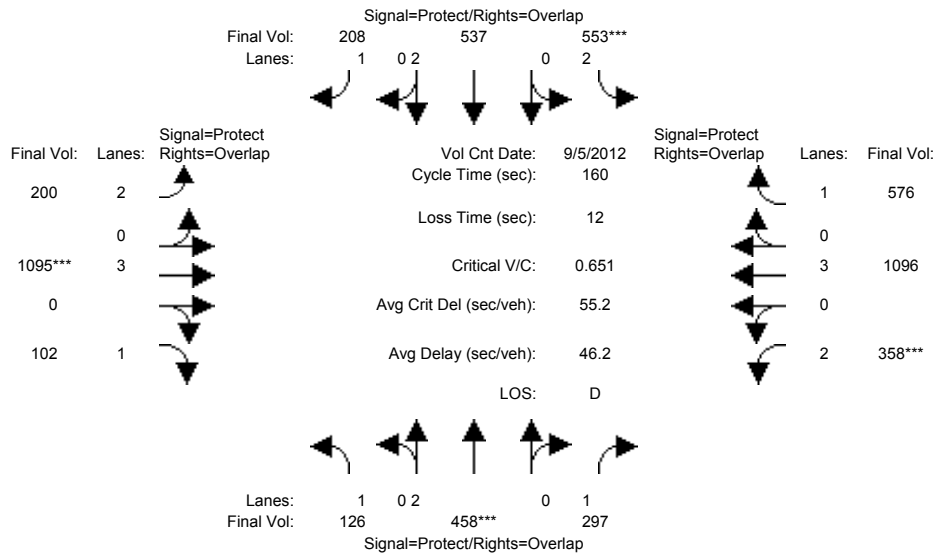
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.14	0.12	0.11	0.08	0.05	0.14	0.07	0.11	0.16	0.32
Crit Moves:		****		****				****		****		
Green Time:	32.1	42.2	67.8	27.2	37.3	48.7	11.4	31.1	63.2	25.6	45.2	72.4
Volume/Cap:	0.40	0.60	0.29	0.60	0.40	0.23	0.59	0.60	0.16	0.60	0.48	0.61
Delay/Veh:	45.5	41.7	21.0	52.2	41.5	31.6	64.6	48.8	22.0	53.4	37.3	24.2
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:	45.5	41.7	21.0	52.2	41.5	31.6	64.6	48.8	22.0	53.4	37.3	24.2
LOS by Move:	D	D	C	D	D	C	E	D	C	D	D	C
HCM2kAvgQ:	6	12	6	9	7	4	5	10	3	9	10	18

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

Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2012 <<												
Base Vol:	126	452	297	547	518	202	198	1095	102	358	1096	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	452	297	547	518	202	198	1095	102	358	1096	574
Added Vol:	0	6	0	6	19	6	2	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	458	297	553	537	208	200	1095	102	358	1096	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	458	297	553	537	208	200	1095	102	358	1096	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	458	297	553	537	208	200	1095	102	358	1096	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	458	297	553	537	208	200	1095	102	358	1096	576
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.17	0.18	0.14	0.12	0.06	0.19	0.06	0.11	0.19	0.33
Crit Moves:	****			****			****			****		
Green Time:	24.6	29.6	57.6	43.2	48.2	66.9	18.7	47.2	71.8	27.9	56.5	99.7
Volume/Cap:	0.47	0.65	0.47	0.65	0.47	0.28	0.54	0.65	0.13	0.65	0.54	0.53
Delay/Veh:	63.1	62.5	40.0	53.5	45.8	31.0	68.3	50.1	25.9	64.2	41.7	17.4
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:	63.1	62.5	40.0	53.5	45.8	31.0	68.3	50.1	25.9	64.2	41.7	17.4
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2kAvgQ:	6	10	12	15	11	7	6	16	3	11	14	17

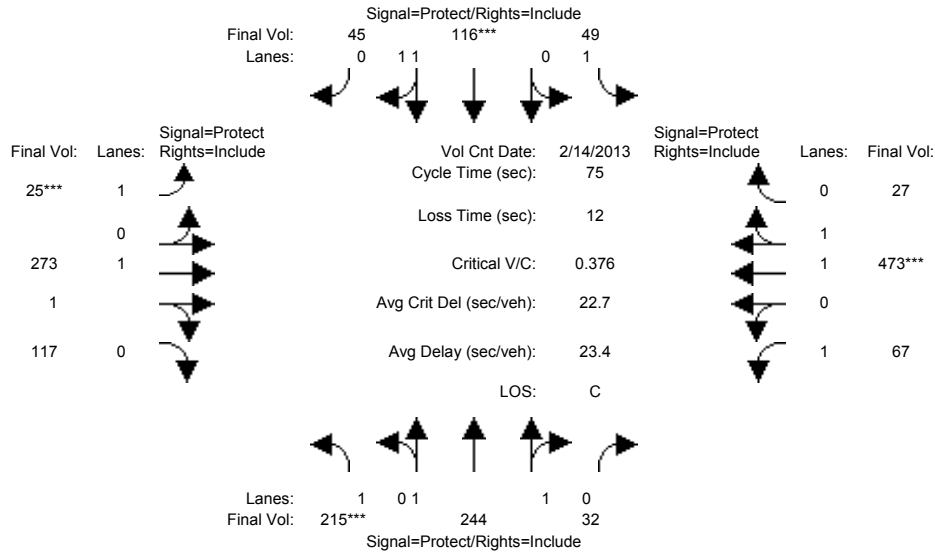
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



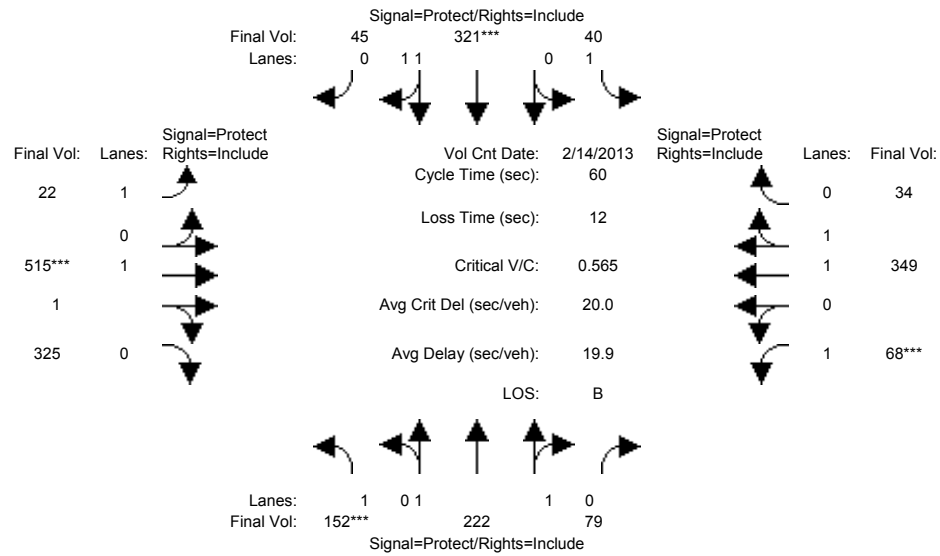
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	14 Feb 2013 <<											
Base Vol:	212	241	30	49	96	45	25	273	97	50	473	27
Growth Adj:	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:	212	241	30	49	96	45	25	273	97	50	473	27
Added Vol:	3	3	2	0	20	0	0	0	20	17	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	244	32	49	116	45	25	273	117	67	473	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	244	32	49	116	45	25	273	117	67	473	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	244	32	49	116	45	25	273	117	67	473	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	244	32	49	116	45	25	273	117	67	473	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.76	0.24	1.00	1.43	0.57	1.00	1.38	0.62	1.00	1.89	0.11
Final Sat.:	1750	3271	429	1750	2665	1034	1750	2589	1110	1750	3500	200
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.03	0.04	0.04	0.01	0.11	0.11	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	21.9	18.8	18.8	13.1	10.0	10.0	7.0	18.3	18.3	12.8	24.1	24.1
Volume/Cap:	0.42	0.30	0.30	0.16	0.33	0.33	0.15	0.43	0.43	0.22	0.42	0.42
Delay/Veh:	22.0	23.0	23.0	26.5	29.8	29.8	31.7	24.3	24.3	27.2	20.2	20.2
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:	22.0	23.0	23.0	26.5	29.8	29.8	31.7	24.3	24.3	27.2	20.2	20.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	1	2	2	1	4	4	1	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



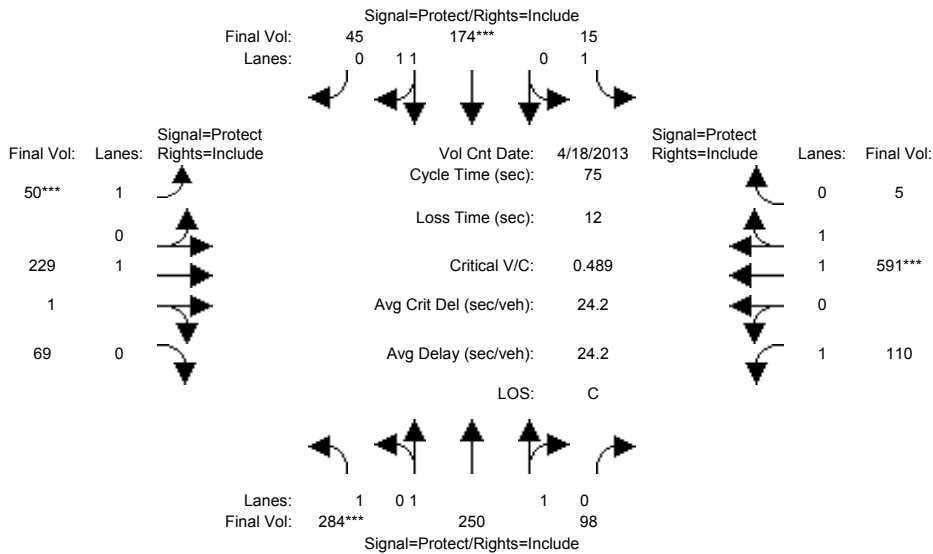
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	133	203	64	40	315	45	22	515	319	63	349	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	203	64	40	315	45	22	515	319	63	349	34
Added Vol:	19	19	15	0	6	0	0	0	6	5	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	222	79	40	321	45	22	515	325	68	349	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	222	79	40	321	45	22	515	325	68	349	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	222	79	40	321	45	22	515	325	68	349	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	222	79	40	321	45	22	515	325	68	349	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.75	0.25	1.00	1.21	0.79	1.00	1.82	0.18
Final Sat.:	1750	2728	971	1750	3245	455	1750	2267	1431	1750	3371	328
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.02	0.10	0.10	0.01	0.23	0.23	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	8.6	10.9	10.9	7.6	10.0	10.0	12.1	22.4	22.4	7.0	17.3	17.3
Volume/Cap:	0.61	0.45	0.45	0.18	0.59	0.59	0.06	0.61	0.61	0.33	0.36	0.36
Delay/Veh:	28.4	22.3	22.3	23.8	24.7	24.7	19.4	16.0	16.0	25.3	17.1	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:	28.4	22.3	22.3	23.8	24.7	24.7	19.4	16.0	16.0	25.3	17.1	17.1
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	4	3	3	1	3	3	0	6	6	1	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



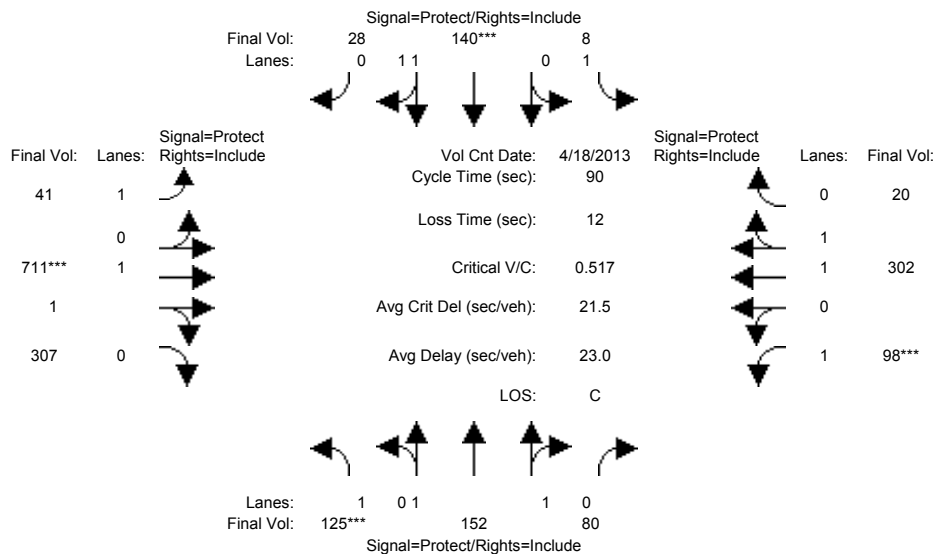
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	284	250	98	12	174	45	50	212	69	110	589	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	250	98	12	174	45	50	212	69	110	589	5
Added Vol:	0	0	0	3	0	0	0	17	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	250	98	15	174	45	50	229	69	110	591	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	250	98	15	174	45	50	229	69	110	591	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	250	98	15	174	45	50	229	69	110	591	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	250	98	15	174	45	50	229	69	110	591	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.42	0.58	1.00	1.58	0.42	1.00	1.52	0.48	1.00	1.98	0.02
Final Sat.:	1750	2657	1042	1750	2939	760	1750	2843	857	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.09	0.01	0.06	0.06	0.03	0.08	0.08	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	23.1	19.5	19.5	13.6	10.0	10.0	7.0	17.6	17.6	12.3	22.9	22.9
Volume/Cap:	0.53	0.36	0.36	0.05	0.44	0.44	0.31	0.34	0.34	0.38	0.53	0.53
Delay/Veh:	22.4	22.9	22.9	25.4	30.6	30.6	32.8	24.1	24.1	28.8	22.0	22.0
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:	22.4	22.9	22.9	25.4	30.6	30.6	32.8	24.1	24.1	28.8	22.0	22.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	3	3	0	3	3	1	3	3	2	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 18 Apr 2013 <<											
Base Vol:	125	152	80	7	140	28	41	706	307	98	287	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	152	80	7	140	28	41	706	307	98	287	17
Added Vol:	0	0	0	1	0	0	0	5	0	0	15	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	152	80	8	140	28	41	711	307	98	302	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	152	80	8	140	28	41	711	307	98	302	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	152	80	8	140	28	41	711	307	98	302	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	152	80	8	140	28	41	711	307	98	302	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.29	0.71	1.00	1.66	0.34	1.00	1.38	0.62	1.00	1.87	0.13
Final Sat.:	1750	2423	1275	1750	3083	617	1750	2583	1115	1750	3470	230
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.00	0.05	0.05	0.02	0.28	0.28	0.06	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	12.1	13.0	13.0	9.1	10.0	10.0	23.0	46.5	46.5	9.5	32.9	32.9
Volume/Cap:	0.53	0.43	0.43	0.05	0.41	0.41	0.09	0.53	0.53	0.53	0.24	0.24
Delay/Veh:	38.7	35.7	35.7	36.6	37.9	37.9	25.6	14.8	14.8	41.2	19.9	19.9
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:	38.7	35.7	35.7	36.6	37.9	37.9	25.6	14.8	14.8	41.2	19.9	19.9
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2kAvgQ:	3	3	3	0	3	3	1	9	9	3	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE

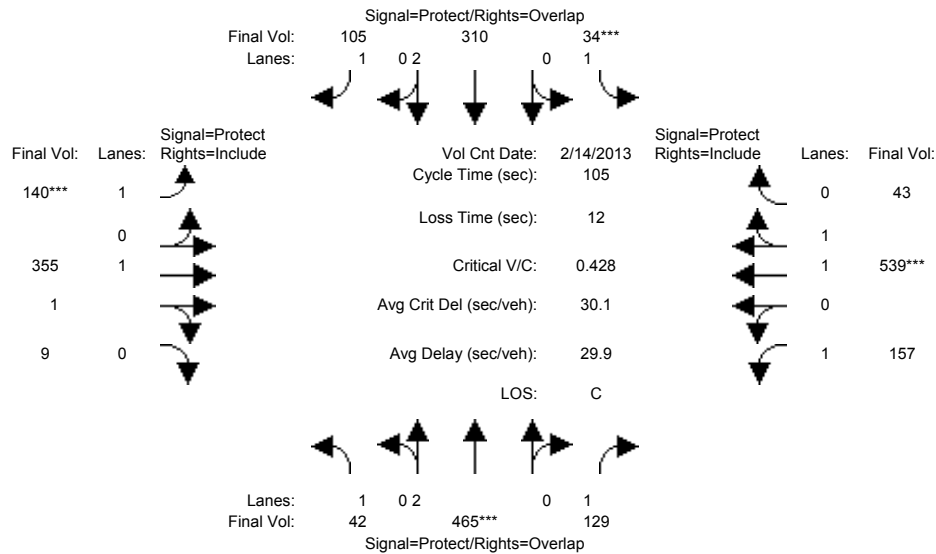


Table with 5 columns: Approach, Movement, and four Bound types (North, South, East, West) each with L, T, R movements. Rows include Min. Green and Y+R.

Table for Volume Module showing Count, Date, and various volume adjustments (Base, Growth, Initial, Added, ATI, Initial Fut, User, PHF, Reduct, Reduced, PCE, MLF, Final) for each approach.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

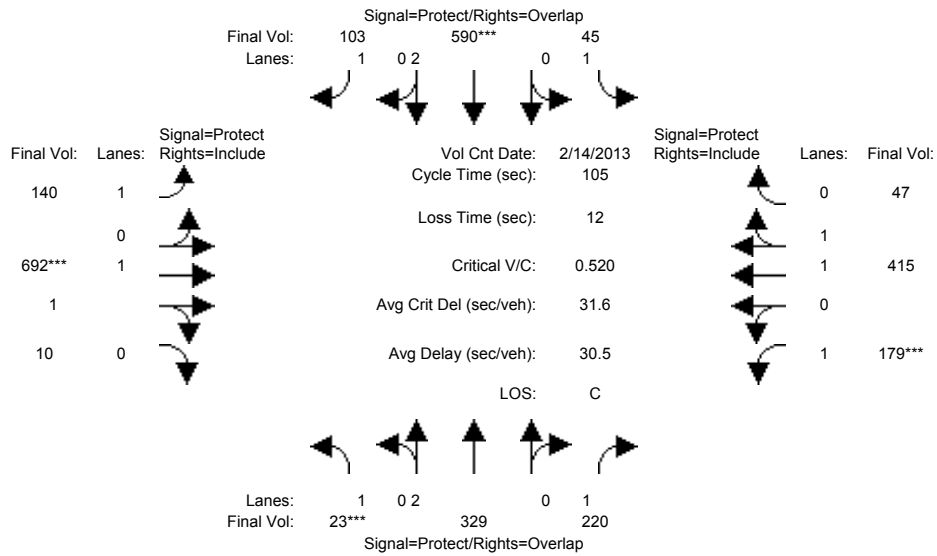
Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for each approach.

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

Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE



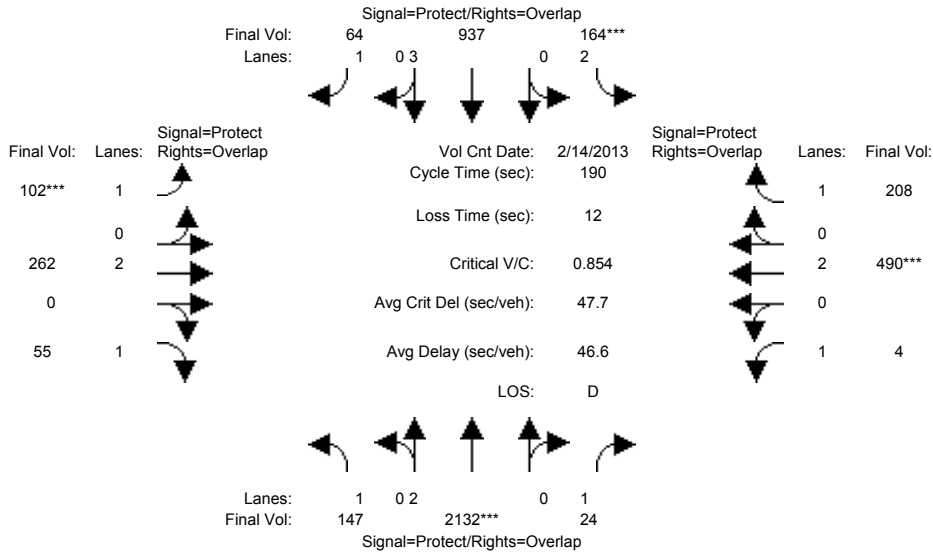
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	23	329	220	45	590	103	140	688	10	179	400	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	329	220	45	590	103	140	688	10	179	400	47
Added Vol:	0	0	0	0	0	0	0	4	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	329	220	45	590	103	140	692	10	179	415	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	329	220	45	590	103	140	692	10	179	415	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	329	220	45	590	103	140	692	10	179	415	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	329	220	45	590	103	140	692	10	179	415	47
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.79	0.21
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3647	53	1750	3323	376
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.03	0.16	0.06	0.08	0.19	0.19	0.10	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	7.0	21.7	41.3	15.2	29.9	51.8	21.9	36.5	36.5	19.7	34.2	34.2
Volume/Cap:	0.20	0.42	0.32	0.18	0.55	0.12	0.38	0.55	0.55	0.55	0.38	0.38
Delay/Veh:	47.2	36.6	22.3	39.8	32.4	14.4	36.4	28.1	28.1	40.5	27.5	27.5
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:	47.2	36.6	22.3	39.8	32.4	14.4	36.4	28.1	28.1	40.5	27.5	27.5
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	4	5	1	8	2	4	9	9	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



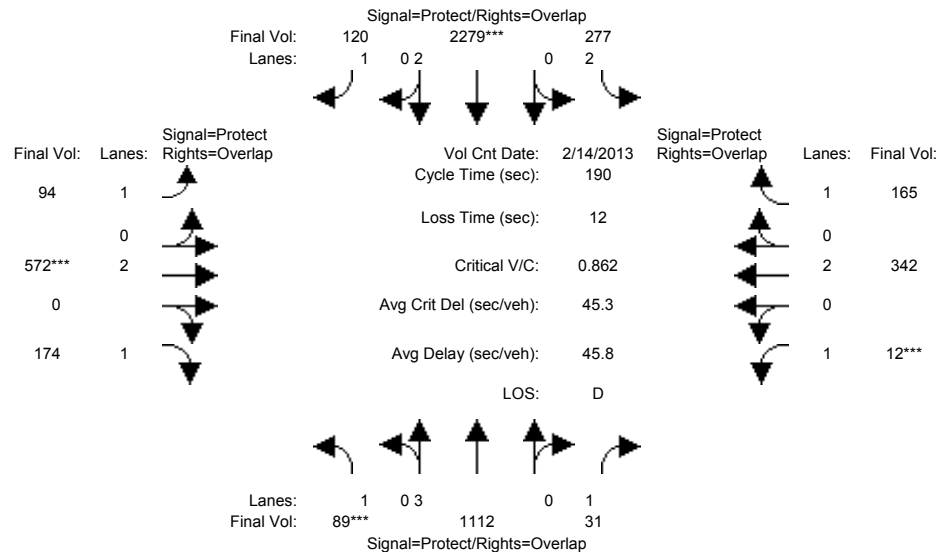
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	146	2506	24	153	916	64	102	257	46	4	489	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2506	24	153	916	64	102	257	46	4	489	207
Added Vol:	1	2	0	11	21	0	0	5	9	0	1	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2508	24	164	937	64	102	262	55	4	490	208
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	2132	24	164	937	64	102	262	55	4	490	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	2132	24	164	937	64	102	262	55	4	490	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	2132	24	164	937	64	102	262	55	4	490	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.01	0.05	0.16	0.04	0.06	0.07	0.03	0.00	0.13	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	46.1	125	139.3	11.6	90.2	103.2	13.0	27.1	73.3	14.5	28.7	40.3
Volume/Cap:	0.35	0.85	0.02	0.85	0.35	0.07	0.85	0.48	0.08	0.03	0.85	0.56
Delay/Veh:	60.0	28.6	6.9	117.5	31.4	20.6	129.1	75.6	37.1	81.3	90.6	68.9
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:	60.0	28.6	6.9	117.5	31.4	20.6	129.1	75.6	37.1	81.3	90.6	68.9
LOS by Move:	E	C	A	F	C	C	F	E	D	F	F	E
HCM2kAvgQ:	7	47	0	6	11	2	9	7	2	0	15	11

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	81	1092	31	274	2708	120	94	571	172	12	338	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1092	31	274	2708	120	94	571	172	12	338	154
Added Vol:	8	20	0	3	5	0	0	1	2	0	4	11
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1112	31	277	2713	120	94	572	174	12	342	165
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1112	31	277	2279	120	94	572	174	12	342	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1112	31	277	2279	120	94	572	174	12	342	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	1112	31	277	2279	120	94	572	174	12	342	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.02	0.09	0.60	0.07	0.05	0.15	0.10	0.01	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	10.9	95.7	102.7	43.1	128	142.6	14.6	32.1	43.0	7.0	24.5	67.7
Volume/Cap:	0.89	0.39	0.03	0.39	0.89	0.09	0.70	0.89	0.44	0.19	0.70	0.26
Delay/Veh:	145.2	29.1	20.4	62.6	29.6	6.4	100.4	91.7	63.9	90.1	83.6	43.7
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:	145.2	29.1	20.4	62.6	29.6	6.4	100.4	91.7	63.9	90.1	83.6	43.7
LOS by Move:	F	C	C	E	C	A	F	F	E	F	F	D
HCM2kAvgQ:	6	13	1	8	53	2	7	19	9	1	10	7

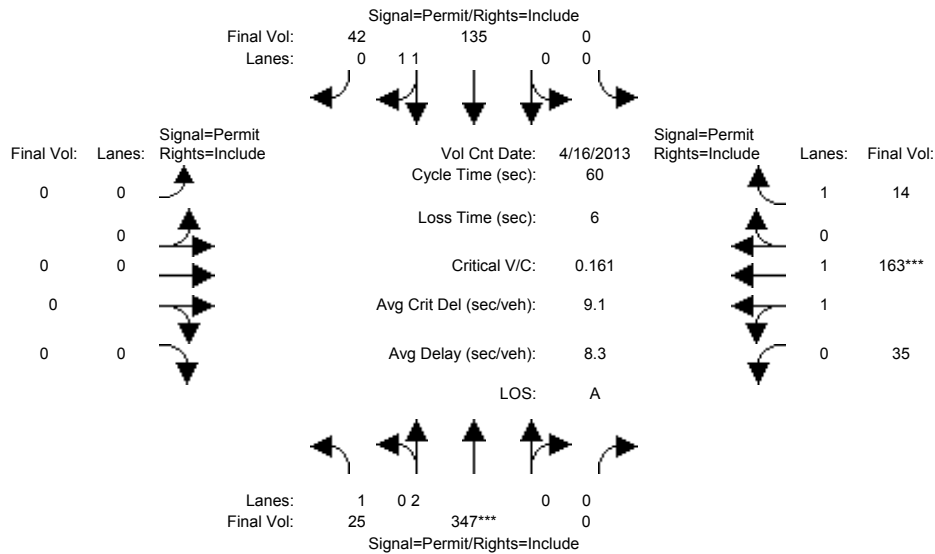
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



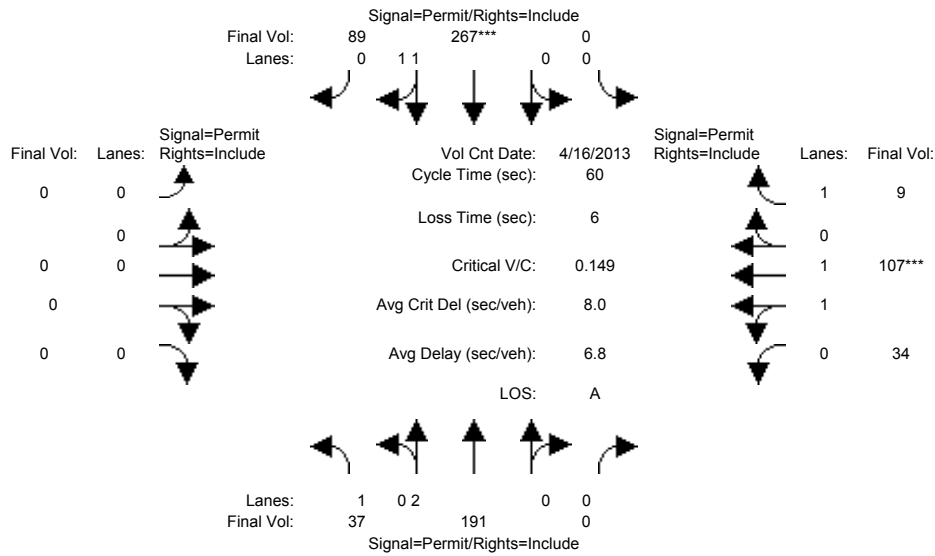
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	24	346	0	0	128	42	0	0	0	28	163	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	346	0	0	128	42	0	0	0	28	163	14
Added Vol:	1	1	0	0	7	0	0	0	0	7	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	347	0	0	135	42	0	0	0	35	163	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	347	0	0	135	42	0	0	0	35	163	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	347	0	0	135	42	0	0	0	35	163	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	347	0	0	135	42	0	0	0	35	163	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.36	1.64	1.00
Final Sat.:	1750	3800	0	0	2821	878	0	0	0	654	3045	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	34.0	34.0	0.0	0.0	34.0	34.0	0.0	0.0	0.0	20.0	20.0	20.0
Volume/Cap:	0.03	0.16	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.16	0.16	0.02
Delay/Veh:	5.7	6.2	0.0	0.0	5.9	5.9	0.0	0.0	0.0	14.2	14.2	13.5
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:	5.7	6.2	0.0	0.0	5.9	5.9	0.0	0.0	0.0	14.2	14.2	13.5
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	1	0	0	1	1	0	0	0	1	1	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



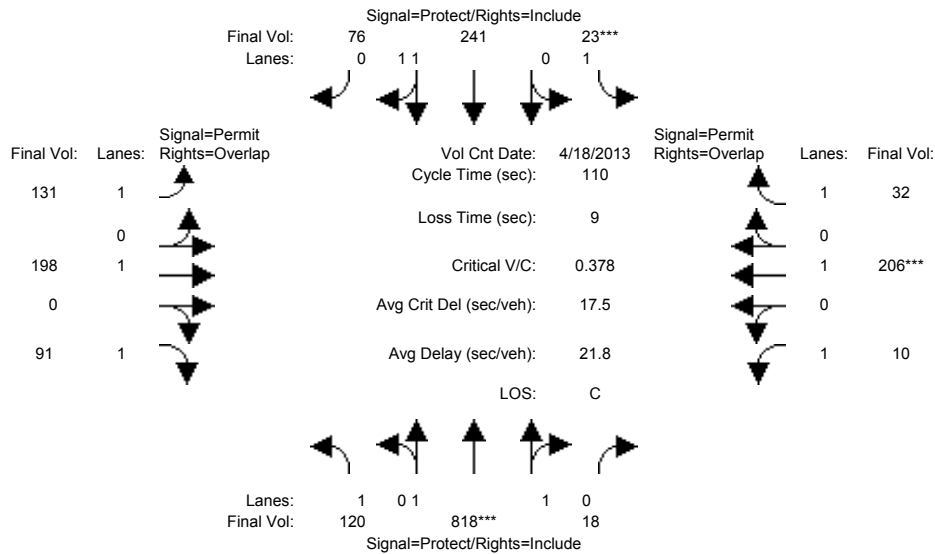
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	31	185	0	0	265	89	0	0	0	32	107	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	185	0	0	265	89	0	0	0	32	107	9
Added Vol:	6	6	0	0	2	0	0	0	0	2	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	191	0	0	267	89	0	0	0	34	107	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	191	0	0	267	89	0	0	0	34	107	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	191	0	0	267	89	0	0	0	34	107	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	191	0	0	267	89	0	0	0	34	107	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	0.00	0.00	0.00	0.50	1.50	1.00
Final Sat.:	1750	3800	0	0	2774	925	0	0	0	892	2807	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****											
Green Time:	38.7	38.7	0.0	0.0	38.7	38.7	0.0	0.0	0.0	15.3	15.3	15.3
Volume/Cap:	0.03	0.08	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15	0.15	0.02
Delay/Veh:	3.9	4.0	0.0	0.0	4.2	4.2	0.0	0.0	0.0	17.4	17.4	16.7
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:	3.9	4.0	0.0	0.0	4.2	4.2	0.0	0.0	0.0	17.4	17.4	16.7
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	1	0	0	1	1	0	0	0	1	1	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



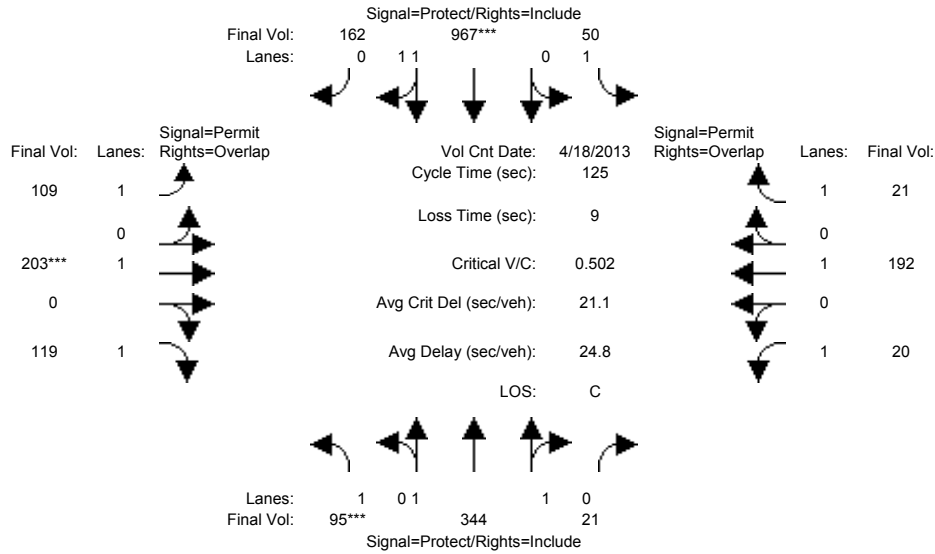
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	120	817	18	23	231	76	131	198	88	7	206	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	817	18	23	231	76	131	198	88	7	206	32
Added Vol:	0	1	0	0	10	0	0	0	3	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	818	18	23	241	76	131	198	91	10	206	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	818	18	23	241	76	131	198	91	10	206	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	818	18	23	241	76	131	198	91	10	206	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	818	18	23	241	76	131	198	91	10	206	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.51	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3620	80	1750	2812	887	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.01	0.09	0.09	0.07	0.10	0.05	0.01	0.11	0.02
Crit Moves:	****			****						****		
Green Time:	30.3	63.5	63.5	7.0	40.2	40.2	30.5	30.5	60.8	30.5	30.5	37.5
Volume/Cap:	0.25	0.39	0.39	0.21	0.23	0.23	0.27	0.38	0.09	0.02	0.39	0.05
Delay/Veh:	31.3	12.8	12.8	49.8	24.3	24.3	31.4	32.5	11.6	28.9	32.7	24.4
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:	31.3	12.8	12.8	49.8	24.3	24.3	31.4	32.5	11.6	28.9	32.7	24.4
LOS by Move:	C	B	B	D	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	8	8	1	4	4	4	5	2	0	6	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



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

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	92	335	18	50	964	162	109	203	118	19	192	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	335	18	50	964	162	109	203	118	19	192	21
Added Vol:	3	9	3	0	3	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	344	21	50	967	162	109	203	119	20	192	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	344	21	50	967	162	109	203	119	20	192	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	344	21	50	967	162	109	203	119	20	192	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	344	21	50	967	162	109	203	119	20	192	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3487	213	1750	3169	531	1750	1900	1750	1750	1900	1750

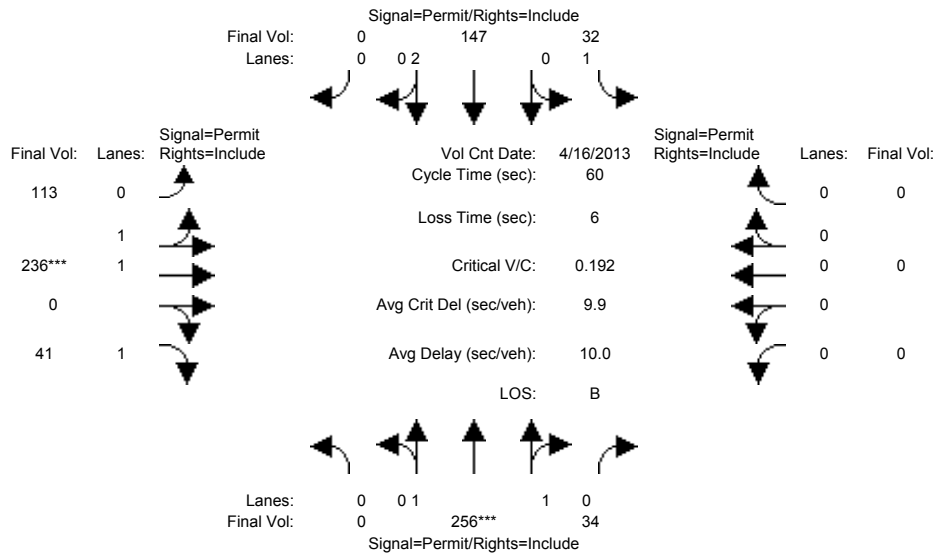
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.03	0.31	0.31	0.06	0.11	0.07	0.01	0.10	0.01
Crit Moves:	****				****			****				
Green Time:	13.5	57.0	57.0	32.4	75.9	75.9	26.6	26.6	40.1	26.6	26.6	59.0
Volume/Cap:	0.50	0.22	0.22	0.11	0.50	0.50	0.29	0.50	0.21	0.05	0.48	0.03
Delay/Veh:	54.7	20.6	20.6	35.4	14.1	14.1	41.8	44.4	31.1	39.3	44.0	17.7
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:	54.7	20.6	20.6	35.4	14.1	14.1	41.8	44.4	31.1	39.3	44.0	17.7
LOS by Move:	D	C	C	D	B	B	D	D	C	D	D	B
HCM2kAvgQ:	4	4	4	2	12	12	4	7	4	1	7	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



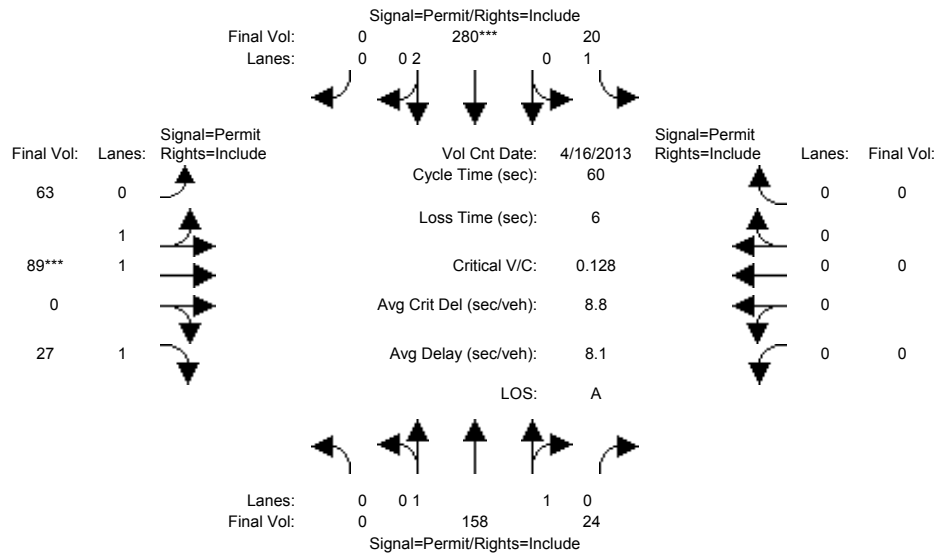
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	0	254	33	32	134	0	113	236	34	0	0	0
Growth Adj:	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	33	32	134	0	113	236	34	0	0	0
Added Vol:	0	2	1	0	13	0	0	0	7	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	256	34	32	147	0	113	236	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	256	34	32	147	0	113	236	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	256	34	32	147	0	113	236	41	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
Final Volume:	0	256	34	32	147	0	113	236	41	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.76	0.24	1.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	3266	434	1750	3800	0	1198	2501	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.04	0.00	0.09	0.09	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	24.5	24.5	24.5	24.5	0.0	29.5	29.5	29.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.19	0.04	0.09	0.00	0.19	0.19	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	11.5	11.5	10.7	10.9	0.0	8.6	8.6	8.0	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	11.5	11.5	10.7	10.9	0.0	8.6	8.6	8.0	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	1	0	2	2	0	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



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

Volume Module: >> Count Date: 16 Apr 2013 <<

Base Vol:	0	146	18	20	276	0	63	89	25	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	146	18	20	276	0	63	89	25	0	0	0
Added Vol:	0	12	6	0	4	0	0	0	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	158	24	20	280	0	63	89	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	158	24	20	280	0	63	89	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	158	24	20	280	0	63	89	27	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
Final Volume:	0	158	24	20	280	0	63	89	27	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.73	0.27	1.00	2.00	0.00	0.85	1.15	1.00	0.00	0.00	0.00
Final Sat.:	0	3212	488	1750	3800	0	1533	2165	1750	0	0	0

Capacity Analysis Module:

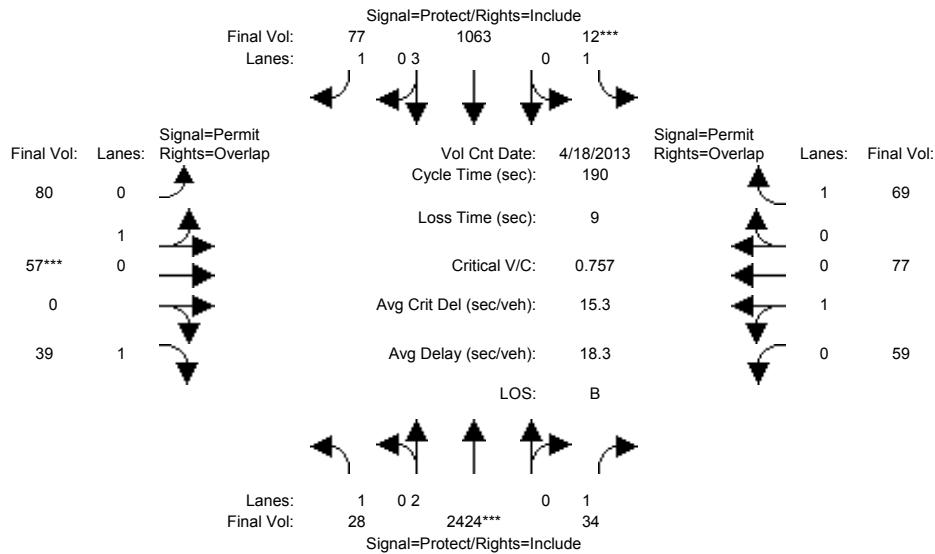
Vol/Sat:	0.00	0.05	0.05	0.01	0.07	0.00	0.04	0.04	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	34.7	34.7	34.7	34.7	0.0	19.3	19.3	19.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.09	0.02	0.13	0.00	0.13	0.13	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	5.6	5.6	5.4	5.8	0.0	14.4	14.4	14.0	0.0	0.0	0.0
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	5.6	5.6	5.4	5.8	0.0	14.4	14.4	14.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	1	1	0	1	0	1	1	0	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



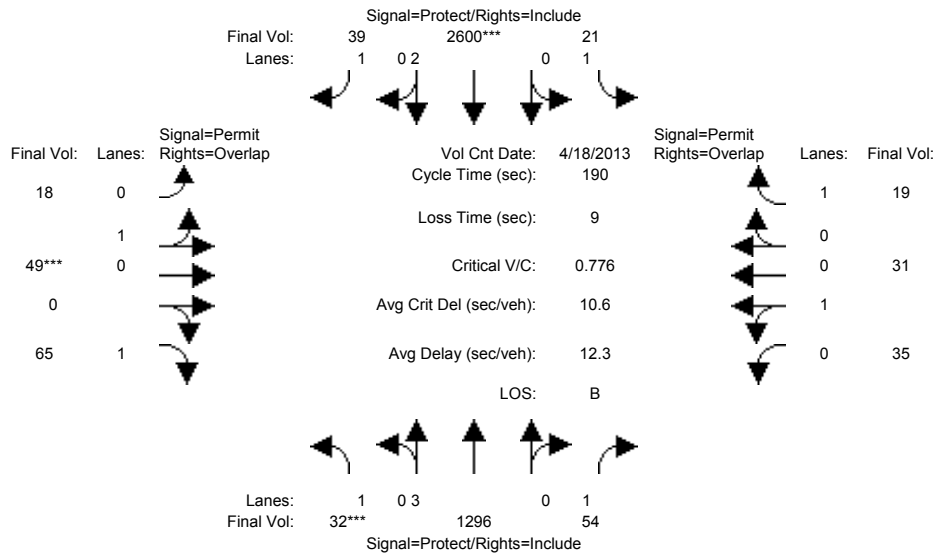
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	28	2850	34	12	1037	77	80	57	36	56	77	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2850	34	12	1037	77	80	57	36	56	77	69
Added Vol:	0	2	0	0	26	0	0	0	3	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2852	34	12	1063	77	80	57	39	59	77	69
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2424	34	12	1063	77	80	57	39	59	77	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2424	34	12	1063	77	80	57	39	59	77	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2424	34	12	1063	77	80	57	39	59	77	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.58	0.42	1.00	0.43	0.57	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1051	749	1750	781	1019	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.64	0.02	0.01	0.19	0.04	0.08	0.08	0.02	0.08	0.08	0.04
Crit Moves:	****			****			****			****		
Green Time:	26.8	155	155.5	7.0	136	135.7	18.5	18.5	45.3	18.5	18.5	25.5
Volume/Cap:	0.11	0.78	0.02	0.19	0.26	0.06	0.78	0.78	0.09	0.77	0.77	0.29
Delay/Veh:	71.4	10.0	3.2	90.1	9.6	8.2	103.4	103	56.4	102.7	103	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	10.0	3.2	90.1	9.6	8.2	103.4	103	56.4	102.7	103	74.8
LOS by Move:	E	A	A	F	A	A	F	F	E	F	F	E
HCM2kAvgQ:	1	34	0	1	7	1	10	10	2	10	10	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	29	1272	51	21	3126	39	18	49	64	34	31	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1272	51	21	3126	39	18	49	64	34	31	19
Added Vol:	3	24	3	0	6	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1296	54	21	3132	39	18	49	65	35	31	19
User Adj:	1.00	1.00	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1296	54	21	2600	39	18	49	65	35	31	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1296	54	21	2600	39	18	49	65	35	31	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	1296	54	21	2600	39	18	49	65	35	31	19
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.27	0.73	1.00	0.53	0.47	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	484	1316	1750	955	845	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.03	0.01	0.68	0.02	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	147	147.2	23.8	164	164.0	10.0	10.0	17.0	10.0	10.0	33.8
Volume/Cap:	0.50	0.29	0.04	0.10	0.79	0.03	0.71	0.71	0.42	0.70	0.70	0.06
Delay/Veh:	95.7	6.3	5.0	73.7	7.0	1.8	110.2	110	83.6	108.8	109	65.0
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:	95.7	6.3	5.0	73.7	7.0	1.8	110.2	110	83.6	108.8	109	65.0
LOS by Move:	F	A	A	E	A	A	F	F	F	F	F	E
HCM2kAvgQ:	2	7	1	1	31	0	5	5	4	5	5	1

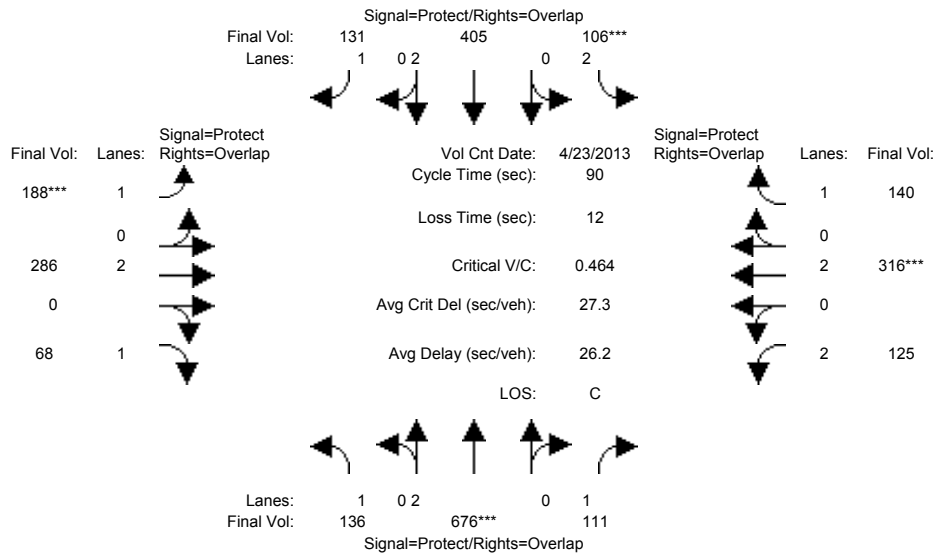
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



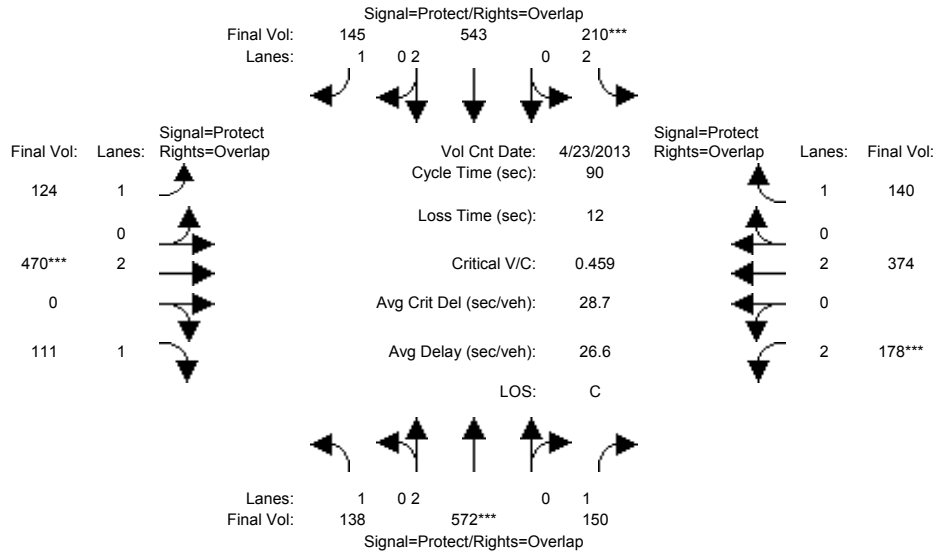
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	136	669	111	105	404	130	181	286	68	125	316	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	669	111	105	404	130	181	286	68	125	316	133
Added Vol:	0	7	0	1	1	1	7	0	0	0	0	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	676	111	106	405	131	188	286	68	125	316	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	676	111	106	405	131	188	286	68	125	316	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	676	111	106	405	131	188	286	68	125	316	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	676	111	106	405	131	188	286	68	125	316	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.06	0.03	0.11	0.07	0.11	0.08	0.04	0.04	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.0	34.3	49.4	7.0	24.3	45.0	20.7	21.6	38.6	15.1	16.0	23.0
Volume/Cap:	0.41	0.47	0.12	0.43	0.40	0.15	0.47	0.31	0.09	0.24	0.47	0.31
Delay/Veh:	32.9	21.2	9.8	40.8	27.1	12.3	30.8	28.3	15.3	32.7	33.7	27.5
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:	32.9	21.2	9.8	40.8	27.1	12.3	30.8	28.3	15.3	32.7	33.7	27.5
LOS by Move:	C	C	A	D	C	B	C	C	B	C	C	C
HCM2kAvgQ:	4	7	2	2	4	2	5	3	1	2	4	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



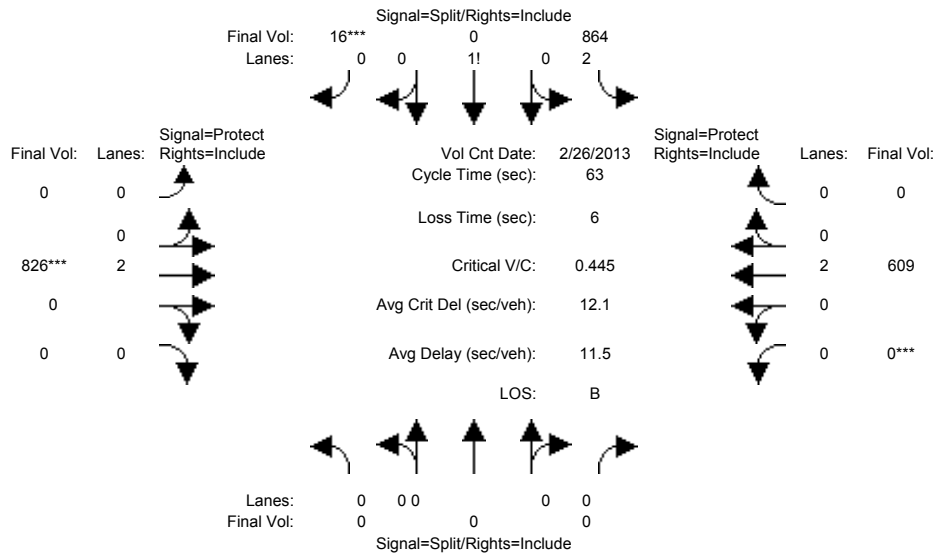
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	138	570	150	204	537	139	122	470	111	178	374	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	570	150	204	537	139	122	470	111	178	374	138
Added Vol:	0	2	0	6	6	6	2	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	572	150	210	543	145	124	470	111	178	374	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	572	150	210	543	145	124	470	111	178	374	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	572	150	210	543	145	124	470	111	178	374	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	572	150	210	543	145	124	470	111	178	374	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.09	0.07	0.14	0.08	0.07	0.12	0.06	0.06	0.10	0.08
Crit Moves:	****			****			****			****		
Green Time:	15.2	29.5	40.6	13.1	27.5	42.0	14.6	24.3	39.4	11.1	20.8	33.9
Volume/Cap:	0.47	0.46	0.19	0.46	0.47	0.18	0.44	0.46	0.14	0.46	0.43	0.21
Delay/Veh:	35.0	24.2	14.9	35.9	25.6	14.0	35.1	27.7	15.3	37.5	29.8	19.2
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:	35.0	24.2	14.9	35.9	25.6	14.0	35.1	27.7	15.3	37.5	29.8	19.2
LOS by Move:	C	C	B	D	C	B	D	C	B	D	C	B
HCM2kAvgQ:	4	6	3	3	6	2	4	6	2	3	5	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



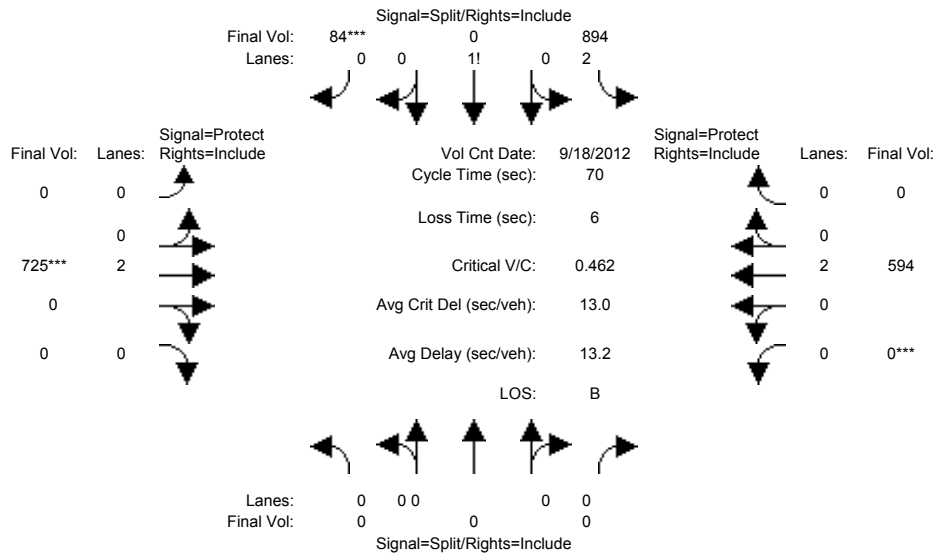
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	0	0	0	799	0	16	0	799	0	0	605	0
Growth Adj:	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	799	0	16	0	799	0	0	605	0
Added Vol:	0	0	0	65	0	0	0	27	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	864	0	16	0	826	0	0	609	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	864	0	16	0	826	0	0	609	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	864	0	16	0	826	0	0	609	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	864	0	16	0	826	0	0	609	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	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.95	0.00	0.05	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4813	0	86	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.19	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.3	0.0	26.3	0.0	30.7	0.0	0.0	30.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.45	0.00	0.45	0.00	0.00	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	13.3	0.0	10.7	0.0	0.0	9.9	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	13.2	0.0	13.3	0.0	10.7	0.0	0.0	9.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	5	0	6	0	0	3	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



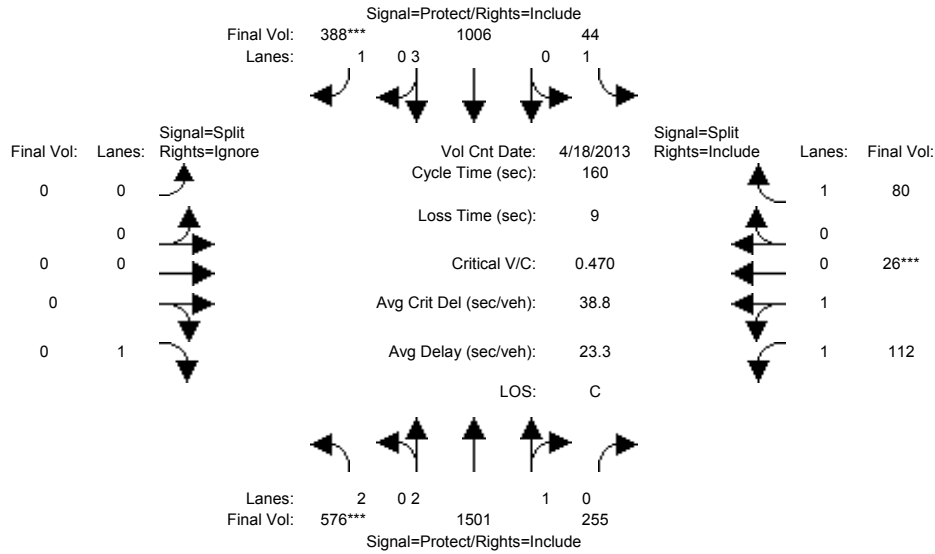
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	0	0	0	878	0	84	0	717	0	0	569	0
Growth Adj:	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	878	0	84	0	717	0	0	569	0
Added Vol:	0	0	0	16	0	0	0	8	0	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	894	0	84	0	725	0	0	594	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	894	0	84	0	725	0	0	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	894	0	84	0	725	0	0	594	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	894	0	84	0	725	0	0	594	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	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.79	0.00	0.21	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4531	0	363	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.23	0.00	0.19	0.00	0.00	0.16	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	35.1	0.0	35.1	0.0	28.9	0.0	0.0	28.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.46	0.00	0.46	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	11.5	0.0	15.1	0.0	0.0	14.5	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	10.9	0.0	11.5	0.0	15.1	0.0	0.0	14.5	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	4	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	576	1481	255	44	1003	388	0	0	503	112	26	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:	576	1481	255	44	1003	388	0	0	503	112	26	80
Added Vol:	0	20	0	0	3	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	576	1501	255	44	1006	388	0	0	503	112	26	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:	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 Volume:	576	1501	255	44	1006	388	0	0	0	112	26	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	1501	255	44	1006	388	0	0	0	112	26	80
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
Final Volume:	576	1501	255	44	1006	388	0	0	0	112	26	80

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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.55	0.45	1.00	3.00	1.00	0.00	0.00	1.00	1.63	0.37	1.00
Final Sat.:	3150	4786	813	1750	5700	1750	0	0	1750	2881	669	1750

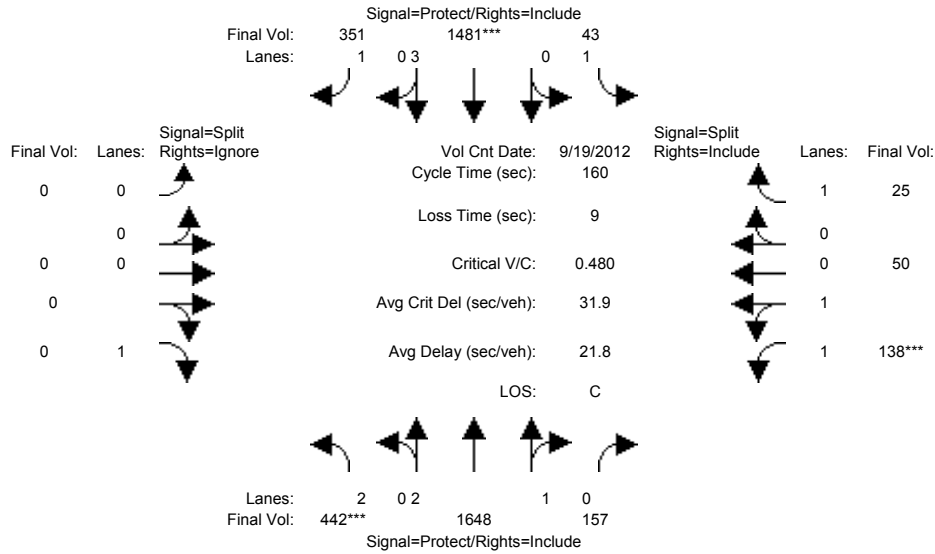
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.31	0.03	0.18	0.22	0.00	0.00	0.00	0.04	0.04	0.05
Crit Moves:	****					****					****	
Green Time:	61.3	119	119.1	16.6	74.4	74.4	0.0	0.0	0.0	15.3	15.3	15.3
Volume/Cap:	0.48	0.42	0.42	0.24	0.38	0.48	0.00	0.00	0.00	0.41	0.41	0.48
Delay/Veh:	37.5	7.7	7.7	66.6	27.9	29.9	0.0	0.0	0.0	68.8	68.8	70.7
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:	37.5	7.7	7.7	66.6	27.9	29.9	0.0	0.0	0.0	68.8	68.8	70.7
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	12	11	11	2	10	13	0	0	0	4	4	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 19 Sep 2012 <<											
Base Vol:	442	1642	157	43	1462	351	0	0	1083	138	50	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	442	1642	157	43	1462	351	0	0	1083	138	50	25
Added Vol:	0	6	0	0	19	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	1648	157	43	1481	351	0	0	1083	138	50	25
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:	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 Volume:	442	1648	157	43	1481	351	0	0	0	138	50	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1648	157	43	1481	351	0	0	0	138	50	25
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
Final Volume:	442	1648	157	43	1481	351	0	0	0	138	50	25

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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.73	0.27	1.00	3.00	1.00	0.00	0.00	1.00	1.48	0.52	1.00
Final Sat.:	3150	5112	487	1750	5700	1750	0	0	1750	2606	944	1750

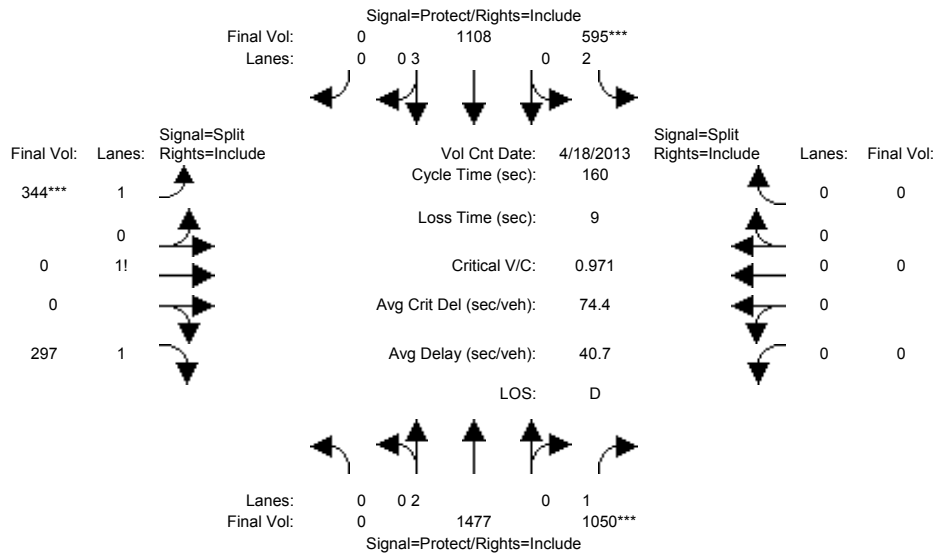
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.02	0.26	0.20	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****					****		
Green Time:	46.8	117	117.4	15.9	86.6	86.6	0.0	0.0	0.0	17.6	17.6	17.6
Volume/Cap:	0.48	0.44	0.44	0.25	0.48	0.37	0.00	0.00	0.00	0.48	0.48	0.13
Delay/Veh:	47.0	8.4	8.4	67.2	22.9	21.3	0.0	0.0	0.0	67.8	67.8	64.5
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:	47.0	8.4	8.4	67.2	22.9	21.3	0.0	0.0	0.0	67.8	67.8	64.5
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	10	11	11	2	14	10	0	0	0	5	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	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

Volume Module:	>>	Count	Date:	18 Apr 2013	<<							
Base Vol:	0	1457	1050	595	1105	0	344	0	297	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	1457	1050	595	1105	0	344	0	297	0	0	0
Added Vol:	0	20	0	0	3	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1477	1050	595	1108	0	344	0	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1477	1050	595	1108	0	344	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1477	1050	595	1108	0	344	0	297	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
Final Volume:	0	1477	1050	595	1108	0	344	0	297	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.54	0.00	1.46	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2689	0	2561	0	0	0

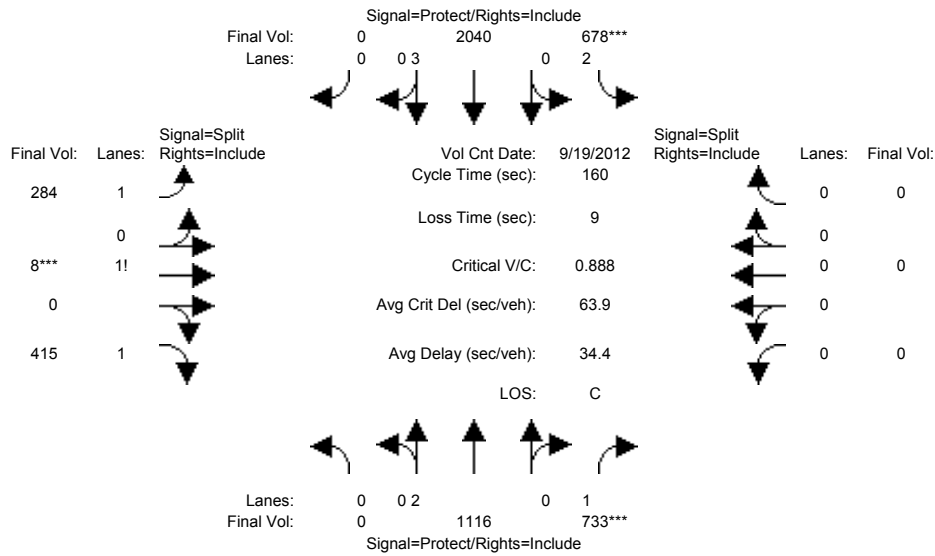
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.60	0.19	0.19	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	98.8	98.8	31.1	130	0.0	21.1	0.0	21.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.97	0.97	0.24	0.00	0.97	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	49.9	93.2	3.5	0.0	97.1	0.0	80.3	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	19.7	49.9	93.2	3.5	0.0	97.1	0.0	80.3	0.0	0.0	0.0
LOS by Move:	A	B	D	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	22	57	20	4	0	16	0	13	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	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

Volume Module:	>>	Count	Date:	19 Sep 2012	<<												
Base Vol:	0	1110	733	678	2021	0	284	8	415	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	1110	733	678	2021	0	284	8	415	0	0	0					
Added Vol:	0	6	0	0	19	0	0	0	0	0	0	0					
ATI:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	0	1116	733	678	2040	0	284	8	415	0	0	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	0	1116	733	678	2040	0	284	8	415	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	0	1116	733	678	2040	0	284	8	415	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					
Final Volume:	0	1116	733	678	2040	0	284	8	415	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.40	0.02	1.58	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2445	39	2766	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.42	0.22	0.36	0.00	0.12	0.20	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	75.4	75.4	38.8	114	0.0	36.8	36.8	36.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.89	0.89	0.50	0.00	0.51	0.89	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	32.3	50.0	70.9	10.3	0.0	54.0	71.6	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	32.3	50.0	70.9	10.3	0.0	54.0	71.6	57.2	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	20	37	20	14	0	10	21	13	0	0	0

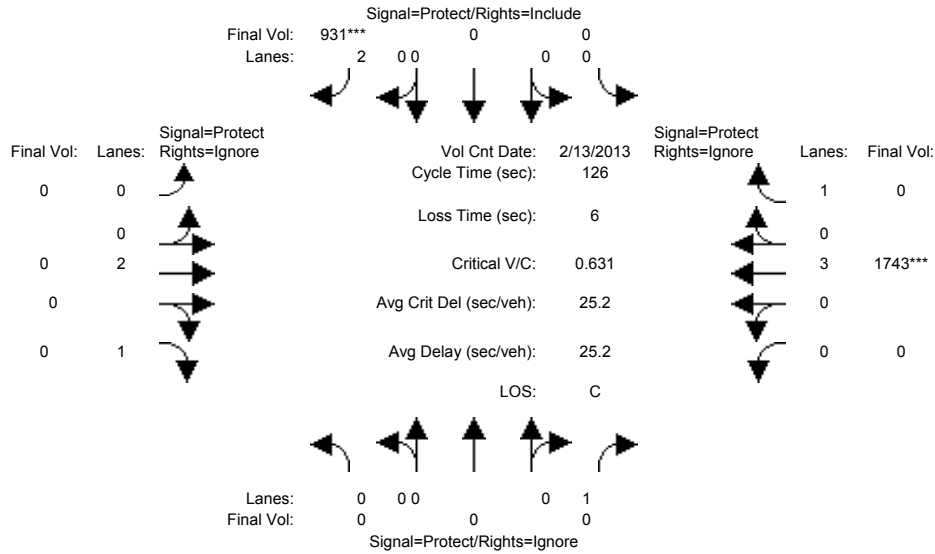
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK



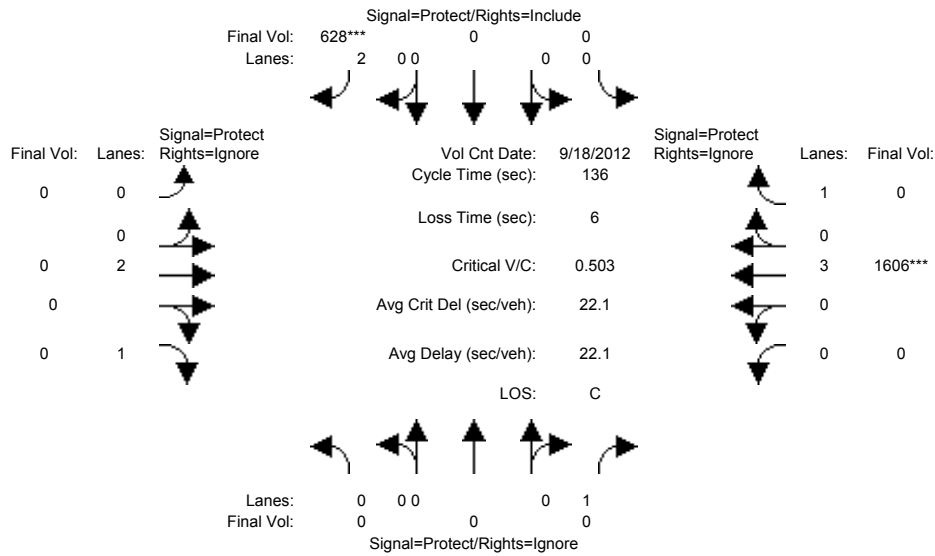
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	10	0	0	10	0	10	10	0	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Feb 2013 <<													
Base Vol:	0	0	134	0	0	834	0	680	477	0	1496	321	
Growth Adj:	1.00	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	134	0	0	834	0	680	477	0	1496	321	
Added Vol:	0	0	0	0	0	97	0	19	20	0	247	0	
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	134	0	0	931	0	699	497	0	1743	321	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
PHF Volume:	0	0	0	0	0	931	0	0	0	0	1743	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	931	0	0	0	0	1743	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
FinalVolume:	0	0	0	0	0	931	0	0	0	0	1743	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	0.83	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	2.00	1.00	0.00	3.00	1.00	
Final Sat.:	0	0	1750	0	0	3150	0	3800	1750	0	5700	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.31	0.00	
Crit Moves:							****						
Green Time:	0.0	0.0	0.0	0.0	0.0	59.0	0.0	0.0	0.0	0.0	61.0	0.0	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.00	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	26.2	0.0	0.0	0.0	0.0	24.6	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	26.2	0.0	0.0	0.0	0.0	24.6	0.0	
LOS by Move:	A	A	A	A	A	C	A	A	A	A	C	A	
HCM2kAvgQ:	0	0	0	0	0	16	0	0	0	0	16	0	

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

Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	0	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Sep 2012 <<											
Base Vol:	0	0	130	0	0	604	0	1529	1150	0	1538	292
Growth Adj:	1.00	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	130	0	0	604	0	1529	1150	0	1538	292
Added Vol:	0	0	0	0	0	24	0	164	153	0	68	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	130	0	0	628	0	1693	1303	0	1606	292
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	628	0	0	0	0	1606	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	628	0	0	0	0	1606	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	628	0	0	0	0	1606	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	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	0	0	3150	0	3800	1750	0	5700	1750

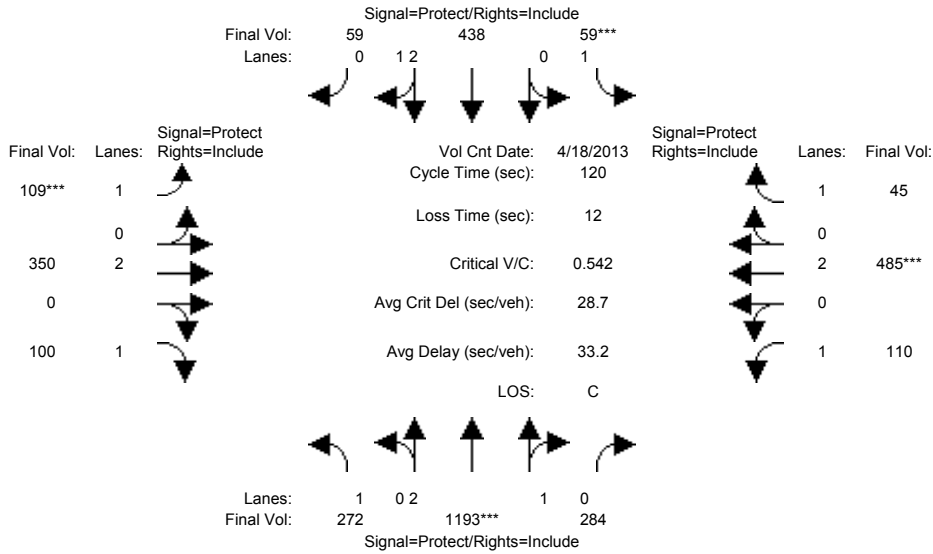
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.28	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	53.9	0.0	0.0	0.0	0.0	76.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	0.0	0.0	18.5	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	31.3	0.0	0.0	0.0	0.0	18.5	0.0
LOS by Move:	A	A	A	A	A	C	A	A	A	A	B	A
HCM2kAvgQ:	0	0	0	0	0	12	0	0	0	0	13	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



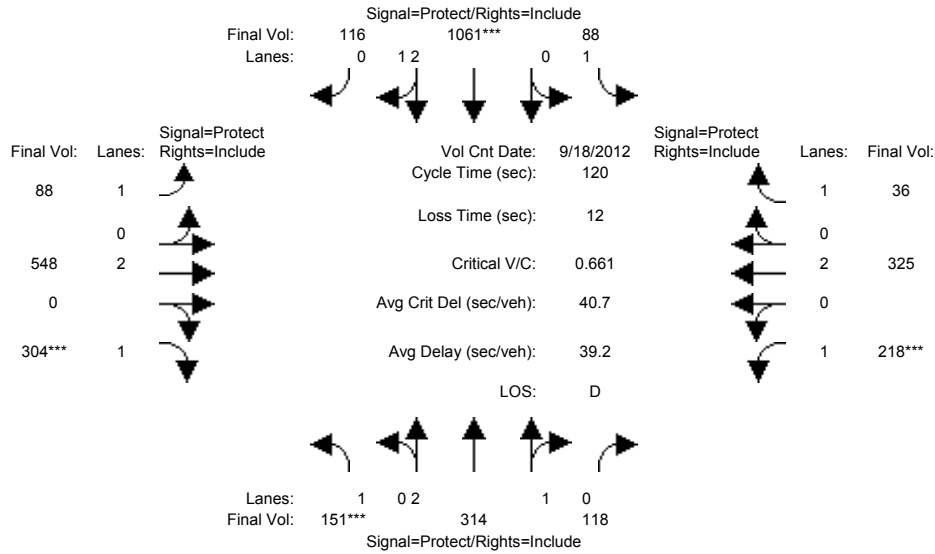
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	265	1193	284	59	438	52	108	348	99	110	472	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1193	284	59	438	52	108	348	99	110	472	45
Added Vol:	7	0	0	0	0	7	1	2	1	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1193	284	59	438	59	109	350	100	110	485	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1193	284	59	438	59	109	350	100	110	485	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1193	284	59	438	59	109	350	100	110	485	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	272	1193	284	59	438	59	109	350	100	110	485	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.40	0.60	1.00	2.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4522	1076	1750	4934	665	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.26	0.03	0.09	0.09	0.06	0.09	0.06	0.06	0.13	0.03
Crit Moves:	****			****			****			****		
Green Time:	42.0	58.5	58.5	7.5	24.0	24.0	13.8	25.0	25.0	17.1	28.3	28.3
Volume/Cap:	0.44	0.54	0.54	0.54	0.44	0.44	0.54	0.44	0.27	0.44	0.54	0.11
Delay/Veh:	30.6	21.7	21.7	60.1	42.5	42.5	53.1	41.8	40.3	48.4	40.9	36.1
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:	30.6	21.7	21.7	60.1	42.5	42.5	53.1	41.8	40.3	48.4	40.9	36.1
LOS by Move:	C	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	8	13	13	3	6	6	4	5	3	4	8	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



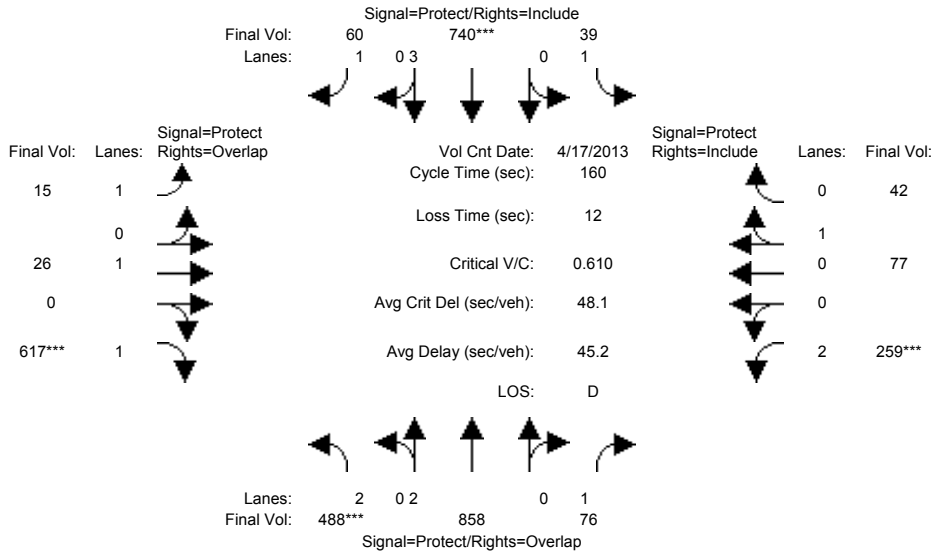
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	149	314	118	88	1061	114	82	536	298	218	321	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:	149	314	118	88	1061	114	82	536	298	218	321	36
Added Vol:	2	0	0	0	0	2	6	12	6	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	314	118	88	1061	116	88	548	304	218	325	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	314	118	88	1061	116	88	548	304	218	325	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	314	118	88	1061	116	88	548	304	218	325	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	314	118	88	1061	116	88	548	304	218	325	36
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	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.15	0.85	1.00	2.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4068	1529	1750	5047	552	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.05	0.21	0.21	0.05	0.14	0.17	0.12	0.09	0.02
Crit Moves:	****			****			****		****			
Green Time:	15.7	31.7	31.7	22.2	38.2	38.2	22.0	31.5	31.5	22.6	32.2	32.2
Volume/Cap:	0.66	0.29	0.29	0.27	0.66	0.66	0.27	0.55	0.66	0.66	0.32	0.08
Delay/Veh:	56.6	35.3	35.3	42.4	36.3	36.3	42.6	38.7	43.0	50.1	35.3	32.9
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:	56.6	35.3	35.3	42.4	36.3	36.3	42.6	38.7	43.0	50.1	35.3	32.9
LOS by Move:	E	D	D	D	D	D	D	D	D	D	D	C
HCM2kAvgQ:	7	4	4	3	13	13	3	8	11	9	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3103: KIELY/SARATOGA



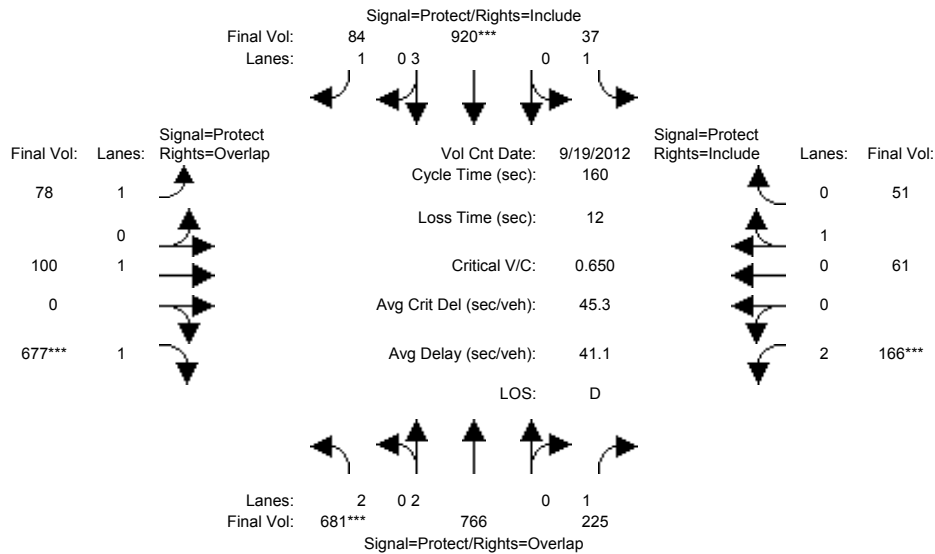
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Apr 2013 <<												
Base Vol:	488	838	76	39	737	60	15	26	617	259	77	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	838	76	39	737	60	15	26	617	259	77	42
Added Vol:	0	20	0	0	3	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	858	76	39	740	60	15	26	617	259	77	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	858	76	39	740	60	15	26	617	259	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	858	76	39	740	60	15	26	617	259	77	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	488	858	76	39	740	60	15	26	617	259	77	42
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	0.65	0.35
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1165	635
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.04	0.02	0.13	0.03	0.01	0.01	0.35	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	40.6	62.5	84.1	12.1	34.0	34.0	29.2	51.8	92.4	21.6	44.1	44.1
Volume/Cap:	0.61	0.58	0.08	0.29	0.61	0.16	0.05	0.04	0.61	0.61	0.24	0.24
Delay/Veh:	54.1	38.9	18.9	71.1	57.9	51.6	54.0	37.1	23.1	67.9	45.2	45.2
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:	54.1	38.9	18.9	71.1	57.9	51.6	54.0	37.1	23.1	67.9	45.2	45.2
LOS by Move:	D	D	B	E	E	D	D	D	C	E	D	D
HCM2kAvgQ:	12	16	2	2	11	2	1	1	21	8	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3103: KIELY/SARATOGA



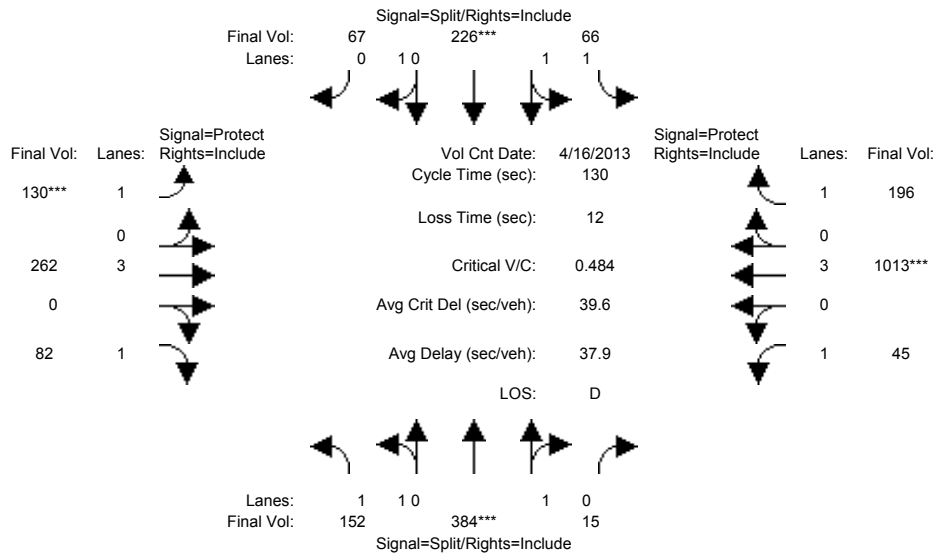
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	681	760	225	37	901	84	78	100	677	166	61	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	681	760	225	37	901	84	78	100	677	166	61	51
Added Vol:	0	6	0	0	19	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	681	766	225	37	920	84	78	100	677	166	61	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	681	766	225	37	920	84	78	100	677	166	61	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	766	225	37	920	84	78	100	677	166	61	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	681	766	225	37	920	84	78	100	677	166	61	51
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	0.54	0.46
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	980	820
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.13	0.02	0.16	0.05	0.04	0.05	0.39	0.05	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	53.2	76.4	89.4	16.6	39.7	39.7	22.9	42.0	95.3	13.0	32.1	32.1
Volume/Cap:	0.65	0.42	0.23	0.20	0.65	0.19	0.31	0.20	0.65	0.65	0.31	0.31
Delay/Veh:	46.9	27.5	18.0	66.2	55.0	47.7	62.2	46.1	22.8	77.1	55.0	55.0
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:	46.9	27.5	18.0	66.2	55.0	47.7	62.2	46.1	22.8	77.1	55.0	55.0
LOS by Move:	D	C	B	E	D	D	E	D	C	E	D	D
HCM2kAvgQ:	17	12	6	2	13	3	4	4	23	6	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



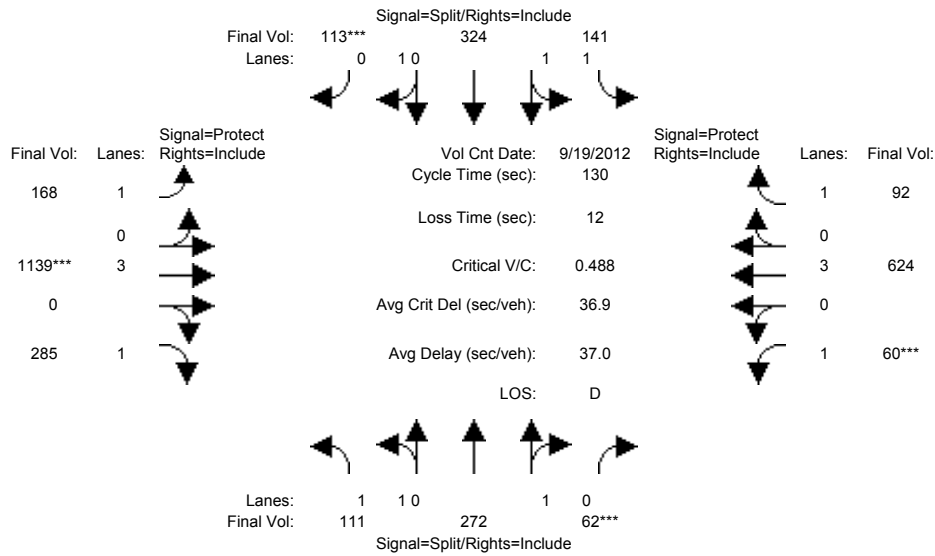
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	152	384	15	59	226	67	130	249	82	45	1012	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	384	15	59	226	67	130	249	82	45	1012	195
Added Vol:	0	0	0	7	0	0	0	13	0	0	1	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	384	15	66	226	67	130	262	82	45	1013	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	384	15	66	226	67	130	262	82	45	1013	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	384	15	66	226	67	130	262	82	45	1013	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
Final Volume:	152	384	15	66	226	67	130	262	82	45	1013	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.53	0.47	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3561	139	1750	2853	846	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.04	0.08	0.08	0.07	0.05	0.05	0.03	0.18	0.11
Crit Moves:	****			****			****			****		
Green Time:	29.0	29.0	29.0	21.3	21.3	21.3	20.0	39.8	39.8	27.9	47.8	47.8
Volume/Cap:	0.39	0.48	0.48	0.23	0.48	0.48	0.48	0.15	0.15	0.12	0.48	0.30
Delay/Veh:	43.2	44.3	44.3	47.3	49.9	49.9	51.7	32.8	32.9	41.3	31.8	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	44.3	44.3	47.3	49.9	49.9	51.7	32.8	32.9	41.3	31.8	29.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	7	7	3	6	6	6	2	3	1	10	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	111	272	62	139	324	113	168	1136	285	60	612	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:	111	272	62	139	324	113	168	1136	285	60	612	86
Added Vol:	0	0	0	2	0	0	0	3	0	0	12	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	272	62	141	324	113	168	1139	285	60	624	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	272	62	141	324	113	168	1139	285	60	624	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	272	62	141	324	113	168	1139	285	60	624	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	272	62	141	324	113	168	1139	285	60	624	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3013	687	1750	2743	957	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.08	0.12	0.12	0.10	0.20	0.16	0.03	0.11	0.05
Crit Moves:			****			****		****		****		
Green Time:	24.1	24.1	24.1	31.5	31.5	31.5	29.2	53.3	53.3	9.1	33.3	33.3
Volume/Cap:	0.34	0.49	0.49	0.33	0.49	0.49	0.43	0.49	0.40	0.49	0.43	0.21
Delay/Veh:	46.2	47.8	47.8	40.7	42.6	42.6	44.0	28.5	27.4	61.2	40.6	38.2
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:	46.2	47.8	47.8	40.7	42.6	42.6	44.0	28.5	27.4	61.2	40.6	38.2
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	4	6	6	5	8	8	6	11	9	2	7	3

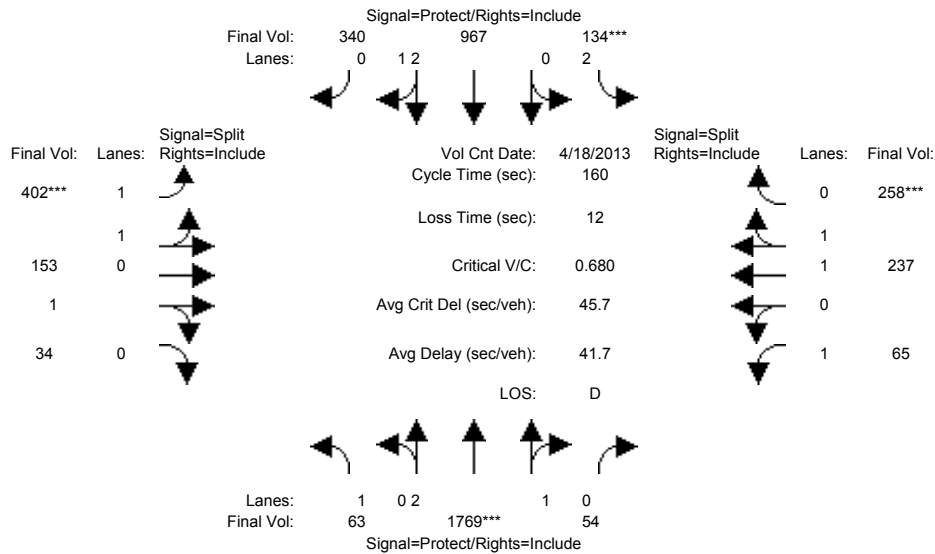
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



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

Volume Module:	>>	Count	Date:	18 Apr 2013	<<							
Base Vol:	63	1756	54	134	965	339	395	146	34	65	236	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1756	54	134	965	339	395	146	34	65	236	258
Added Vol:	0	13	0	0	2	1	7	7	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1769	54	134	967	340	402	153	34	65	237	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1769	54	134	967	340	402	153	34	65	237	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1769	54	134	967	340	402	153	34	65	237	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	1769	54	134	967	340	402	153	34	65	237	258

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	2.00	2.19	0.81	2.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1750	5434	166	3150	4141	1456	3551	1473	327	1750	1900	1750

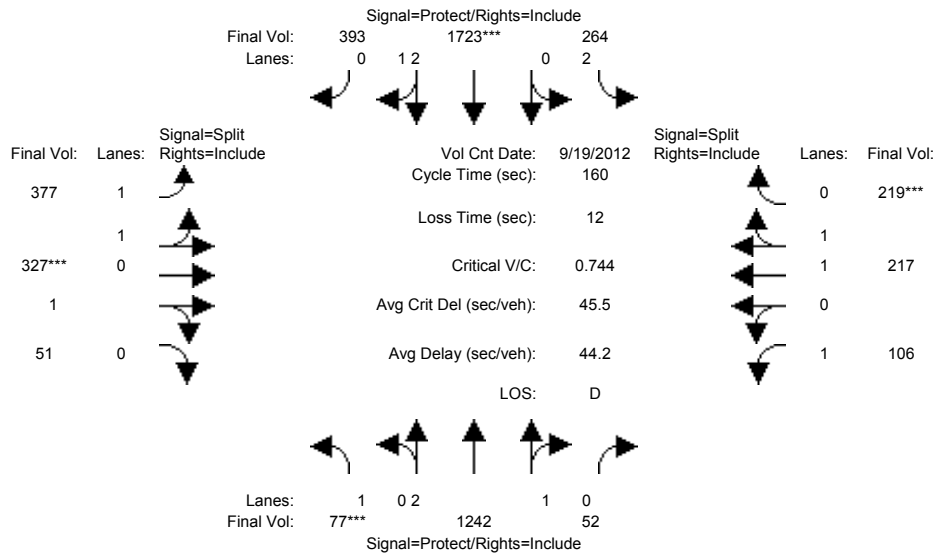
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.04	0.23	0.23	0.11	0.10	0.10	0.04	0.12	0.15
Crit Moves:	****			****			****			****		
Green Time:	13.7	76.6	76.6	10.0	73.0	73.0	26.6	26.6	26.6	34.7	34.7	34.7
Volume/Cap:	0.42	0.68	0.68	0.68	0.51	0.51	0.68	0.62	0.62	0.17	0.58	0.68
Delay/Veh:	71.3	32.9	32.9	82.7	31.1	31.1	64.9	63.3	63.3	51.2	57.0	60.2
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:	71.3	32.9	32.9	82.7	31.1	31.1	64.9	63.3	63.3	51.2	57.0	60.2
LOS by Move:	E	C	C	F	C	C	E	E	E	D	E	E
HCM2kAvgQ:	4	23	23	4	15	15	11	10	10	3	11	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



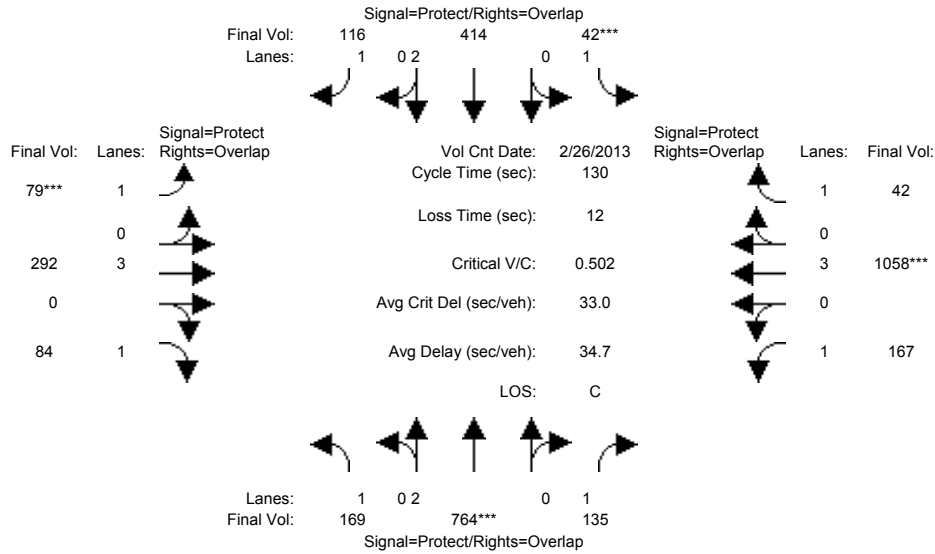
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	77	1238	52	264	1711	387	375	325	51	106	211	219
Growth Adj:	1.00	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	1238	52	264	1711	387	375	325	51	106	211	219
Added Vol:	0	4	0	0	12	6	2	2	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1242	52	264	1723	393	377	327	51	106	217	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1242	52	264	1723	393	377	327	51	106	217	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1242	52	264	1723	393	377	327	51	106	217	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1242	52	264	1723	393	377	327	51	106	217	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	2.42	0.58	1.51	1.29	0.20	1.00	1.00	1.00
Final Sat.:	1750	5375	225	3150	4559	1040	2671	2317	361	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.08	0.38	0.38	0.14	0.14	0.14	0.06	0.11	0.13
Crit Moves:	****			****			****					****
Green Time:	9.5	66.6	66.6	24.2	81.3	81.3	30.3	30.3	30.3	26.9	26.9	26.9
Volume/Cap:	0.74	0.56	0.56	0.56	0.74	0.74	0.74	0.74	0.74	0.36	0.68	0.74
Delay/Veh:	99.1	35.8	35.8	64.4	32.2	32.2	64.2	64.2	64.2	59.7	65.4	68.4
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:	99.1	35.8	35.8	64.4	32.2	32.2	64.2	64.2	64.2	59.7	65.4	68.4
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	6	16	16	7	27	27	14	14	14	5	11	12

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

Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



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

Volume Module:	>> Count Date: 26 Feb 2013 <<											
Base Vol:	169	764	115	42	414	116	79	272	84	164	1056	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	764	115	42	414	116	79	272	84	164	1056	42
Added Vol:	0	0	20	0	0	0	0	20	0	3	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	764	135	42	414	116	79	292	84	167	1058	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	764	135	42	414	116	79	292	84	167	1058	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	764	135	42	414	116	79	292	84	167	1058	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	764	135	42	414	116	79	292	84	167	1058	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

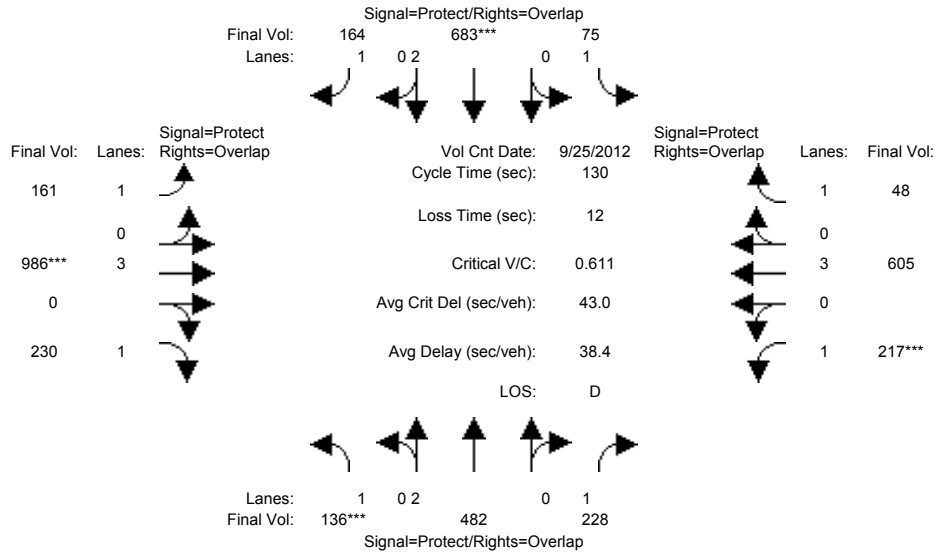
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.08	0.02	0.11	0.07	0.05	0.05	0.05	0.10	0.19	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.6	51.7	84.5	7.0	31.1	42.7	11.6	26.5	54.0	32.8	47.7	54.7
Volume/Cap:	0.46	0.51	0.12	0.45	0.46	0.20	0.51	0.25	0.12	0.38	0.51	0.06
Delay/Veh:	45.6	29.8	8.7	63.0	42.6	31.6	59.1	43.6	23.4	40.7	32.2	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	29.8	8.7	63.0	42.6	31.6	59.1	43.6	23.4	40.7	32.2	22.4
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
HCM2kAvgQ:	6	11	2	2	7	3	3	3	2	6	10	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



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

Volume Module:	>>	Count	Date:	25 Sep 2012	<<							
Base Vol:	136	482	222	75	683	164	161	981	230	198	587	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	482	222	75	683	164	161	981	230	198	587	48
Added Vol:	0	0	6	0	0	0	0	5	0	19	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	482	228	75	683	164	161	986	230	217	605	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	482	228	75	683	164	161	986	230	217	605	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	482	228	75	683	164	161	986	230	217	605	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:	136	482	228	75	683	164	161	986	230	217	605	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

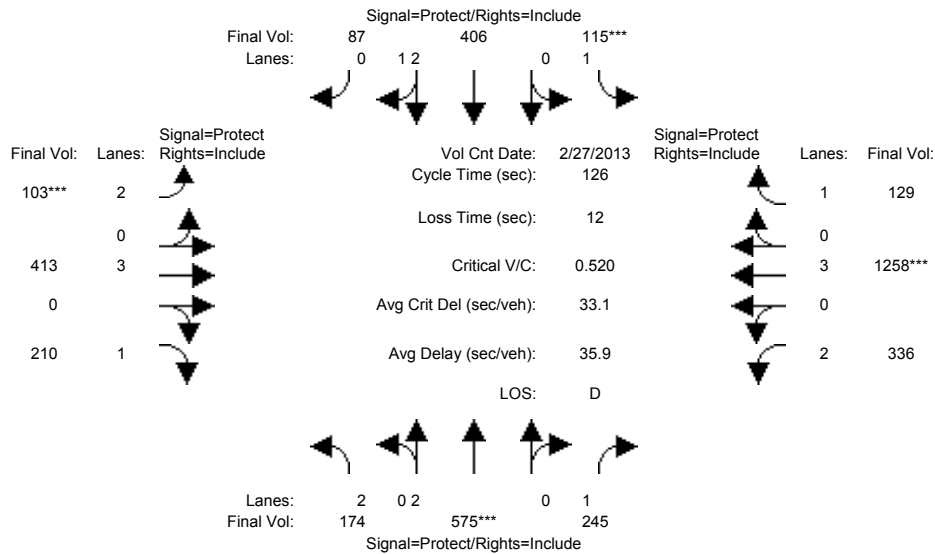
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.04	0.18	0.09	0.09	0.17	0.13	0.12	0.11	0.03
Crit Moves:	****				****			****			****	
Green Time:	16.5	38.5	64.9	16.3	38.3	67.6	29.3	36.8	53.4	26.4	33.9	50.2
Volume/Cap:	0.61	0.43	0.26	0.34	0.61	0.18	0.41	0.61	0.32	0.61	0.41	0.07
Delay/Veh:	58.6	37.2	18.9	52.9	40.5	16.6	43.6	41.1	26.3	50.2	40.0	25.2
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:	58.6	37.2	18.9	52.9	40.5	16.6	43.6	41.1	26.3	50.2	40.0	25.2
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	7	5	3	11	3	6	11	6	8	6	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



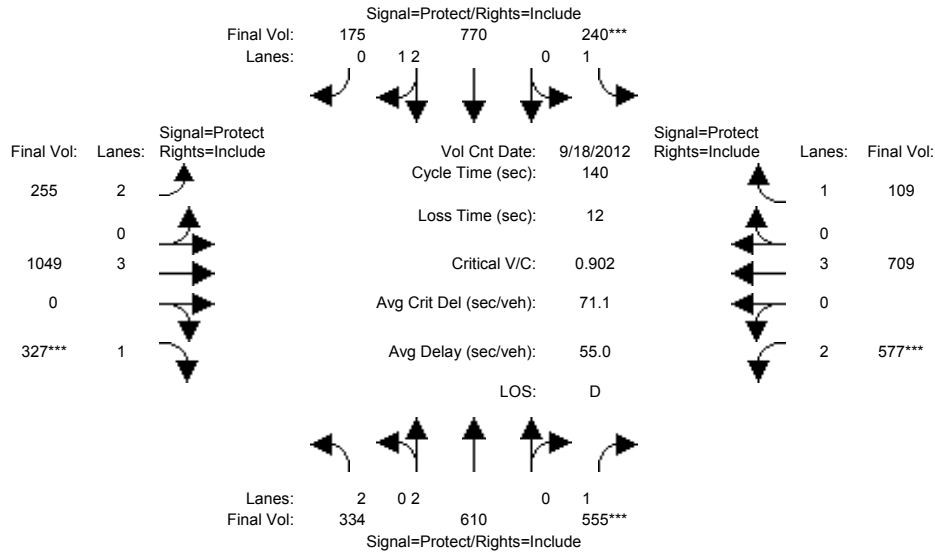
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Feb 2013 <<												
Base Vol:	167	554	211	115	312	87	103	413	141	278	1258	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	554	211	115	312	87	103	413	141	278	1258	137
Added Vol:	7	13	2	0	94	0	0	0	69	18	0	0
ATI:	0	8	32	0	0	0	0	0	0	40	0	-8
Initial Fut:	174	575	245	115	406	87	103	413	210	336	1258	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	575	245	115	406	87	103	413	210	336	1258	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	575	245	115	406	87	103	413	210	336	1258	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	575	245	115	406	87	103	413	210	336	1258	129
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4610	988	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.14	0.07	0.09	0.09	0.03	0.07	0.12	0.11	0.22	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.3	36.7	36.7	15.9	32.2	32.2	7.9	32.5	32.5	28.9	53.5	53.5
Volume/Cap:	0.34	0.52	0.48	0.52	0.34	0.34	0.52	0.28	0.47	0.47	0.52	0.17
Delay/Veh:	47.3	37.8	37.5	53.7	38.4	38.4	59.6	37.5	40.2	42.4	27.0	22.6
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:	47.3	37.8	37.5	53.7	38.4	38.4	59.6	37.5	40.2	42.4	27.0	22.6
LOS by Move:	D	D	D	D	D	D	E	D	D	D	C	C
HCM2kAvgQ:	4	9	9	5	5	5	3	4	8	7	12	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



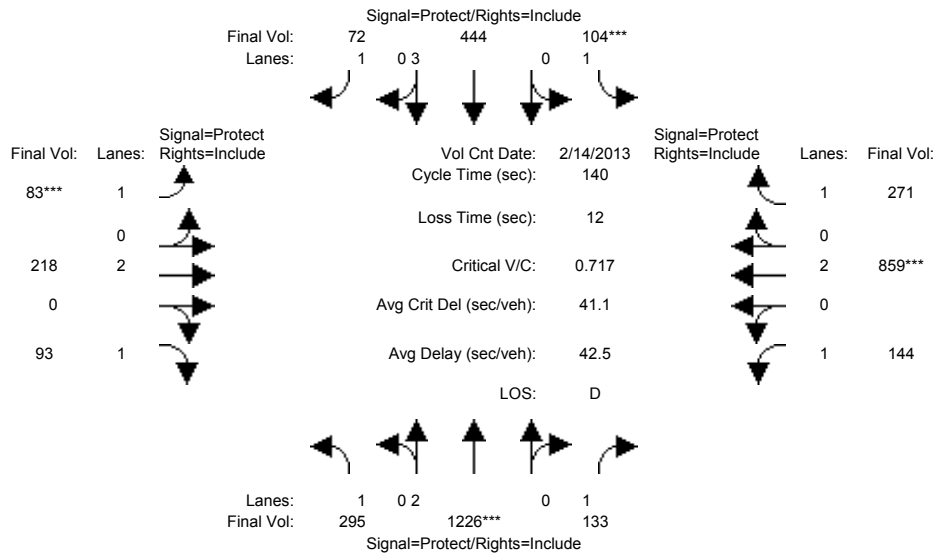
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	270	501	500	240	744	175	255	1049	309	482	709	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	501	500	240	744	175	255	1049	309	482	709	132
Added Vol:	64	86	16	0	26	0	0	0	18	5	0	0
ATI:	0	23	39	0	0	0	0	0	0	90	0	-23
Initial Fut:	334	610	555	240	770	175	255	1049	327	577	709	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	610	555	240	770	175	255	1049	327	577	709	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	610	555	240	770	175	255	1049	327	577	709	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	334	610	555	240	770	175	255	1049	327	577	709	109
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.42	0.58	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4562	1037	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.32	0.14	0.17	0.17	0.08	0.18	0.19	0.18	0.12	0.06
Crit Moves:			****	****					****	****		
Green Time:	27.2	49.2	49.2	21.3	43.3	43.3	22.7	29.0	29.0	28.4	34.8	34.8
Volume/Cap:	0.55	0.46	0.90	0.90	0.55	0.55	0.50	0.89	0.90	0.90	0.50	0.25
Delay/Veh:	51.8	35.3	59.5	89.1	40.5	40.5	54.3	62.4	78.7	70.4	45.4	42.4
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:	51.8	35.3	59.5	89.1	40.5	40.5	54.3	62.4	78.7	70.4	45.4	42.4
LOS by Move:	D	D	E	F	D	D	D	E	E	E	D	D
HCM2kAvgQ:	8	10	28	14	12	12	6	18	18	16	8	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



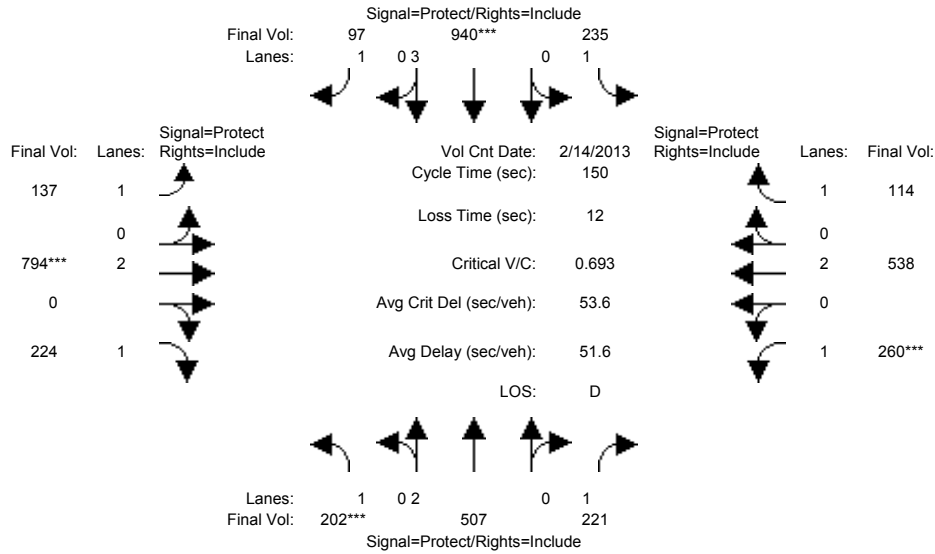
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	288	1226	133	104	444	59	81	210	92	144	799	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1226	133	104	444	59	81	210	92	144	799	271
Added Vol:	7	0	0	0	0	13	2	8	1	0	60	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	1226	133	104	444	72	83	218	93	144	859	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	1226	133	104	444	72	83	218	93	144	859	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1226	133	104	444	72	83	218	93	144	859	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	295	1226	133	104	444	72	83	218	93	144	859	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.08	0.06	0.08	0.04	0.05	0.06	0.05	0.08	0.23	0.15
Crit Moves:	****			****			****			****		
Green Time:	51.0	63.0	63.0	11.6	23.6	23.6	9.3	24.8	24.8	28.6	44.1	44.1
Volume/Cap:	0.46	0.72	0.17	0.72	0.46	0.24	0.72	0.32	0.30	0.40	0.72	0.49
Delay/Veh:	34.5	32.7	23.0	78.4	52.9	50.9	83.4	50.6	50.6	49.1	44.5	39.5
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:	34.5	32.7	23.0	78.4	52.9	50.9	83.4	50.6	50.6	49.1	44.5	39.5
LOS by Move:	C	C	C	E	D	D	F	D	D	D	D	D
HCM2kAvgQ:	10	21	3	5	6	3	4	4	4	6	17	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	200	507	221	235	940	93	125	738	218	260	521	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	507	221	235	940	93	125	738	218	260	521	114
Added Vol:	2	0	0	0	0	4	12	56	6	0	17	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	507	221	235	940	97	137	794	224	260	538	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	507	221	235	940	97	137	794	224	260	538	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	507	221	235	940	97	137	794	224	260	538	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	507	221	235	940	97	137	794	224	260	538	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.13	0.16	0.06	0.08	0.21	0.13	0.15	0.14	0.07
Crit Moves:	****				****			****		****		
Green Time:	25.0	30.2	30.2	30.4	35.7	35.7	27.5	45.2	45.2	32.1	49.8	49.8
Volume/Cap:	0.69	0.66	0.63	0.66	0.69	0.23	0.43	0.69	0.42	0.69	0.43	0.20
Delay/Veh:	65.9	57.4	58.3	59.7	53.7	46.4	55.1	48.1	42.5	59.9	39.2	36.0
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:	65.9	57.4	58.3	59.7	53.7	46.4	55.1	48.1	42.5	59.9	39.2	36.0
LOS by Move:	E	E	E	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	10	11	10	11	13	4	6	16	9	13	9	4

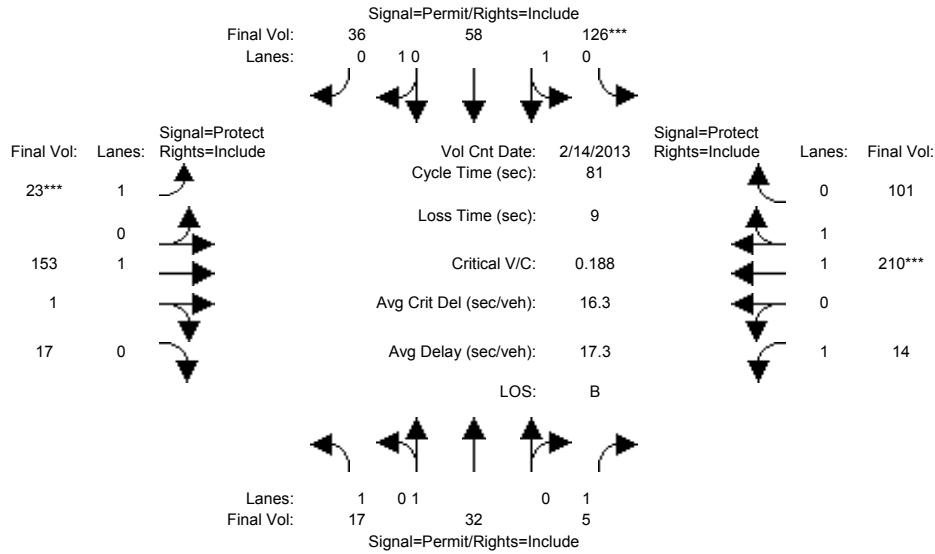
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE



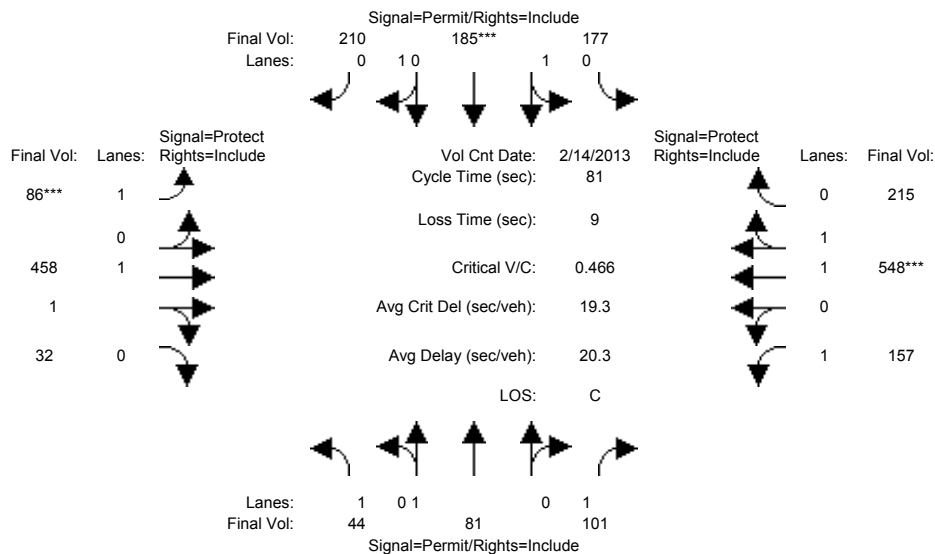
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	17	32	5	126	55	33	23	152	17	14	202	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	32	5	126	55	33	23	152	17	14	202	101
Added Vol:	0	0	0	0	3	3	0	1	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	32	5	126	58	36	23	153	17	14	210	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	32	5	126	58	36	23	153	17	14	210	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	32	5	126	58	36	23	153	17	14	210	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	32	5	126	58	36	23	153	17	14	210	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	1.79	0.21	1.00	1.33	0.67
Final Sat.:	1750	1900	1750	1800	1111	689	1750	3330	370	1750	2498	1201
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.00	0.07	0.05	0.05	0.01	0.05	0.05	0.01	0.08	0.08
Crit Moves:				****			****				****	
Green Time:	29.5	29.5	29.5	29.5	29.5	29.5	7.0	25.0	25.0	17.5	35.5	35.5
Volume/Cap:	0.03	0.05	0.01	0.19	0.14	0.14	0.15	0.15	0.15	0.04	0.19	0.19
Delay/Veh:	16.5	16.7	16.4	17.7	17.3	17.3	34.7	20.4	20.4	25.1	14.0	14.0
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:	16.5	16.7	16.4	17.7	17.3	17.3	34.7	20.4	20.4	25.1	14.0	14.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	0	0	0	2	2	2	1	2	2	0	2	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE

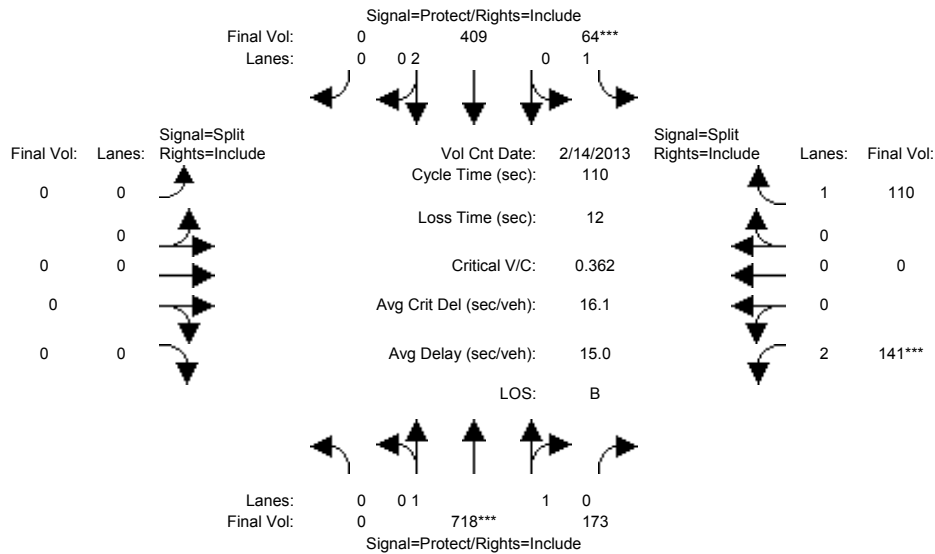


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	44	78	101	177	184	209	83	450	32	157	546	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	78	101	177	184	209	83	450	32	157	546	215
Added Vol:	0	3	0	0	1	1	3	8	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	81	101	177	185	210	86	458	32	157	548	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	81	101	177	185	210	86	458	32	157	548	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	81	101	177	185	210	86	458	32	157	548	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	81	101	177	185	210	86	458	32	157	548	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.62	0.65	0.73	1.00	1.87	0.13	1.00	1.42	0.58
Final Sat.:	1750	1900	1750	1114	1164	1322	1750	3458	242	1750	2657	1042
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.16	0.16	0.16	0.05	0.13	0.13	0.09	0.21	0.21
Crit Moves:				****			****			****		
Green Time:	27.6	27.6	27.6	27.6	27.6	27.6	8.5	26.5	26.5	17.9	35.8	35.8
Volume/Cap:	0.07	0.13	0.17	0.47	0.47	0.47	0.47	0.41	0.41	0.41	0.47	0.47
Delay/Veh:	18.1	18.5	18.8	21.2	21.2	21.2	35.9	21.4	21.4	27.7	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	18.5	18.8	21.2	21.2	21.2	35.9	21.4	21.4	27.7	16.1	16.1
LOS by Move:	B	B	B	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	1	1	2	6	6	6	2	5	5	4	7	7
Note:	Queue reported is the number of cars per lane.											

Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



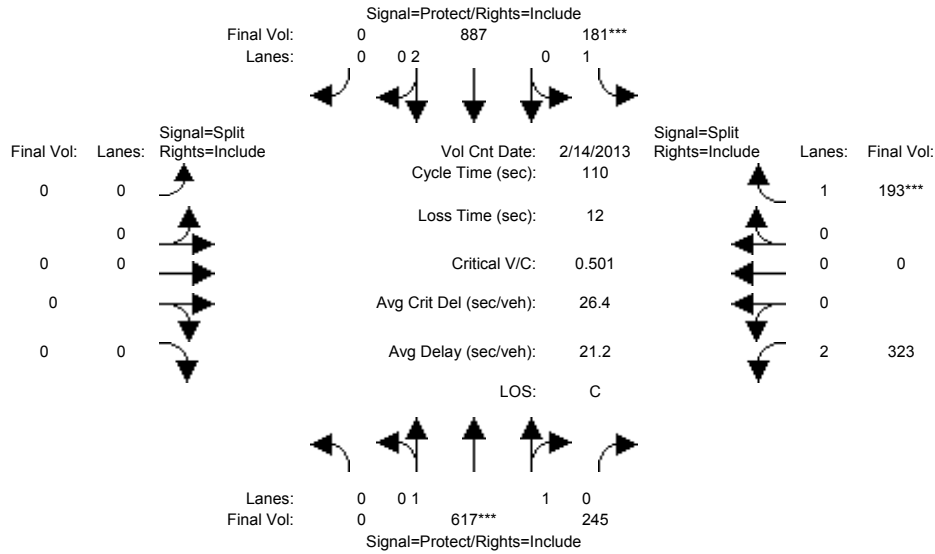
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	0	707	171	64	327	0	0	0	0	129	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	171	64	327	0	0	0	0	129	0	110
Added Vol:	0	11	2	0	82	0	0	0	0	12	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	718	173	64	409	0	0	0	0	141	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	718	173	64	409	0	0	0	0	141	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	718	173	64	409	0	0	0	0	141	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	718	173	64	409	0	0	0	0	141	0	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.60	0.40	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2981	718	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****			****			****			****		
Green Time:	0.0	69.4	69.4	10.5	79.9	0.0	0.0	0.0	0.0	18.1	0.0	18.1
Volume/Cap:	0.00	0.38	0.38	0.38	0.15	0.00	0.00	0.00	0.00	0.27	0.00	0.38
Delay/Veh:	0.0	10.0	10.0	48.1	4.6	0.0	0.0	0.0	0.0	40.5	0.0	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	10.0	48.1	4.6	0.0	0.0	0.0	0.0	40.5	0.0	41.8
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	7	2	2	0	0	0	0	3	0	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



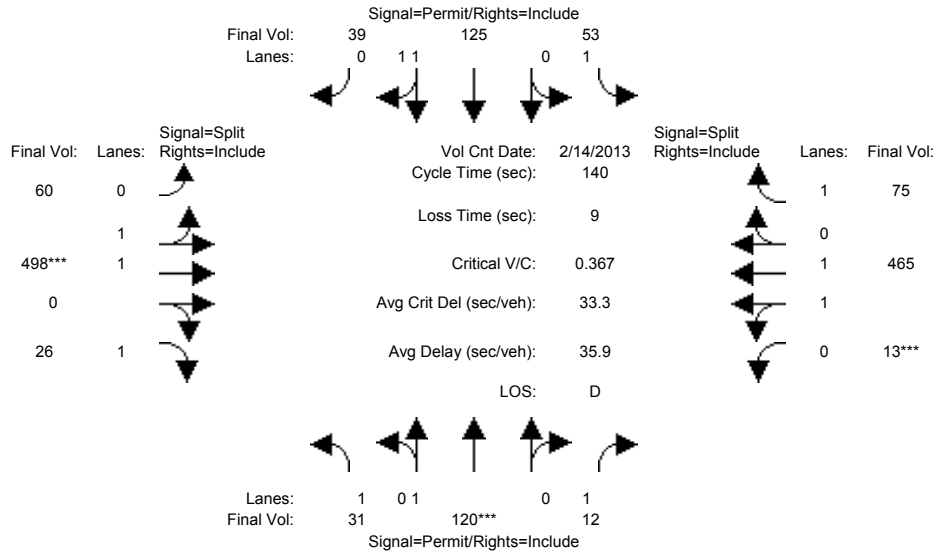
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	0	542	234	181	864	0	0	0	0	320	0	193
Growth Adj:	1.00	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	542	234	181	864	0	0	0	0	320	0	193
Added Vol:	0	75	11	0	23	0	0	0	0	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	617	245	181	887	0	0	0	0	323	0	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	617	245	181	887	0	0	0	0	323	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	617	245	181	887	0	0	0	0	323	0	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	617	245	181	887	0	0	0	0	323	0	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2648	1051	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.10	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	51.1	51.1	22.7	73.8	0.0	0.0	0.0	0.0	24.2	0.0	24.2
Volume/Cap:	0.00	0.50	0.50	0.50	0.35	0.00	0.00	0.00	0.00	0.47	0.00	0.50
Delay/Veh:	0.0	20.8	20.8	39.8	7.8	0.0	0.0	0.0	0.0	37.8	0.0	38.7
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	20.8	20.8	39.8	7.8	0.0	0.0	0.0	0.0	37.8	0.0	38.7
LOS by Move:	A	C	C	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	6	6	0	0	0	0	6	0	7

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

Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



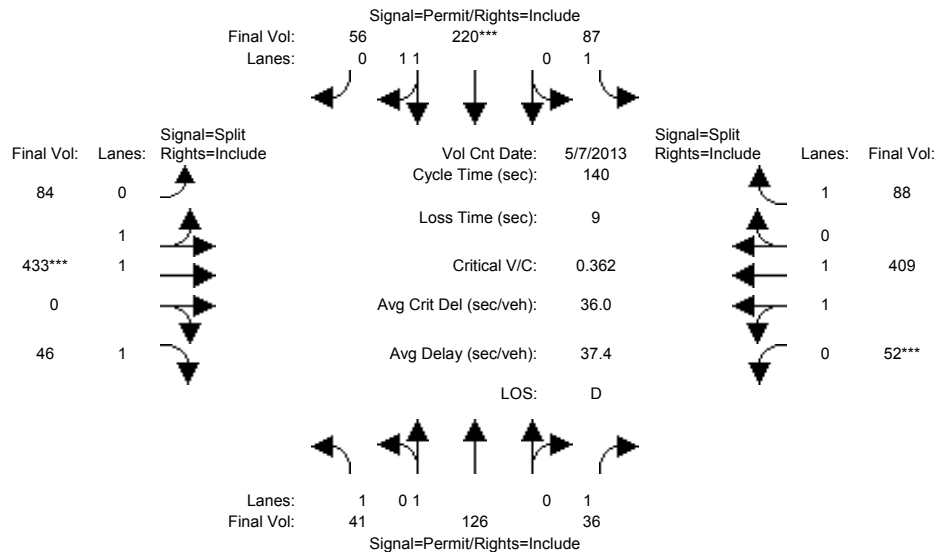
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	31	119	12	53	118	36	60	497	26	13	460	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	119	12	53	118	36	60	497	26	13	460	75
Added Vol:	0	1	0	0	7	3	0	1	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	120	12	53	125	39	60	498	26	13	465	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	120	12	53	125	39	60	498	26	13	465	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	120	12	53	125	39	60	498	26	13	465	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	120	12	53	125	39	60	498	26	13	465	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.51	0.49	0.22	1.78	1.00	0.06	1.94	1.00
Final Sat.:	1750	1900	1750	1750	2819	880	398	3302	1750	101	3599	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.03	0.04	0.04	0.15	0.15	0.01	0.13	0.13	0.04
Crit Moves:	****			****			****			****		
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	57.6	57.6	57.6	49.3	49.3	49.3
Volume/Cap:	0.10	0.37	0.04	0.18	0.26	0.26	0.37	0.37	0.04	0.37	0.37	0.12
Delay/Veh:	49.0	51.9	48.4	49.7	50.4	50.4	28.7	28.7	24.7	33.9	33.9	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	51.9	48.4	49.7	50.4	50.4	28.7	28.7	24.7	33.9	33.9	30.8
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	1	4	0	2	3	3	8	8	1	8	8	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



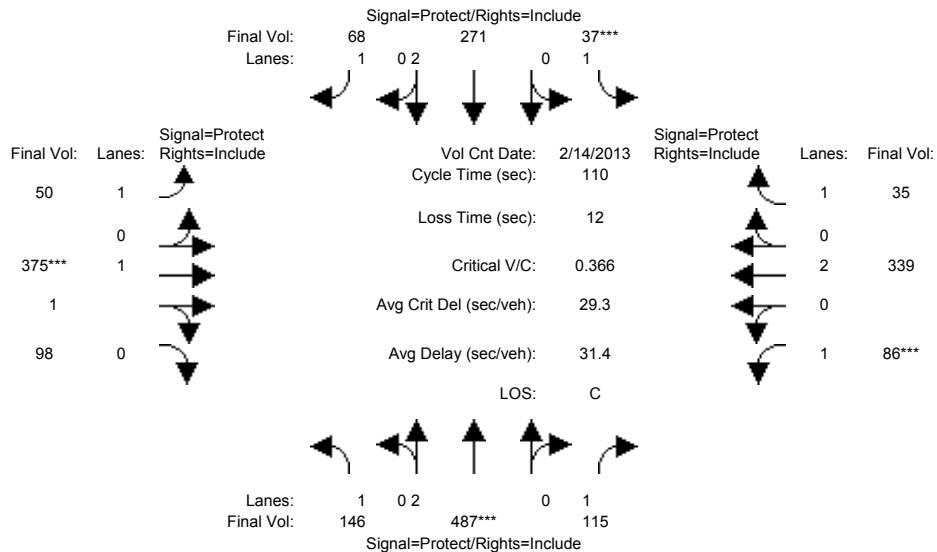
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	41	120	36	87	218	55	81	428	46	52	408	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	120	36	87	218	55	81	428	46	52	408	88
Added Vol:	0	6	0	0	2	1	3	5	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	126	36	87	220	56	84	433	46	52	409	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	126	36	87	220	56	84	433	46	52	409	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	126	36	87	220	56	84	433	46	52	409	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	126	36	87	220	56	84	433	46	52	409	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	0.33	1.67	1.00	0.23	1.77	1.00
Final Sat.:	1750	1900	1750	1750	2949	751	601	3098	1750	417	3282	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.02	0.05	0.07	0.07	0.14	0.14	0.03	0.12	0.12	0.05
Crit Moves:				****			****			****		
Green Time:	28.8	28.8	28.8	28.8	28.8	28.8	54.0	54.0	54.0	48.2	48.2	48.2
Volume/Cap:	0.11	0.32	0.10	0.24	0.36	0.36	0.36	0.36	0.07	0.36	0.36	0.15
Delay/Veh:	45.3	47.7	45.2	46.8	48.0	48.0	30.9	30.9	27.2	34.6	34.6	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	47.7	45.2	46.8	48.0	48.0	30.9	30.9	27.2	34.6	34.6	31.8
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	1	4	1	3	5	5	8	8	1	7	7	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



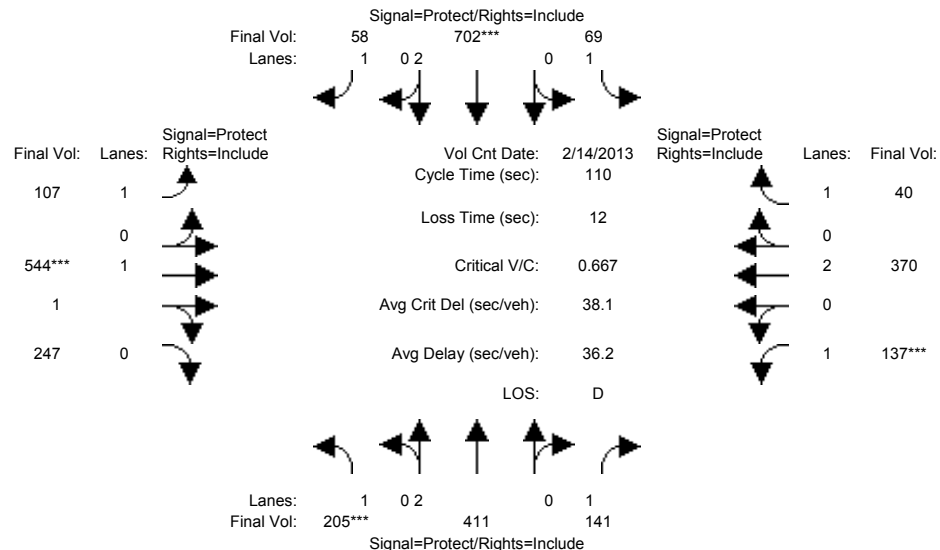
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	144	479	114	37	214	68	50	375	82	78	339	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	479	114	37	214	68	50	375	82	78	339	35
Added Vol:	2	8	1	0	57	0	0	0	16	8	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	487	115	37	271	68	50	375	98	86	339	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	487	115	37	271	68	50	375	98	86	339	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	487	115	37	271	68	50	375	98	86	339	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	487	115	37	271	68	50	375	98	86	339	35
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2933	766	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.07	0.02	0.07	0.04	0.03	0.13	0.13	0.05	0.09	0.02
Crit Moves:	****			****			****			****		
Green Time:	21.6	38.2	38.2	7.0	23.6	23.6	21.7	38.1	38.1	14.7	31.0	31.0
Volume/Cap:	0.42	0.37	0.19	0.33	0.33	0.18	0.14	0.37	0.37	0.37	0.32	0.07
Delay/Veh:	39.6	27.0	25.2	51.0	36.8	35.6	36.6	27.1	27.1	44.4	31.3	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.0	25.2	51.0	36.8	35.6	36.6	27.1	27.1	44.4	31.3	29.0
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	6	3	2	4	2	1	6	6	3	4	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	190	359	133	69	686	58	107	544	243	135	370	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:	190	359	133	69	686	58	107	544	243	135	370	40
Added Vol:	15	52	8	0	16	0	0	0	4	2	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	411	141	69	702	58	107	544	247	137	370	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	411	141	69	702	58	107	544	247	137	370	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	411	141	69	702	58	107	544	247	137	370	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	411	141	69	702	58	107	544	247	137	370	40
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2544	1155	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.08	0.04	0.18	0.03	0.06	0.21	0.21	0.08	0.10	0.02
Crit Moves:	****			****			****			****		
Green Time:	19.3	31.4	31.4	18.4	30.5	30.5	19.0	35.3	35.3	12.9	29.1	29.1
Volume/Cap:	0.67	0.38	0.28	0.24	0.67	0.12	0.35	0.67	0.67	0.67	0.37	0.09
Delay/Veh:	47.8	31.7	30.9	40.1	36.9	29.8	40.8	33.7	33.7	54.6	33.1	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	31.7	30.9	40.1	36.9	29.8	40.8	33.7	33.7	54.6	33.1	30.5
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	7	5	4	2	11	2	3	12	12	5	5	1

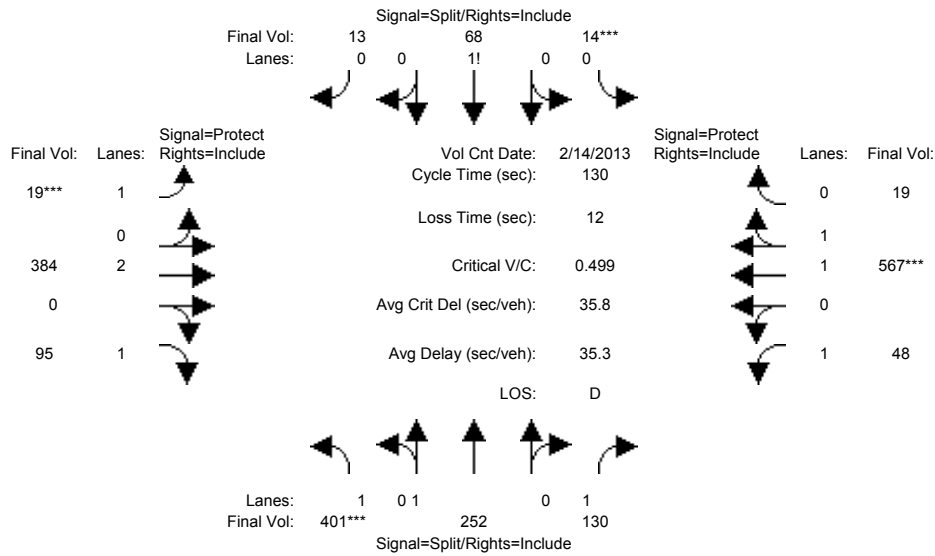
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



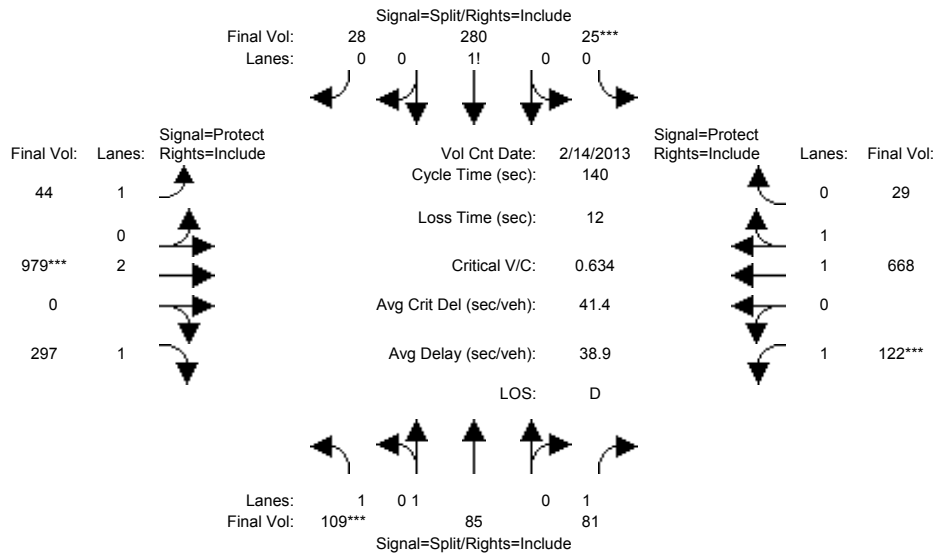
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	394	252	130	14	68	13	19	380	94	48	540	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	252	130	14	68	13	19	380	94	48	540	19
Added Vol:	7	0	0	0	0	0	0	4	1	0	27	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	252	130	14	68	13	19	384	95	48	567	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	252	130	14	68	13	19	384	95	48	567	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	252	130	14	68	13	19	384	95	48	567	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	401	252	130	14	68	13	19	384	95	48	567	19
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	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.15	0.71	0.14	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1750	1900	1750	258	1253	239	1750	3800	1750	1750	3580	120
Capacity Analysis Module:												
Vol/Sat:	0.23	0.13	0.07	0.05	0.05	0.05	0.01	0.10	0.05	0.03	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	57.6	57.6	57.6	13.6	13.6	13.6	7.0	30.5	30.5	16.3	39.8	39.8
Volume/Cap:	0.52	0.30	0.17	0.52	0.52	0.52	0.20	0.43	0.23	0.22	0.52	0.52
Delay/Veh:	26.8	23.5	21.9	57.6	57.6	57.6	59.9	42.7	40.5	51.7	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	23.5	21.9	57.6	57.6	57.6	59.9	42.7	40.5	51.7	37.6	37.6
LOS by Move:	C	C	C	E	E	E	E	D	D	D	D	D
HCM2kAvgQ:	12	6	3	5	5	5	1	6	3	2	10	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



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

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	107	85	81	25	280	28	44	954	291	122	660	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:	107	85	81	25	280	28	44	954	291	122	660	29
Added Vol:	2	0	0	0	0	0	0	25	6	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	85	81	25	280	28	44	979	297	122	668	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	85	81	25	280	28	44	979	297	122	668	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	85	81	25	280	28	44	979	297	122	668	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	85	81	25	280	28	44	979	297	122	668	29

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.08	0.84	0.08	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	131	1471	147	1750	3800	1750	1750	3546	154

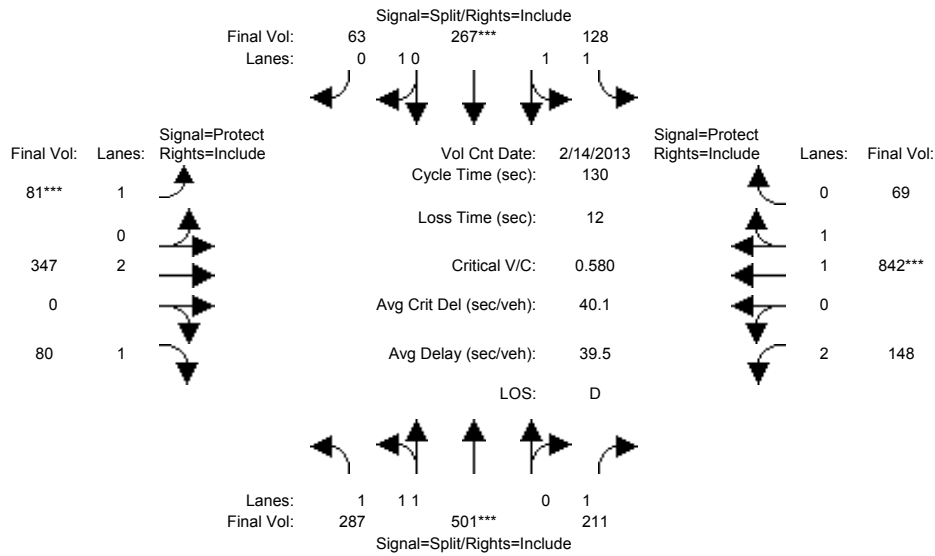
Capacity Analysis Module:	Vol/Sat:	0.06	0.04	0.05	0.19	0.19	0.03	0.26	0.17	0.07	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	13.7	13.7	13.7	42.0	42.0	42.0	15.2	56.9	56.9	15.4	57.1	57.1
Volume/Cap:	0.63	0.46	0.47	0.63	0.63	0.63	0.23	0.63	0.42	0.63	0.46	0.46
Delay/Veh:	68.3	61.4	61.7	44.9	44.9	44.9	57.7	34.1	30.1	66.4	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	61.4	61.7	44.9	44.9	44.9	57.7	34.1	30.1	66.4	30.5	30.5
LOS by Move:	E	E	E	D	D	D	E	C	C	E	C	C
HCM2kAvgQ:	6	4	4	14	14	14	2	16	9	5	11	11

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

Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



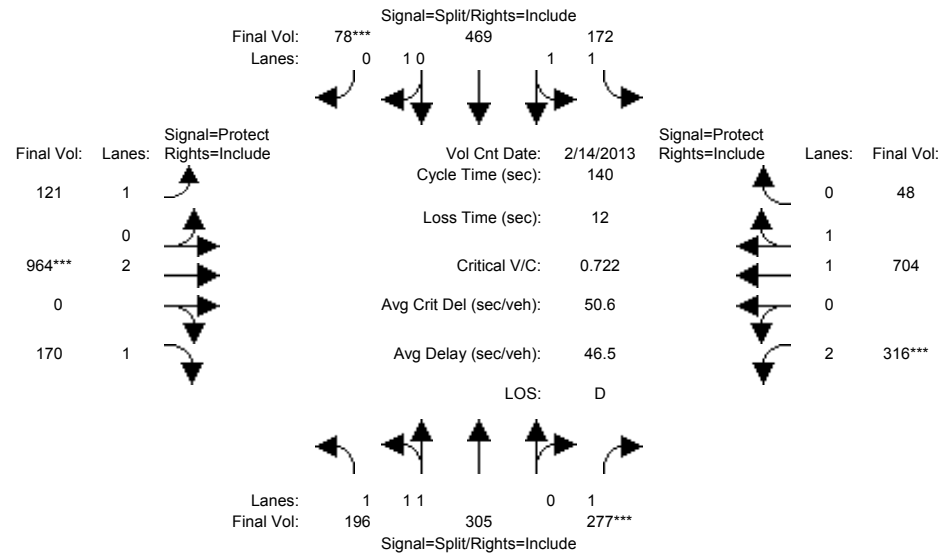
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	280	501	211	128	267	56	80	342	79	148	808	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	501	211	128	267	56	80	342	79	148	808	69
Added Vol:	7	0	0	0	0	7	1	5	1	0	34	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	501	211	128	267	63	81	347	80	148	842	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	501	211	128	267	63	81	347	80	148	842	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	501	211	128	267	63	81	347	80	148	842	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	287	501	211	128	267	63	81	347	80	148	842	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.13	1.87	1.00	1.00	1.61	0.39	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1984	3463	1750	1750	2993	706	1750	3800	1750	3150	3420	280
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.12	0.07	0.09	0.09	0.05	0.09	0.05	0.05	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	32.4	32.4	32.4	20.0	20.0	20.0	10.4	41.2	41.2	24.3	55.2	55.2
Volume/Cap:	0.58	0.58	0.48	0.48	0.58	0.58	0.58	0.29	0.14	0.25	0.58	0.58
Delay/Veh:	43.4	43.4	42.5	50.6	52.2	52.2	63.7	33.5	31.9	45.3	29.1	29.1
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:	43.4	43.4	42.5	50.6	52.2	52.2	63.7	33.5	31.9	45.3	29.1	29.1
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	10	10	8	5	7	7	4	5	2	3	14	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	194	305	277	172	469	76	115	933	164	316	695	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	305	277	172	469	76	115	933	164	316	695	48
Added Vol:	2	0	0	0	0	2	6	31	6	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	305	277	172	469	78	121	964	170	316	704	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	305	277	172	469	78	121	964	170	316	704	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	305	277	172	469	78	121	964	170	316	704	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:	196	305	277	172	469	78	121	964	170	316	704	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.21	1.79	1.00	1.00	1.71	0.29	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	2131	3316	1750	1750	3172	528	1750	3800	1750	3150	3464	236

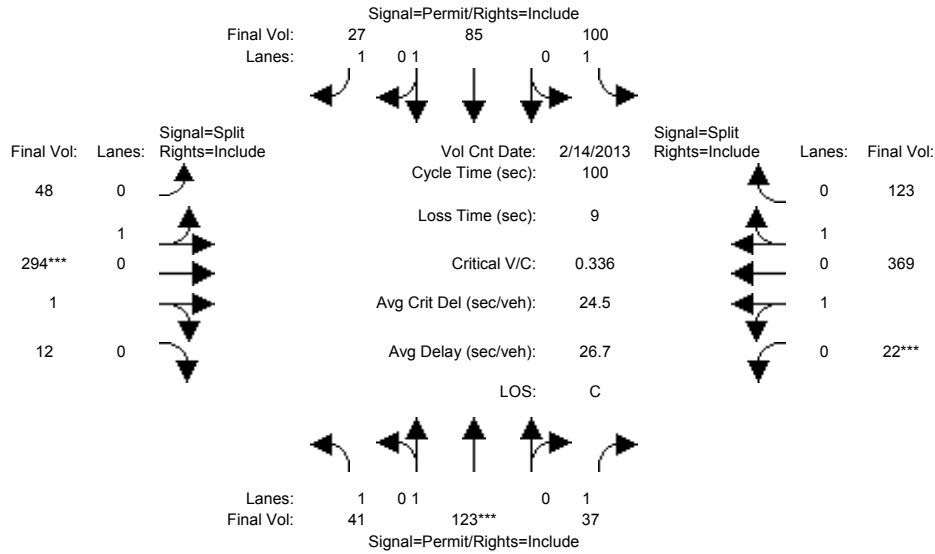
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.16	0.10	0.15	0.15	0.07	0.25	0.10	0.10	0.20	0.20
Crit Moves:			****			****			****			****
Green Time:	30.7	30.7	30.7	28.7	28.7	28.7	17.4	49.2	49.2	19.5	51.2	51.2
Volume/Cap:	0.42	0.42	0.72	0.48	0.72	0.72	0.56	0.72	0.28	0.72	0.56	0.56
Delay/Veh:	47.2	47.2	57.3	49.3	54.6	54.6	60.8	41.4	32.9	63.5	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	47.2	57.3	49.3	54.6	54.6	60.8	41.4	32.9	63.5	35.8	35.8
LOS by Move:	D	D	E	D	D	D	E	D	C	E	D	D
HCM2kAvgQ:	7	7	13	7	12	12	6	19	6	8	13	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



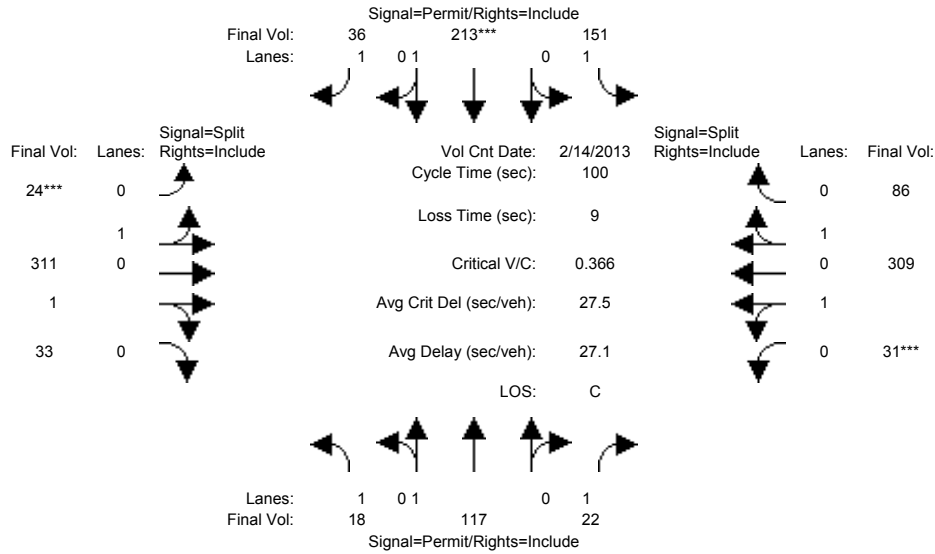
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	41	122	37	100	75	24	48	292	12	22	356	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	122	37	100	75	24	48	292	12	22	356	123
Added Vol:	0	1	0	0	10	3	0	2	0	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	123	37	100	85	27	48	294	12	22	369	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	123	37	100	85	27	48	294	12	22	369	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	123	37	100	85	27	48	294	12	22	369	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	123	37	100	85	27	48	294	12	22	369	123
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.27	1.66	0.07	0.08	1.44	0.48
Final Sat.:	1750	1900	1750	1750	1900	1750	488	2990	122	154	2584	861
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.02	0.06	0.04	0.02	0.10	0.10	0.10	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	19.3	19.3	19.3	19.3	19.3	19.3	29.3	29.3	29.3	42.5	42.5	42.5
Volume/Cap:	0.12	0.34	0.11	0.30	0.23	0.08	0.34	0.34	0.34	0.34	0.34	0.34
Delay/Veh:	33.5	35.4	33.4	35.1	34.4	33.2	27.9	27.9	27.9	19.4	19.4	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:	33.5	35.4	33.4	35.1	34.4	33.2	27.9	27.9	27.9	19.4	19.4	19.4
LOS by Move:	C	D	C	D	C	C	C	C	C	B	B	B
HCM2kAvgQ:	1	3	1	3	2	1	4	4	4	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



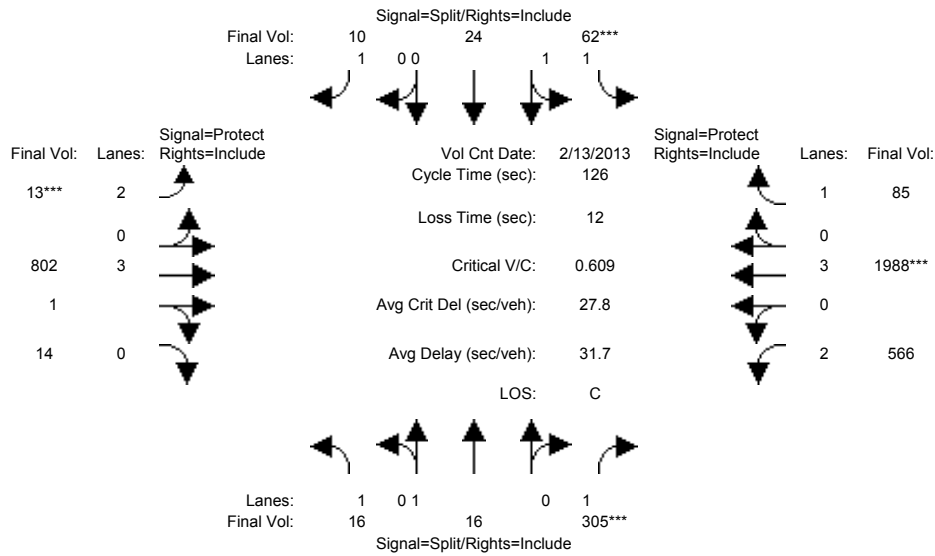
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	18	108	22	151	210	35	21	299	33	31	305	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:	18	108	22	151	210	35	21	299	33	31	305	86
Added Vol:	0	9	0	0	3	1	3	12	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	117	22	151	213	36	24	311	33	31	309	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	117	22	151	213	36	24	311	33	31	309	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	117	22	151	213	36	24	311	33	31	309	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	117	22	151	213	36	24	311	33	31	309	86
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.13	1.69	0.18	0.15	1.45	0.40
Final Sat.:	1750	1900	1750	1750	1900	1750	235	3042	323	262	2611	727
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.01	0.09	0.11	0.02	0.10	0.10	0.10	0.12	0.12	0.12
Crit Moves:				****			****			****		
Green Time:	30.7	30.7	30.7	30.7	30.7	30.7	28.0	28.0	28.0	32.4	32.4	32.4
Volume/Cap:	0.03	0.20	0.04	0.28	0.37	0.07	0.37	0.37	0.37	0.37	0.37	0.37
Delay/Veh:	24.3	25.8	24.4	26.6	27.5	24.6	29.1	29.1	29.1	26.1	26.1	26.1
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:	24.3	25.8	24.4	26.6	27.5	24.6	29.1	29.1	29.1	26.1	26.1	26.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	3	1	4	5	1	5	5	5	5	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3702: MONROE/STEVENS CREEK



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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	16	16	277	62	21	9	13	791	14	293	1917	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	16	277	62	21	9	13	791	14	293	1917	85
Added Vol:	0	0	28	0	3	1	0	11	0	273	71	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	16	305	62	24	10	13	802	14	566	1988	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	16	305	62	24	10	13	802	14	566	1988	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	16	305	62	24	10	13	802	14	566	1988	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	16	305	62	24	10	13	802	14	566	1988	85

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.45	0.55	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2559	991	1750	3150	7371	129	3150	5700	1750

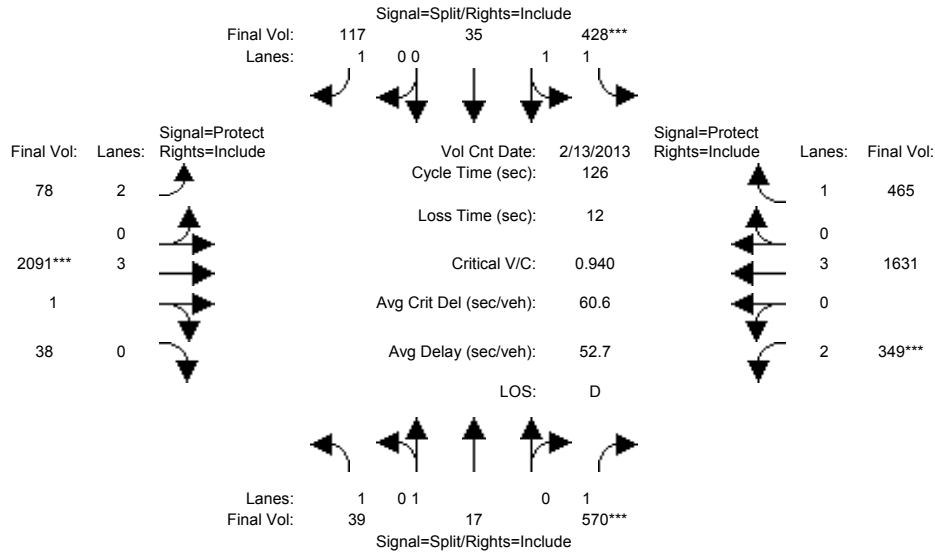
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.17	0.02	0.02	0.01	0.00	0.11	0.11	0.18	0.35	0.05
Crit Moves:			****	****			****			****		
Green Time:	32.3	32.3	32.3	10.0	10.0	10.0	7.0	27.0	27.0	44.6	64.7	64.7
Volume/Cap:	0.04	0.03	0.68	0.31	0.31	0.07	0.07	0.51	0.51	0.51	0.68	0.09
Delay/Veh:	35.2	35.1	46.4	55.3	55.3	53.9	56.6	43.9	43.9	32.4	23.6	15.7
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:	35.2	35.1	46.4	55.3	55.3	53.9	56.6	43.9	43.9	32.4	23.6	15.7
LOS by Move:	D	D	D	E	E	D	E	D	D	C	C	B
HCM2kAvgQ:	0	0	12	2	2	0	0	7	7	10	19	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	15	318	428	34	117	77	2026	38	278	1610	465
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	15	318	428	34	117	77	2026	38	278	1610	465
Added Vol:	0	2	252	0	1	0	1	65	0	71	21	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	17	570	428	35	117	78	2091	38	349	1631	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	17	570	428	35	117	78	2091	38	349	1631	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	17	570	428	35	117	78	2091	38	349	1631	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	17	570	428	35	117	78	2091	38	349	1631	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.85	0.15	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3282	268	1750	3150	7366	134	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.33	0.13	0.13	0.07	0.02	0.28	0.28	0.11	0.29	0.27
Crit Moves:			****	****				****		****		
Green Time:	43.6	43.6	43.6	17.5	17.5	17.5	8.6	38.0	38.0	14.8	44.3	44.3
Volume/Cap:	0.06	0.03	0.94	0.94	0.94	0.48	0.36	0.94	0.94	0.94	0.81	0.76
Delay/Veh:	27.6	27.2	62.8	80.1	80.1	51.6	57.1	51.5	51.5	86.8	39.8	41.4
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:	27.6	27.2	62.8	80.1	80.1	51.6	57.1	51.5	51.5	86.8	39.8	41.4
LOS by Move:	C	C	E	F	F	D	E	D	D	F	D	D
HCM2kAvgQ:	1	0	28	13	13	5	2	25	25	12	21	18

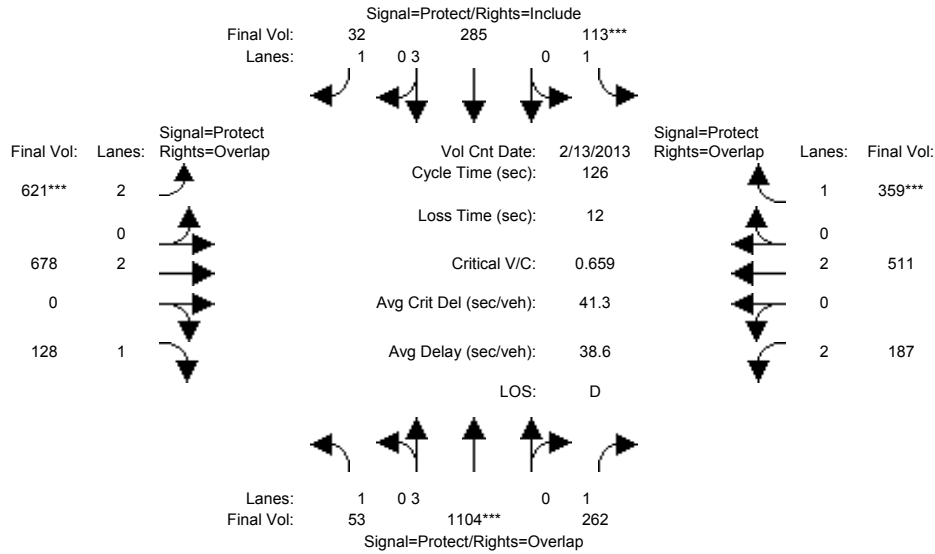
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3711: MOORPARK/WINCHESTER



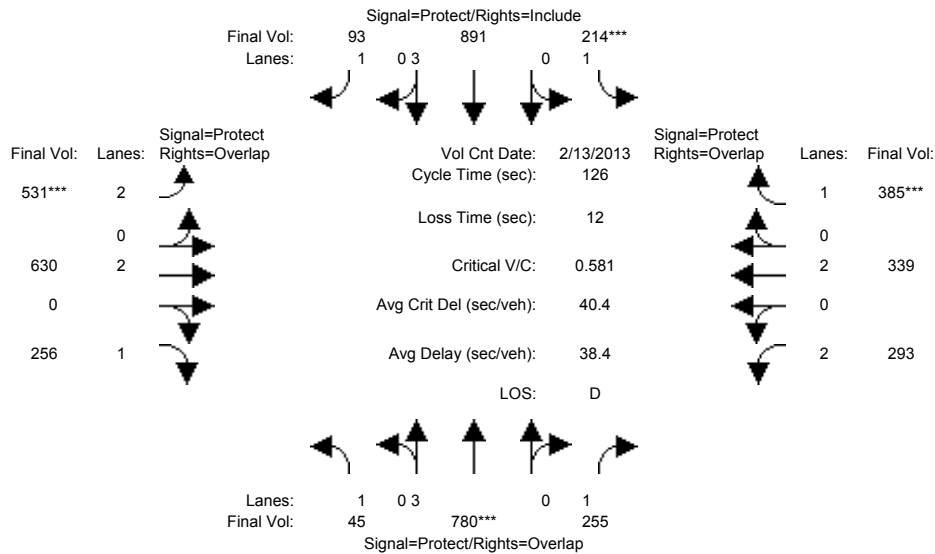
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	53	1050	262	112	278	28	529	678	128	187	511	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1050	262	112	278	28	529	678	128	187	511	352
Added Vol:	0	54	0	1	7	4	92	0	0	0	0	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1104	262	113	285	32	621	678	128	187	511	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1104	262	113	285	32	621	678	128	187	511	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1104	262	113	285	32	621	678	128	187	511	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1104	262	113	285	32	621	678	128	187	511	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.15	0.06	0.05	0.02	0.20	0.18	0.07	0.06	0.13	0.21
Crit Moves:	****			****			****			****		
Green Time:	20.3	37.0	53.2	12.4	29.1	29.1	37.7	48.5	68.8	16.1	26.9	39.2
Volume/Cap:	0.19	0.66	0.35	0.66	0.22	0.08	0.66	0.46	0.13	0.46	0.63	0.66
Delay/Veh:	46.0	39.9	25.0	63.9	39.3	38.1	40.3	29.3	14.1	51.8	46.6	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	39.9	25.0	63.9	39.3	38.1	40.3	29.3	14.1	51.8	46.6	40.5
LOS by Move:	D	D	C	E	D	D	D	C	B	D	D	D
HCM2kAvgQ:	2	13	7	5	3	1	12	9	3	4	10	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3711: MOORPARK/WINCHESTER



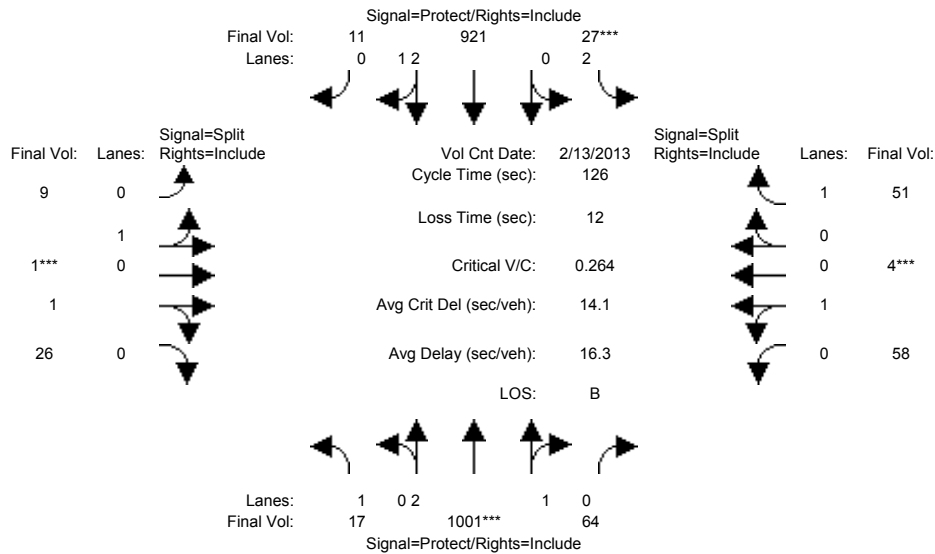
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	45	765	255	208	842	68	507	630	256	293	339	383
Growth Adj:	1.00	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	765	255	208	842	68	507	630	256	293	339	383
Added Vol:	0	15	0	6	49	25	24	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	780	255	214	891	93	531	630	256	293	339	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	780	255	214	891	93	531	630	256	293	339	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	780	255	214	891	93	531	630	256	293	339	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	780	255	214	891	93	531	630	256	293	339	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.15	0.12	0.16	0.05	0.17	0.17	0.15	0.09	0.09	0.22
Crit Moves:	****			****			****			****		
Green Time:	14.7	29.7	50.5	26.5	41.5	41.5	36.6	37.0	51.8	20.8	21.2	47.7
Volume/Cap:	0.22	0.58	0.36	0.58	0.47	0.16	0.58	0.56	0.36	0.56	0.53	0.58
Delay/Veh:	51.0	43.3	26.8	47.1	33.8	30.1	39.1	38.3	25.9	49.9	48.7	32.5
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:	51.0	43.3	26.8	47.1	33.8	30.1	39.1	38.3	25.9	49.9	48.7	32.5
LOS by Move:	D	D	C	D	C	C	D	D	C	D	D	C
HCM2kAvgQ:	2	9	7	8	9	3	10	10	7	7	6	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



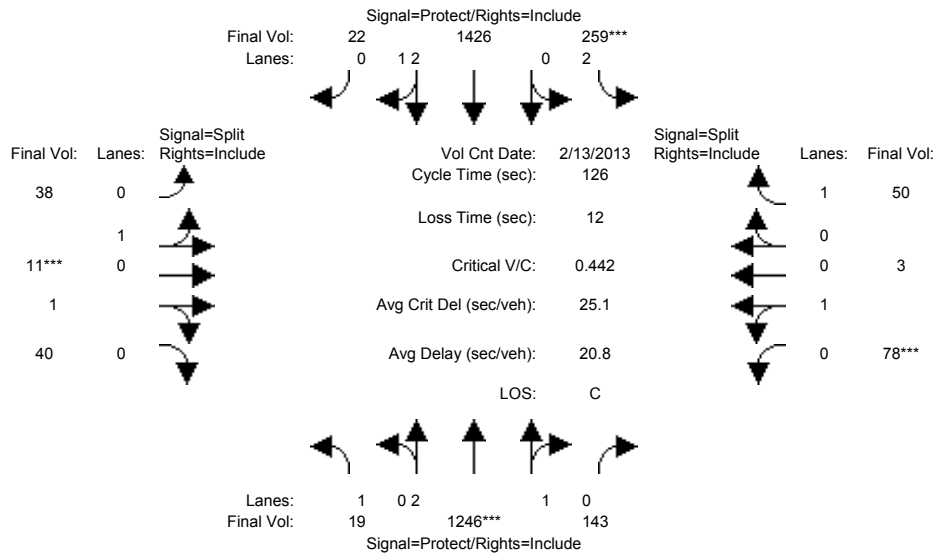
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	17	934	37	46	682	11	9	1	26	46	4	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	934	37	46	682	11	9	1	26	46	4	56
Added Vol:	0	22	0	0	180	0	0	0	0	0	0	0
ATI:	0	45	27	-19	59	0	0	0	0	12	0	-5
Initial Fut:	17	1001	64	27	921	11	9	1	26	58	4	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1001	64	27	921	11	9	1	26	58	4	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1001	64	27	921	11	9	1	26	58	4	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1001	64	27	921	11	9	1	26	58	4	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.81	0.19	2.00	2.96	0.04	0.90	0.10	1.00	0.94	0.06	1.00
Final Sat.:	1750	5263	336	3150	5534	66	1620	180	1800	1684	116	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.01	0.17	0.17	0.01	0.01	0.01	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	22.3	82.1	82.1	7.0	66.8	66.8	10.0	10.0	10.0	14.9	14.9	14.9
Volume/Cap:	0.05	0.29	0.29	0.15	0.31	0.31	0.07	0.07	0.18	0.29	0.29	0.25
Delay/Veh:	43.2	9.5	9.5	57.1	16.7	16.7	53.8	53.8	54.6	51.5	51.5	51.1
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:	43.2	9.5	9.5	57.1	16.7	16.7	53.8	53.8	54.6	51.5	51.5	51.1
LOS by Move:	D	A	A	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	6	6	1	7	7	0	0	1	2	2	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	19	1013	107	275	1271	22	38	11	40	60	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1013	107	275	1271	22	38	11	40	60	3	55
Added Vol:	0	166	1	0	49	0	0	0	0	0	0	0
ATI:	0	67	35	-16	106	0	0	0	0	18	0	-5
Initial Fut:	19	1246	143	259	1426	22	38	11	40	78	3	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1246	143	259	1426	22	38	11	40	78	3	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1246	143	259	1426	22	38	11	40	78	3	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1246	143	259	1426	22	38	11	40	78	3	50

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.68	0.32	2.00	2.95	0.05	0.85	0.25	0.90	0.96	0.04	1.00
Final Sat.:	1750	5023	576	3150	5515	85	1537	445	1618	1733	67	1750

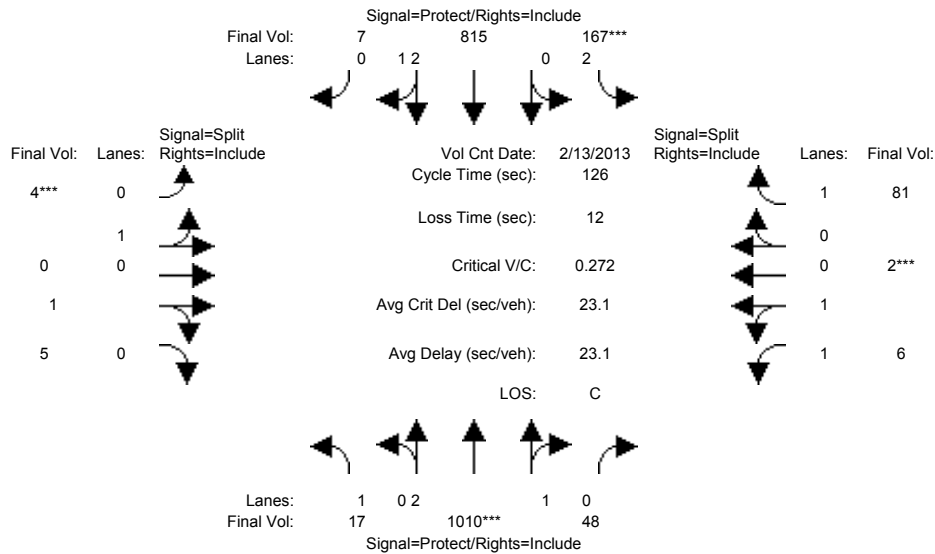
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.08	0.26	0.26	0.02	0.02	0.02	0.05	0.05	0.03
Crit Moves:	****			****			****			****		
Green Time:	16.2	68.7	68.7	22.8	75.3	75.3	10.0	10.0	10.0	12.5	12.5	12.5
Volume/Cap:	0.08	0.45	0.45	0.45	0.43	0.43	0.31	0.31	0.31	0.45	0.45	0.29
Delay/Veh:	48.5	17.4	17.4	46.6	13.8	13.8	55.4	55.4	55.4	55.4	55.4	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	17.4	17.4	46.6	13.8	13.8	55.4	55.4	55.4	55.4	55.4	53.6
LOS by Move:	D	B	B	D	B	B	E	E	E	E	E	D
HCM2kAvgQ:	1	11	11	6	10	10	2	2	2	4	4	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



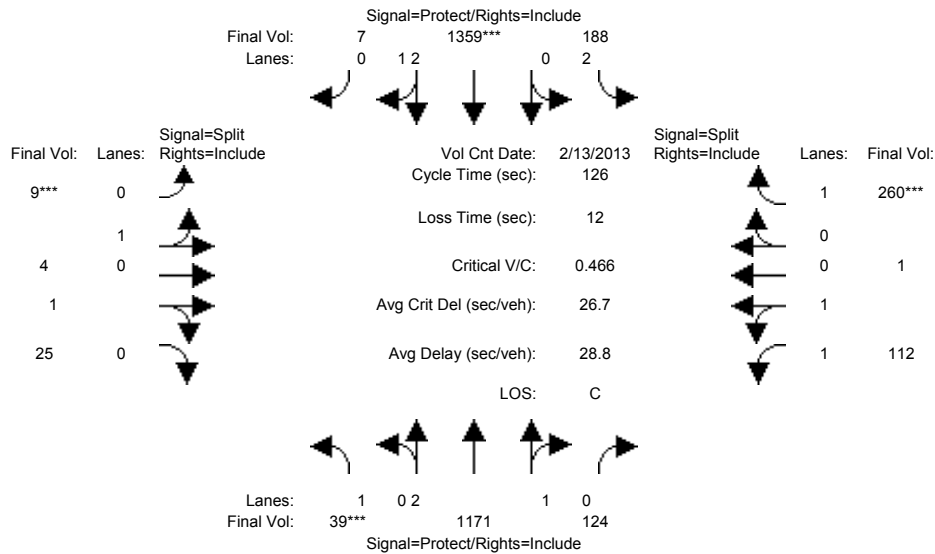
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	17	962	87	25	705	7	4	0	5	43	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	962	87	25	705	7	4	0	5	43	2	34
Added Vol:	0	9	0	100	81	0	0	0	0	0	0	14
ATI:	0	39	-39	42	29	0	0	0	0	-37	0	33
Initial Fut:	17	1010	48	167	815	7	4	0	5	6	2	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1010	48	167	815	7	4	0	5	6	2	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1010	48	167	815	7	4	0	5	6	2	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1010	48	167	815	7	4	0	5	6	2	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	1.00	0.95	0.93	0.95	0.92
Lanes:	1.00	2.86	0.14	2.00	2.97	0.03	1.00	0.00	1.00	1.51	0.49	1.00
Final Sat.:	1750	5346	254	3150	5552	48	1800	0	1800	2662	887	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.05	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.7	64.5	64.5	18.1	59.9	59.9	10.0	0.0	10.0	21.4	21.4	21.4
Volume/Cap:	0.05	0.37	0.37	0.37	0.31	0.31	0.03	0.00	0.04	0.01	0.01	0.27
Delay/Veh:	42.9	18.6	18.6	49.3	20.4	20.4	53.6	0.0	53.6	43.5	43.5	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	18.6	18.6	49.3	20.4	20.4	53.6	0.0	53.6	43.5	43.5	46.0
LOS by Move:	D	B	B	D	C	C	D	A	D	D	D	D
HCM2kAvgQ:	1	8	8	3	6	6	0	0	0	0	0	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



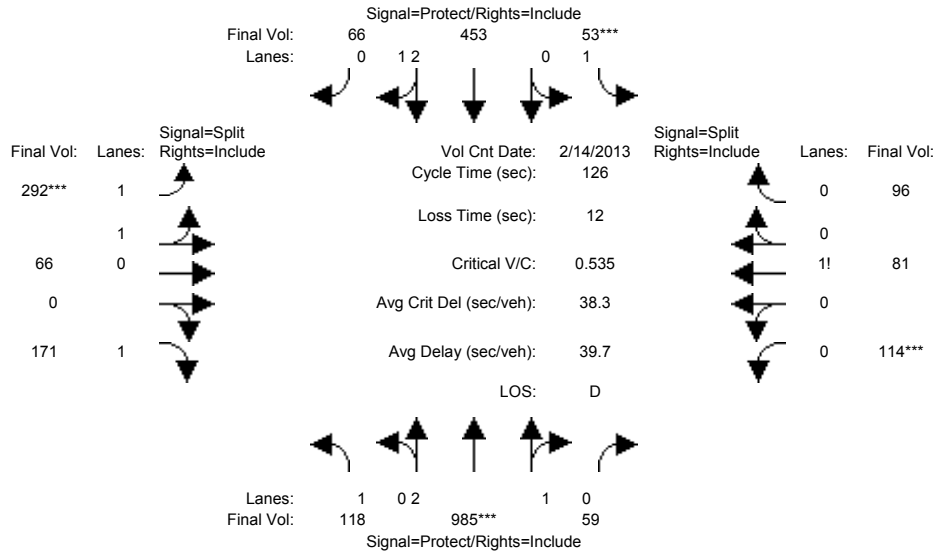
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	1055	165	64	1309	7	9	4	25	152	1	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1055	165	64	1309	7	9	4	25	152	1	108
Added Vol:	0	75	0	28	22	0	0	0	0	0	0	91
ATI:	0	41	-41	96	28	0	0	0	0	-40	0	61
Initial Fut:	39	1171	124	188	1359	7	9	4	25	112	1	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1171	124	188	1359	7	9	4	25	112	1	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1171	124	188	1359	7	9	4	25	112	1	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	1171	124	188	1359	7	9	4	25	112	1	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.70	0.30	2.00	2.98	0.02	0.69	0.31	1.00	1.98	0.02	1.00
Final Sat.:	1750	5063	536	3150	5571	29	1246	554	1800	3519	31	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.06	0.24	0.24	0.01	0.01	0.01	0.03	0.03	0.15
Crit Moves:	****			****			****					****
Green Time:	7.0	53.5	53.5	13.8	60.3	60.3	10.0	10.0	10.0	36.7	36.7	36.7
Volume/Cap:	0.40	0.54	0.54	0.54	0.51	0.51	0.09	0.09	0.18	0.11	0.11	0.51
Delay/Veh:	60.2	27.4	27.4	54.9	22.8	22.8	53.9	53.9	54.5	32.7	32.7	38.0
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:	60.2	27.4	27.4	54.9	22.8	22.8	53.9	53.9	54.5	32.7	32.7	38.0
LOS by Move:	E	C	C	D	C	C	D	D	D	C	C	D
HCM2kAvgQ:	2	13	13	4	12	12	1	1	1	2	2	9

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

Santana Row Lots 9 and 17 Development

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

Intersection #3737: PAYNE/WINCHESTER



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	118	951	59	53	448	65	285	66	171	114	81	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	951	59	53	448	65	285	66	171	114	81	93
Added Vol:	0	34	0	0	5	1	7	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	985	59	53	453	66	292	66	171	114	81	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	985	59	53	453	66	292	66	171	114	81	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	985	59	53	453	66	292	66	171	114	81	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	985	59	53	453	66	292	66	171	114	81	96

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.82	0.18	1.00	2.60	0.40	1.64	0.36	1.00	0.39	0.28	0.33
Final Sat.:	1750	5283	316	1750	4887	712	2895	654	1750	686	487	577

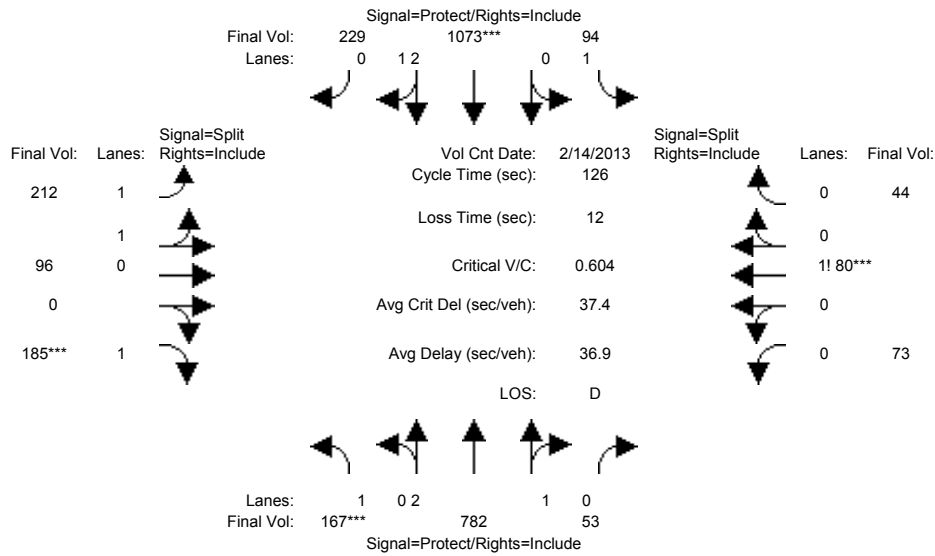
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.03	0.09	0.09	0.10	0.10	0.10	0.17	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.2	42.7	42.7	10.0	30.5	30.5	23.1	23.1	23.1	38.1	38.1	38.1
Volume/Cap:	0.38	0.55	0.55	0.38	0.38	0.38	0.55	0.55	0.53	0.55	0.55	0.55
Delay/Veh:	46.6	34.2	34.2	56.8	40.0	40.0	47.7	47.7	48.3	38.0	38.0	38.0
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:	46.6	34.2	34.2	56.8	40.0	40.0	47.7	47.7	48.3	38.0	38.0	38.0
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	11	11	2	5	5	7	7	7	10	10	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3737: PAYNE/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	167	773	53	91	1042	223	210	96	185	73	80	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:	167	773	53	91	1042	223	210	96	185	73	80	43
Added Vol:	0	9	0	3	31	6	2	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	782	53	94	1073	229	212	96	185	73	80	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	782	53	94	1073	229	212	96	185	73	80	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	782	53	94	1073	229	212	96	185	73	80	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
Final Volume:	167	782	53	94	1073	229	212	96	185	73	80	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.80	0.20	1.00	2.45	0.55	1.39	0.61	1.00	0.37	0.41	0.22
Final Sat.:	1750	5244	355	1750	4614	985	2443	1106	1750	648	711	391
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.05	0.23	0.23	0.09	0.09	0.11	0.11	0.11	0.11
Crit Moves:	****			****			****		****	****		
Green Time:	19.9	44.7	44.7	23.8	48.5	48.5	22.1	22.1	22.1	23.5	23.5	23.5
Volume/Cap:	0.60	0.42	0.42	0.28	0.60	0.60	0.50	0.50	0.60	0.60	0.60	0.60
Delay/Veh:	53.1	31.0	31.0	44.3	31.5	31.5	47.6	47.6	51.3	50.2	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	31.0	31.0	44.3	31.5	31.5	47.6	47.6	51.3	50.2	50.2	50.2
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	7	8	8	3	13	13	6	6	8	8	8	8

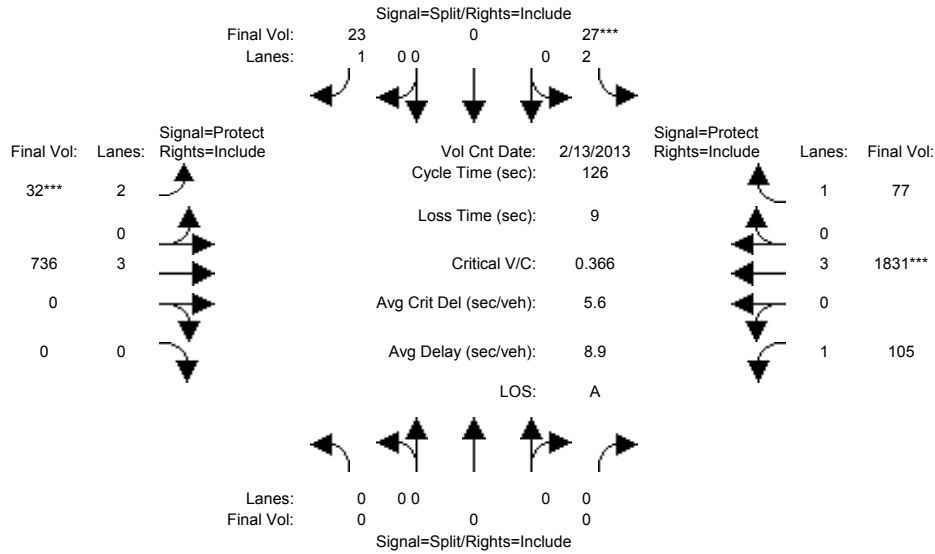
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



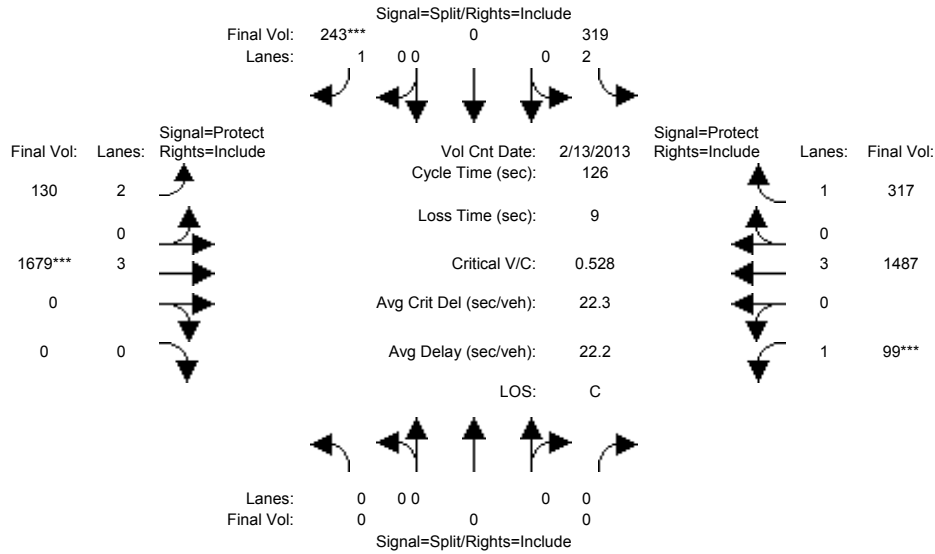
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	27	0	23	32	734	0	52	1812	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	23	32	734	0	52	1812	77
Added Vol:	0	0	0	0	0	0	0	2	0	53	19	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	23	32	736	0	105	1831	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	23	32	736	0	105	1831	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	23	32	736	0	105	1831	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	27	0	23	32	736	0	105	1831	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.13	0.00	0.06	0.32	0.04
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	73.1	0.0	33.9	100	100.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.17	0.18	0.22	0.00	0.22	0.40	0.06
Delay/Veh:	0.0	0.0	0.0	54.1	0.0	54.7	57.3	12.8	0.0	36.0	4.0	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.1	0.0	54.7	57.3	12.8	0.0	36.0	4.0	2.8
LOS by Move:	A	A	A	D	A	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	4	0	3	7	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



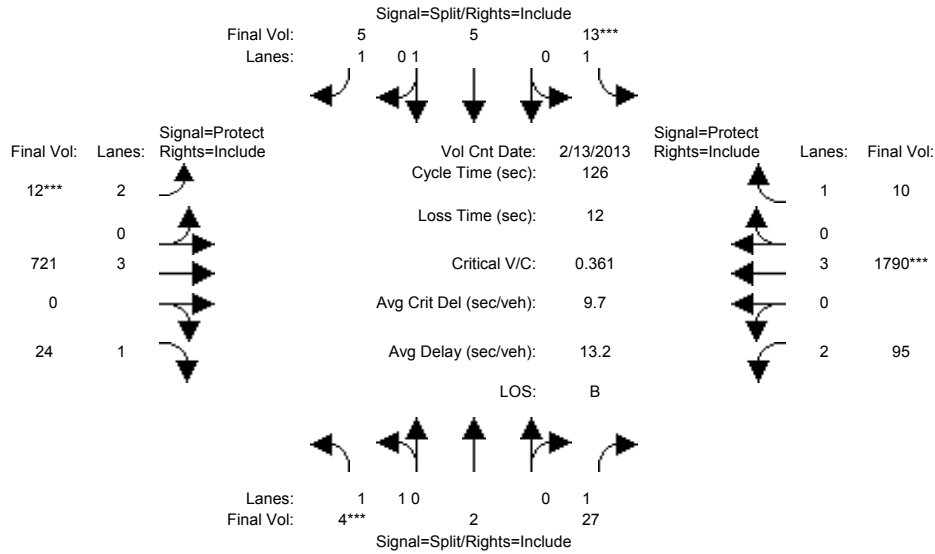
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	319	0	243	130	1663	0	84	1481	317
Growth Adj:	1.00	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	319	0	243	130	1663	0	84	1481	317
Added Vol:	0	0	0	0	0	0	0	16	0	15	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	319	0	243	130	1679	0	99	1487	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	319	0	243	130	1679	0	99	1487	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	319	0	243	130	1679	0	99	1487	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	319	0	243	130	1679	0	99	1487	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.14	0.04	0.29	0.00	0.06	0.26	0.18
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	33.2	0.0	33.2	14.7	70.3	0.0	13.5	69.1	69.1
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.53	0.35	0.53	0.00	0.53	0.48	0.33
Delay/Veh:	0.0	0.0	0.0	38.4	0.0	40.9	51.8	17.6	0.0	56.0	17.5	15.9
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	38.4	0.0	40.9	51.8	17.6	0.0	56.0	17.5	15.9
LOS by Move:	A	A	A	D	A	D	D	B	A	E	B	B
HCM2kAvgQ:	0	0	0	6	0	9	3	13	0	5	11	7

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

Santana Row Lots 9 and 17 Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



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

Volume Module: >> Count Date: 13 Feb 2013 <<

Base Vol:	12	2	59	13	5	5	12	687	24	134	1732	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2	59	13	5	5	12	687	24	134	1732	10
Added Vol:	0	0	0	0	0	0	0	2	0	1	18	0
ATI:	-8	0	-32	0	0	0	0	32	0	-40	40	0
Initial Fut:	4	2	27	13	5	5	12	721	24	95	1790	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	27	13	5	5	12	721	24	95	1790	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	27	13	5	5	12	721	24	95	1790	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	2	27	13	5	5	12	721	24	95	1790	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.34	0.66	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2366	1183	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

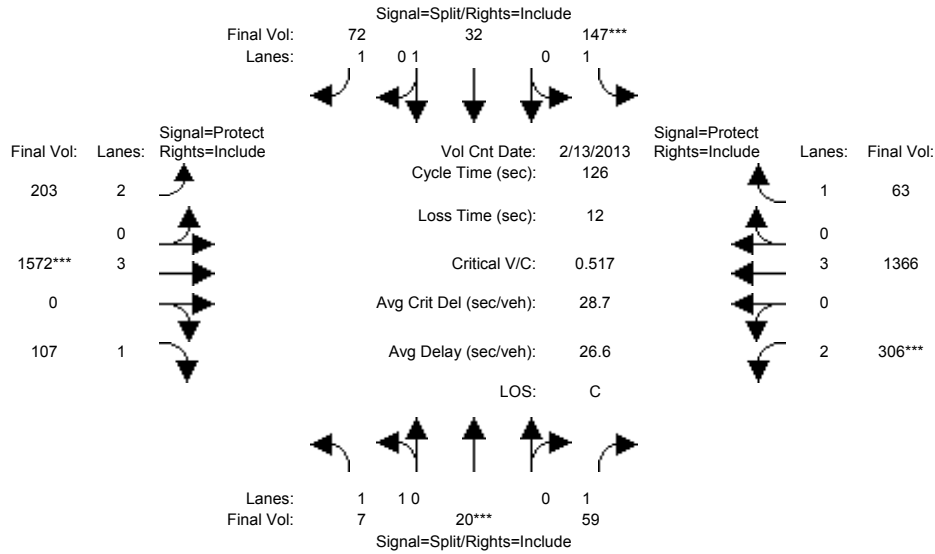
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.13	0.01	0.03	0.31	0.01
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	65.3	65.3	28.7	87.0	87.0
Volume/Cap:	0.02	0.02	0.19	0.09	0.03	0.04	0.07	0.24	0.03	0.13	0.45	0.01
Delay/Veh:	53.5	53.5	54.9	54.1	53.6	53.7	56.6	16.8	14.8	38.8	8.9	6.1
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:	53.5	53.5	54.9	54.1	53.6	53.7	56.6	16.8	14.8	38.8	8.9	6.1
LOS by Move:	D	D	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	1	1	0	0	0	5	0	2	10	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	30	20	98	147	32	72	203	1517	106	394	1271	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	98	147	32	72	203	1517	106	394	1271	63
Added Vol:	0	0	0	0	0	0	0	16	1	2	5	0
ATI:	-23	0	-39	0	0	0	0	39	0	-90	90	0
Initial Fut:	7	20	59	147	32	72	203	1572	107	306	1366	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	20	59	147	32	72	203	1572	107	306	1366	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	20	59	147	32	72	203	1572	107	306	1366	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	20	59	147	32	72	203	1572	107	306	1366	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

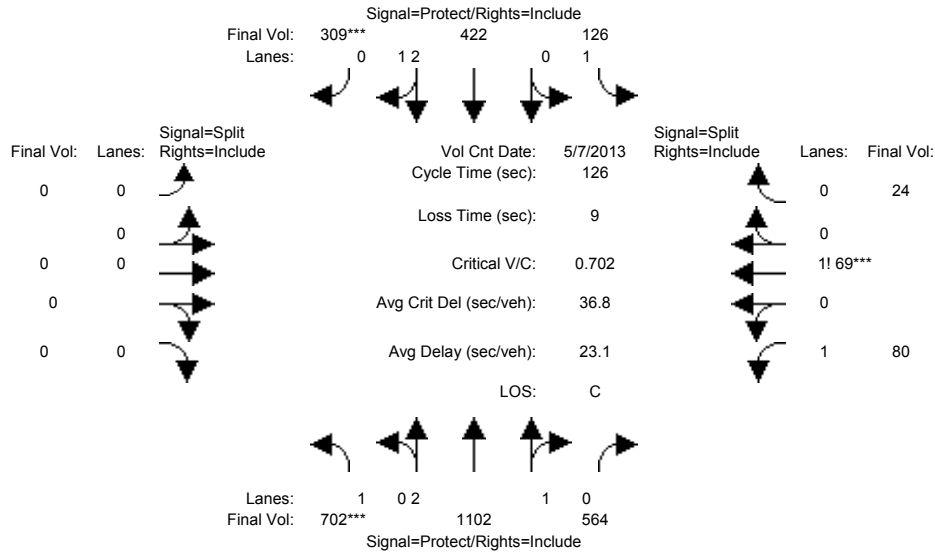
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.03	0.08	0.02	0.04	0.06	0.28	0.06	0.10	0.24	0.04
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	19.1	19.1	19.1	18.0	62.8	62.8	22.1	66.9	66.9
Volume/Cap:	0.05	0.13	0.42	0.55	0.11	0.27	0.45	0.55	0.12	0.55	0.45	0.07
Delay/Veh:	53.7	54.3	57.3	52.0	46.3	47.8	50.2	22.1	17.0	48.7	18.3	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	54.3	57.3	52.0	46.3	47.8	50.2	22.1	17.0	48.7	18.3	14.4
LOS by Move:	D	D	E	D	D	D	D	C	B	D	B	B
HCM2kAvgQ:	0	1	3	6	1	3	4	13	2	6	10	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3829: TISCH/WINCHESTER



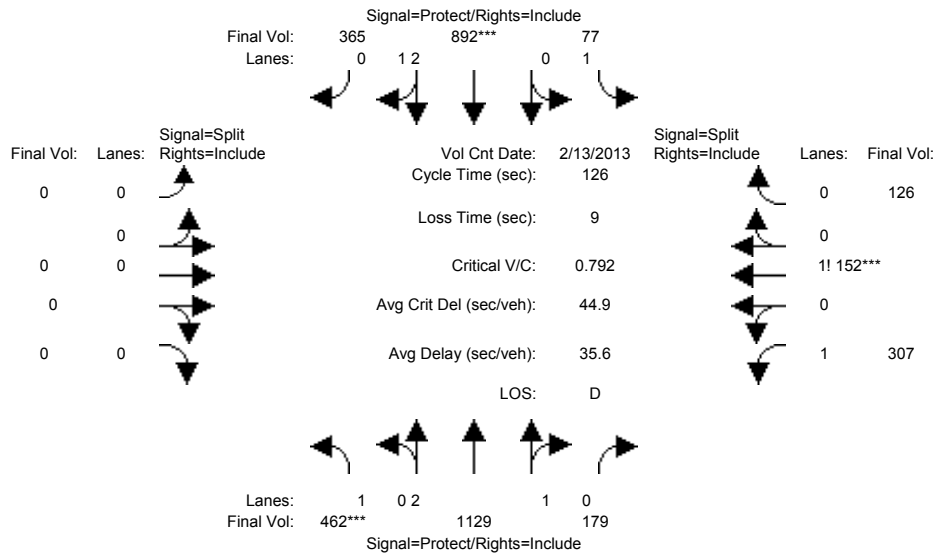
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	702	1102	412	45	422	309	0	0	0	68	64	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	702	1102	412	45	422	309	0	0	0	68	64	15
Added Vol:	0	0	152	81	0	0	0	0	0	12	5	9
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	702	1102	564	126	422	309	0	0	0	80	69	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	702	1102	564	126	422	309	0	0	0	80	69	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	702	1102	564	126	422	309	0	0	0	80	69	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	702	1102	564	126	422	309	0	0	0	80	69	24
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.31	0.51	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	2287	926	322
Capacity Analysis Module:												
Vol/Sat:	0.40	0.29	0.32	0.07	0.11	0.18	0.00	0.00	0.00	0.03	0.07	0.07
Crit Moves:	****					****					****	
Green Time:	72.0	84.7	84.7	18.9	31.7	31.7	0.0	0.0	0.0	13.4	13.4	13.4
Volume/Cap:	0.70	0.43	0.48	0.48	0.44	0.70	0.00	0.00	0.00	0.33	0.70	0.70
Delay/Veh:	21.6	9.6	10.1	50.4	39.9	45.1	0.0	0.0	0.0	52.5	63.2	63.2
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:	21.6	9.6	10.1	50.4	39.9	45.1	0.0	0.0	0.0	52.5	63.2	63.2
LOS by Move:	C	A	B	D	D	D	A	A	A	D	E	E
HCM2kAvgQ:	21	9	11	5	7	13	0	0	0	3	7	7

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

Santana Row Lots 9 and 17 Development

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

Intersection #3829: TISCH/WINCHESTER



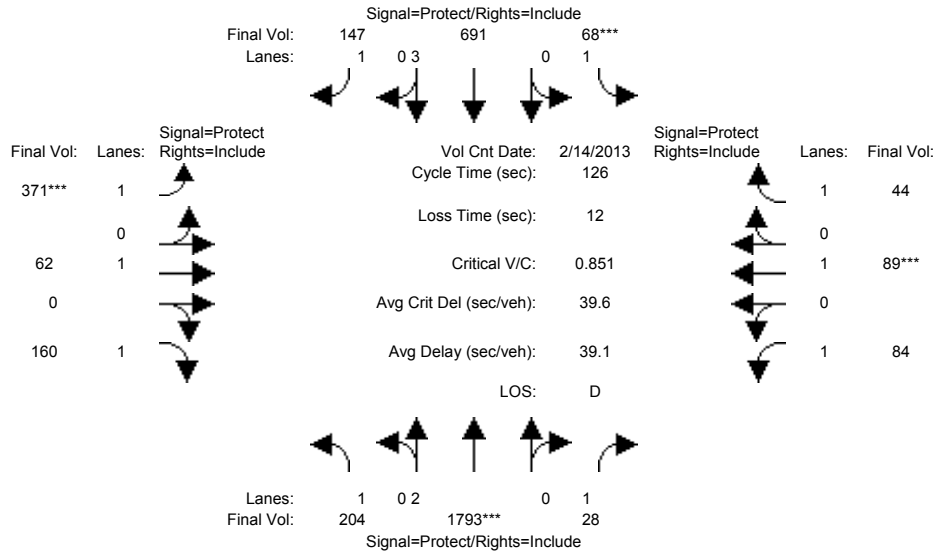
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	462	1128	139	56	892	365	0	0	0	227	92	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	1128	139	56	892	365	0	0	0	227	92	52
Added Vol:	0	1	40	21	0	0	0	0	0	80	60	74
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	1129	179	77	892	365	0	0	0	307	152	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	1129	179	77	892	365	0	0	0	307	152	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	1129	179	77	892	365	0	0	0	307	152	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	462	1129	179	77	892	365	0	0	0	307	152	126
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	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.57	0.43	1.00	2.10	0.90	0.00	0.00	0.00	1.36	0.35	0.29
Final Sat.:	1750	4833	766	1750	3972	1625	0	0	0	2373	616	511
Capacity Analysis Module:												
Vol/Sat:	0.26	0.23	0.23	0.04	0.22	0.22	0.00	0.00	0.00	0.13	0.25	0.25
Crit Moves:	****				****						****	
Green Time:	42.0	62.8	62.8	14.9	35.7	35.7	0.0	0.0	0.0	39.2	39.2	39.2
Volume/Cap:	0.79	0.47	0.47	0.37	0.79	0.79	0.00	0.00	0.00	0.42	0.79	0.79
Delay/Veh:	45.3	20.8	20.8	52.3	44.5	44.5	0.0	0.0	0.0	34.5	45.5	45.5
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:	45.3	20.8	20.8	52.3	44.5	44.5	0.0	0.0	0.0	34.5	45.5	45.5
LOS by Move:	D	C	C	D	D	D	A	A	A	C	D	D
HCM2kAvgQ:	18	11	11	3	17	17	0	0	0	8	18	18

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

Santana Row Lots 9 and 17 Development

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

Intersection #3836: WILLIAMS/WINCHESTER



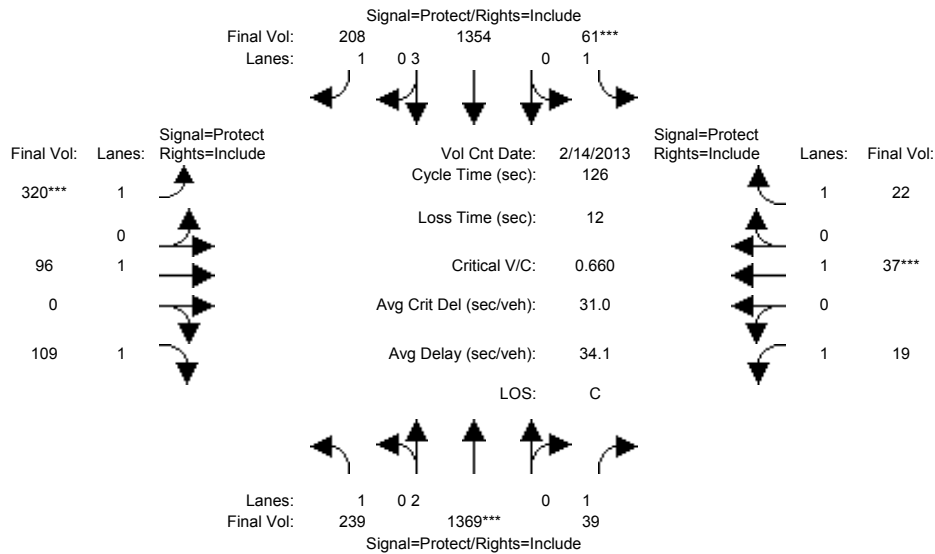
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	204	1749	28	68	685	146	364	62	160	84	89	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1749	28	68	685	146	364	62	160	84	89	41
Added Vol:	0	44	0	0	6	1	7	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1793	28	68	691	147	371	62	160	84	89	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1793	28	68	691	147	371	62	160	84	89	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1793	28	68	691	147	371	62	160	84	89	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
Final Volume:	204	1793	28	68	691	147	371	62	160	84	89	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.02	0.04	0.12	0.08	0.21	0.03	0.09	0.05	0.05	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	36.2	66.9	66.9	7.0	37.7	37.7	30.1	24.9	24.9	15.1	10.0	10.0
Volume/Cap:	0.41	0.89	0.03	0.70	0.41	0.28	0.89	0.16	0.46	0.40	0.59	0.32
Delay/Veh:	36.7	31.5	14.1	78.7	35.4	34.1	66.4	42.1	45.6	52.5	62.1	56.1
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:	36.7	31.5	14.1	78.7	35.4	34.1	66.4	42.1	45.6	52.5	62.1	56.1
LOS by Move:	D	C	B	E	D	C	E	D	D	D	E	E
HCM2kAvgQ:	7	32	1	4	7	5	18	2	6	4	4	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3836: WILLIAMS/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	239	1357	39	58	1314	202	318	96	109	19	37	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1357	39	58	1314	202	318	96	109	19	37	21
Added Vol:	0	12	0	3	40	6	2	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1369	39	61	1354	208	320	96	109	19	37	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1369	39	61	1354	208	320	96	109	19	37	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1369	39	61	1354	208	320	96	109	19	37	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1369	39	61	1354	208	320	96	109	19	37	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.02	0.03	0.24	0.12	0.18	0.05	0.06	0.01	0.02	0.01
Crit Moves:	****			****			****			****		
Green Time:	26.0	64.3	64.3	7.0	45.3	45.3	32.7	25.1	25.1	17.6	10.0	10.0
Volume/Cap:	0.66	0.71	0.04	0.63	0.66	0.33	0.71	0.25	0.31	0.08	0.25	0.16
Delay/Veh:	50.4	24.8	15.5	70.5	34.7	29.6	47.3	42.9	43.6	47.3	55.3	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	24.8	15.5	70.5	34.7	29.6	47.3	42.9	43.6	47.3	55.3	54.6
LOS by Move:	D	C	B	E	C	C	D	D	D	D	E	D
HCM2kAvgQ:	9	20	1	4	15	6	13	3	4	1	2	1

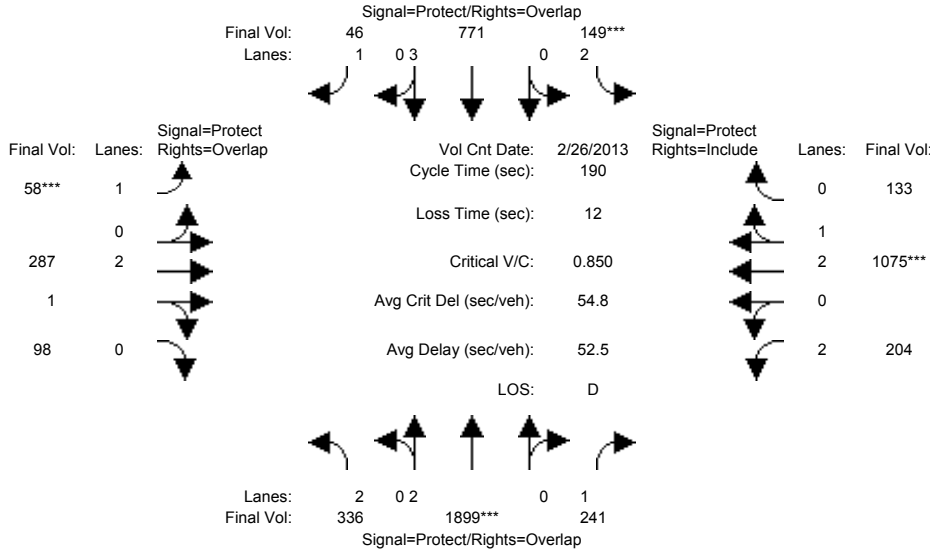
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #5405: SAN TOMAS/STEVENS CREEK



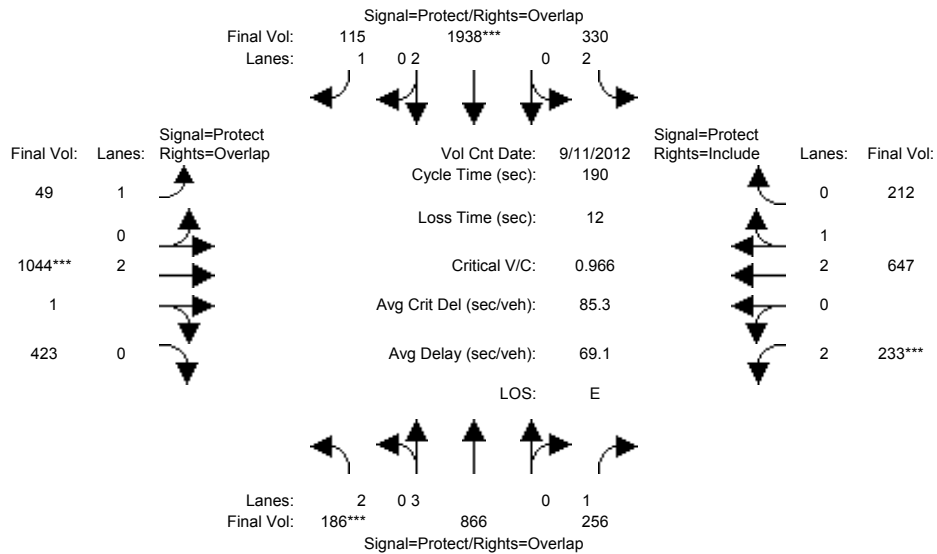
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	336	2261	241	119	771	46	58	247	98	204	1070	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	2261	241	119	771	46	58	247	98	204	1070	130
Added Vol:	0	0	0	30	0	0	0	40	0	0	5	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	2261	241	149	771	46	58	287	98	204	1075	133
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	1899	241	149	771	46	58	287	98	204	1075	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1899	241	149	771	46	58	287	98	204	1075	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:	336	1899	241	149	771	46	58	287	98	204	1075	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.21	0.79	2.00	2.66	0.34
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	4173	1425	3150	4983	616
Capacity Analysis Module:												
Vol/Sat:	0.11	0.50	0.14	0.05	0.14	0.03	0.03	0.07	0.07	0.06	0.22	0.22
Crit Moves:	****			****			****				****	
Green Time:	53.9	112	138.8	10.6	68.4	75.8	7.4	28.7	82.6	27.0	48.2	48.2
Volume/Cap:	0.38	0.85	0.19	0.85	0.38	0.07	0.85	0.46	0.16	0.46	0.85	0.85
Delay/Veh:	54.8	35.5	8.1	119.3	45.1	35.3	150.7	73.9	32.6	75.5	72.5	72.5
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:	54.8	35.5	8.1	119.3	45.1	35.3	150.7	73.9	32.6	75.5	72.5	72.5
LOS by Move:	D	D	A	F	D	D	F	E	C	E	E	E
HCM2kAvgQ:	9	43	4	6	11	2	4	7	4	7	25	25

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

Santana Row Lots 9 and 17 Development

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

Intersection #5405: SAN TOMAS/STEVENS CREEK

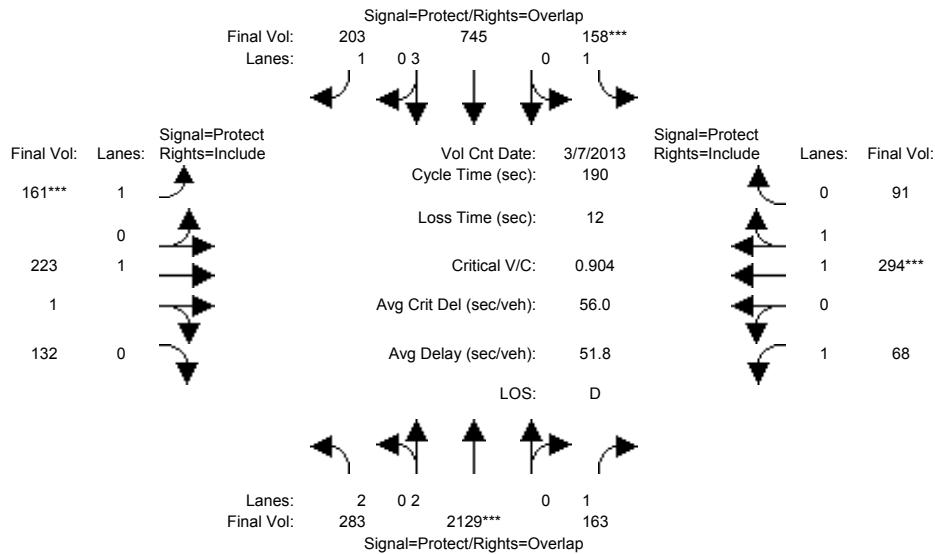


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	91	10	14	104	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2012 <<												
Base Vol:	186	866	256	322	2423	115	49	1033	423	233	610	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	866	256	322	2423	115	49	1033	423	233	610	184
Added Vol:	0	0	0	8	0	0	0	11	0	0	37	28
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	866	256	330	2423	115	49	1044	423	233	647	212
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	866	256	330	1938	115	49	1044	423	233	647	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	866	256	330	1938	115	49	1044	423	233	647	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	866	256	330	1938	115	49	1044	423	233	647	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.10	0.90	2.00	2.23	0.77
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3983	1614	3150	4216	1381
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.10	0.51	0.07	0.03	0.26	0.26	0.07	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	14.0	96.8	110.8	21.2	104	123.5	19.5	46.0	60.0	14.0	40.5	40.5
Volume/Cap:	0.80	0.30	0.25	0.94	0.93	0.10	0.27	1.08	0.83	1.00	0.72	0.72
Delay/Veh:	104.4	27.0	19.5	116.5	48.0	12.5	79.6	122	63.7	148.1	71.6	71.6
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:	104.4	27.0	19.5	116.5	48.0	12.5	79.6	122	63.7	148.1	71.6	71.6
LOS by Move:	F	C	B	F	D	B	E	F	E	F	E	E
HCM2kAvgQ:	7	9	8	12	51	3	3	35	28	12	17	17
Note:	Queue reported is the number of cars per lane.											

Santana Row Lots 9 and 17 Development

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

Intersection #5406: SAN TOMAS/MOORPARK



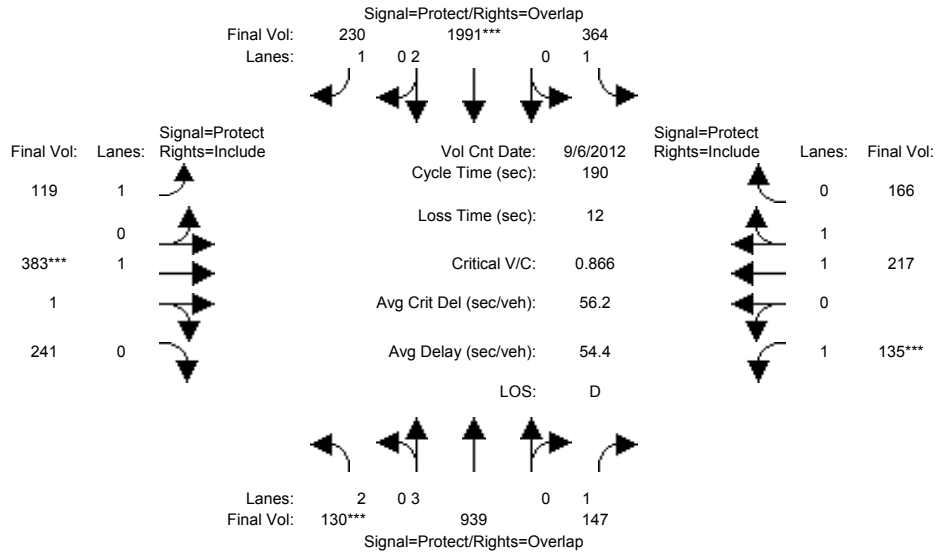
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2013 <<												
Base Vol:	283	2534	143	158	745	203	161	216	132	65	293	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2534	143	158	745	203	161	216	132	65	293	91
Added Vol:	0	0	20	0	0	0	0	7	0	3	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	2534	163	158	745	203	161	223	132	68	294	91
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	2129	163	158	745	203	161	223	132	68	294	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	2129	163	158	745	203	161	223	132	68	294	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
Final Volume:	283	2129	163	158	745	203	161	223	132	68	294	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.24	0.76	1.00	1.51	0.49
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	2323	1375	1750	2825	874
Capacity Analysis Module:												
Vol/Sat:	0.09	0.56	0.09	0.09	0.13	0.12	0.09	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	55.7	118	129.7	19.0	81.1	100.4	19.3	29.3	29.3	11.9	21.9	21.9
Volume/Cap:	0.31	0.90	0.14	0.90	0.31	0.22	0.90	0.62	0.62	0.62	0.90	0.90
Delay/Veh:	52.3	36.6	10.6	126.2	36.0	24.0	125.5	77.2	77.2	97.4	105	105.2
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:	52.3	36.6	10.6	126.2	36.0	24.0	125.5	77.2	77.2	97.4	105	105.2
LOS by Move:	D	D	B	F	D	C	F	E	E	F	F	F
HCM2kAvgQ:	7	56	3	11	9	6	13	10	10	5	14	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #5406: SAN TOMAS/MOORPARK



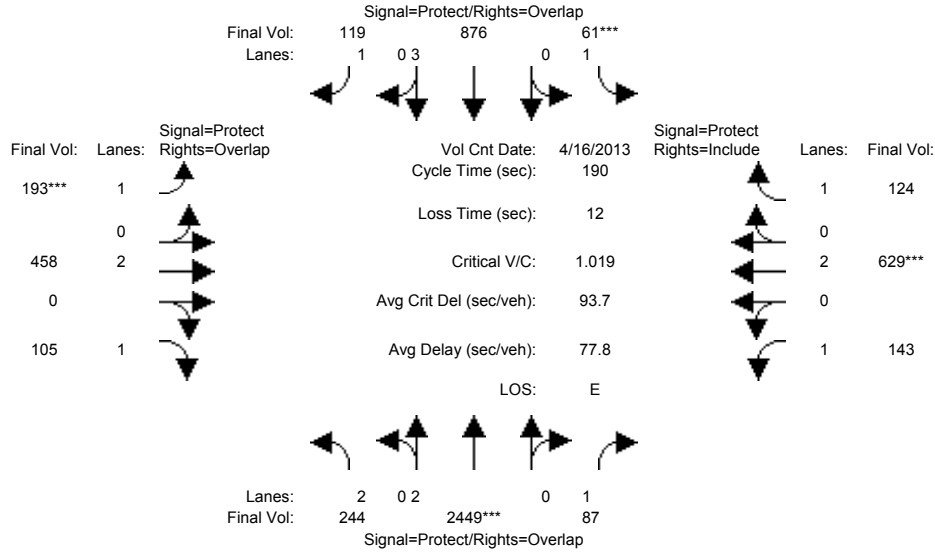
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	71	10	14	111	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Sep 2012 <<												
Base Vol:	130	939	141	364	2489	230	119	381	241	116	211	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	939	141	364	2489	230	119	381	241	116	211	166
Added Vol:	0	0	6	0	0	0	0	2	0	19	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	939	147	364	2489	230	119	383	241	135	217	166
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	939	147	364	1991	230	119	383	241	135	217	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	939	147	364	1991	230	119	383	241	135	217	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	939	147	364	1991	230	119	383	241	135	217	166
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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.21	0.79	1.00	1.11	0.89
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	2270	1428	1750	2095	1603
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.08	0.21	0.52	0.13	0.07	0.17	0.17	0.08	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	14.0	80.7	97.1	44.9	112	133.4	21.8	35.9	35.9	16.4	30.6	30.6
Volume/Cap:	0.56	0.39	0.16	0.88	0.89	0.19	0.59	0.89	0.89	0.89	0.64	0.64
Delay/Veh:	88.1	37.7	24.9	89.0	39.0	9.8	84.6	88.8	88.8	129.0	77.0	77.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	37.7	24.9	89.0	39.0	9.8	84.6	88.8	88.8	129.0	77.0	77.0
LOS by Move:	F	D	C	F	D	A	F	F	F	F	E	E
HCM2kAvgQ:	4	12	5	21	48	5	8	21	21	11	12	12

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

Santana Row Lots 9 and 17 Development

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD

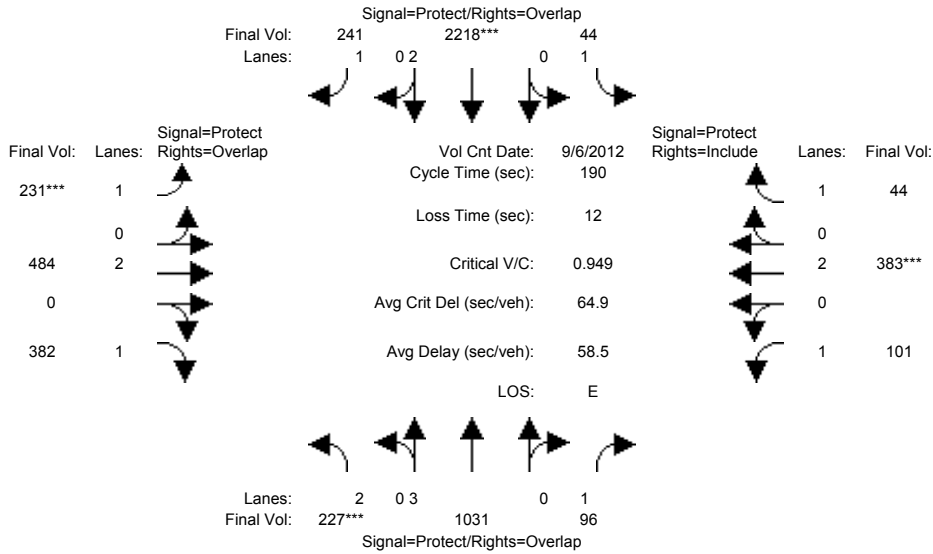


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	244	2880	87	61	857	119	193	458	102	140	629	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	2880	87	61	857	119	193	458	102	140	629	124
Added Vol:	0	1	0	0	19	0	0	0	3	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	2881	87	61	876	119	193	458	105	143	629	124
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	2449	87	61	876	119	193	458	105	143	629	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	2449	87	61	876	119	193	458	105	143	629	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	2449	87	61	876	119	193	458	105	143	629	124
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.64	0.05	0.03	0.15	0.07	0.11	0.12	0.06	0.08	0.17	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.5	115	134.7	14.0	112	132.0	19.7	29.3	45.8	19.9	29.5	29.5
Volume/Cap:	0.89	1.07	0.07	0.47	0.26	0.10	1.07	0.78	0.25	0.78	1.07	0.46
Delay/Veh:	113.9	76.9	8.5	87.2	18.8	9.5	170.7	84.0	58.5	102.2	136	74.2
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:	113.9	76.9	8.5	87.2	18.8	9.5	170.7	84.0	58.5	102.2	136	74.2
LOS by Move:	F	E	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	9	80	2	4	8	2	17	15	6	11	24	8
Note:	Queue reported is the number of cars per lane.											

Santana Row Lots 9 and 17 Development

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



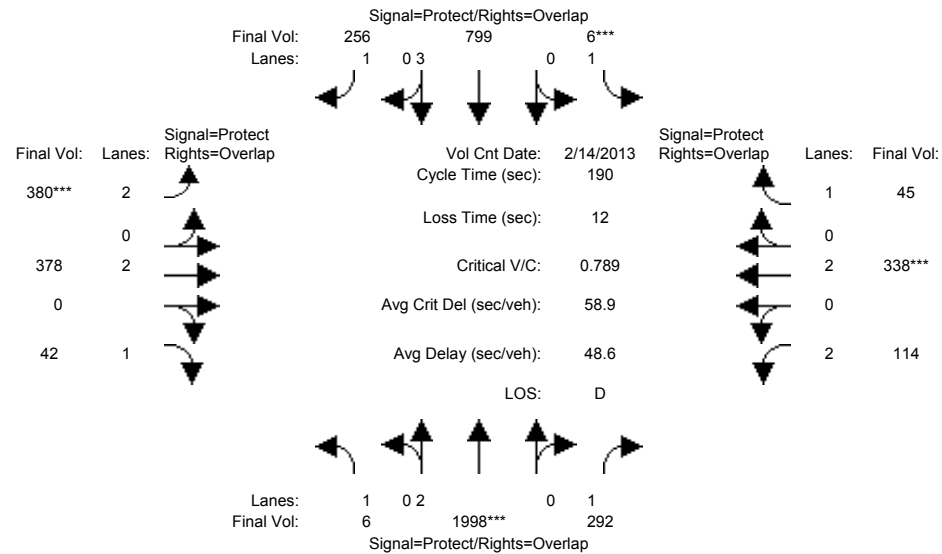
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 6 Sep 2012 <<											
Base Vol:	224	1013	93	44	2768	241	231	484	381	100	383	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1013	93	44	2768	241	231	484	381	100	383	44
Added Vol:	3	18	3	0	5	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	1031	96	44	2773	241	231	484	382	101	383	44
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	1031	96	44	2218	241	231	484	382	101	383	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1031	96	44	2218	241	231	484	382	101	383	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
Final Volume:	227	1031	96	44	2218	241	231	484	382	101	383	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.05	0.03	0.58	0.14	0.13	0.13	0.22	0.06	0.10	0.03
Crit Moves:	****			****		****				****		
Green Time:	14.4	116	131.4	15.6	117	143.4	26.4	31.0	45.4	15.6	20.2	20.2
Volume/Cap:	0.95	0.30	0.08	0.31	0.95	0.18	0.95	0.78	0.91	0.70	0.95	0.24
Delay/Veh:	131.3	25.1	15.6	83.3	43.0	6.7	124.6	82.6	94.4	99.3	116	78.5
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:	131.3	25.1	15.6	83.3	43.0	6.7	124.6	82.6	94.4	99.3	116	78.5
LOS by Move:	F	C	B	F	D	A	F	F	F	F	F	E
HCM2kAvgQ:	9	13	3	3	63	4	18	15	27	8	14	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE

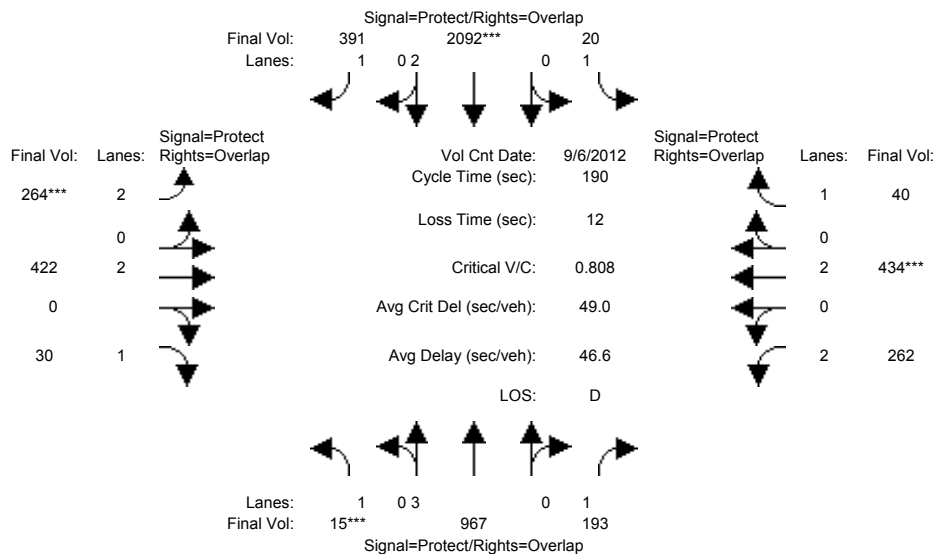


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	6	2348	292	6	769	256	380	378	42	114	338	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2348	292	6	769	256	380	378	42	114	338	45
Added Vol:	0	3	0	0	30	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2351	292	6	799	256	380	378	42	114	338	45
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1998	292	6	799	256	380	378	42	114	338	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1998	292	6	799	256	380	378	42	114	338	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1998	292	6	799	256	380	378	42	114	338	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.17	0.00	0.14	0.15	0.12	0.10	0.02	0.04	0.09	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.1	117	137.2	14.0	115	142.0	26.9	26.8	43.0	19.9	19.8	33.8
Volume/Cap:	0.04	0.85	0.23	0.05	0.23	0.20	0.85	0.70	0.11	0.35	0.85	0.14
Delay/Veh:	79.9	45.2	15.4	81.9	17.2	7.2	94.2	82.0	58.4	79.6	99.7	66.1
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:	79.9	45.2	15.4	81.9	17.2	7.2	94.2	82.0	58.4	79.6	99.7	66.1
LOS by Move:	E	D	B	F	B	A	F	F	E	E	F	E
HCM2kAvgQ:	0	50	10	0	7	5	14	11	2	4	10	3
Note: Queue reported is the number of cars per lane.												

Santana Row Lots 9 and 17 Development

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Sep 2012 <<												
Base Vol:	15	939	193	20	2607	391	264	422	30	262	434	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:	15	939	193	20	2607	391	264	422	30	262	434	40
Added Vol:	0	28	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	967	193	20	2615	391	264	422	30	262	434	40
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	967	193	20	2092	391	264	422	30	262	434	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	967	193	20	2092	391	264	422	30	262	434	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	967	193	20	2092	391	264	422	30	262	434	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.11	0.01	0.55	0.22	0.08	0.11	0.02	0.08	0.11	0.02
Crit Moves:	****				****		****				****	
Green Time:	14.0	119	137.6	15.6	121	139.0	18.4	24.8	38.8	18.6	25.0	40.6
Volume/Cap:	0.12	0.27	0.15	0.14	0.87	0.31	0.87	0.85	0.08	0.85	0.87	0.11
Delay/Veh:	82.6	23.2	14.2	81.4	31.8	9.0	106.8	93.9	61.3	103.9	95.7	60.2
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:	82.6	23.2	14.2	81.4	31.8	9.0	106.8	93.9	61.3	103.9	95.7	60.2
LOS by Move:	F	C	B	F	C	A	F	F	E	F	F	E
HCM2kAvgQ:	1	12	6	1	47	8	10	13	2	10	13	2

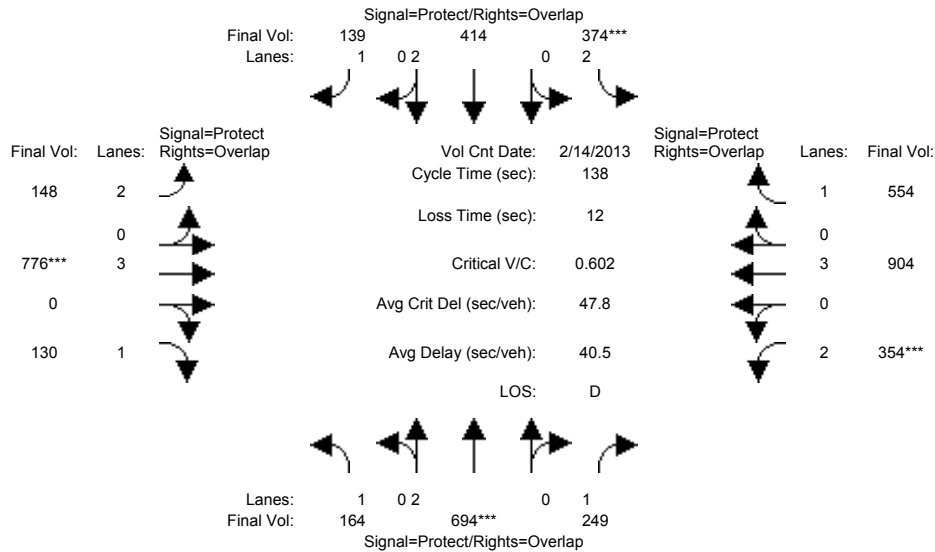
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	163	683	248	374	408	139	147	776	129	353	904	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	683	248	374	408	139	147	776	129	353	904	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	11	1	0	6	0	1	0	1	1	0	1
Initial Fut:	164	694	249	374	414	139	148	776	130	354	904	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	694	249	374	414	139	148	776	130	354	904	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	694	249	374	414	139	148	776	130	354	904	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	694	249	374	414	139	148	776	130	354	904	554

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

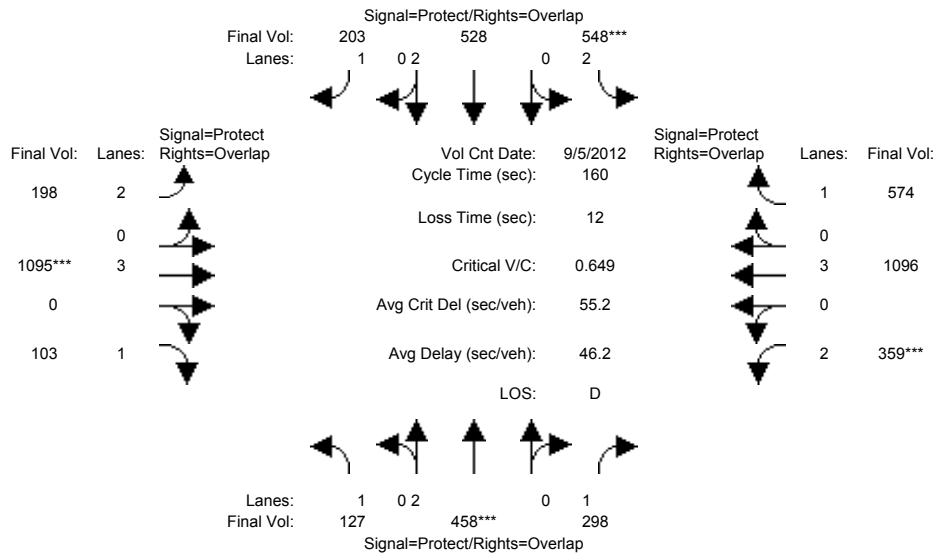
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.14	0.12	0.11	0.08	0.05	0.14	0.07	0.11	0.16	0.32
Crit Moves:		****		****				****		****		
Green Time:	31.9	41.8	67.6	27.2	37.1	48.7	11.6	31.2	63.1	25.8	45.3	72.5
Volume/Cap:	0.41	0.60	0.29	0.60	0.41	0.22	0.56	0.60	0.16	0.60	0.48	0.60
Delay/Veh:	45.6	41.9	21.1	52.1	41.6	31.5	63.4	48.7	22.0	53.2	37.2	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	41.9	21.1	52.1	41.6	31.5	63.4	48.7	22.0	53.2	37.2	23.9
LOS by Move:	D	D	C	D	D	C	E	D	C	D	D	C
HCM2kAvgQ:	6	12	6	9	7	4	4	10	3	9	10	17

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

Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



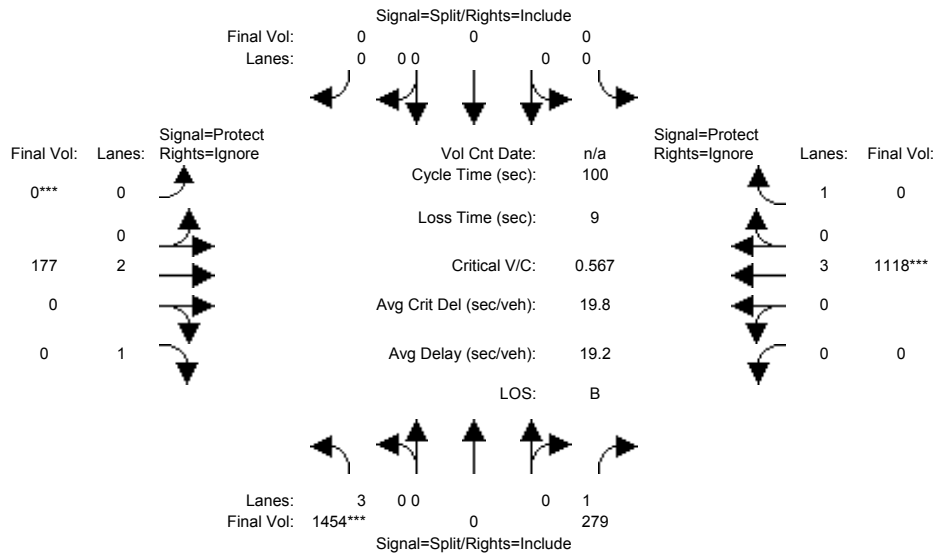
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2012 <<												
Base Vol:	126	452	297	547	518	202	198	1095	102	358	1096	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	452	297	547	518	202	198	1095	102	358	1096	574
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	6	1	1	10	1	0	0	1	1	0	0
Initial Fut:	127	458	298	548	528	203	198	1095	103	359	1096	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	458	298	548	528	203	198	1095	103	359	1096	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	458	298	548	528	203	198	1095	103	359	1096	574
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	458	298	548	528	203	198	1095	103	359	1096	574
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.17	0.17	0.14	0.12	0.06	0.19	0.06	0.11	0.19	0.33
Crit Moves:	****			****			****			****		
Green Time:	24.9	29.7	57.8	42.9	47.7	66.3	18.6	47.3	72.2	28.1	56.8	99.7
Volume/Cap:	0.47	0.65	0.47	0.65	0.47	0.28	0.54	0.65	0.13	0.65	0.54	0.53
Delay/Veh:	62.8	62.5	39.9	53.7	46.1	31.3	68.3	50.0	25.6	64.1	41.5	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	62.5	39.9	53.7	46.1	31.3	68.3	50.0	25.6	64.1	41.5	17.4
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2kAvgQ:	6	10	12	15	10	7	6	16	3	11	14	17

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

Santana Row Lots 9 and 17 Development

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	995	0	243	0	0	0	0	140	813	0	991	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	995	0	243	0	0	0	0	140	813	0	991	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	459	0	36	0	0	0	0	37	156	0	127	7
Initial Fut:	1454	0	279	0	0	0	0	177	969	0	1118	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1454	0	279	0	0	0	0	177	0	0	1118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1454	0	279	0	0	0	0	177	0	0	1118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1454	0	279	0	0	0	0	177	0	0	1118	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

Capacity Analysis Module:

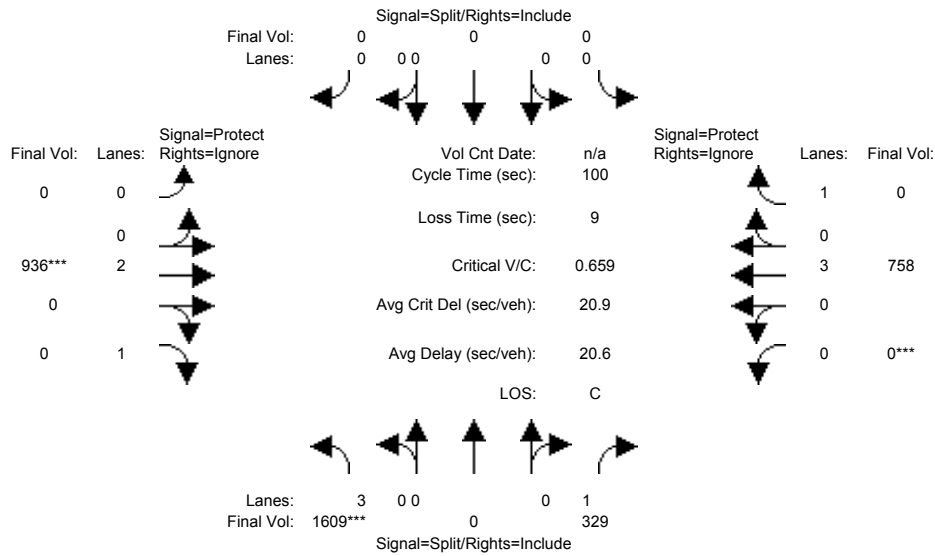
Vol/Sat:	0.32	0.00	0.16	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.20	0.00
Crit Moves:	****							****			****	
Green Time:	56.4	0.0	56.4	0.0	0.0	0.0	0.0	34.6	0.0	0.0	34.6	0.0
Volume/Cap:	0.57	0.00	0.28	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.57	0.00
Delay/Veh:	14.3	0.0	11.5	0.0	0.0	0.0	0.0	22.5	0.0	0.0	27.0	0.0
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:	14.3	0.0	11.5	0.0	0.0	0.0	0.0	22.5	0.0	0.0	27.0	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	12	0	5	0	0	0	0	2	0	0	9	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1205	0	295	0	0	0	0	786	985	0	626	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1205	0	295	0	0	0	0	786	985	0	626	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	404	0	34	0	0	0	0	150	204	0	132	21
Initial Fut:	1609	0	329	0	0	0	0	936	1189	0	758	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1609	0	329	0	0	0	0	936	0	0	758	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1609	0	329	0	0	0	0	936	0	0	758	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1609	0	329	0	0	0	0	936	0	0	758	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

Capacity Analysis Module:

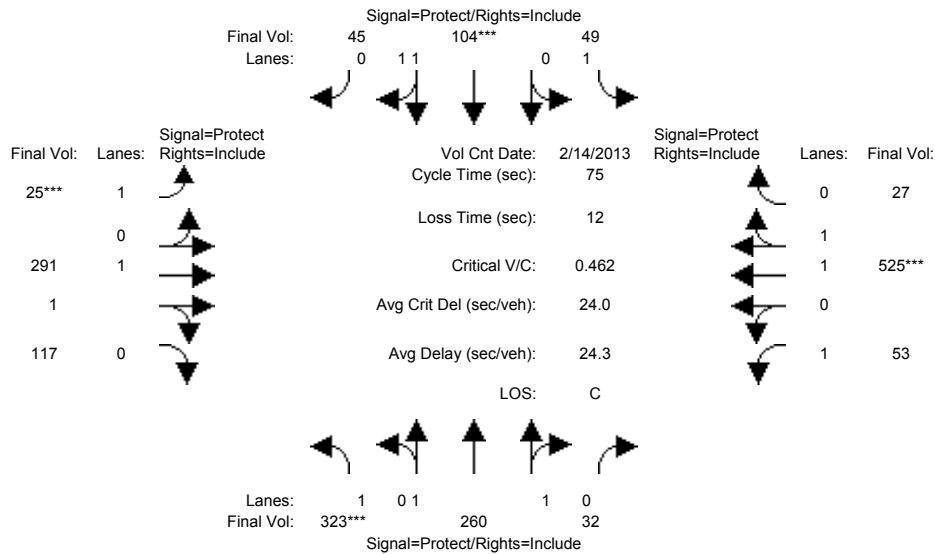
Vol/Sat:	0.35	0.00	0.19	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.13	0.00
Crit Moves:	****							****			****	
Green Time:	53.6	0.0	53.6	0.0	0.0	0.0	0.0	37.4	0.0	0.0	37.4	0.0
Volume/Cap:	0.66	0.00	0.35	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.36	0.00
Delay/Veh:	17.3	0.0	13.5	0.0	0.0	0.0	0.0	27.2	0.0	0.0	22.7	0.0
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:	17.3	0.0	13.5	0.0	0.0	0.0	0.0	27.2	0.0	0.0	22.7	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	15	0	6	0	0	0	0	12	0	0	5	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



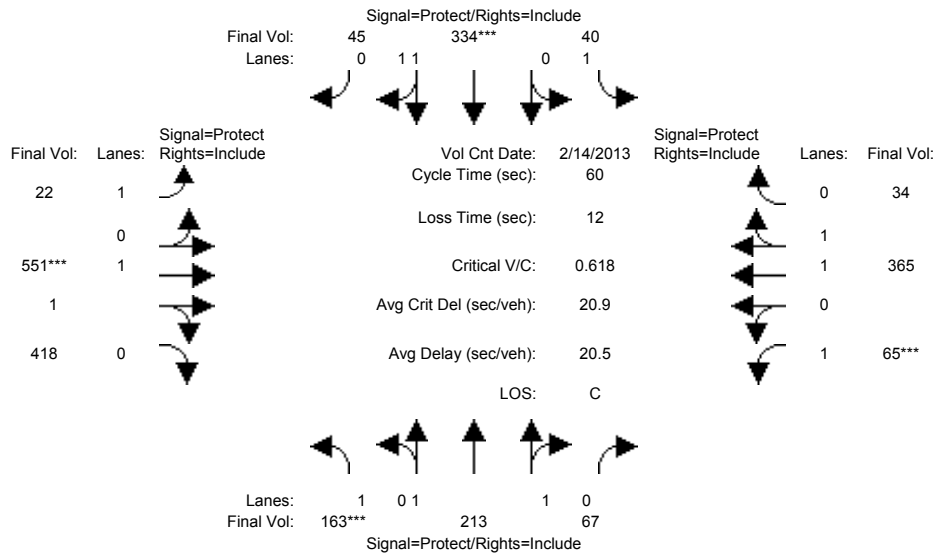
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	212	241	30	49	96	45	25	273	97	50	473	27
Growth Adj:	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:	212	241	30	49	96	45	25	273	97	50	473	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	111	19	2	0	8	0	0	18	20	3	52	0
Initial Fut:	323	260	32	49	104	45	25	291	117	53	525	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	260	32	49	104	45	25	291	117	53	525	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	260	32	49	104	45	25	291	117	53	525	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	323	260	32	49	104	45	25	291	117	53	525	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.77	0.23	1.00	1.38	0.62	1.00	1.41	0.59	1.00	1.90	0.10
Final Sat.:	1750	3294	405	1750	2582	1117	1750	2638	1061	1750	3519	181
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.08	0.03	0.04	0.04	0.01	0.11	0.11	0.03	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	25.4	20.8	20.8	14.6	10.0	10.0	7.0	16.2	16.2	11.3	20.6	20.6
Volume/Cap:	0.54	0.28	0.28	0.14	0.30	0.30	0.15	0.51	0.51	0.20	0.54	0.54
Delay/Veh:	21.1	21.4	21.4	25.2	29.7	29.7	31.7	26.4	26.4	28.2	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.4	21.4	25.2	29.7	29.7	31.7	26.4	26.4	28.2	23.8	23.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	3	3	1	2	2	1	4	4	1	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	133	203	64	40	315	45	22	515	319	63	349	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	203	64	40	315	45	22	515	319	63	349	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	30	10	3	0	19	0	0	36	99	2	16	0
Initial Fut:	163	213	67	40	334	45	22	551	418	65	365	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	213	67	40	334	45	22	551	418	65	365	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	213	67	40	334	45	22	551	418	65	365	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	213	67	40	334	45	22	551	418	65	365	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.51	0.49	1.00	1.76	0.24	1.00	1.11	0.89	1.00	1.82	0.18
Final Sat.:	1750	2814	885	1750	3260	439	1750	2103	1595	1750	3384	315

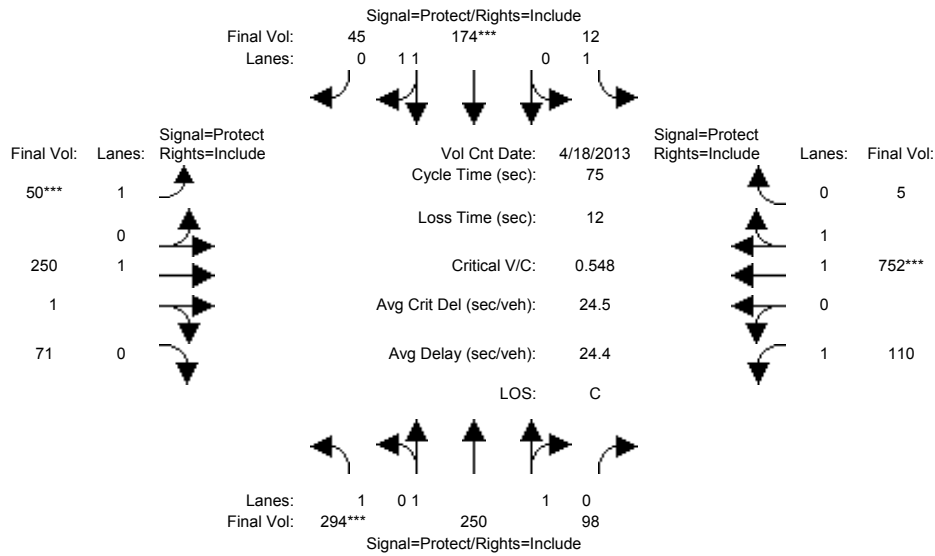
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.02	0.10	0.10	0.01	0.26	0.26	0.04	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	8.1	10.7	10.7	7.5	10.0	10.0	12.3	22.9	22.9	7.0	17.6	17.6
Volume/Cap:	0.69	0.43	0.43	0.18	0.61	0.61	0.06	0.69	0.69	0.32	0.37	0.37
Delay/Veh:	32.9	22.4	22.4	23.9	25.1	25.1	19.3	17.0	17.0	25.2	17.0	17.0
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:	32.9	22.4	22.4	23.9	25.1	25.1	19.3	17.0	17.0	25.2	17.0	17.0
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	5	3	3	1	3	3	0	8	8	1	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



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

Volume Module:	>>	Count	Date:	18 Apr 2013	<<							
Base Vol:	284	250	98	12	174	45	50	212	69	110	589	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	250	98	12	174	45	50	212	69	110	589	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	0	0	0	0	0	0	38	2	0	163	0
Initial Fut:	294	250	98	12	174	45	50	250	71	110	752	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	250	98	12	174	45	50	250	71	110	752	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	250	98	12	174	45	50	250	71	110	752	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	294	250	98	12	174	45	50	250	71	110	752	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.42	0.58	1.00	1.58	0.42	1.00	1.55	0.45	1.00	1.99	0.01
Final Sat.:	1750	2657	1042	1750	2939	760	1750	2881	818	1750	3676	24

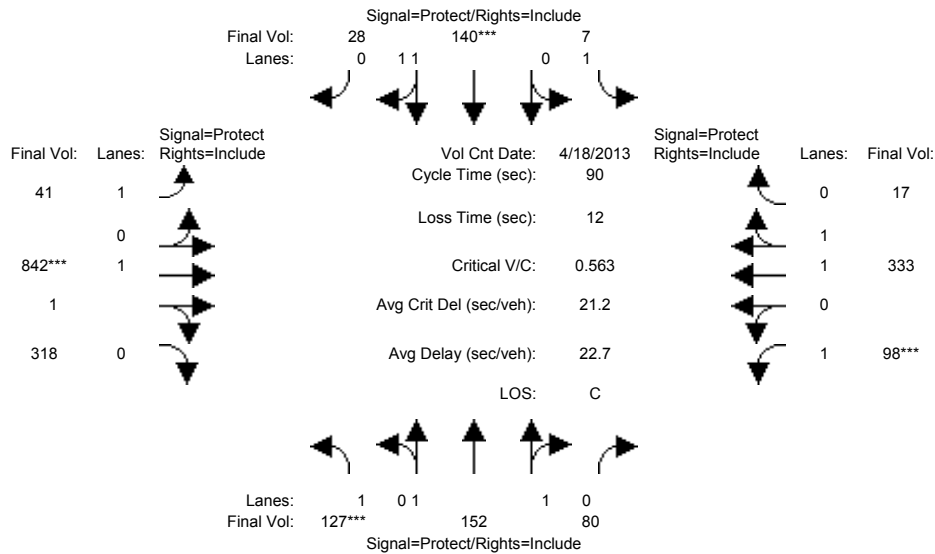
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.01	0.06	0.06	0.03	0.09	0.09	0.06	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	20.7	18.1	18.1	12.7	10.0	10.0	7.0	19.0	19.0	13.3	25.3	25.3
Volume/Cap:	0.61	0.39	0.39	0.04	0.44	0.44	0.31	0.34	0.34	0.35	0.61	0.61
Delay/Veh:	25.8	24.1	24.1	26.1	30.6	30.6	32.8	23.1	23.1	27.8	21.6	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:	25.8	24.1	24.1	26.1	30.6	30.6	32.8	23.1	23.1	27.8	21.6	21.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	3	3	0	3	3	1	3	3	2	7	7

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

Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



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

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	125	152	80	7	140	28	41	706	307	98	287	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	152	80	7	140	28	41	706	307	98	287	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	0	0	0	0	0	136	11	0	46	0
Initial Fut:	127	152	80	7	140	28	41	842	318	98	333	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	152	80	7	140	28	41	842	318	98	333	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	152	80	7	140	28	41	842	318	98	333	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	152	80	7	140	28	41	842	318	98	333	17

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.29	0.71	1.00	1.66	0.34	1.00	1.44	0.56	1.00	1.90	0.10
Final Sat.:	1750	2423	1275	1750	3083	617	1750	2685	1014	1750	3520	180

Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.00	0.05	0.05	0.02	0.31	0.31	0.06	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	11.2	12.4	12.4	8.7	10.0	10.0	23.4	48.2	48.2	8.6	33.4	33.4
Volume/Cap:	0.59	0.45	0.45	0.04	0.41	0.41	0.09	0.59	0.59	0.59	0.25	0.25
Delay/Veh:	41.3	36.3	36.3	37.0	37.9	37.9	25.3	14.6	14.6	44.2	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	36.3	36.3	37.0	37.9	37.9	25.3	14.6	14.6	44.2	19.7	19.7
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2kAvgQ:	4	3	3	0	3	3	1	11	11	3	3	3

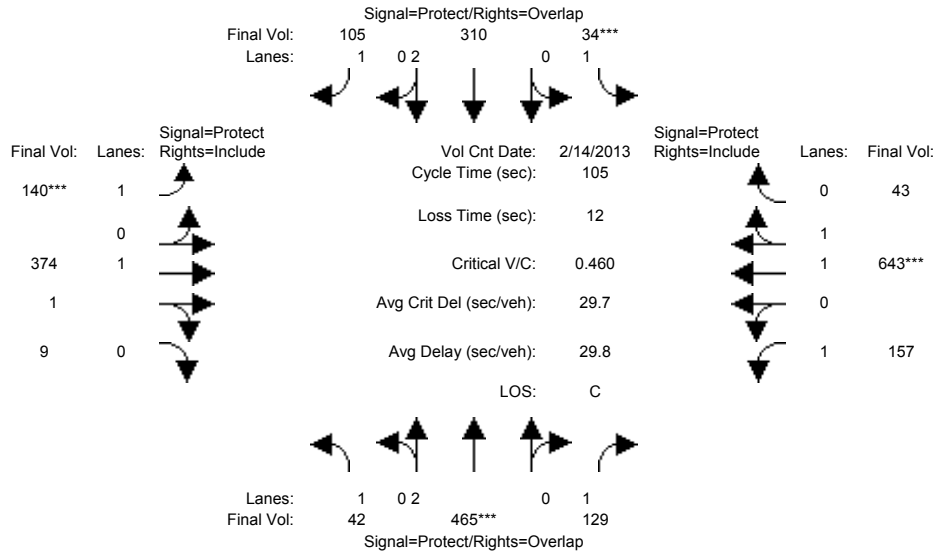
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE



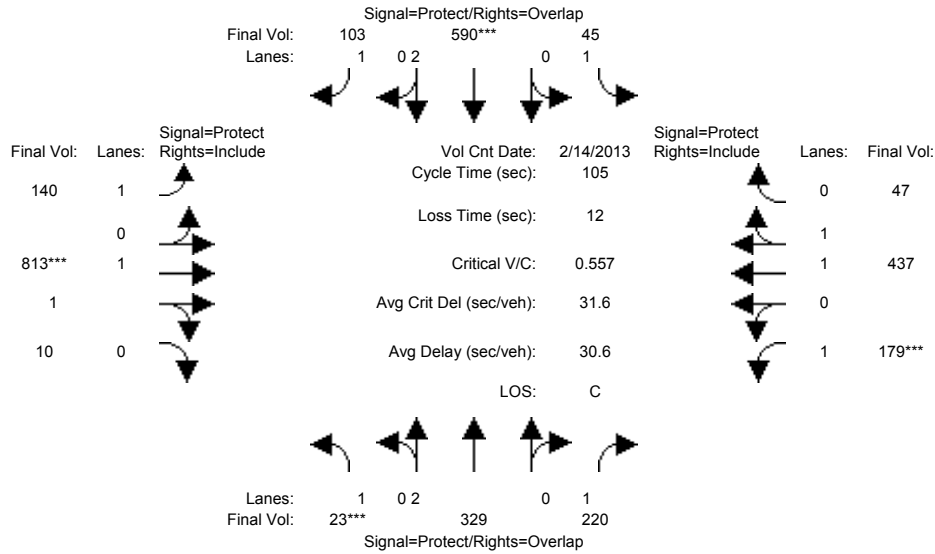
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	42	465	129	34	310	105	140	339	9	157	537	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:	42	465	129	34	310	105	140	339	9	157	537	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	35	0	0	106	0
Initial Fut:	42	465	129	34	310	105	140	374	9	157	643	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	465	129	34	310	105	140	374	9	157	643	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	465	129	34	310	105	140	374	9	157	643	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	465	129	34	310	105	140	374	9	157	643	43
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.87	0.13
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3613	87	1750	3468	232
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.07	0.02	0.08	0.06	0.08	0.10	0.10	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	14.1	27.1	54.5	7.0	20.1	37.8	17.7	31.5	31.5	27.3	41.1	41.1
Volume/Cap:	0.18	0.47	0.14	0.29	0.43	0.17	0.47	0.34	0.34	0.34	0.47	0.47
Delay/Veh:	40.7	33.3	13.2	48.0	37.8	23.0	40.6	28.9	28.9	32.0	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:	40.7	33.3	13.2	48.0	37.8	23.0	40.6	28.9	28.9	32.0	24.1	24.1
LOS by Move:	D	C	B	D	D	C	D	C	C	C	C	C
HCM2kAvgQ:	1	6	2	1	4	2	4	5	5	4	8	8

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

Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	23	329	220	45	590	103	140	688	10	179	400	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	329	220	45	590	103	140	688	10	179	400	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	125	0	0	37	0
Initial Fut:	23	329	220	45	590	103	140	813	10	179	437	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	329	220	45	590	103	140	813	10	179	437	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	329	220	45	590	103	140	813	10	179	437	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	329	220	45	590	103	140	813	10	179	437	47

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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02	1.00	1.80	0.20
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3655	45	1750	3340	359

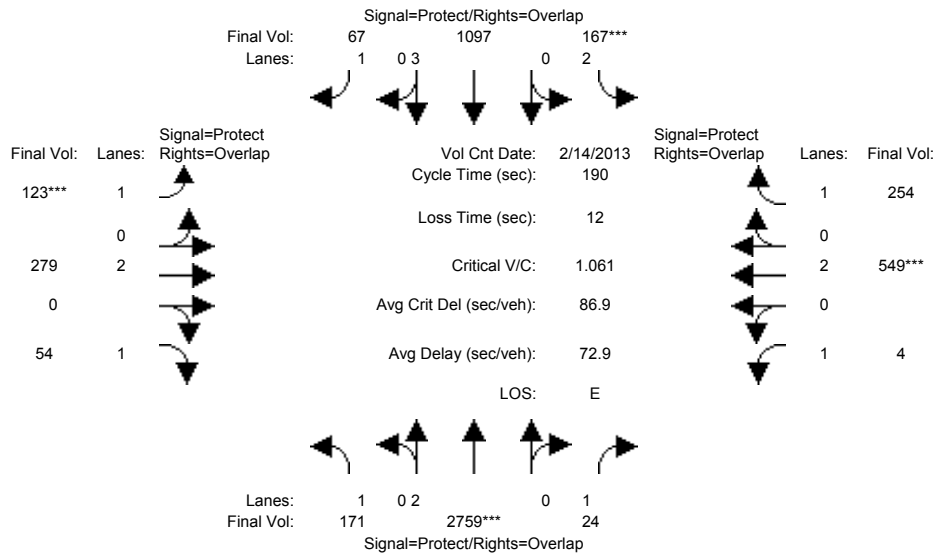
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.03	0.16	0.06	0.08	0.22	0.22	0.10	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	7.0	20.5	38.8	14.3	27.8	49.9	22.1	39.9	39.9	18.3	36.1	36.1
Volume/Cap:	0.20	0.44	0.34	0.19	0.59	0.12	0.38	0.59	0.59	0.59	0.38	0.38
Delay/Veh:	47.2	37.7	24.2	40.6	34.5	15.4	36.2	26.6	26.6	42.8	26.2	26.2
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:	47.2	37.7	24.2	40.6	34.5	15.4	36.2	26.6	26.6	42.8	26.2	26.2
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	5	5	1	8	2	4	10	10	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



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

Volume Module: >> Count Date: 14 Feb 2013 <<

Base Vol:	146	2506	24	153	916	64	102	257	46	4	489	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2506	24	153	916	64	102	257	46	4	489	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	25	740	0	14	181	3	21	22	8	0	60	47
Initial Fut:	171	3246	24	167	1097	67	123	279	54	4	549	254
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	2759	24	167	1097	67	123	279	54	4	549	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	2759	24	167	1097	67	123	279	54	4	549	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	2759	24	167	1097	67	123	279	54	4	549	254

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

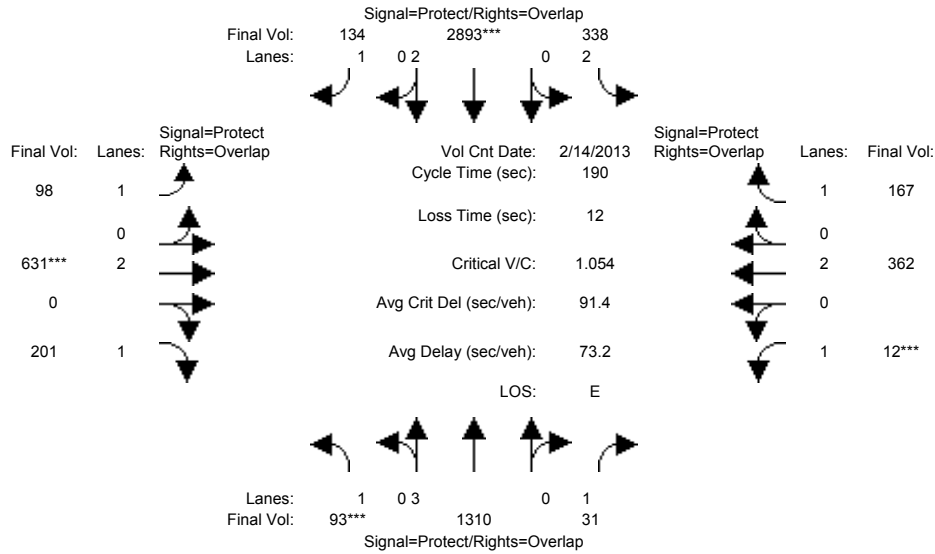
Vol/Sat:	0.10	0.73	0.01	0.05	0.19	0.04	0.07	0.07	0.03	0.00	0.14	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	47.0	130	142.9	9.5	92.5	105.1	12.6	25.6	72.6	12.9	25.9	35.4
Volume/Cap:	0.40	1.06	0.02	1.06	0.40	0.07	1.06	0.54	0.08	0.03	1.06	0.78
Delay/Veh:	60.2	66.4	5.9	179.1	31.0	19.7	189.6	78.0	37.5	82.9	139	85.0
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:	60.2	66.4	5.9	179.1	31.0	19.7	189.6	78.0	37.5	82.9	139	85.0
LOS by Move:	E	E	A	F	C	B	F	E	D	F	F	F
HCM2kAvgQ:	8	84	0	8	13	2	12	8	2	0	19	15

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



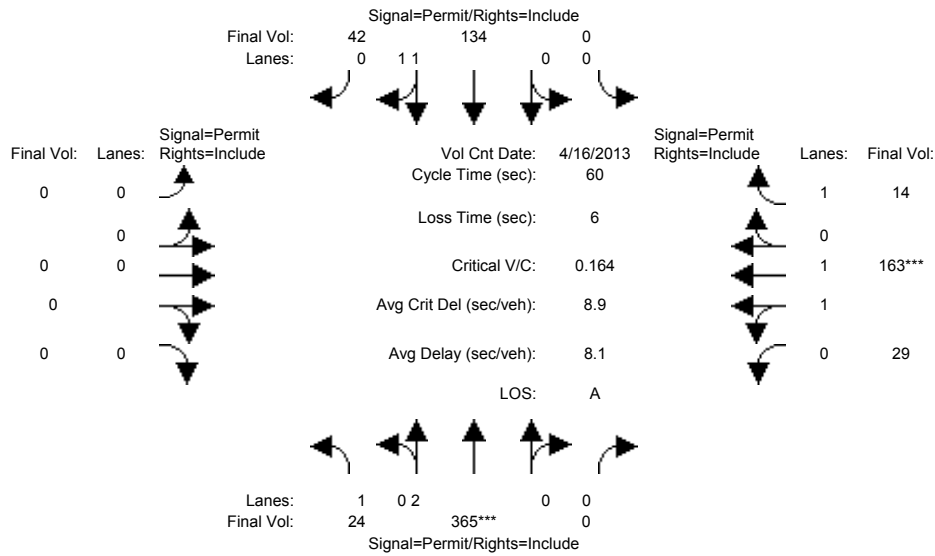
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	81	1092	31	274	2708	120	94	571	172	12	338	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1092	31	274	2708	120	94	571	172	12	338	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	218	0	64	736	14	4	60	29	0	24	13
Initial Fut:	93	1310	31	338	3444	134	98	631	201	12	362	167
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1310	31	338	2893	134	98	631	201	12	362	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1310	31	338	2893	134	98	631	201	12	362	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	1310	31	338	2893	134	98	631	201	12	362	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.02	0.11	0.76	0.08	0.06	0.17	0.11	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	9.3	96.8	103.8	45.2	133	146.1	13.3	29.0	38.2	7.0	22.6	67.9
Volume/Cap:	1.09	0.45	0.03	0.45	1.09	0.10	0.80	1.09	0.57	0.19	0.80	0.27
Delay/Veh:	214.1	29.8	19.9	62.2	75.9	5.5	116.9	145	70.7	90.1	91.2	43.6
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:	214.1	29.8	19.9	62.2	75.9	5.5	116.9	145	70.7	90.1	91.2	43.6
LOS by Move:	F	C	B	E	E	A	F	F	E	F	F	D
HCM2kAvgQ:	8	16	1	9	93	2	8	25	12	1	11	7

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

Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 16 Apr 2013 <<											
Base Vol:	24	346	0	0	128	42	0	0	0	28	163	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	346	0	0	128	42	0	0	0	28	163	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	19	0	0	6	0	0	0	0	1	0	0
Initial Fut:	24	365	0	0	134	42	0	0	0	29	163	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	365	0	0	134	42	0	0	0	29	163	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	365	0	0	134	42	0	0	0	29	163	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	365	0	0	134	42	0	0	0	29	163	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.31	1.69	1.00
Final Sat.:	1750	3800	0	0	2816	883	0	0	0	559	3141	1750

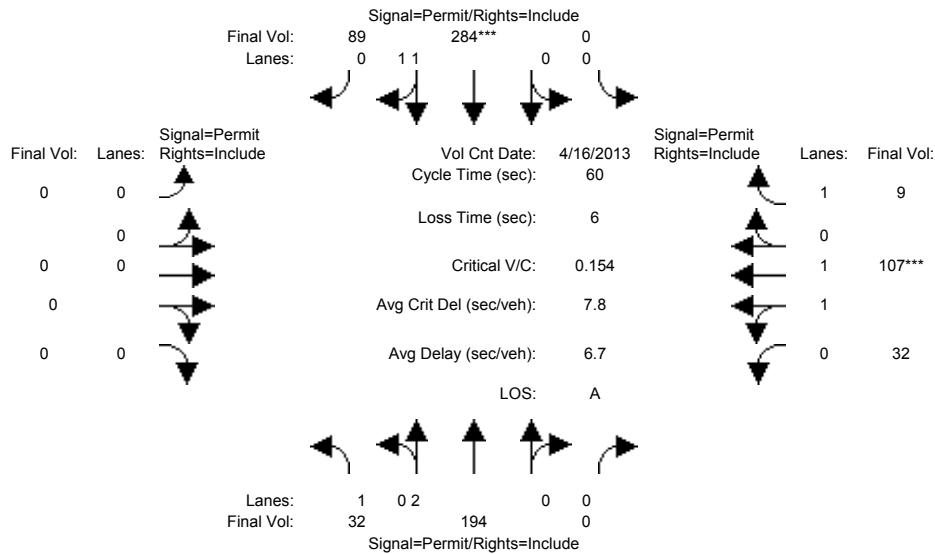
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	35.1	35.1	0.0	0.0	35.1	35.1	0.0	0.0	0.0	18.9	18.9	18.9
Volume/Cap:	0.02	0.16	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.16	0.16	0.03
Delay/Veh:	5.3	5.8	0.0	0.0	5.5	5.5	0.0	0.0	0.0	14.9	14.9	14.2
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:	5.3	5.8	0.0	0.0	5.5	5.5	0.0	0.0	0.0	14.9	14.9	14.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	1	1	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	16 Apr 2013	<<							
Base Vol:	31	185	0	0	265	89	0	0	0	32	107	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:	31	185	0	0	265	89	0	0	0	32	107	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	9	0	0	19	0	0	0	0	0	0	0
Initial Fut:	32	194	0	0	284	89	0	0	0	32	107	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	194	0	0	284	89	0	0	0	32	107	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	194	0	0	284	89	0	0	0	32	107	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	194	0	0	284	89	0	0	0	32	107	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.47	1.53	1.00
Final Sat.:	1750	3800	0	0	2817	883	0	0	0	852	2848	1750

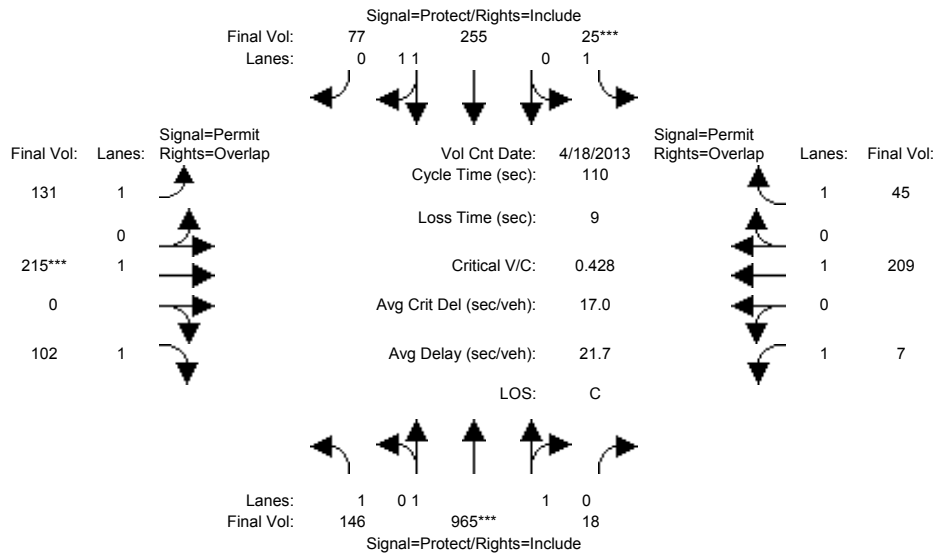
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	****											
Green Time:	39.3	39.3	0.0	0.0	39.3	39.3	0.0	0.0	0.0	14.7	14.7	14.7
Volume/Cap:	0.03	0.08	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15	0.15	0.02
Delay/Veh:	3.6	3.8	0.0	0.0	4.0	4.0	0.0	0.0	0.0	17.9	17.9	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:	3.6	3.8	0.0	0.0	4.0	4.0	0.0	0.0	0.0	17.9	17.9	17.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	1	0	0	1	1	0	0	0	1	1	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



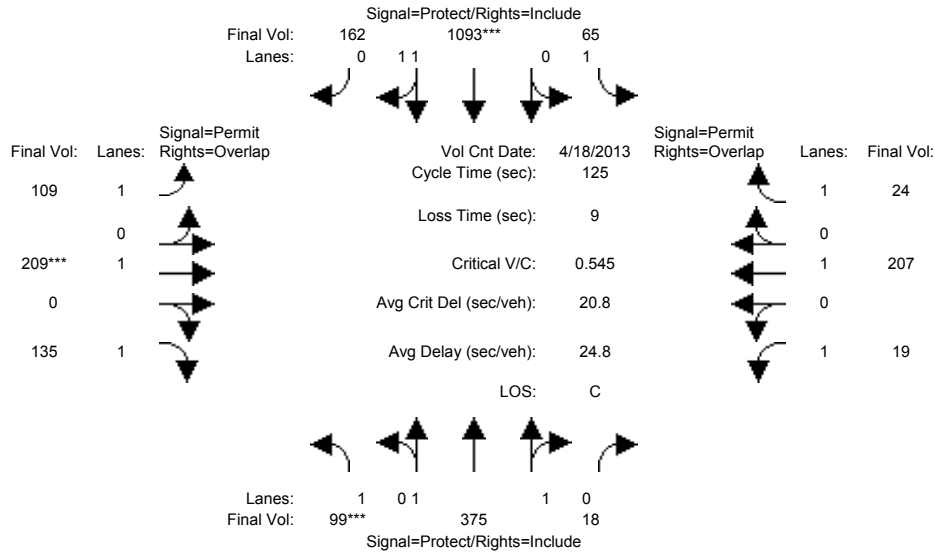
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	120	817	18	23	231	76	131	198	88	7	206	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	817	18	23	231	76	131	198	88	7	206	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	26	148	0	2	24	1	0	17	14	0	3	13
Initial Fut:	146	965	18	25	255	77	131	215	102	7	209	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	965	18	25	255	77	131	215	102	7	209	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	965	18	25	255	77	131	215	102	7	209	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	965	18	25	255	77	131	215	102	7	209	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3632	68	1750	2841	858	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.01	0.09	0.09	0.07	0.11	0.06	0.00	0.11	0.03
Crit Moves:	****			****			****					
Green Time:	34.9	65.9	65.9	7.0	38.0	38.0	28.1	28.1	63.0	28.1	28.1	35.1
Volume/Cap:	0.26	0.44	0.44	0.22	0.26	0.26	0.29	0.44	0.10	0.02	0.43	0.08
Delay/Veh:	28.2	12.2	12.2	49.9	26.0	26.0	33.3	35.0	10.7	30.6	34.9	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	12.2	12.2	49.9	26.0	26.0	33.3	35.0	10.7	30.6	34.9	26.3
LOS by Move:	C	B	B	D	C	C	C	D	B	C	C	C
HCM2kAvgQ:	4	9	9	1	4	4	4	6	2	0	6	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



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

Volume Module:	>>	Count	Date:	18 Apr 2013	<<							
Base Vol:	92	335	18	50	964	162	109	203	118	19	192	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	335	18	50	964	162	109	203	118	19	192	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	40	0	15	129	0	0	6	17	0	15	3
Initial Fut:	99	375	18	65	1093	162	109	209	135	19	207	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	375	18	65	1093	162	109	209	135	19	207	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	375	18	65	1093	162	109	209	135	19	207	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	375	18	65	1093	162	109	209	135	19	207	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3530	169	1750	3222	478	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.04	0.34	0.34	0.06	0.11	0.08	0.01	0.11	0.01
Crit Moves:	****			****			****					
Green Time:	13.0	59.4	59.4	31.3	77.8	77.8	25.2	25.2	38.2	25.2	25.2	56.6
Volume/Cap:	0.55	0.22	0.22	0.15	0.55	0.55	0.31	0.55	0.25	0.05	0.54	0.03
Delay/Veh:	56.6	19.3	19.3	36.6	13.8	13.8	43.0	46.4	32.9	40.3	46.2	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	19.3	19.3	36.6	13.8	13.8	43.0	46.4	32.9	40.3	46.2	19.0
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	B
HCM2kAvgQ:	4	4	4	2	14	14	4	8	4	1	8	1

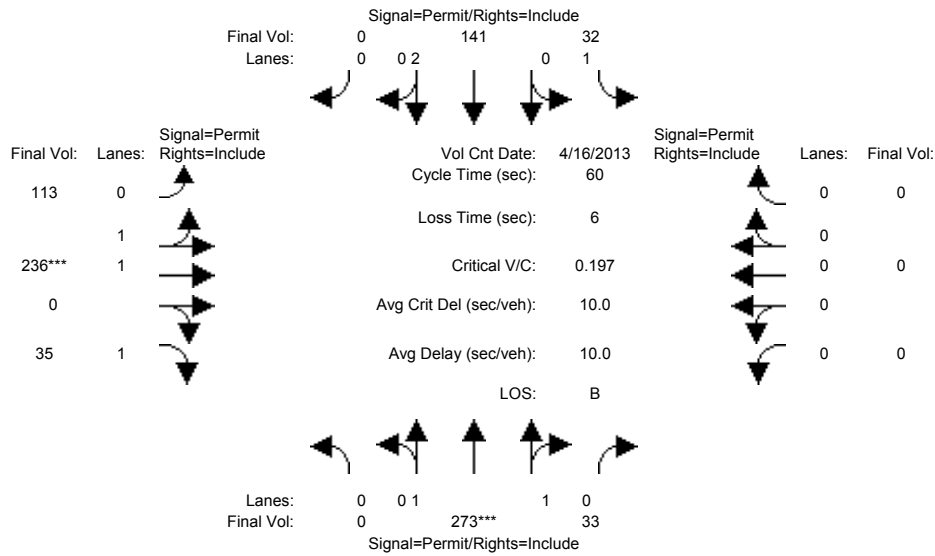
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



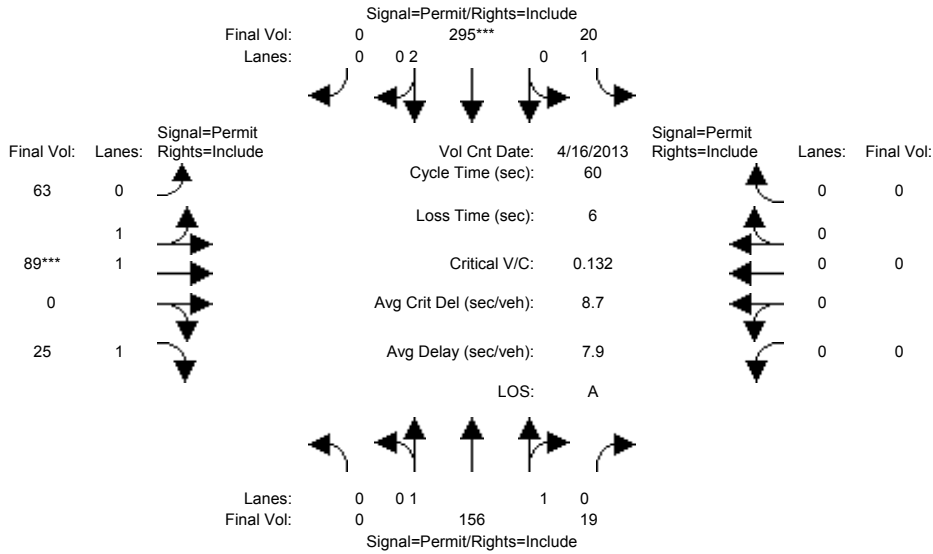
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	0	254	33	32	134	0	113	236	34	0	0	0
Growth Adj:	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	33	32	134	0	113	236	34	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	19	0	0	7	0	0	0	1	0	0	0
Initial Fut:	0	273	33	32	141	0	113	236	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	273	33	32	141	0	113	236	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	33	32	141	0	113	236	35	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
Final Volume:	0	273	33	32	141	0	113	236	35	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.78	0.22	1.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	3301	399	1750	3800	0	1198	2501	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.04	0.00	0.09	0.09	0.02	0.00	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	25.2	25.2	25.2	25.2	0.0	28.8	28.8	28.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.20	0.04	0.09	0.00	0.20	0.20	0.04	0.00	0.00	0.00
Delay/Veh:	0.0	11.0	11.0	10.3	10.5	0.0	9.0	9.0	8.3	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	11.0	11.0	10.3	10.5	0.0	9.0	9.0	8.3	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	1	0	2	2	0	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



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

Volume Module:	>> Count Date: 16 Apr 2013 <<											
	0	146	18	20	276	0	63	89	25	0	0	0
Base Vol:	0	146	18	20	276	0	63	89	25	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	146	18	20	276	0	63	89	25	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	10	1	0	19	0	0	0	0	0	0	0
Initial Fut:	0	156	19	20	295	0	63	89	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	156	19	20	295	0	63	89	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	156	19	20	295	0	63	89	25	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	156	19	20	295	0	63	89	25	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.78	0.22	1.00	2.00	0.00	0.85	1.15	1.00	0.00	0.00	0.00
Final Sat.:	0	3298	402	1750	3800	0	1533	2165	1750	0	0	0

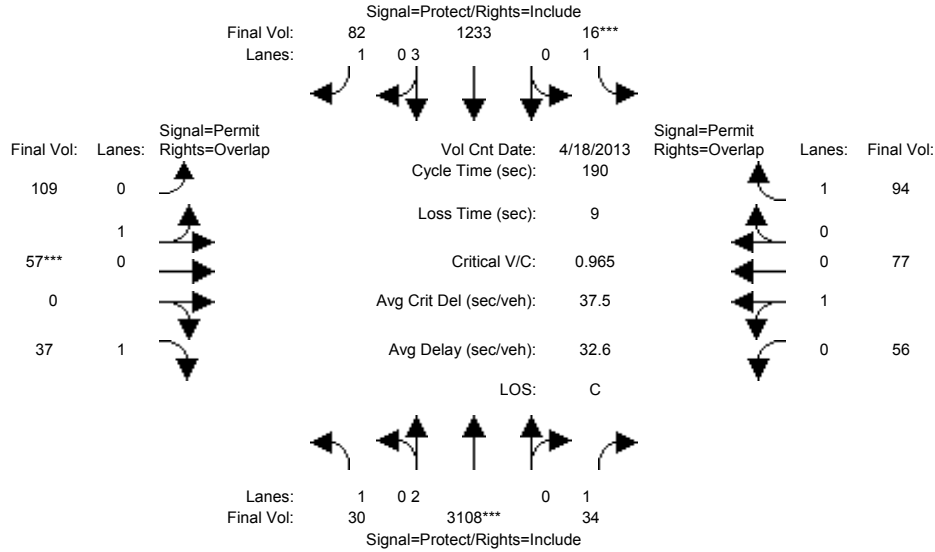
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.01	0.08	0.00	0.04	0.04	0.01	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	35.3	35.3	35.3	35.3	0.0	18.7	18.7	18.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.08	0.08	0.02	0.13	0.00	0.13	0.13	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	5.3	5.3	5.1	5.5	0.0	14.9	14.9	14.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	5.3	5.1	5.5	0.0	14.9	14.9	14.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	1	1	0	1	0	1	1	0	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



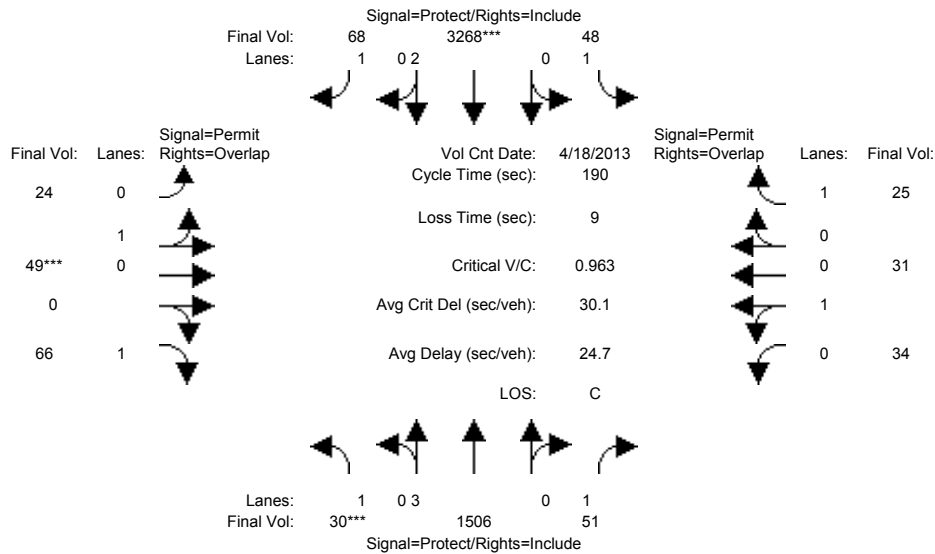
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	28	2850	34	12	1037	77	80	57	36	56	77	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2850	34	12	1037	77	80	57	36	56	77	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	807	0	4	196	5	29	0	1	0	0	25
Initial Fut:	30	3657	34	16	1233	82	109	57	37	56	77	94
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3108	34	16	1233	82	109	57	37	56	77	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3108	34	16	1233	82	109	57	37	56	77	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	3108	34	16	1233	82	109	57	37	56	77	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.66	0.34	1.00	0.42	0.58	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1182	618	1750	758	1042	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.82	0.02	0.01	0.22	0.05	0.09	0.09	0.02	0.07	0.07	0.05
Crit Moves:	****			****			****			****		
Green Time:	23.8	156	156.4	7.0	140	139.6	17.6	17.6	41.4	17.6	17.6	24.6
Volume/Cap:	0.14	0.99	0.02	0.25	0.29	0.06	0.99	0.99	0.10	0.80	0.80	0.41
Delay/Veh:	74.3	31.0	3.0	91.0	8.6	7.0	153.9	154	59.5	107.2	107	77.3
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:	74.3	31.0	3.0	91.0	8.6	7.0	153.9	154	59.5	107.2	107	77.3
LOS by Move:	E	C	A	F	A	A	F	F	E	F	F	E
HCM2kAvgQ:	2	84	0	1	8	1	14	14	2	10	10	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



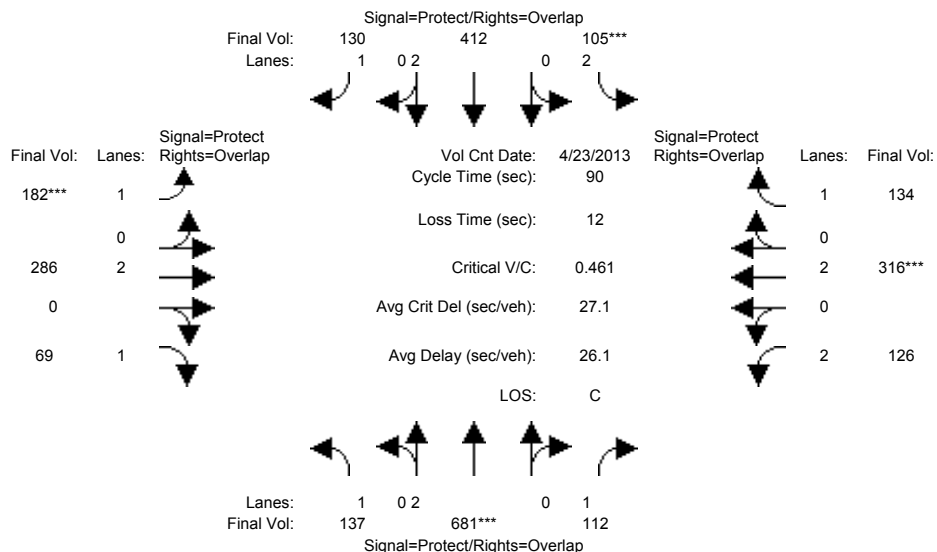
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	29	1272	51	21	3126	39	18	49	64	34	31	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1272	51	21	3126	39	18	49	64	34	31	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	234	0	27	811	29	6	0	2	0	0	6
Initial Fut:	30	1506	51	48	3937	68	24	49	66	34	31	25
User Adj:	1.00	1.00	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1506	51	48	3268	68	24	49	66	34	31	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1506	51	48	3268	68	24	49	66	34	31	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1506	51	48	3268	68	24	49	66	34	31	25
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.33	0.67	1.00	0.52	0.48	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	592	1208	1750	942	858	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.03	0.03	0.86	0.04	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****			****			****			****		
Green Time:	7.0	150	150.1	20.9	164	164.0	10.0	10.0	17.0	10.0	10.0	30.9
Volume/Cap:	0.47	0.33	0.04	0.25	1.00	0.05	0.77	0.77	0.42	0.69	0.69	0.09
Delay/Veh:	94.9	5.7	4.3	78.0	27.5	1.9	120.1	120	83.7	107.4	107	67.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	5.7	4.3	78.0	27.5	1.9	120.1	120	83.7	107.4	107	67.7
LOS by Move:	F	A	A	E	C	A	F	F	F	F	F	E
HCM2kAvgQ:	2	8	1	3	89	1	6	6	4	5	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



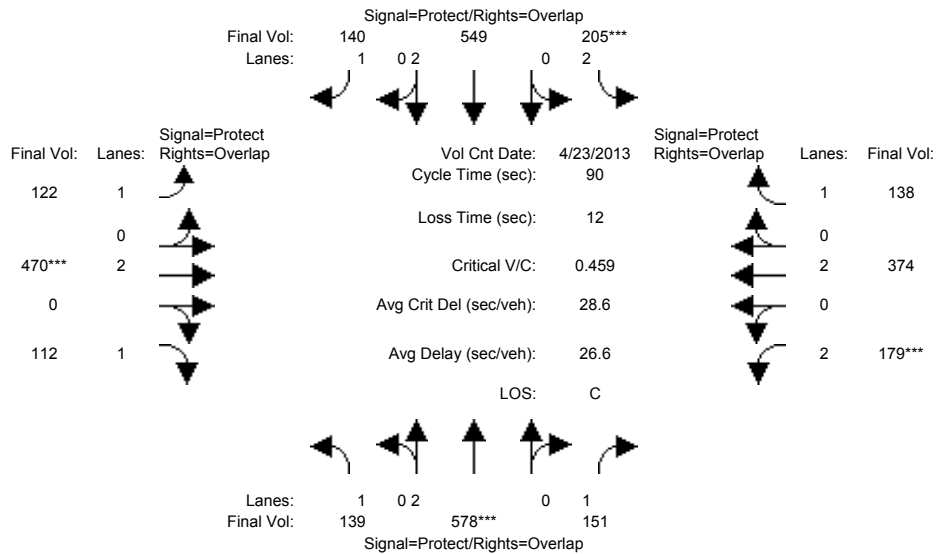
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	136	669	111	105	404	130	181	286	68	125	316	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	669	111	105	404	130	181	286	68	125	316	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	12	1	0	8	0	1	0	1	1	0	1
Initial Fut:	137	681	112	105	412	130	182	286	69	126	316	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	681	112	105	412	130	182	286	69	126	316	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	681	112	105	412	130	182	286	69	126	316	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	681	112	105	412	130	182	286	69	126	316	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.06	0.03	0.11	0.07	0.10	0.08	0.04	0.04	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	17.2	34.7	49.7	7.0	24.5	44.6	20.2	21.3	38.6	14.9	16.1	23.1
Volume/Cap:	0.41	0.46	0.12	0.43	0.40	0.15	0.46	0.32	0.09	0.24	0.46	0.30
Delay/Veh:	32.7	20.9	9.7	40.8	27.0	12.4	31.1	28.5	15.3	32.8	33.6	27.3
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:	32.7	20.9	9.7	40.8	27.0	12.4	31.1	28.5	15.3	32.8	33.6	27.3
LOS by Move:	C	C	A	D	C	B	C	C	B	C	C	C
HCM2kAvgQ:	4	7	2	2	4	2	5	3	1	2	4	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



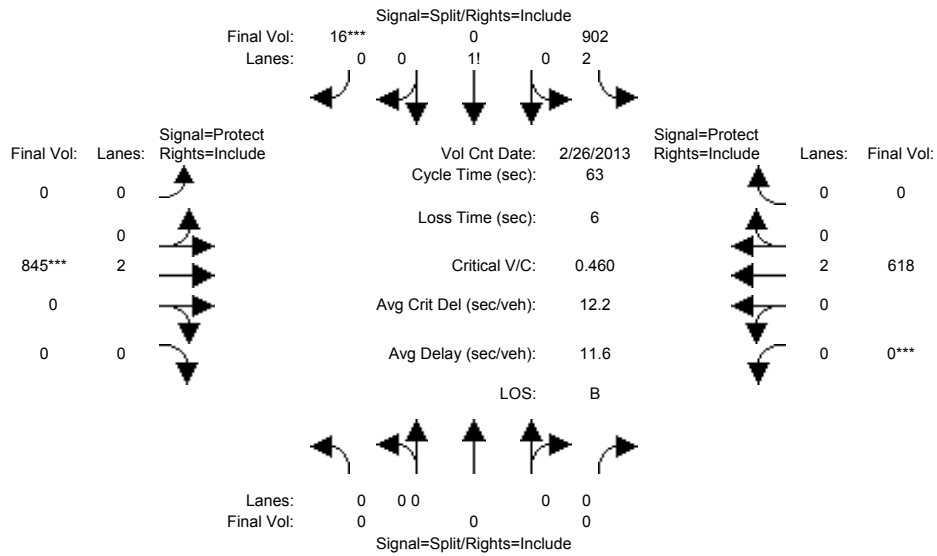
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	138	570	150	204	537	139	122	470	111	178	374	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	570	150	204	537	139	122	470	111	178	374	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	8	1	1	12	1	0	0	1	1	0	0
Initial Fut:	139	578	151	205	549	140	122	470	112	179	374	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	578	151	205	549	140	122	470	112	179	374	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	578	151	205	549	140	122	470	112	179	374	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	578	151	205	549	140	122	470	112	179	374	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.09	0.07	0.14	0.08	0.07	0.12	0.06	0.06	0.10	0.08
Crit Moves:	****			****			****			****		
Green Time:	15.1	29.8	41.0	12.8	27.5	42.1	14.6	24.3	39.4	11.1	20.8	33.6
Volume/Cap:	0.47	0.46	0.19	0.46	0.47	0.17	0.43	0.46	0.15	0.46	0.43	0.21
Delay/Veh:	35.0	24.0	14.7	36.2	25.7	14.0	35.0	27.7	15.3	37.5	29.8	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:	35.0	24.0	14.7	36.2	25.7	14.0	35.0	27.7	15.3	37.5	29.8	19.4
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	B
HCM2kAvgQ:	4	7	3	3	6	2	4	6	2	3	5	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



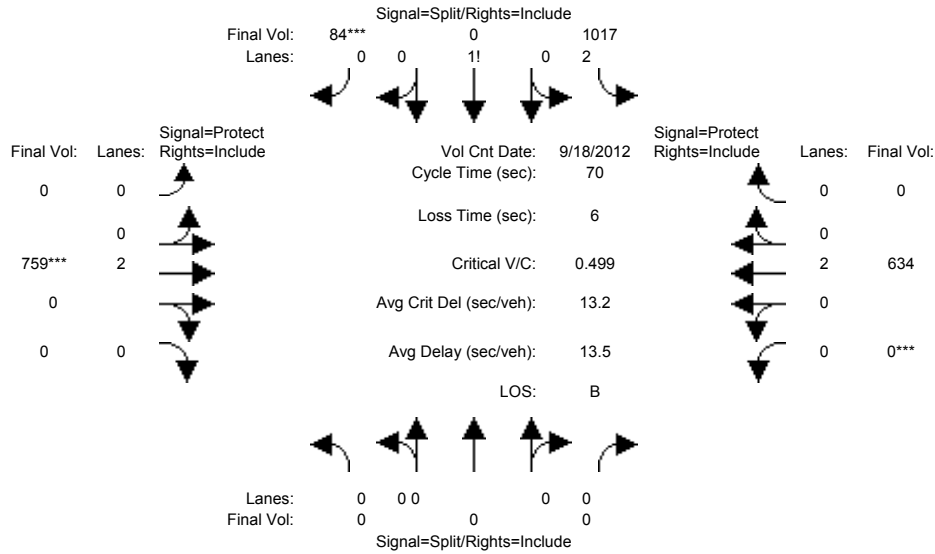
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	0	0	0	799	0	16	0	799	0	0	605	0
Growth Adj:	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	799	0	16	0	799	0	0	605	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	103	0	0	0	46	0	0	13	0
Initial Fut:	0	0	0	902	0	16	0	845	0	0	618	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	902	0	16	0	845	0	0	618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	902	0	16	0	845	0	0	618	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	902	0	16	0	845	0	0	618	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	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.95	0.00	0.05	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4817	0	83	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	26.5	0.0	26.5	0.0	30.5	0.0	0.0	30.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.46	0.00	0.46	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	13.3	0.0	11.0	0.0	0.0	10.1	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	13.2	0.0	13.3	0.0	11.0	0.0	0.0	10.1	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	5	0	6	0	0	4	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	0	0	0	878	0	84	0	717	0	0	569	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	878	0	84	0	717	0	0	569	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	139	0	0	0	42	0	0	65	0
Initial Fut:	0	0	0	1017	0	84	0	759	0	0	634	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1017	0	84	0	759	0	0	634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1017	0	84	0	759	0	0	634	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	1017	0	84	0	759	0	0	634	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	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.81	0.00	0.19	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4568	0	327	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.26	0.00	0.20	0.00	0.00	0.17	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	36.0	0.0	36.0	0.0	28.0	0.0	0.0	28.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.50	0.00	0.50	0.00	0.00	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	0.0	11.3	0.0	16.0	0.0	0.0	15.3	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	10.7	0.0	11.3	0.0	16.0	0.0	0.0	15.3	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	7	0	0	5	0

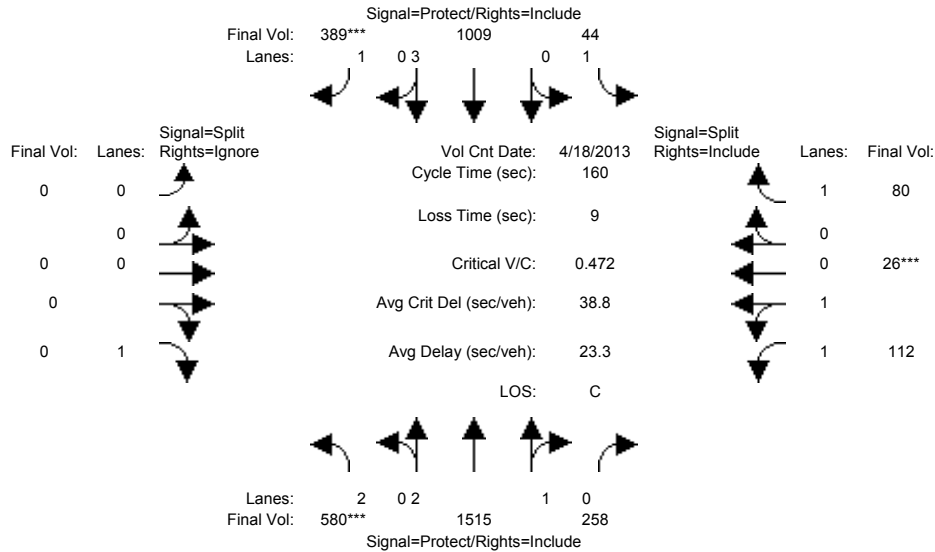
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



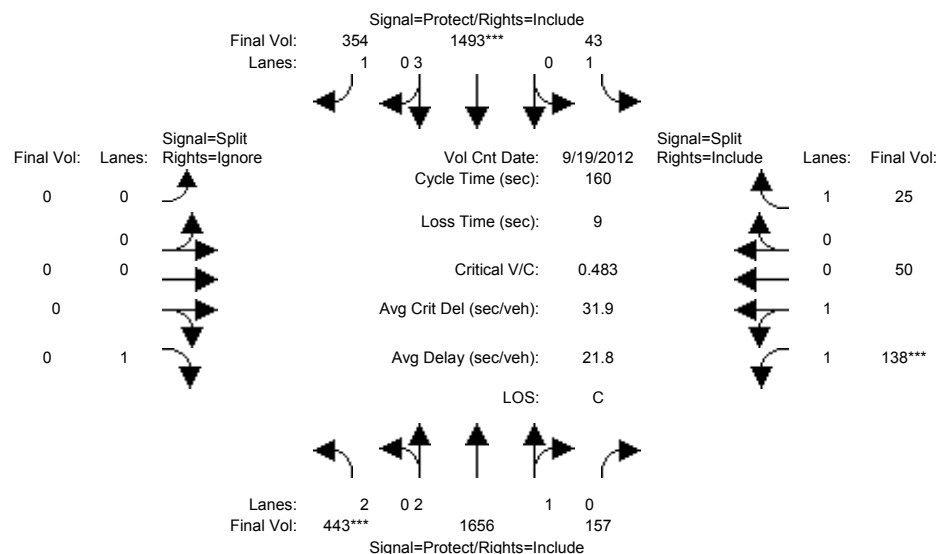
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	576	1481	255	44	1003	388	0	0	503	112	26	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:	576	1481	255	44	1003	388	0	0	503	112	26	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	34	3	0	6	1	0	0	0	0	0	0
Initial Fut:	580	1515	258	44	1009	389	0	0	503	112	26	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:	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 Volume:	580	1515	258	44	1009	389	0	0	0	112	26	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	1515	258	44	1009	389	0	0	0	112	26	80
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
Final Volume:	580	1515	258	44	1009	389	0	0	0	112	26	80
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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.55	0.45	1.00	3.00	1.00	0.00	0.00	1.00	1.63	0.37	1.00
Final Sat.:	3150	4784	815	1750	5700	1750	0	0	1750	2881	669	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.03	0.18	0.22	0.00	0.00	0.00	0.04	0.04	0.05
Crit Moves:	****				****						****	
Green Time:	61.5	119	119.3	16.5	74.2	74.2	0.0	0.0	0.0	15.3	15.3	15.3
Volume/Cap:	0.48	0.42	0.42	0.24	0.38	0.48	0.00	0.00	0.00	0.41	0.41	0.48
Delay/Veh:	37.5	7.7	7.7	66.7	28.0	30.0	0.0	0.0	0.0	68.9	68.9	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	7.7	7.7	66.7	28.0	30.0	0.0	0.0	0.0	68.9	68.9	70.8
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	12	11	11	2	10	14	0	0	0	4	4	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 19 Sep 2012 <<											
Base Vol:	442	1642	157	43	1462	351	0	0	1083	138	50	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	442	1642	157	43	1462	351	0	0	1083	138	50	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	14	0	0	31	3	0	0	0	0	0	0
Initial Fut:	443	1656	157	43	1493	354	0	0	1083	138	50	25
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:	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 Volume:	443	1656	157	43	1493	354	0	0	0	138	50	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1656	157	43	1493	354	0	0	0	138	50	25
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:	443	1656	157	43	1493	354	0	0	0	138	50	25

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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.73	0.27	1.00	3.00	1.00	0.00	0.00	1.00	1.48	0.52	1.00
Final Sat.:	3150	5114	485	1750	5700	1750	0	0	1750	2606	944	1750

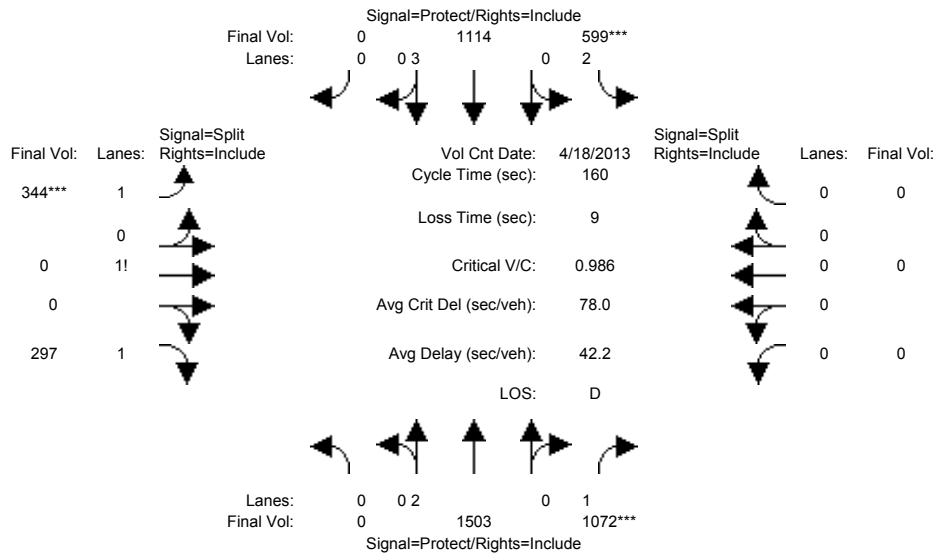
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.02	0.26	0.20	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****					****		
Green Time:	46.6	118	117.6	15.9	86.8	86.8	0.0	0.0	0.0	17.6	17.6	17.6
Volume/Cap:	0.48	0.44	0.44	0.25	0.48	0.37	0.00	0.00	0.00	0.48	0.48	0.13
Delay/Veh:	47.1	8.4	8.4	67.3	22.8	21.2	0.0	0.0	0.0	67.9	67.9	64.6
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:	47.1	8.4	8.4	67.3	22.8	21.2	0.0	0.0	0.0	67.9	67.9	64.6
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	10	11	11	2	14	10	0	0	0	5	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	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

Volume Module: >> Count Date: 18 Apr 2013 <<

Base Vol:	0	1457	1050	595	1105	0	344	0	297	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	1457	1050	595	1105	0	344	0	297	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	46	22	4	9	0	0	0	0	0	0	0
Initial Fut:	0	1503	1072	599	1114	0	344	0	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1503	1072	599	1114	0	344	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1503	1072	599	1114	0	344	0	297	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
Final Volume:	0	1503	1072	599	1114	0	344	0	297	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.54	0.00	1.46	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2689	0	2561	0	0	0

Capacity Analysis Module:

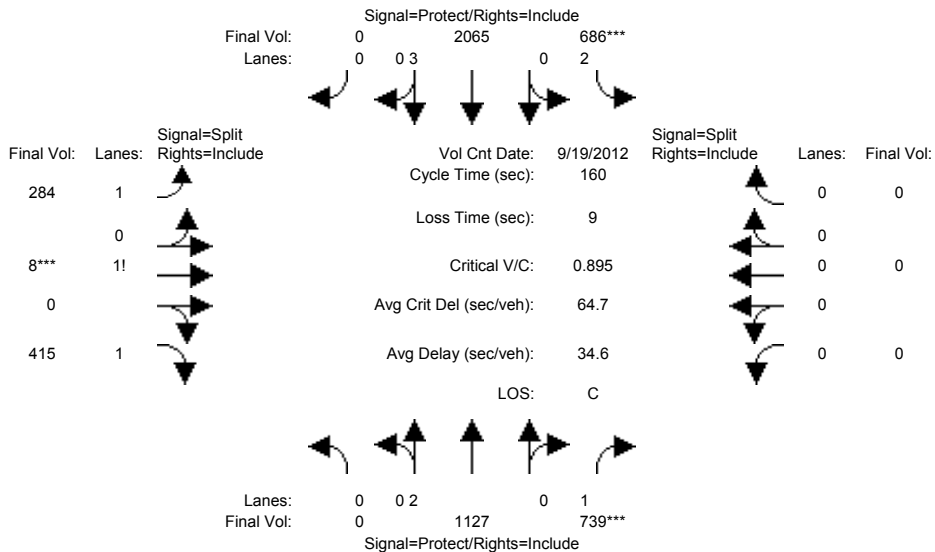
Vol/Sat:	0.00	0.40	0.61	0.19	0.20	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	99.4	99.4	30.9	130	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.99	0.99	0.24	0.00	0.99	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	19.6	53.5	97.2	3.5	0.0	101.2	0.0	82.2	0.0	0.0	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	19.6	53.5	97.2	3.5	0.0	101.2	0.0	82.2	0.0	0.0	0.0
LOS by Move:	A	B	D	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	22	60	20	4	0	16	0	14	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	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

Volume Module: >> Count Date: 19 Sep 2012 <<

Base Vol:	0	1110	733	678	2021	0	284	8	415	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	1110	733	678	2021	0	284	8	415	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	17	6	8	44	0	0	0	0	0	0	0
Initial Fut:	0	1127	739	686	2065	0	284	8	415	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1127	739	686	2065	0	284	8	415	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1127	739	686	2065	0	284	8	415	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	1127	739	686	2065	0	284	8	415	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.40	0.02	1.58	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2445	39	2766	0	0	0

Capacity Analysis Module:

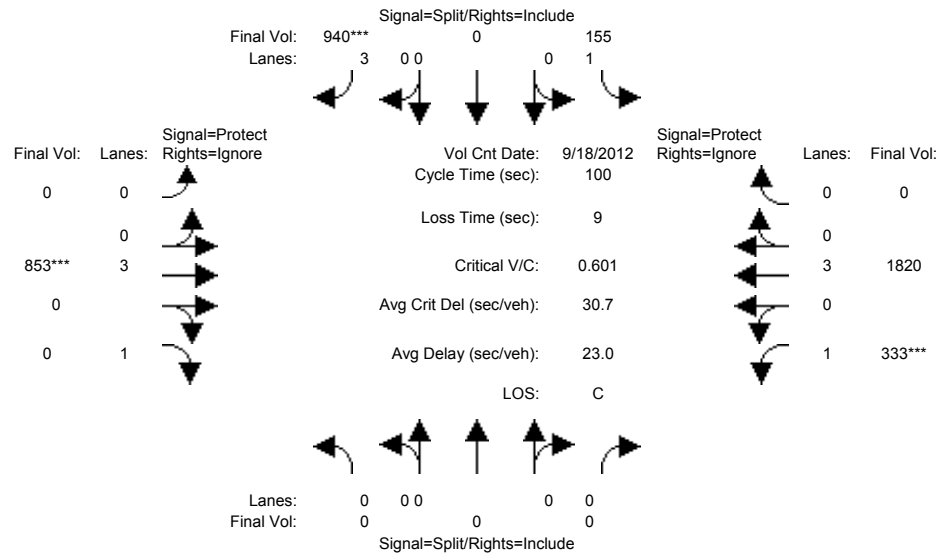
Vol/Sat:	0.00	0.30	0.42	0.22	0.36	0.00	0.12	0.20	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	75.5	75.5	38.9	114	0.0	36.5	36.5	36.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.89	0.89	0.51	0.00	0.51	0.89	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	32.4	50.8	71.6	10.3	0.0	54.2	72.6	57.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.4	50.8	71.6	10.3	0.0	54.2	72.6	57.5	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	20	37	21	15	0	10	21	13	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK

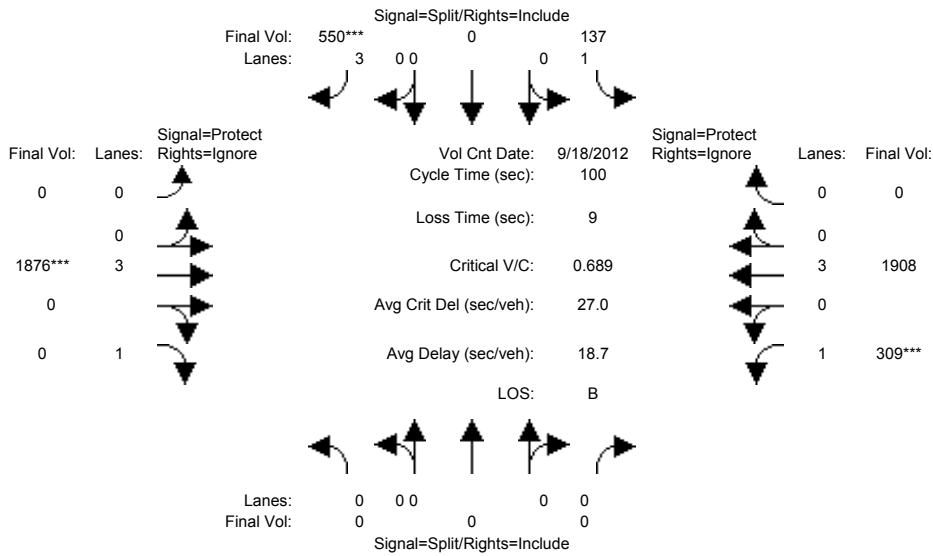


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	0	0	0	134	0	792	0	680	477	321	1496	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	134	0	792	0	680	477	321	1496	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	21	0	148	0	173	110	12	324	0
Initial Fut:	0	0	0	155	0	940	0	853	587	333	1820	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	155	0	940	0	853	0	333	1820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	940	0	853	0	333	1820	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	155	0	940	0	853	0	333	1820	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	0.80	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	4551	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.21	0.00	0.15	0.00	0.19	0.32	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	34.4	0.0	34.4	0.0	24.9	0.0	31.7	56.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.60	0.00	0.60	0.00	0.60	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	23.8	0.0	27.8	0.0	33.9	0.0	30.7	14.1	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	23.8	0.0	27.8	0.0	33.9	0.0	30.7	14.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	4	0	10	0	8	0	9	12	0
Note:	Queue reported is the number of cars per lane.											

Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 18 Sep 2012 <<

Base Vol:	0	0	0	130	0	372	0	1529	1150	292	1538	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	130	0	372	0	1529	1150	292	1538	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	7	0	178	0	347	342	17	370	0
Initial Fut:	0	0	0	137	0	550	0	1876	1492	309	1908	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	137	0	550	0	1876	0	309	1908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	550	0	1876	0	309	1908	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	137	0	550	0	1876	0	309	1908	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	0.80	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	4551	0	5700	1750	1750	5700	0

Capacity Analysis Module:

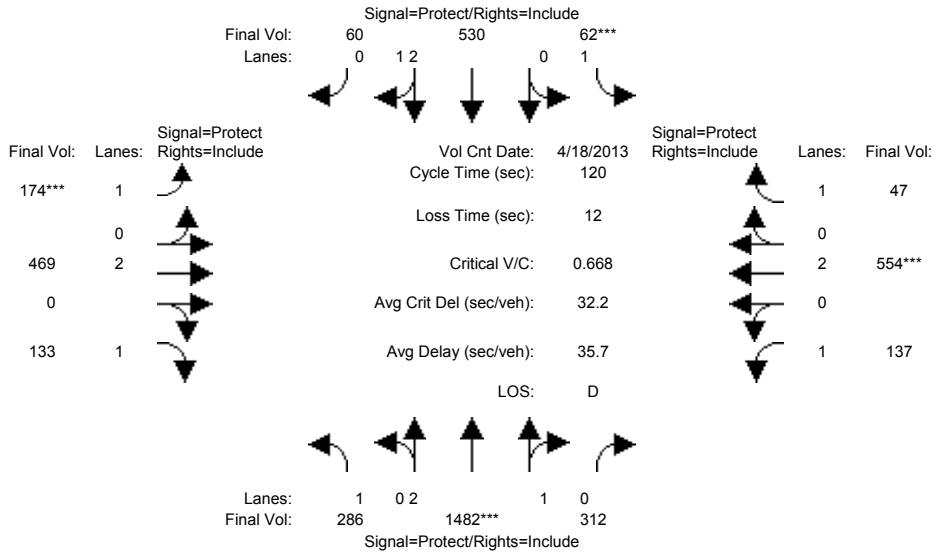
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.00	0.33	0.00	0.18	0.33	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	17.6	0.0	17.6	0.0	47.8	0.0	25.6	73.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.69	0.00	0.69	0.00	0.69	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	37.9	0.0	41.2	0.0	21.1	0.0	38.1	5.4	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	37.9	0.0	41.2	0.0	21.1	0.0	38.1	5.4	0.0
LOS by Move:	A	A	A	D	A	D	A	C	A	D	A	A
HCM2kAvgQ:	0	0	0	4	0	8	0	16	0	9	8	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



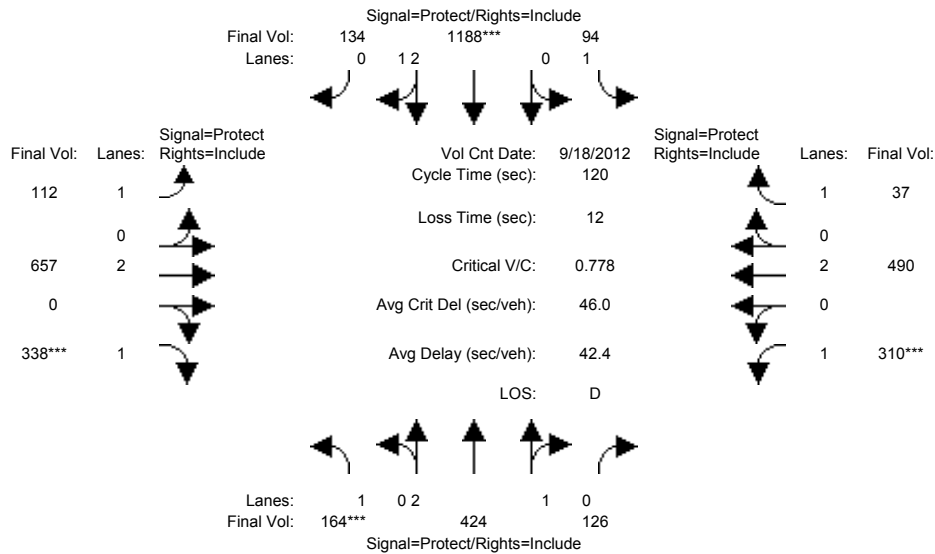
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	265	1193	284	59	438	52	108	348	99	110	472	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1193	284	59	438	52	108	348	99	110	472	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	21	289	28	3	92	8	66	121	34	27	82	2
Initial Fut:	286	1482	312	62	530	60	174	469	133	137	554	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1482	312	62	530	60	174	469	133	137	554	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1482	312	62	530	60	174	469	133	137	554	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	1482	312	62	530	60	174	469	133	137	554	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.46	0.54	1.00	2.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4625	974	1750	5030	569	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.32	0.04	0.11	0.11	0.10	0.12	0.08	0.08	0.15	0.03
Crit Moves:	****			****			****			****		
Green Time:	39.0	57.2	57.2	7.0	25.2	25.2	17.8	26.8	26.8	17.0	26.0	26.0
Volume/Cap:	0.50	0.67	0.67	0.61	0.50	0.50	0.67	0.55	0.34	0.55	0.67	0.12
Delay/Veh:	33.4	24.9	24.9	65.3	42.2	42.2	55.1	42.1	39.7	50.7	45.3	38.0
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:	33.4	24.9	24.9	65.3	42.2	42.2	55.1	42.1	39.7	50.7	45.3	38.0
LOS by Move:	C	C	C	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	9	18	18	3	7	7	7	7	4	6	10	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	149	314	118	88	1061	114	82	536	298	218	321	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:	149	314	118	88	1061	114	82	536	298	218	321	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	110	8	6	127	20	30	121	40	92	169	1
Initial Fut:	164	424	126	94	1188	134	112	657	338	310	490	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	424	126	94	1188	134	112	657	338	310	490	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	424	126	94	1188	134	112	657	338	310	490	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	424	126	94	1188	134	112	657	338	310	490	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.29	0.71	1.00	2.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4315	1282	1750	5032	568	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.05	0.24	0.24	0.06	0.17	0.19	0.18	0.13	0.02
Crit Moves:	****			****			****		****	****		
Green Time:	14.5	31.9	31.9	19.0	36.4	36.4	18.9	29.8	29.8	27.3	38.2	38.2
Volume/Cap:	0.78	0.37	0.37	0.34	0.78	0.78	0.41	0.70	0.78	0.78	0.41	0.07
Delay/Veh:	67.9	36.0	36.0	45.7	40.5	40.5	46.4	43.3	50.7	52.9	32.3	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	36.0	36.0	45.7	40.5	40.5	46.4	43.3	50.7	52.9	32.3	28.6
LOS by Move:	E	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	8	6	6	4	17	17	4	11	12	13	7	1

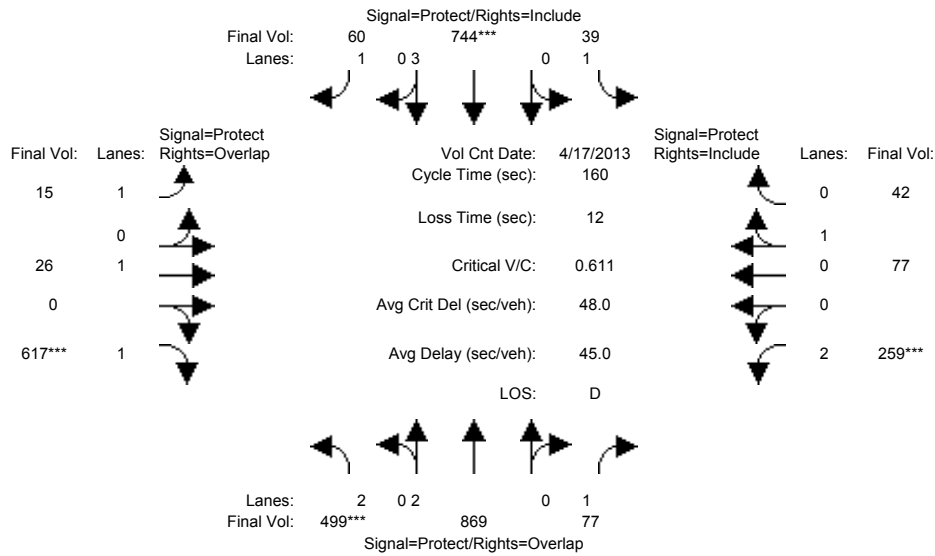
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3103: KIELY/SARATOGA



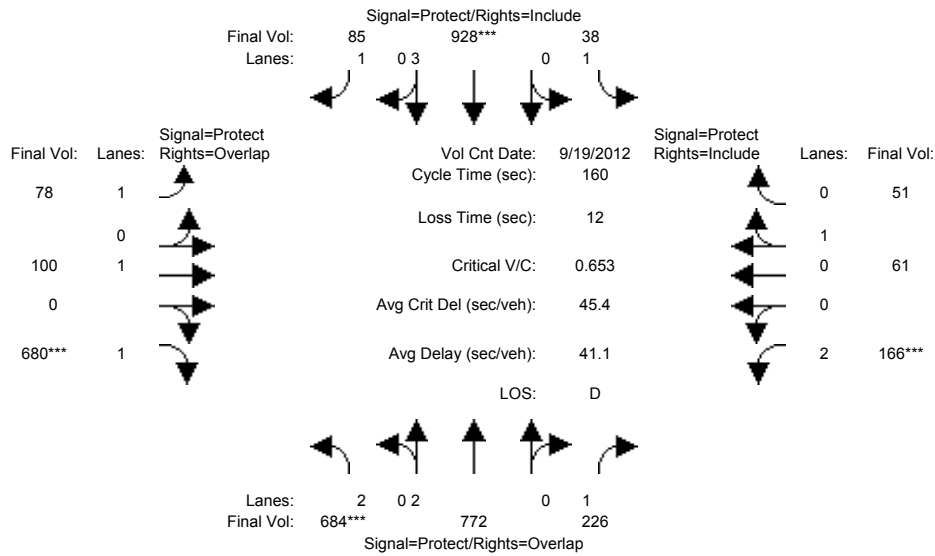
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Apr 2013 <<												
Base Vol:	488	838	76	39	737	60	15	26	617	259	77	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	838	76	39	737	60	15	26	617	259	77	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	31	1	0	7	0	0	0	0	0	0	0
Initial Fut:	499	869	77	39	744	60	15	26	617	259	77	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	869	77	39	744	60	15	26	617	259	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	869	77	39	744	60	15	26	617	259	77	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	499	869	77	39	744	60	15	26	617	259	77	42
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	0.65	0.35
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1165	635
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.04	0.02	0.13	0.03	0.01	0.01	0.35	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	41.5	63.5	85.0	12.1	34.2	34.2	28.8	50.8	92.3	21.5	43.5	43.5
Volume/Cap:	0.61	0.58	0.08	0.29	0.61	0.16	0.05	0.04	0.61	0.61	0.24	0.24
Delay/Veh:	53.5	38.3	18.4	71.1	57.8	51.4	54.3	37.8	23.2	67.9	45.6	45.6
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:	53.5	38.3	18.4	71.1	57.8	51.4	54.3	37.8	23.2	67.9	45.6	45.6
LOS by Move:	D	D	B	E	E	D	D	D	C	E	D	D
HCM2kAvgQ:	13	16	2	2	11	2	1	1	21	8	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3103: KIELY/SARATOGA



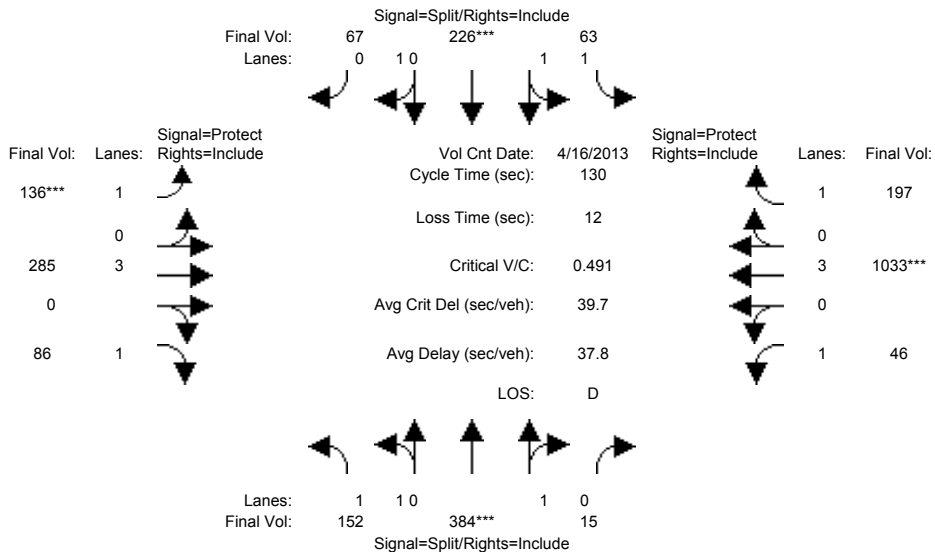
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	681	760	225	37	901	84	78	100	677	166	61	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	681	760	225	37	901	84	78	100	677	166	61	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	12	1	1	27	1	0	0	3	0	0	0
Initial Fut:	684	772	226	38	928	85	78	100	680	166	61	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	772	226	38	928	85	78	100	680	166	61	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	772	226	38	928	85	78	100	680	166	61	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	684	772	226	38	928	85	78	100	680	166	61	51
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	0.54	0.46
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	980	820
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.13	0.02	0.16	0.05	0.04	0.05	0.39	0.05	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	53.2	76.6	89.5	16.5	39.9	39.9	22.9	42.0	95.2	12.9	32.1	32.1
Volume/Cap:	0.65	0.42	0.23	0.21	0.65	0.19	0.31	0.20	0.65	0.65	0.31	0.31
Delay/Veh:	47.0	27.4	18.0	66.4	55.0	47.6	62.2	46.1	23.0	77.3	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	27.4	18.0	66.4	55.0	47.6	62.2	46.1	23.0	77.3	55.0	55.0
LOS by Move:	D	C	B	E	D	D	E	D	C	E	E	E
HCM2kAvgQ:	17	12	6	2	13	3	4	4	24	6	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



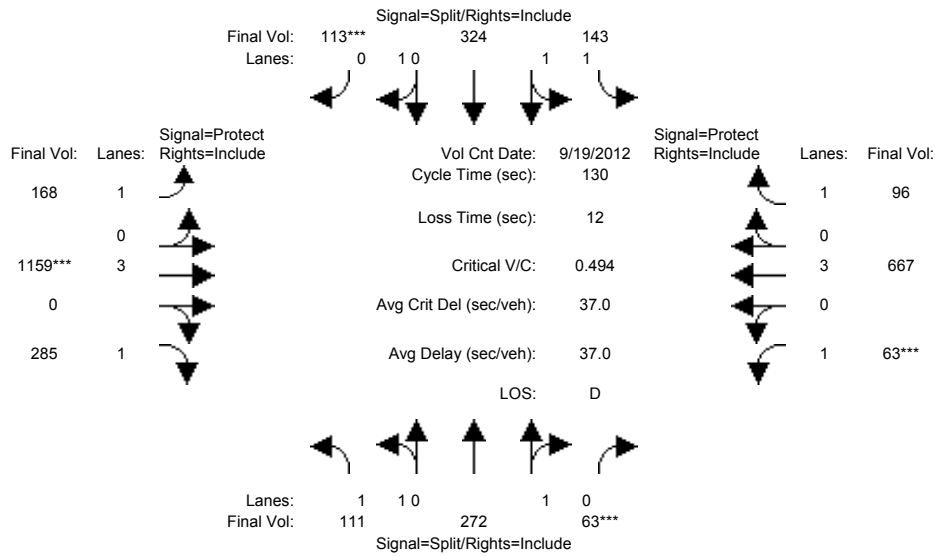
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	152	384	15	59	226	67	130	249	82	45	1012	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	384	15	59	226	67	130	249	82	45	1012	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	4	0	0	6	36	4	1	21	2
Initial Fut:	152	384	15	63	226	67	136	285	86	46	1033	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	384	15	63	226	67	136	285	86	46	1033	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	384	15	63	226	67	136	285	86	46	1033	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	384	15	63	226	67	136	285	86	46	1033	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.53	0.47	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3561	139	1750	2853	846	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.04	0.08	0.08	0.08	0.05	0.05	0.03	0.18	0.11
Crit Moves:	****			****			****			****		
Green Time:	28.5	28.5	28.5	21.0	21.0	21.0	20.6	40.3	40.3	28.2	47.9	47.9
Volume/Cap:	0.40	0.49	0.49	0.22	0.49	0.49	0.49	0.16	0.16	0.12	0.49	0.31
Delay/Veh:	43.6	44.7	44.7	47.5	50.2	50.2	51.3	32.6	32.7	41.1	31.8	29.4
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:	43.6	44.7	44.7	47.5	50.2	50.2	51.3	32.6	32.7	41.1	31.8	29.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	7	7	2	6	6	6	3	3	2	10	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



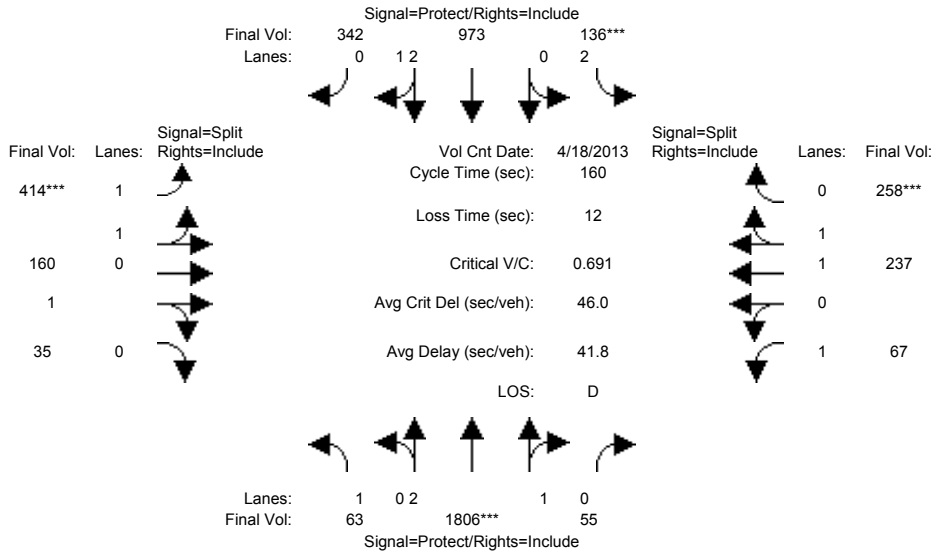
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	111	272	62	139	324	113	168	1136	285	60	612	86
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:	111	272	62	139	324	113	168	1136	285	60	612	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	1	4	0	0	0	23	0	3	55	10
Initial Fut:	111	272	63	143	324	113	168	1159	285	63	667	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	272	63	143	324	113	168	1159	285	63	667	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	272	63	143	324	113	168	1159	285	63	667	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	272	63	143	324	113	168	1159	285	63	667	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.61	0.39	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3004	696	1750	2743	957	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.08	0.12	0.12	0.10	0.20	0.16	0.04	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	23.9	23.9	23.9	31.1	31.1	31.1	28.4	53.6	53.6	9.5	34.6	34.6
Volume/Cap:	0.35	0.49	0.49	0.34	0.49	0.49	0.44	0.49	0.40	0.49	0.44	0.21
Delay/Veh:	46.4	48.1	48.1	41.1	43.0	43.0	44.7	28.4	27.2	60.9	39.8	37.2
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:	46.4	48.1	48.1	41.1	43.0	43.0	44.7	28.4	27.2	60.9	39.8	37.2
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	4	7	7	5	8	8	6	11	8	3	7	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



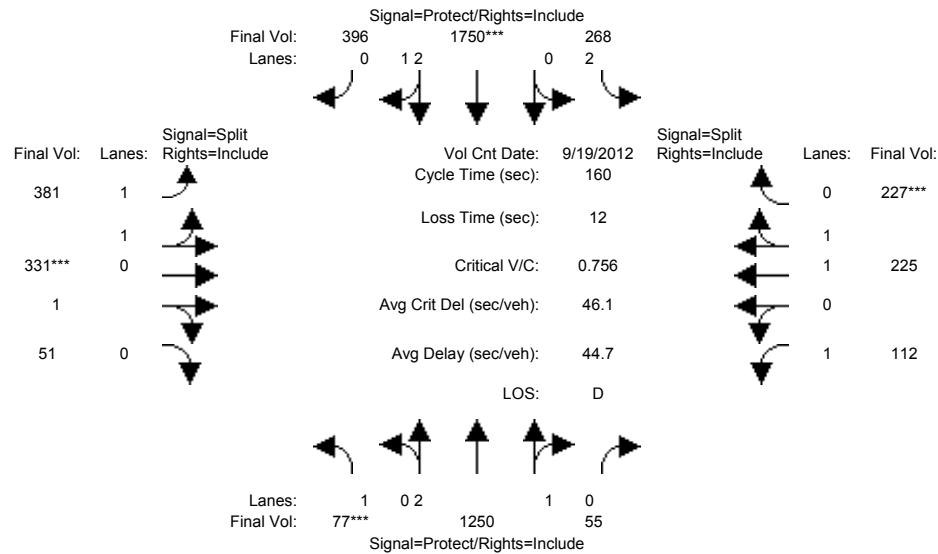
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	63	1756	54	134	965	339	395	146	34	65	236	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1756	54	134	965	339	395	146	34	65	236	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	50	1	2	8	3	19	14	1	2	1	0
Initial Fut:	63	1806	55	136	973	342	414	160	35	67	237	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1806	55	136	973	342	414	160	35	67	237	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1806	55	136	973	342	414	160	35	67	237	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	1806	55	136	973	342	414	160	35	67	237	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	2.00	2.19	0.81	2.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1750	5434	165	3150	4142	1456	3551	1477	323	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.04	0.23	0.23	0.12	0.11	0.11	0.04	0.12	0.15
Crit Moves:	****			****			****			****		
Green Time:	13.6	76.9	76.9	10.0	73.3	73.3	27.0	27.0	27.0	34.1	34.1	34.1
Volume/Cap:	0.42	0.69	0.69	0.69	0.51	0.51	0.69	0.64	0.64	0.18	0.58	0.69
Delay/Veh:	71.4	33.1	33.1	83.6	30.9	30.9	65.0	63.5	63.5	51.7	57.6	61.0
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:	71.4	33.1	33.1	83.6	30.9	30.9	65.0	63.5	63.5	51.7	57.6	61.0
LOS by Move:	E	C	C	F	C	C	E	E	E	D	E	E
HCM2kAvgQ:	4	24	24	4	15	15	11	10	10	3	11	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



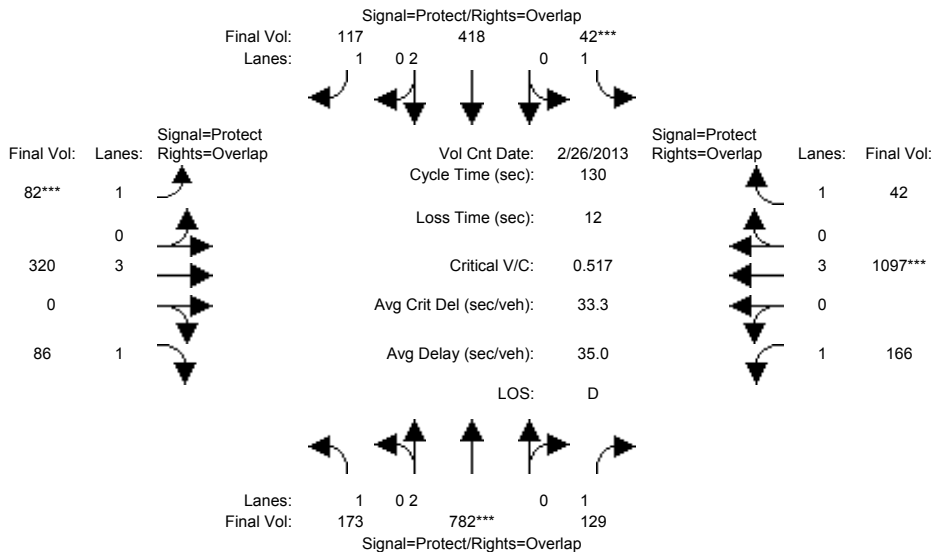
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	77	1238	52	264	1711	387	375	325	51	106	211	219
Growth Adj:	1.00	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	1238	52	264	1711	387	375	325	51	106	211	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	12	3	4	39	9	6	6	0	6	14	8
Initial Fut:	77	1250	55	268	1750	396	381	331	51	112	225	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1250	55	268	1750	396	381	331	51	112	225	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1250	55	268	1750	396	381	331	51	112	225	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1250	55	268	1750	396	381	331	51	112	225	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	2.43	0.57	1.51	1.29	0.20	1.00	1.00	1.00
Final Sat.:	1750	5364	236	3150	4565	1033	2671	2321	358	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.09	0.38	0.38	0.14	0.14	0.14	0.06	0.12	0.13
Crit Moves:	****			****			****			****		
Green Time:	9.3	66.2	66.2	24.2	81.1	81.1	30.2	30.2	30.2	27.4	27.4	27.4
Volume/Cap:	0.76	0.56	0.56	0.56	0.76	0.76	0.76	0.76	0.76	0.37	0.69	0.76
Delay/Veh:	101.5	36.2	36.2	64.6	32.8	32.8	64.8	64.8	64.8	59.5	65.4	68.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.5	36.2	36.2	64.6	32.8	32.8	64.8	64.8	64.8	59.5	65.4	68.6
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	6	16	16	7	28	28	14	14	14	5	11	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



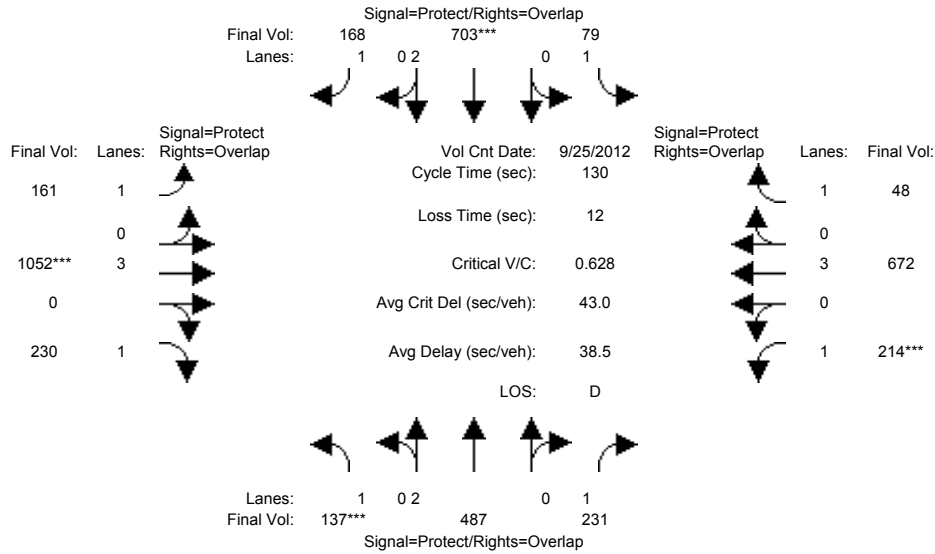
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	169	764	115	42	414	116	79	272	84	164	1056	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	764	115	42	414	116	79	272	84	164	1056	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	18	14	0	4	1	3	48	2	2	41	0
Initial Fut:	173	782	129	42	418	117	82	320	86	166	1097	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	782	129	42	418	117	82	320	86	166	1097	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	782	129	42	418	117	82	320	86	166	1097	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	782	129	42	418	117	82	320	86	166	1097	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.07	0.02	0.11	0.07	0.05	0.06	0.05	0.09	0.19	0.02
Crit Moves:	****			****			****			****		
Green Time:	27.6	51.3	84.3	7.0	30.7	42.4	11.7	26.7	54.3	33.0	48.0	55.0
Volume/Cap:	0.47	0.52	0.11	0.45	0.47	0.20	0.52	0.27	0.12	0.37	0.52	0.06
Delay/Veh:	45.7	30.3	8.7	63.0	43.0	31.8	59.6	43.6	23.2	40.6	32.3	22.2
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:	45.7	30.3	8.7	63.0	43.0	31.8	59.6	43.6	23.2	40.6	32.3	22.2
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
HCM2kAvgQ:	6	11	2	2	7	3	3	3	2	5	11	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



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

Volume Module:	>> Count Date: 25 Sep 2012 <<											
Base Vol:	136	482	222	75	683	164	161	981	230	198	587	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	482	222	75	683	164	161	981	230	198	587	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	5	9	4	20	4	0	71	0	16	85	0
Initial Fut:	137	487	231	79	703	168	161	1052	230	214	672	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	487	231	79	703	168	161	1052	230	214	672	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	487	231	79	703	168	161	1052	230	214	672	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
Final Volume:	137	487	231	79	703	168	161	1052	230	214	672	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.05	0.19	0.10	0.09	0.18	0.13	0.12	0.12	0.03
Crit Moves:	****				****			****			****	
Green Time:	16.2	38.4	63.7	16.1	38.3	66.1	27.8	38.2	54.4	25.3	35.7	51.8
Volume/Cap:	0.63	0.43	0.27	0.36	0.63	0.19	0.43	0.63	0.31	0.63	0.43	0.07
Delay/Veh:	59.8	37.3	19.7	53.3	40.8	17.5	45.0	40.5	25.6	51.7	39.0	24.2
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:	59.8	37.3	19.7	53.3	40.8	17.5	45.0	40.5	25.6	51.7	39.0	24.2
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	8	6	3	11	4	6	12	6	8	7	1

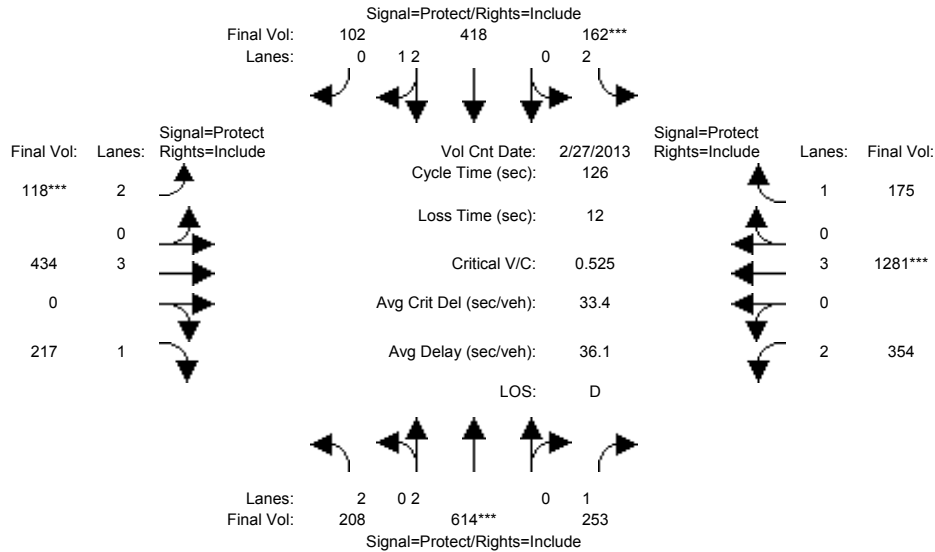
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



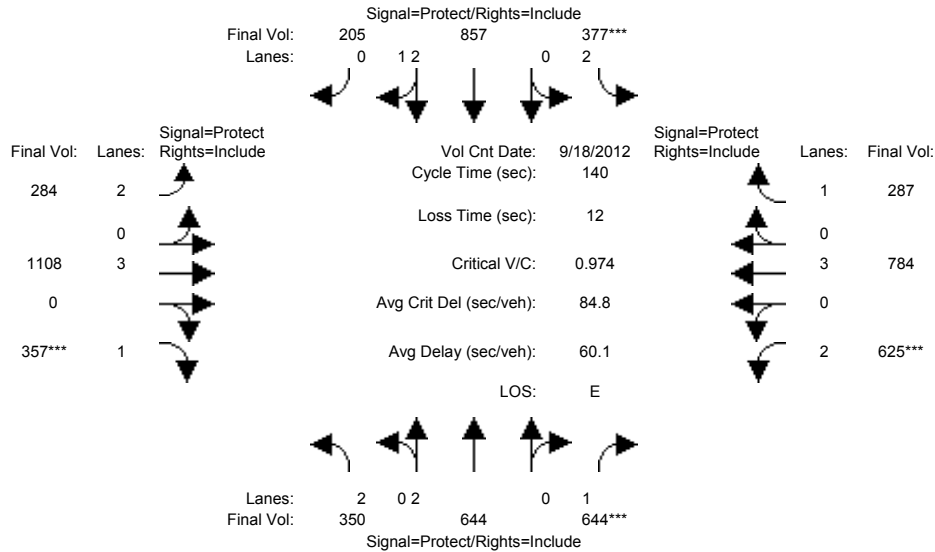
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Feb 2013 <<												
Base Vol:	167	554	217	115	312	87	103	413	141	283	1258	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	554	217	115	312	87	103	413	141	283	1258	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	41	60	36	47	106	15	15	21	76	71	23	38
Initial Fut:	208	614	253	162	418	102	118	434	217	354	1281	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	614	253	162	418	102	118	434	217	354	1281	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	614	253	162	418	102	118	434	217	354	1281	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	614	253	162	418	102	118	434	217	354	1281	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4500	1098	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.14	0.05	0.09	0.09	0.04	0.08	0.12	0.11	0.22	0.10
Crit Moves:	****			****			****			****		
Green Time:	21.2	38.8	38.8	12.3	29.9	29.9	9.0	33.0	33.0	29.9	53.9	53.9
Volume/Cap:	0.39	0.53	0.47	0.53	0.39	0.39	0.53	0.29	0.47	0.47	0.53	0.23
Delay/Veh:	47.1	36.5	36.0	55.7	40.6	40.6	58.7	37.3	40.0	41.8	26.8	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:	47.1	36.5	36.0	55.7	40.6	40.6	58.7	37.3	40.0	41.8	26.8	23.1
LOS by Move:	D	D	D	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	5	10	9	4	6	6	3	4	8	7	12	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



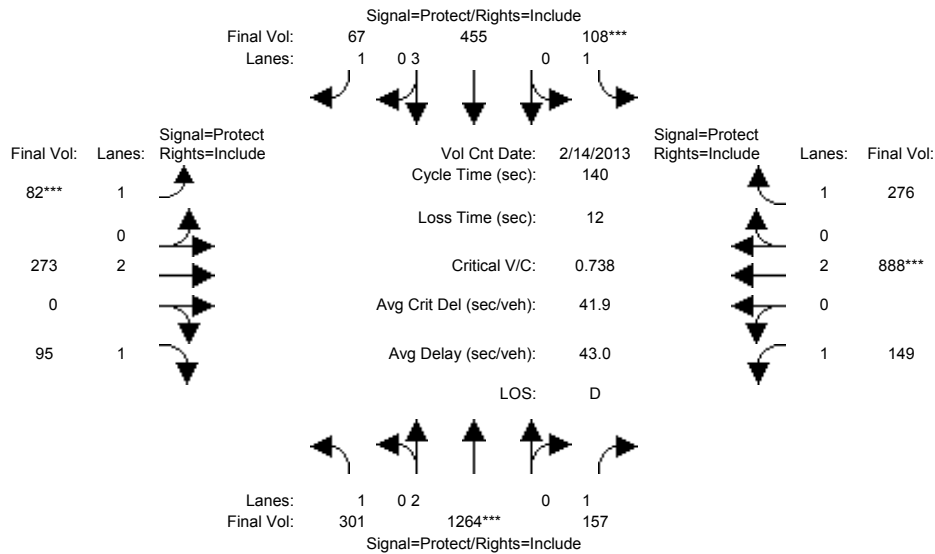
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	270	501	511	240	744	175	255	1049	309	486	709	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	501	511	240	744	175	255	1049	309	486	709	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	80	143	133	137	113	30	29	59	48	139	75	155
Initial Fut:	350	644	644	377	857	205	284	1108	357	625	784	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	644	644	377	857	205	284	1108	357	625	784	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	644	644	377	857	205	284	1108	357	625	784	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	644	644	377	857	205	284	1108	357	625	784	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4518	1081	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.37	0.12	0.19	0.19	0.09	0.19	0.20	0.20	0.14	0.16
Crit Moves:			****	****					****	****		
Green Time:	25.9	52.9	52.9	17.2	44.2	44.2	20.5	29.3	29.3	28.5	37.3	37.3
Volume/Cap:	0.60	0.45	0.97	0.97	0.60	0.60	0.61	0.93	0.97	0.97	0.52	0.61
Delay/Veh:	54.1	32.8	71.2	99.8	41.0	41.0	58.5	66.7	94.8	84.2	44.0	47.5
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:	54.1	32.8	71.2	99.8	41.0	41.0	58.5	66.7	94.8	84.2	44.0	47.5
LOS by Move:	D	C	E	F	D	D	E	E	F	F	D	D
HCM2kAvgQ:	9	10	35	14	13	13	8	19	21	18	9	11

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



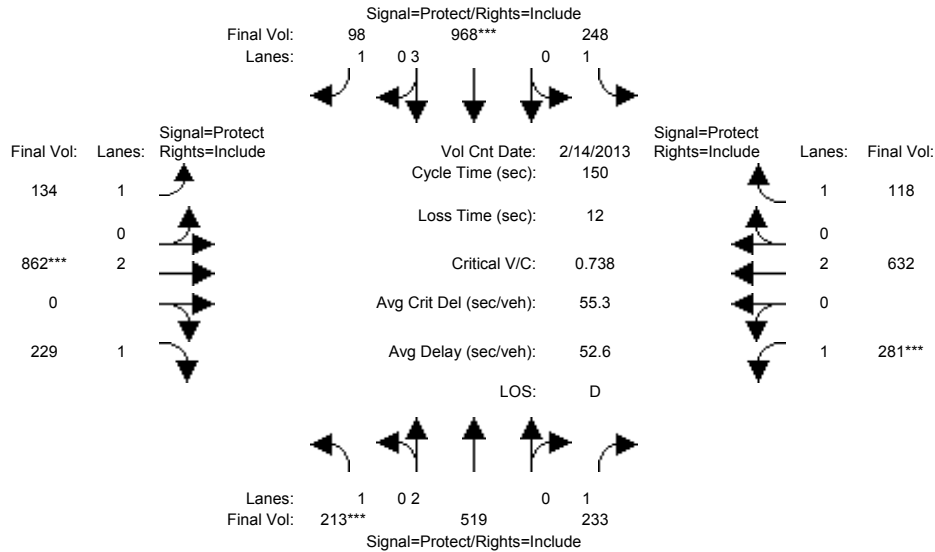
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	288	1226	133	104	444	59	81	210	92	144	799	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1226	133	104	444	59	81	210	92	144	799	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	38	24	4	11	8	1	63	3	5	89	5
Initial Fut:	301	1264	157	108	455	67	82	273	95	149	888	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1264	157	108	455	67	82	273	95	149	888	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1264	157	108	455	67	82	273	95	149	888	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	1264	157	108	455	67	82	273	95	149	888	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.09	0.06	0.08	0.04	0.05	0.07	0.05	0.09	0.23	0.16
Crit Moves:	****			****			****			****		
Green Time:	51.1	63.1	63.1	11.7	23.7	23.7	8.9	24.3	24.3	28.9	44.3	44.3
Volume/Cap:	0.47	0.74	0.20	0.74	0.47	0.23	0.74	0.41	0.31	0.41	0.74	0.50
Delay/Veh:	34.7	33.4	23.3	80.5	52.9	50.6	87.1	51.9	51.1	49.0	45.1	39.5
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:	34.7	33.4	23.3	80.5	52.9	50.6	87.1	51.9	51.1	49.0	45.1	39.5
LOS by Move:	C	C	C	F	D	D	F	D	D	D	D	D
HCM2kAvgQ:	10	22	4	5	6	3	4	5	4	6	18	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



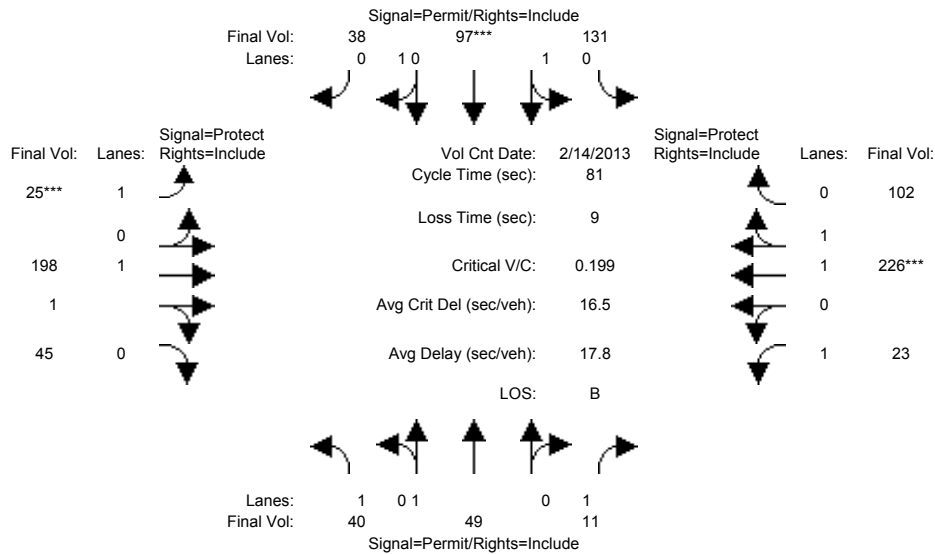
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	200	507	221	235	940	93	125	738	218	260	521	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	507	221	235	940	93	125	738	218	260	521	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	12	12	13	28	5	9	124	11	21	111	4
Initial Fut:	213	519	233	248	968	98	134	862	229	281	632	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	519	233	248	968	98	134	862	229	281	632	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	519	233	248	968	98	134	862	229	281	632	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	519	233	248	968	98	134	862	229	281	632	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.13	0.14	0.17	0.06	0.08	0.23	0.13	0.16	0.17	0.07
Crit Moves:	****			****			****			****		
Green Time:	24.7	29.1	29.1	30.2	34.5	34.5	24.8	46.1	46.1	32.6	53.9	53.9
Volume/Cap:	0.74	0.70	0.69	0.70	0.74	0.24	0.46	0.74	0.43	0.74	0.46	0.19
Delay/Veh:	69.2	59.6	62.0	62.1	55.8	47.4	57.7	49.1	41.9	62.1	37.2	33.1
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:	69.2	59.6	62.0	62.1	55.8	47.4	57.7	49.1	41.9	62.1	37.2	33.1
LOS by Move:	E	E	E	E	E	D	E	D	D	E	D	C
HCM2kAvgQ:	10	11	11	12	14	4	6	17	9	14	11	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE



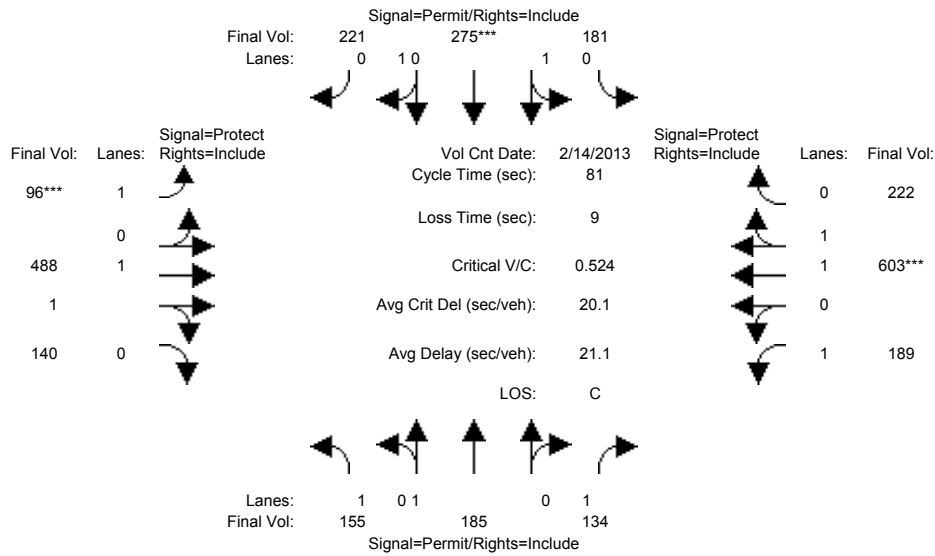
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	17	32	5	126	55	33	23	152	17	14	202	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	32	5	126	55	33	23	152	17	14	202	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	17	6	5	42	5	2	46	28	9	24	1
Initial Fut:	40	49	11	131	97	38	25	198	45	23	226	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	49	11	131	97	38	25	198	45	23	226	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	49	11	131	97	38	25	198	45	23	226	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	49	11	131	97	38	25	198	45	23	226	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.98	0.73	0.29	1.00	1.62	0.38	1.00	1.36	0.64
Final Sat.:	1750	1900	1750	1773	1313	514	1750	3014	685	1750	2549	1150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.07	0.07	0.07	0.01	0.07	0.07	0.01	0.09	0.09
Crit Moves:				****			****			****		
Green Time:	29.5	29.5	29.5	29.5	29.5	29.5	7.0	25.0	25.0	17.5	35.5	35.5
Volume/Cap:	0.06	0.07	0.02	0.20	0.20	0.20	0.17	0.21	0.21	0.06	0.20	0.20
Delay/Veh:	16.8	16.8	16.5	17.7	17.7	17.7	34.8	20.8	20.8	25.3	14.1	14.1
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:	16.8	16.8	16.5	17.7	17.7	17.7	34.8	20.8	20.8	25.3	14.1	14.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	1	1	0	2	2	2	1	2	2	0	2	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	44	78	101	177	184	209	83	450	32	157	546	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	78	101	177	184	209	83	450	32	157	546	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	111	107	33	4	91	12	13	38	108	32	57	7
Initial Fut:	155	185	134	181	275	221	96	488	140	189	603	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	185	134	181	275	221	96	488	140	189	603	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	185	134	181	275	221	96	488	140	189	603	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	185	134	181	275	221	96	488	140	189	603	222

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.53	0.82	0.65	1.00	1.54	0.46	1.00	1.45	0.55
Final Sat.:	1750	1900	1750	962	1462	1175	1750	2875	825	1750	2704	995

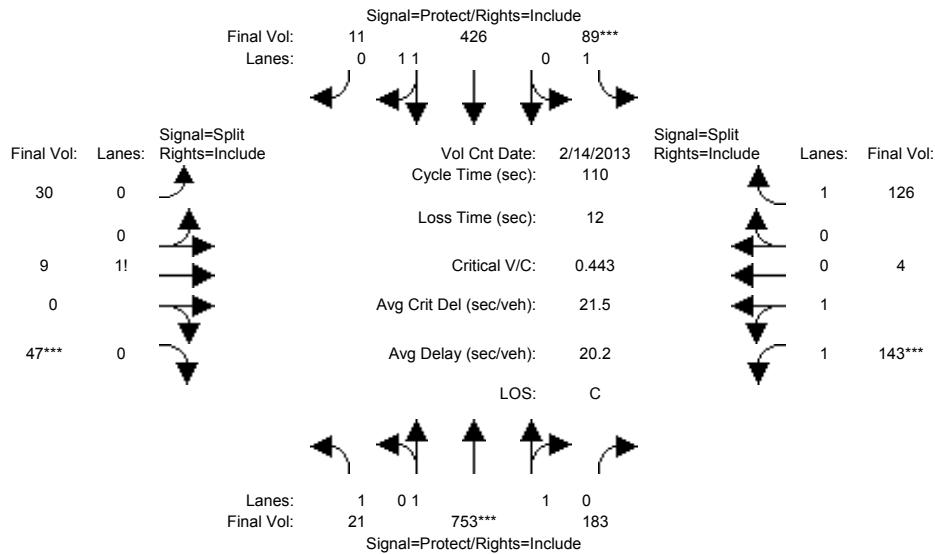
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.19	0.19	0.19	0.05	0.17	0.17	0.11	0.22	0.22
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	29.1	29.1	29.1	29.1	29.1	29.1	8.5	26.2	26.2	16.7	34.5	34.5
Volume/Cap:	0.25	0.27	0.21	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
Delay/Veh:	18.5	18.7	18.2	20.9	20.9	20.9	37.1	22.7	22.7	30.0	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.7	18.2	20.9	20.9	20.9	37.1	22.7	22.7	30.0	17.5	17.5
LOS by Move:	B	B	B	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	3	3	2	7	7	7	2	6	6	5	8	8

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

Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



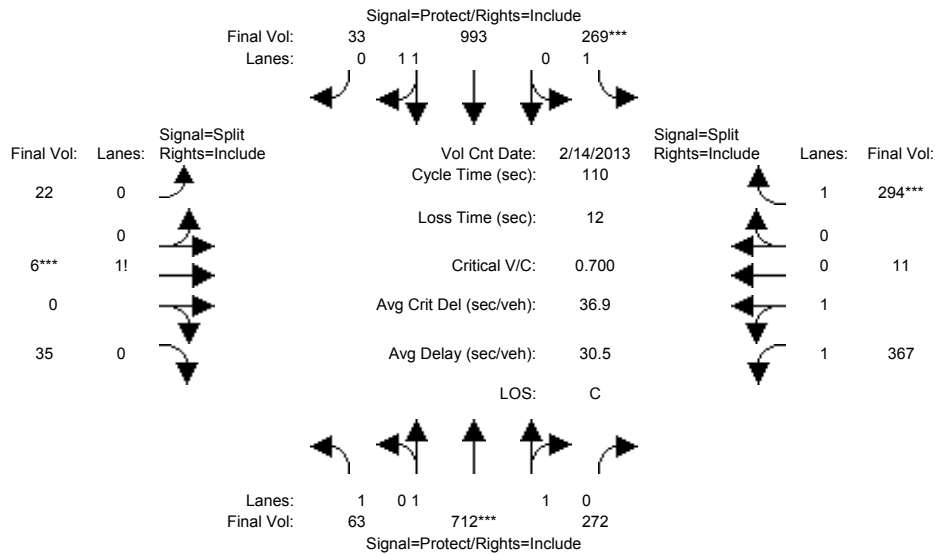
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	0	707	171	64	327	0	0	0	0	129	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	171	64	327	0	0	0	0	129	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	21	46	12	25	99	11	30	9	47	14	4	16
Initial Fut:	21	753	183	89	426	11	30	9	47	143	4	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	753	183	89	426	11	30	9	47	143	4	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	753	183	89	426	11	30	9	47	143	4	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	753	183	89	426	11	30	9	47	143	4	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.60	0.40	1.00	1.95	0.05	0.35	0.10	0.55	1.95	0.05	1.00
Final Sat.:	1750	2976	723	1750	3607	93	610	183	956	3453	97	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.05	0.12	0.12	0.05	0.05	0.05	0.04	0.04	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.0	62.9	62.9	12.6	68.5	68.5	12.2	12.2	12.2	17.9	17.9	17.9
Volume/Cap:	0.19	0.44	0.44	0.44	0.19	0.19	0.44	0.44	0.44	0.25	0.25	0.44
Delay/Veh:	49.7	13.7	13.7	47.0	8.9	8.9	47.3	47.3	47.3	40.5	40.5	42.7
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:	49.7	13.7	13.7	47.0	8.9	8.9	47.3	47.3	47.3	40.5	40.5	42.7
LOS by Move:	D	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	3	3	3	3	3	3	2	2	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	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

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	0	542	234	181	864	0	0	0	0	320	0	193
Growth Adj:	1.00	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	542	234	181	864	0	0	0	0	320	0	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	63	170	38	88	129	33	22	6	35	47	11	101
Initial Fut:	63	712	272	269	993	33	22	6	35	367	11	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	712	272	269	993	33	22	6	35	367	11	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	712	272	269	993	33	22	6	35	367	11	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	712	272	269	993	33	22	6	35	367	11	294

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.43	0.57	1.00	1.93	0.07	0.35	0.09	0.56	1.94	0.06	1.00
Final Sat.:	1750	2676	1022	1750	3581	119	611	167	972	3447	103	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.15	0.28	0.28	0.04	0.04	0.04	0.11	0.11	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.6	41.8	41.8	24.2	58.4	58.4	5.7	5.7	5.7	26.4	26.4	26.4
Volume/Cap:	0.52	0.70	0.70	0.70	0.52	0.52	0.70	0.70	0.70	0.44	0.44	0.70
Delay/Veh:	53.6	30.4	30.4	45.3	17.0	17.0	73.1	73.1	73.1	35.9	35.9	43.4
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:	53.6	30.4	30.4	45.3	17.0	17.0	73.1	73.1	73.1	35.9	35.9	43.4
LOS by Move:	D	C	C	D	B	B	E	E	E	D	D	D
HCM2kAvgQ:	2	14	14	9	11	11	4	4	4	6	6	11

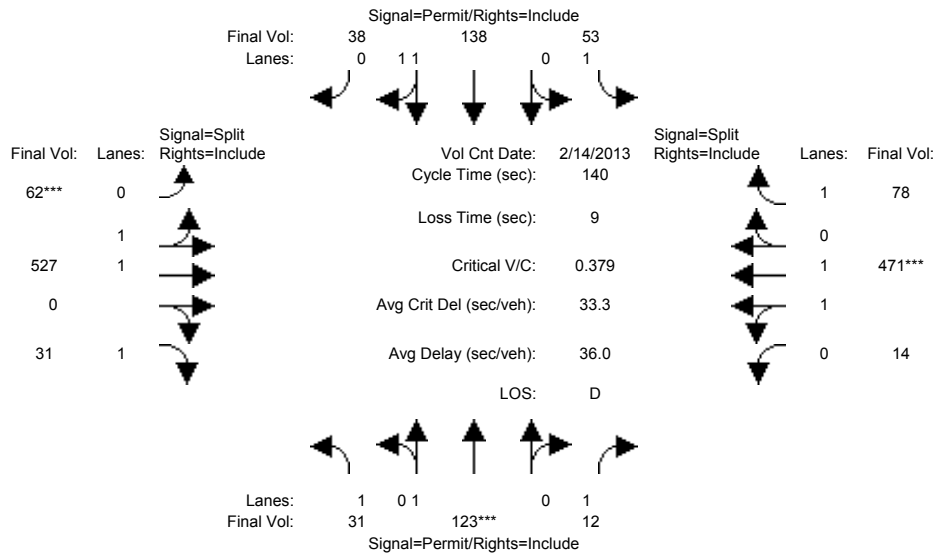
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



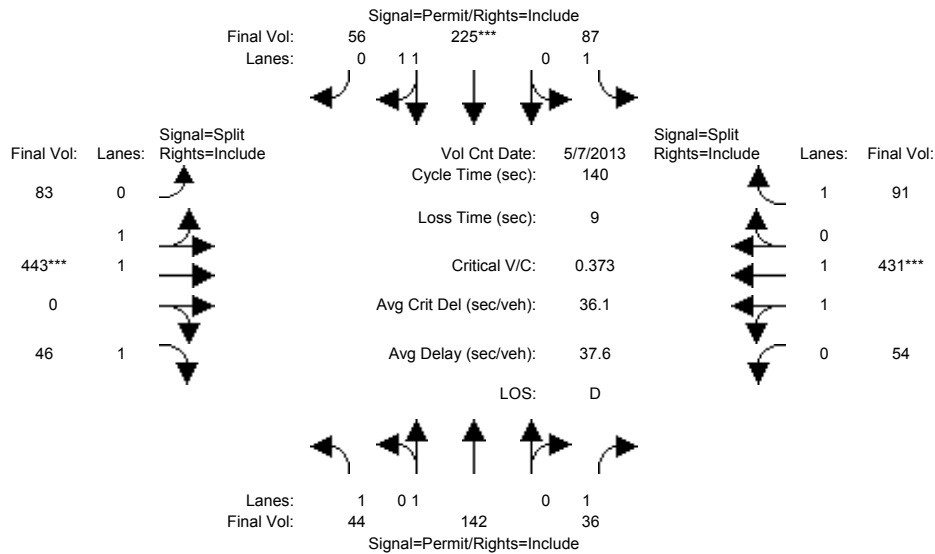
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	31	119	12	53	118	36	60	497	26	13	460	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	119	12	53	118	36	60	497	26	13	460	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	4	0	0	20	2	2	30	5	1	11	3
Initial Fut:	31	123	12	53	138	38	62	527	31	14	471	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	123	12	53	138	38	62	527	31	14	471	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	123	12	53	138	38	62	527	31	14	471	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	123	12	53	138	38	62	527	31	14	471	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.56	0.44	0.22	1.78	1.00	0.06	1.94	1.00
Final Sat.:	1750	1900	1750	1750	2901	799	389	3310	1750	107	3593	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.03	0.05	0.05	0.16	0.16	0.02	0.13	0.13	0.04
Crit Moves:	****						****			****		
Green Time:	23.9	23.9	23.9	23.9	23.9	23.9	58.7	58.7	58.7	48.4	48.4	48.4
Volume/Cap:	0.10	0.38	0.04	0.18	0.28	0.28	0.38	0.38	0.04	0.38	0.38	0.13
Delay/Veh:	49.2	52.2	48.5	49.9	50.8	50.8	28.2	28.2	24.0	34.7	34.7	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	52.2	48.5	49.9	50.8	50.8	28.2	28.2	24.0	34.7	34.7	31.5
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	2	3	3	9	9	1	8	8	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



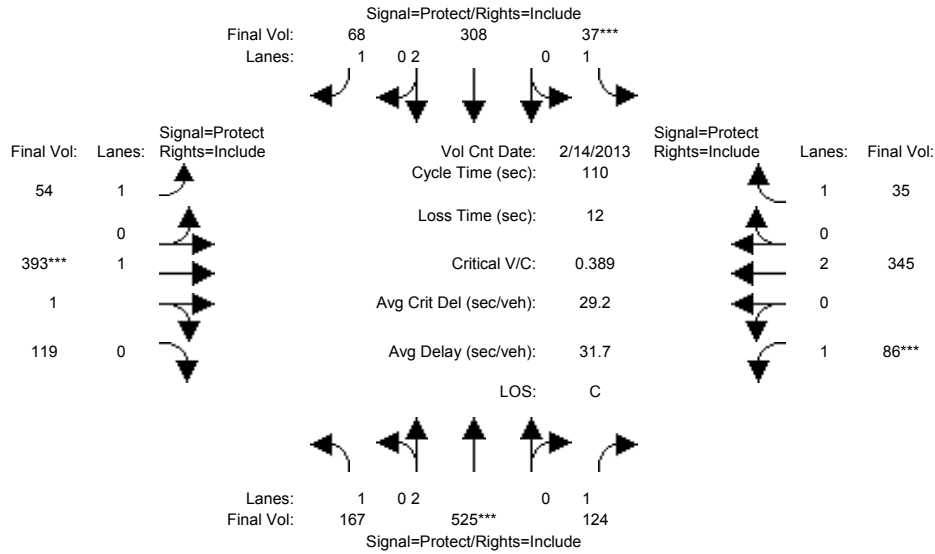
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	41	120	36	87	218	55	81	428	46	52	408	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	120	36	87	218	55	81	428	46	52	408	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	22	0	0	7	1	2	15	0	2	23	3
Initial Fut:	44	142	36	87	225	56	83	443	46	54	431	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	142	36	87	225	56	83	443	46	54	431	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	142	36	87	225	56	83	443	46	54	431	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
Final Volume:	44	142	36	87	225	56	83	443	46	54	431	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	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	0.32	1.68	1.00	0.23	1.77	1.00
Final Sat.:	1750	1900	1750	1750	2962	737	584	3116	1750	412	3288	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.02	0.05	0.08	0.08	0.14	0.14	0.03	0.13	0.13	0.05
Crit Moves:				****			****			****		
Green Time:	28.5	28.5	28.5	28.5	28.5	28.5	53.3	53.3	53.3	49.2	49.2	49.2
Volume/Cap:	0.12	0.37	0.10	0.24	0.37	0.37	0.37	0.37	0.07	0.37	0.37	0.15
Delay/Veh:	45.7	48.6	45.5	47.1	48.4	48.4	31.4	31.4	27.6	34.1	34.1	31.2
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:	45.7	48.6	45.5	47.1	48.4	48.4	31.4	31.4	27.6	34.1	34.1	31.2
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	2	5	1	3	5	5	8	8	1	8	8	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



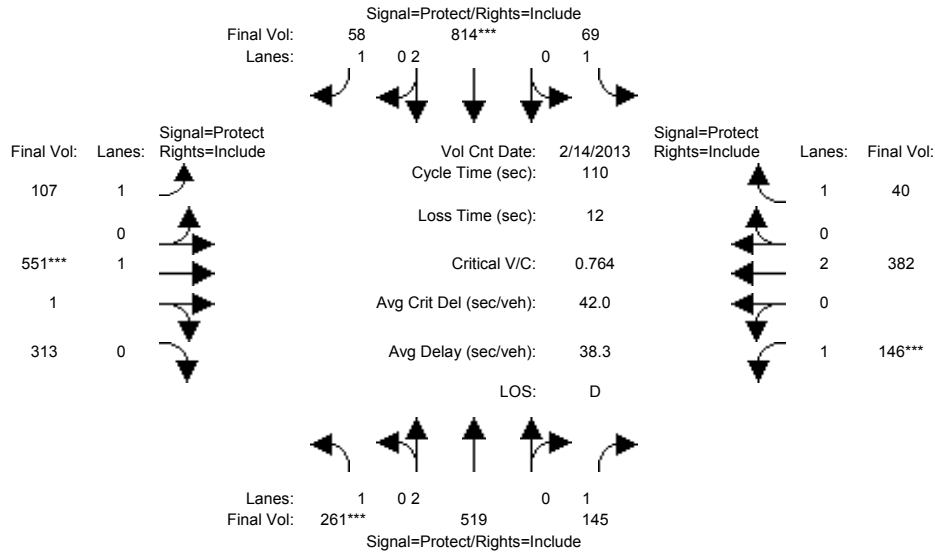
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	144	479	114	37	214	68	50	375	82	78	339	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	479	114	37	214	68	50	375	82	78	339	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	46	10	0	94	0	4	18	37	8	6	0
Initial Fut:	167	525	124	37	308	68	54	393	119	86	345	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	525	124	37	308	68	54	393	119	86	345	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	525	124	37	308	68	54	393	119	86	345	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	525	124	37	308	68	54	393	119	86	345	35
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2839	860	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.07	0.02	0.08	0.04	0.03	0.14	0.14	0.05	0.09	0.02
Crit Moves:	****			****			****			****		
Green Time:	23.4	38.6	38.6	7.0	22.2	22.2	21.6	38.7	38.7	13.7	30.8	30.8
Volume/Cap:	0.45	0.39	0.20	0.33	0.40	0.19	0.16	0.39	0.39	0.39	0.32	0.07
Delay/Veh:	38.6	27.1	25.1	51.0	38.4	36.7	36.9	27.0	27.0	45.5	31.5	29.1
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:	38.6	27.1	25.1	51.0	38.4	36.7	36.9	27.0	27.0	45.5	31.5	29.1
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	6	3	2	5	2	2	6	6	3	4	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	190	359	133	69	686	58	107	544	243	135	370	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:	190	359	133	69	686	58	107	544	243	135	370	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	71	160	12	0	128	0	0	7	70	11	12	0
Initial Fut:	261	519	145	69	814	58	107	551	313	146	382	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	519	145	69	814	58	107	551	313	146	382	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	519	145	69	814	58	107	551	313	146	382	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	519	145	69	814	58	107	551	313	146	382	40

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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.26	0.74	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2359	1340	1750	3800	1750

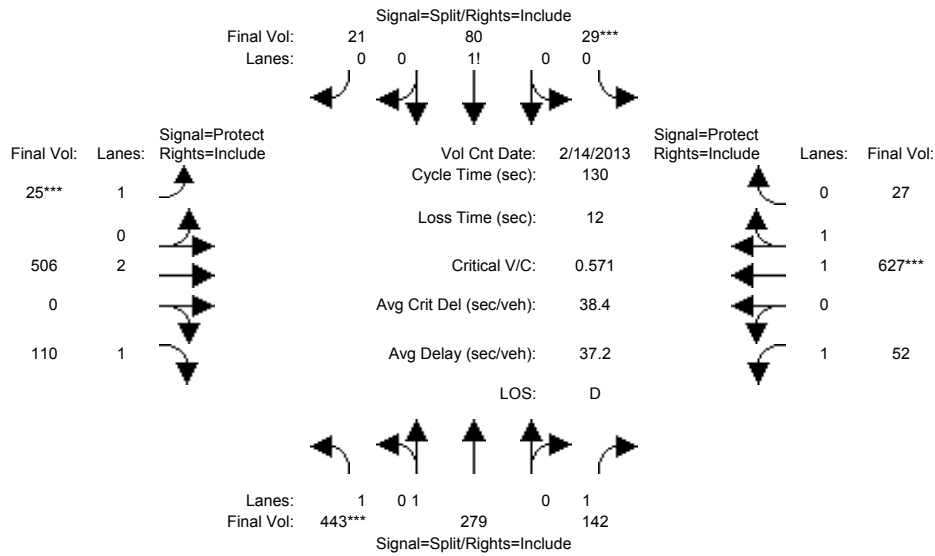
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.08	0.04	0.21	0.03	0.06	0.23	0.23	0.08	0.10	0.02
Crit Moves:	****				****			****				****
Green Time:	21.5	35.7	35.7	16.6	30.9	30.9	17.7	33.6	33.6	12.0	28.0	28.0
Volume/Cap:	0.76	0.42	0.26	0.26	0.76	0.12	0.38	0.76	0.76	0.76	0.40	0.09
Delay/Veh:	51.7	29.3	27.6	41.8	39.6	29.6	42.1	37.7	37.7	64.2	34.3	31.4
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:	51.7	29.3	27.6	41.8	39.6	29.6	42.1	37.7	37.7	64.2	34.3	31.4
LOS by Move:	D	C	C	D	D	C	D	D	D	E	C	C
HCM2kAvgQ:	9	6	4	2	14	2	3	14	14	6	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



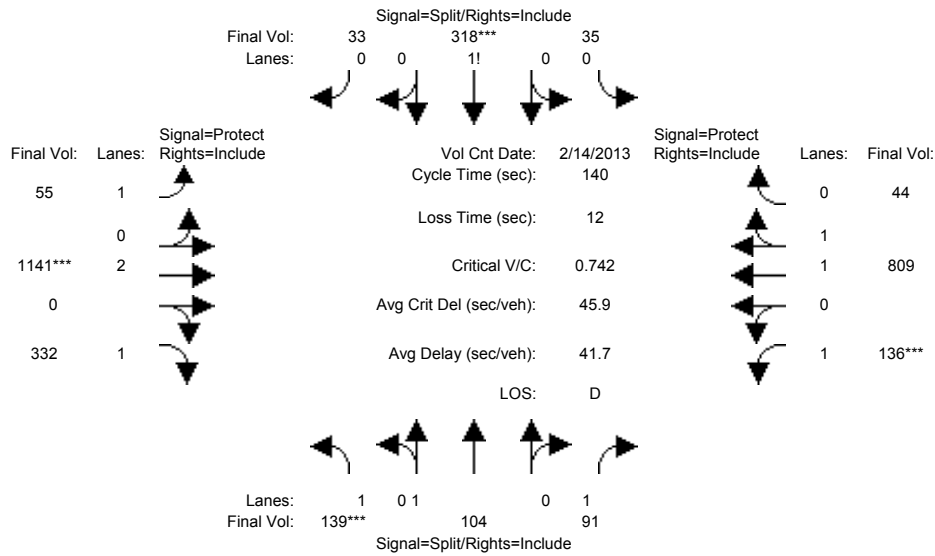
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	394	252	130	14	68	13	19	380	94	48	540	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	252	130	14	68	13	19	380	94	48	540	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	49	27	12	15	12	8	6	126	16	4	87	8
Initial Fut:	443	279	142	29	80	21	25	506	110	52	627	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	279	142	29	80	21	25	506	110	52	627	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	279	142	29	80	21	25	506	110	52	627	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	443	279	142	29	80	21	25	506	110	52	627	27
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	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.22	0.62	0.16	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	390	1077	283	1750	3800	1750	1750	3547	153
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.08	0.07	0.07	0.07	0.01	0.13	0.06	0.03	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	55.7	55.7	55.7	16.4	16.4	16.4	7.0	32.7	32.7	13.2	38.9	38.9
Volume/Cap:	0.59	0.34	0.19	0.59	0.59	0.59	0.27	0.53	0.25	0.29	0.59	0.59
Delay/Veh:	29.7	25.1	23.2	57.9	57.9	57.9	60.5	42.6	39.2	55.0	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	25.1	23.2	57.9	57.9	57.9	60.5	42.6	39.2	55.0	39.6	39.6
LOS by Move:	C	C	C	E	E	E	E	D	D	D	D	D
HCM2kAvgQ:	15	7	4	6	6	6	1	8	4	2	11	11

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

Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	107	85	81	25	280	28	44	954	291	122	660	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:	107	85	81	25	280	28	44	954	291	122	660	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	32	19	10	10	38	5	11	187	41	14	149	15
Initial Fut:	139	104	91	35	318	33	55	1141	332	136	809	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	104	91	35	318	33	55	1141	332	136	809	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	104	91	35	318	33	55	1141	332	136	809	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
Final Volume:	139	104	91	35	318	33	55	1141	332	136	809	44

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	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.09	0.82	0.09	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1750	1900	1750	159	1442	150	1750	3800	1750	1750	3509	191

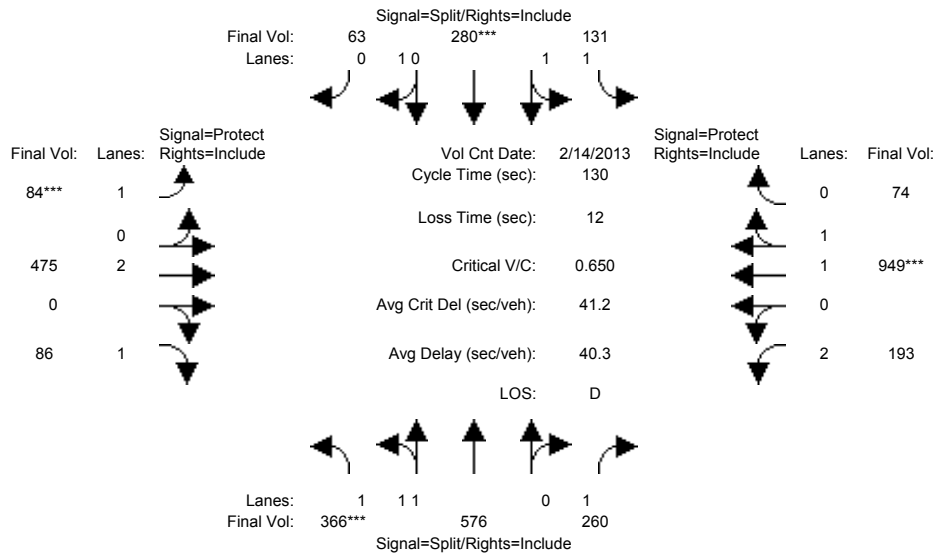
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.22	0.22	0.22	0.03	0.30	0.19	0.08	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	15.0	15.0	15.0	41.6	41.6	41.6	12.7	56.7	56.7	14.7	58.6	58.6
Volume/Cap:	0.74	0.51	0.49	0.74	0.74	0.74	0.35	0.74	0.47	0.74	0.55	0.55
Delay/Veh:	75.3	61.2	60.8	50.0	50.0	50.0	61.0	37.4	31.1	75.8	31.1	31.1
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:	75.3	61.2	60.8	50.0	50.0	50.0	61.0	37.4	31.1	75.8	31.1	31.1
LOS by Move:	E	E	E	D	D	D	E	D	C	E	C	C
HCM2kAvgQ:	8	5	5	17	17	17	2	20	11	6	14	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	280	501	211	128	267	56	80	342	79	148	808	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	501	211	128	267	56	80	342	79	148	808	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	86	75	49	3	13	7	4	133	7	45	141	5
Initial Fut:	366	576	260	131	280	63	84	475	86	193	949	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	576	260	131	280	63	84	475	86	193	949	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	576	260	131	280	63	84	475	86	193	949	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	366	576	260	131	280	63	84	475	86	193	949	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.20	1.80	1.00	1.00	1.62	0.38	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	2116	3330	1750	1750	3020	679	1750	3800	1750	3150	3432	268

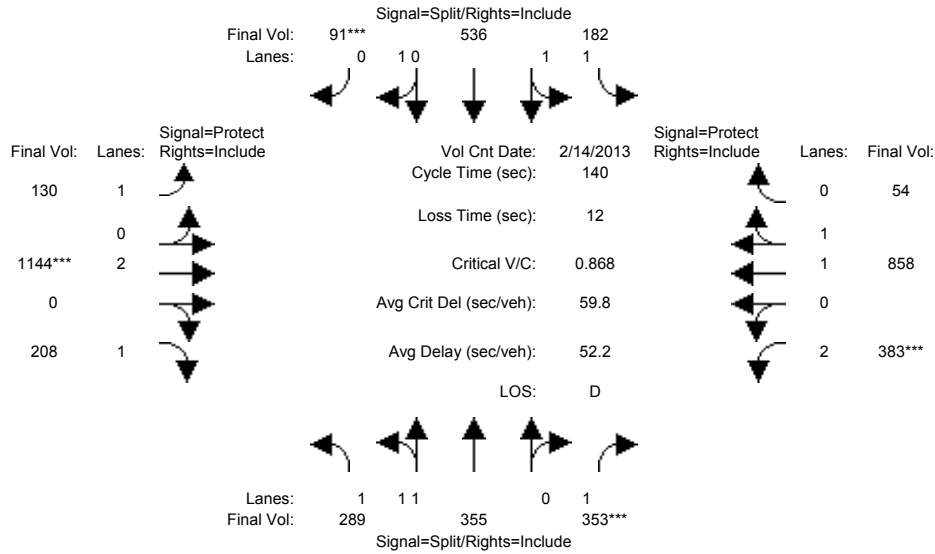
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.15	0.07	0.09	0.09	0.05	0.13	0.05	0.06	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	34.6	18.5	18.5	18.5	9.6	43.5	43.5	21.3	55.3	55.3
Volume/Cap:	0.65	0.65	0.56	0.52	0.65	0.65	0.65	0.37	0.15	0.37	0.65	0.65
Delay/Veh:	43.4	43.4	42.7	52.2	54.8	54.8	69.7	33.0	30.4	48.8	30.7	30.7
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:	43.4	43.4	42.7	52.2	54.8	54.8	69.7	33.0	30.4	48.8	30.7	30.7
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	12	12	10	6	8	8	5	7	3	4	16	16

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

Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	194	305	277	172	469	76	115	933	164	316	695	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	305	277	172	469	76	115	933	164	316	695	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	95	50	76	10	67	15	15	211	44	67	163	6
Initial Fut:	289	355	353	182	536	91	130	1144	208	383	858	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	355	353	182	536	91	130	1144	208	383	858	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	355	353	182	536	91	130	1144	208	383	858	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
Final Volume:	289	355	353	182	536	91	130	1144	208	383	858	54

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.39	1.61	1.00	1.00	1.70	0.30	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	2444	3002	1750	1750	3163	537	1750	3800	1750	3150	3481	219

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.20	0.10	0.17	0.17	0.07	0.30	0.12	0.12	0.25	0.25
Crit Moves:			****			****		****		****		
Green Time:	32.5	32.5	32.5	27.3	27.3	27.3	15.8	48.5	48.5	19.6	52.4	52.4
Volume/Cap:	0.51	0.51	0.87	0.53	0.87	0.87	0.66	0.87	0.34	0.87	0.66	0.66
Delay/Veh:	47.1	47.1	69.4	51.0	63.3	63.3	67.5	49.2	34.2	75.5	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	47.1	69.4	51.0	63.3	63.3	67.5	49.2	34.2	75.5	37.6	37.6
LOS by Move:	D	D	E	D	E	E	E	D	C	E	D	D
HCM2kAvgQ:	9	9	19	8	16	16	7	25	7	10	16	16

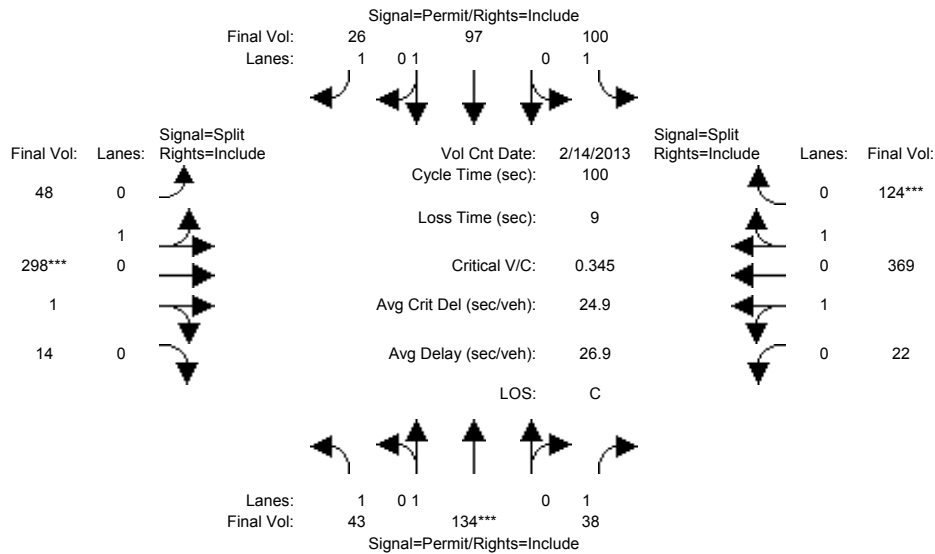
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



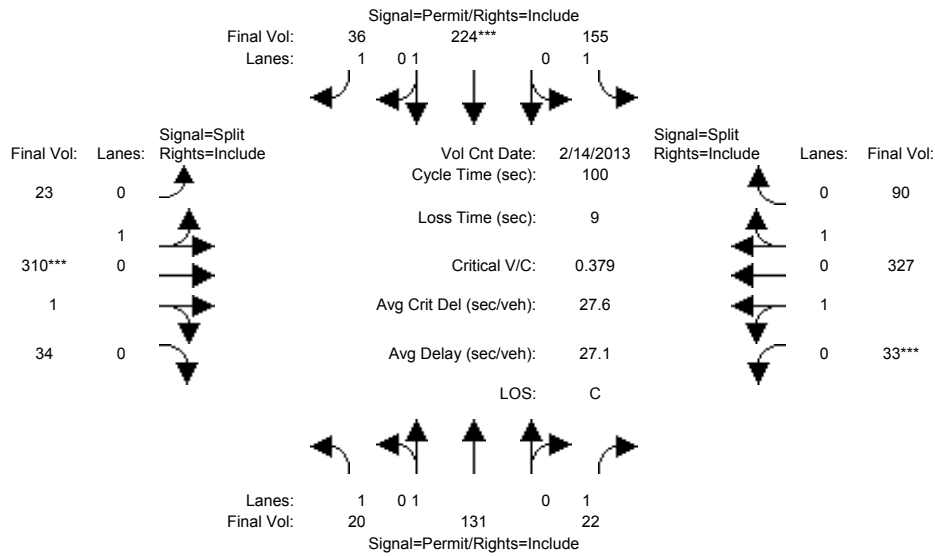
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	41	122	37	100	75	24	48	292	12	22	356	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	122	37	100	75	24	48	292	12	22	356	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	12	1	0	22	2	0	6	2	0	13	1
Initial Fut:	43	134	38	100	97	26	48	298	14	22	369	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	134	38	100	97	26	48	298	14	22	369	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	134	38	100	97	26	48	298	14	22	369	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	134	38	100	97	26	48	298	14	22	369	124
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.27	1.65	0.08	0.09	1.43	0.48
Final Sat.:	1750	1900	1750	1750	1900	1750	480	2980	140	154	2579	867
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.02	0.06	0.05	0.01	0.10	0.10	0.10	0.14	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	20.5	20.5	20.5	20.5	20.5	20.5	29.0	29.0	29.0	41.5	41.5	41.5
Volume/Cap:	0.12	0.34	0.11	0.28	0.25	0.07	0.34	0.34	0.34	0.34	0.34	0.34
Delay/Veh:	32.6	34.6	32.5	34.0	33.7	32.2	28.2	28.2	28.2	20.1	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	34.6	32.5	34.0	33.7	32.2	28.2	28.2	28.2	20.1	20.1	20.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	1	3	3	1	4	4	4	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



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

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	18	108	22	151	210	35	21	299	33	31	305	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:	18	108	22	151	210	35	21	299	33	31	305	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	23	0	4	14	1	2	11	1	2	22	4
Initial Fut:	20	131	22	155	224	36	23	310	34	33	327	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	131	22	155	224	36	23	310	34	33	327	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	131	22	155	224	36	23	310	34	33	327	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	131	22	155	224	36	23	310	34	33	327	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.13	1.69	0.18	0.15	1.45	0.40
Final Sat.:	1750	1900	1750	1750	1900	1750	226	3041	334	264	2616	720

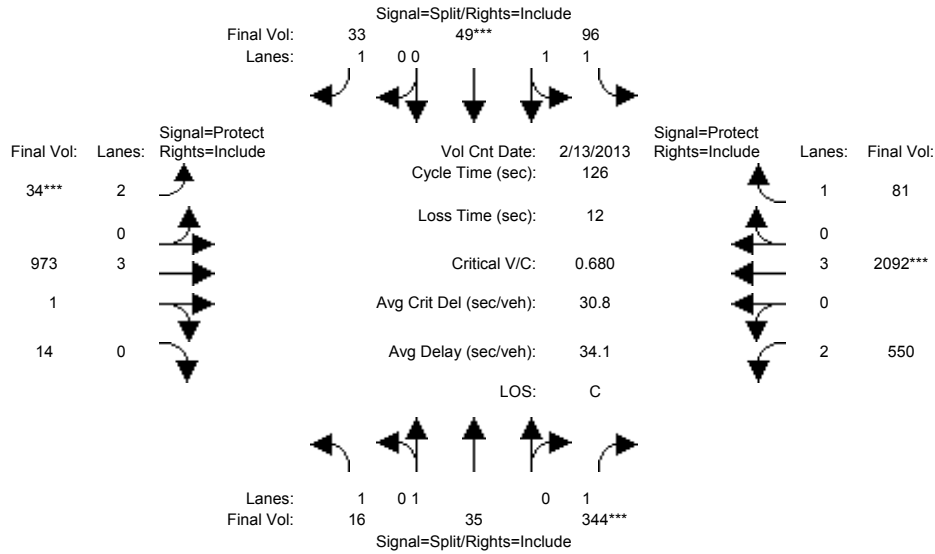
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.01	0.09	0.12	0.02	0.10	0.10	0.10	0.13	0.13	0.13
Crit Moves:					****			****		****		
Green Time:	31.1	31.1	31.1	31.1	31.1	31.1	26.9	26.9	26.9	33.0	33.0	33.0
Volume/Cap:	0.04	0.22	0.04	0.28	0.38	0.07	0.38	0.38	0.38	0.38	0.38	0.38
Delay/Veh:	24.0	25.7	24.1	26.3	27.3	24.3	30.0	30.0	30.0	25.9	25.9	25.9
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:	24.0	25.7	24.1	26.3	27.3	24.3	30.0	30.0	30.0	25.9	25.9	25.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	3	1	4	5	1	5	5	5	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3702: MONROE/STEVENS CREEK



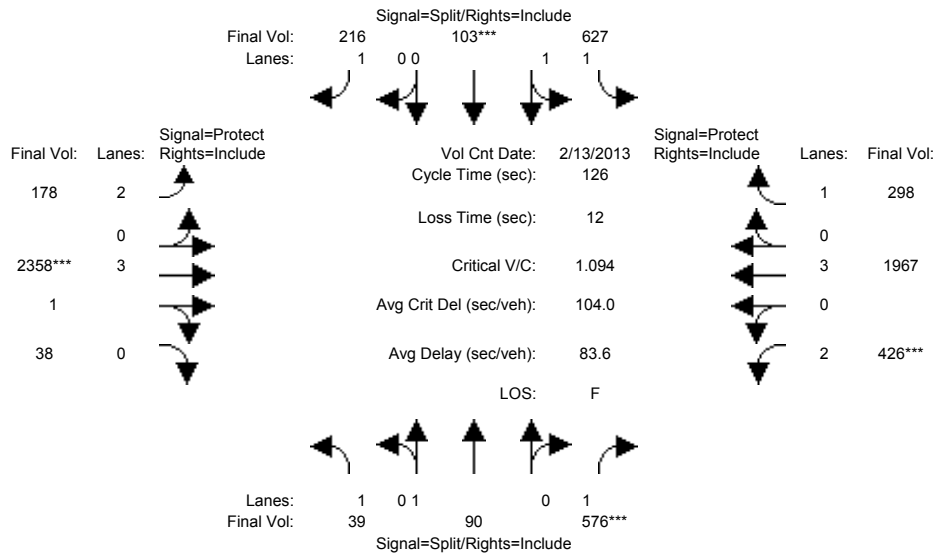
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	16	16	269	62	21	9	13	799	14	285	1925	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:	16	16	269	62	21	9	13	799	14	285	1925	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	19	75	34	28	24	21	174	0	265	167	38
Initial Fut:	16	35	344	96	49	33	34	973	14	550	2092	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	35	344	96	49	33	34	973	14	550	2092	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	35	344	96	49	33	34	973	14	550	2092	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	35	344	96	49	33	34	973	14	550	2092	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.33	0.67	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2350	1200	1750	3150	7393	106	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.20	0.04	0.04	0.02	0.01	0.13	0.13	0.17	0.37	0.05
Crit Moves:			****		****		****				****	
Green Time:	33.8	33.8	33.8	10.0	10.0	10.0	7.0	30.2	30.2	40.0	63.2	63.2
Volume/Cap:	0.03	0.07	0.73	0.51	0.51	0.24	0.19	0.55	0.55	0.55	0.73	0.09
Delay/Veh:	34.1	34.4	47.8	57.3	57.3	55.3	57.4	42.3	42.3	36.2	25.7	16.5
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:	34.1	34.4	47.8	57.3	57.3	55.3	57.4	42.3	42.3	36.2	25.7	16.5
LOS by Move:	C	C	D	E	E	E	E	D	D	D	C	B
HCM2kAvgQ:	0	1	14	4	4	1	1	9	9	11	22	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3702: MONROE/STEVENS CREEK



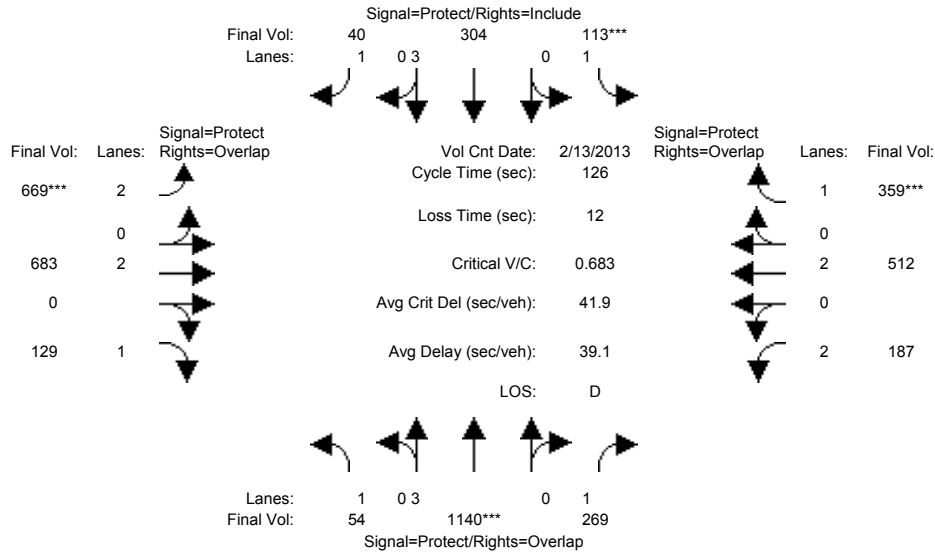
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	15	304	428	34	117	77	2040	38	272	1616	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	15	304	428	34	117	77	2040	38	272	1616	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	75	272	199	69	99	101	318	0	154	351	135
Initial Fut:	39	90	576	627	103	216	178	2358	38	426	1967	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	90	576	627	103	216	178	2358	38	426	1967	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	90	576	627	103	216	178	2358	38	426	1967	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	90	576	627	103	216	178	2358	38	426	1967	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.72	0.28	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3049	501	1750	3150	7381	119	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.33	0.21	0.21	0.12	0.06	0.32	0.32	0.14	0.35	0.17
Crit Moves:			****			****			****			****
Green Time:	37.9	37.9	37.9	23.7	23.7	23.7	7.4	36.8	36.8	15.6	45.0	45.0
Volume/Cap:	0.07	0.16	1.09	1.09	1.09	0.66	0.97	1.09	1.09	1.09	0.97	0.48
Delay/Veh:	31.5	32.4	111.2	114.3	114	52.2	115.3	94.8	94.8	128.4	52.6	31.9
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:	31.5	32.4	111.2	114.3	114	52.2	115.3	94.8	94.8	128.4	52.6	31.9
LOS by Move:	C	C	F	F	F	D	F	F	F	F	D	C
HCM2kAvgQ:	1	2	35	23	23	9	7	34	34	16	30	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3711: MOORPARK/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	53	1050	262	112	278	28	529	678	128	187	511	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1050	262	112	278	28	529	678	128	187	511	352
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	90	7	1	26	12	140	5	1	0	1	7
Initial Fut:	54	1140	269	113	304	40	669	683	129	187	512	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1140	269	113	304	40	669	683	129	187	512	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1140	269	113	304	40	669	683	129	187	512	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	1140	269	113	304	40	669	683	129	187	512	359

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750

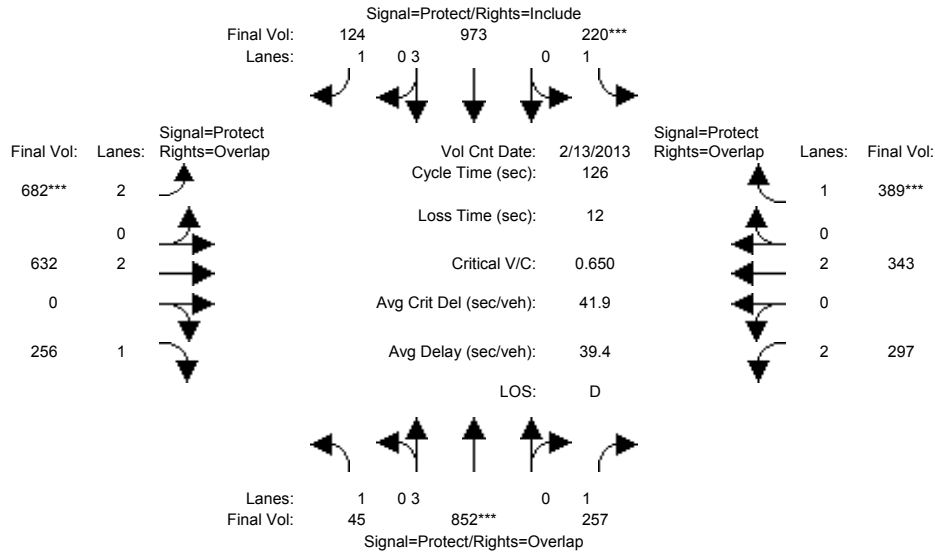
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.15	0.06	0.05	0.02	0.21	0.18	0.07	0.06	0.13	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	36.9	53.1	11.9	28.7	28.7	39.2	49.0	69.1	16.2	26.0	37.9
Volume/Cap:	0.19	0.68	0.36	0.68	0.23	0.10	0.68	0.46	0.13	0.46	0.65	0.68
Delay/Veh:	46.2	40.5	25.2	66.3	39.8	38.5	39.9	28.9	13.9	51.7	47.9	42.4
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:	46.2	40.5	25.2	66.3	39.8	38.5	39.9	28.9	13.9	51.7	47.9	42.4
LOS by Move:	D	D	C	E	D	D	D	C	B	D	D	D
HCM2kAvgQ:	2	14	8	5	3	1	13	9	3	4	10	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3711: MOORPARK/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	45	765	255	208	842	68	507	630	256	293	339	383
Growth Adj:	1.00	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	765	255	208	842	68	507	630	256	293	339	383
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	87	2	12	131	56	175	2	0	4	4	6
Initial Fut:	45	852	257	220	973	124	682	632	256	297	343	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	852	257	220	973	124	682	632	256	297	343	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	852	257	220	973	124	682	632	256	297	343	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	852	257	220	973	124	682	632	256	297	343	389

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750

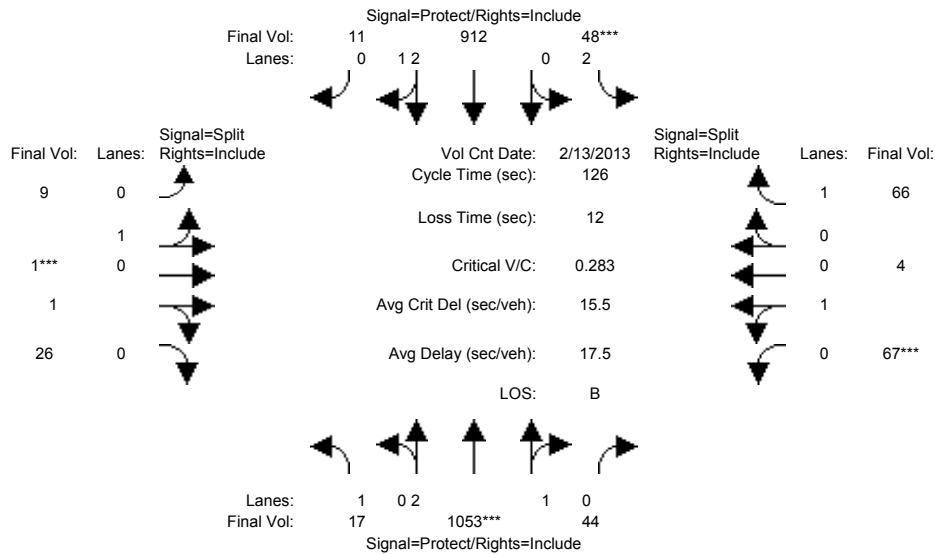
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.17	0.07	0.22	0.17	0.15	0.09	0.09	0.22
Crit Moves:	****			****			****					****
Green Time:	13.1	29.0	50.9	24.4	40.2	40.2	42.0	38.7	51.8	22.0	18.7	43.1
Volume/Cap:	0.25	0.65	0.36	0.65	0.53	0.22	0.65	0.54	0.36	0.54	0.61	0.65
Delay/Veh:	52.6	45.1	26.5	51.3	35.5	31.6	37.2	36.8	25.9	48.5	52.1	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	45.1	26.5	51.3	35.5	31.6	37.2	36.8	25.9	48.5	52.1	37.6
LOS by Move:	D	D	C	D	D	C	D	D	C	D	D	D
HCM2kAvgQ:	2	11	7	8	10	4	13	10	7	7	7	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



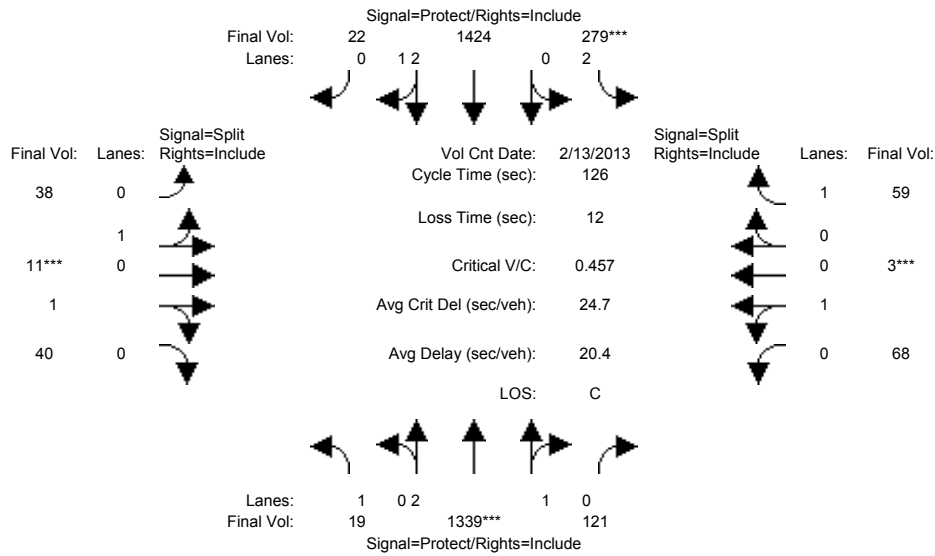
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	17	934	37	51	682	11	9	1	26	46	4	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	934	37	51	682	11	9	1	26	46	4	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	119	7	-3	230	0	0	0	0	21	0	4
Initial Fut:	17	1053	44	48	912	11	9	1	26	67	4	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1053	44	48	912	11	9	1	26	67	4	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1053	44	48	912	11	9	1	26	67	4	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1053	44	48	912	11	9	1	26	67	4	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.96	0.04	0.90	0.10	1.00	0.94	0.06	1.00
Final Sat.:	1750	5375	225	3150	5533	67	1620	180	1800	1699	101	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.02	0.16	0.16	0.01	0.01	0.01	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	22.1	80.7	80.7	7.0	65.6	65.6	10.0	10.0	10.0	16.3	16.3	16.3
Volume/Cap:	0.06	0.31	0.31	0.27	0.32	0.32	0.07	0.07	0.18	0.31	0.31	0.29
Delay/Veh:	43.3	10.2	10.2	57.9	17.4	17.4	53.8	53.8	54.6	50.5	50.5	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	10.2	10.2	57.9	17.4	17.4	53.8	53.8	54.6	50.5	50.5	50.4
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	6	6	1	7	7	0	0	1	3	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	19	1013	107	279	1271	22	38	11	40	60	3	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1013	107	279	1271	22	38	11	40	60	3	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	326	14	0	153	0	0	0	0	8	0	-7
Initial Fut:	19	1339	121	279	1424	22	38	11	40	68	3	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1339	121	279	1424	22	38	11	40	68	3	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1339	121	279	1424	22	38	11	40	68	3	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1339	121	279	1424	22	38	11	40	68	3	59

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	2.00	2.95	0.05	0.85	0.25	0.90	0.96	0.04	1.00
Final Sat.:	1750	5135	464	3150	5515	85	1537	445	1618	1724	76	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.09	0.26	0.26	0.02	0.02	0.02	0.04	0.04	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.5	69.8	69.8	23.7	76.9	76.9	10.0	10.0	10.0	10.6	10.6	10.6
Volume/Cap:	0.08	0.47	0.47	0.47	0.42	0.42	0.31	0.31	0.31	0.47	0.47	0.40
Delay/Veh:	48.2	17.1	17.1	46.2	13.0	13.0	55.4	55.4	55.4	57.4	57.4	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	17.1	17.1	46.2	13.0	13.0	55.4	55.4	55.4	57.4	57.4	56.5
LOS by Move:	D	B	B	D	B	B	E	E	E	E	E	E
HCM2kAvgQ:	1	11	11	6	10	10	2	2	2	3	3	3

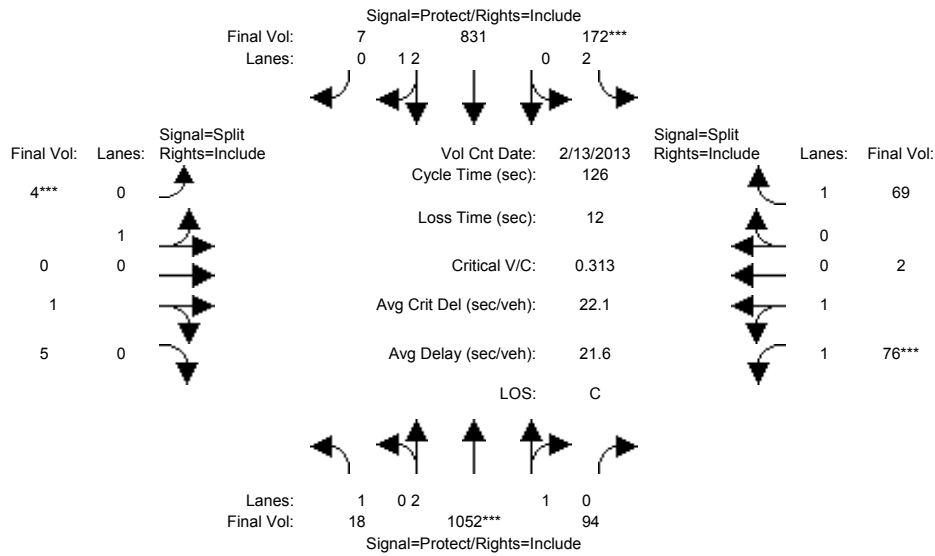
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	17	962	91	25	705	7	4	0	5	47	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	962	91	25	705	7	4	0	5	47	2	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	90	3	147	126	0	0	0	0	29	0	35
Initial Fut:	18	1052	94	172	831	7	4	0	5	76	2	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1052	94	172	831	7	4	0	5	76	2	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1052	94	172	831	7	4	0	5	76	2	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	1052	94	172	831	7	4	0	5	76	2	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	1.00	0.95	0.93	0.95	0.92
Lanes:	1.00	2.74	0.26	2.00	2.97	0.03	1.00	0.00	1.00	1.95	0.05	1.00
Final Sat.:	1750	5140	459	3150	5553	47	1800	0	1800	3459	91	1750

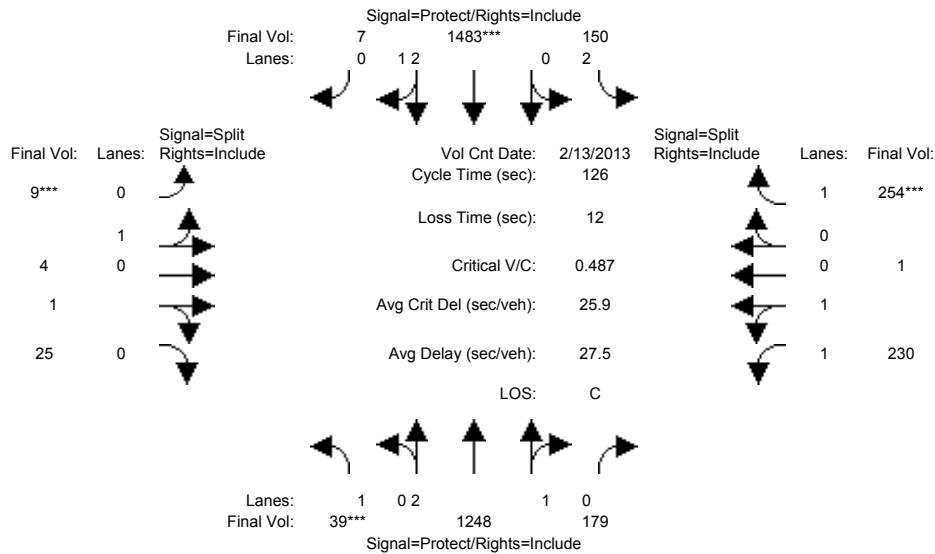
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.05	0.15	0.15	0.00	0.00	0.00	0.02	0.02	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.9	69.6	69.6	18.6	64.3	64.3	10.0	0.0	10.0	15.9	15.9	15.9
Volume/Cap:	0.05	0.37	0.37	0.37	0.29	0.29	0.03	0.00	0.04	0.17	0.17	0.31
Delay/Veh:	41.9	16.0	16.0	49.0	17.8	17.8	53.6	0.0	53.6	49.4	49.4	50.9
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:	41.9	16.0	16.0	49.0	17.8	17.8	53.6	0.0	53.6	49.4	49.4	50.9
LOS by Move:	D	B	B	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	1	8	8	3	6	6	0	0	0	2	2	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	39	1055	167	64	1309	7	9	4	25	158	1	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1055	167	64	1309	7	9	4	25	158	1	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	193	12	86	174	0	0	0	0	72	0	146
Initial Fut:	39	1248	179	150	1483	7	9	4	25	230	1	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1248	179	150	1483	7	9	4	25	230	1	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1248	179	150	1483	7	9	4	25	230	1	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1248	179	150	1483	7	9	4	25	230	1	254

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.61	0.39	2.00	2.99	0.01	0.69	0.31	1.00	1.99	0.01	1.00
Final Sat.:	1750	4897	702	3150	5574	26	1246	554	1800	3535	15	1750

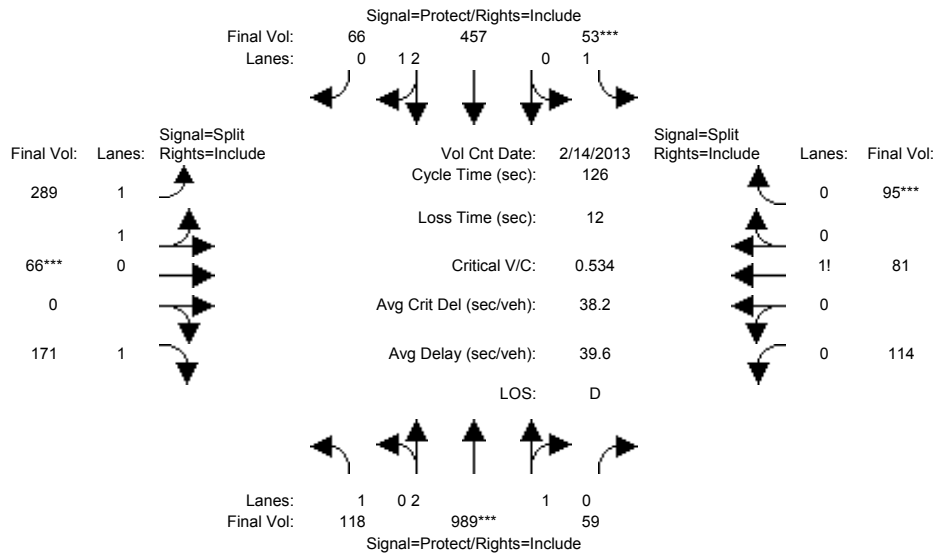
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.05	0.27	0.27	0.01	0.01	0.01	0.07	0.07	0.15
Crit Moves:	****			****			****					****
Green Time:	7.0	57.3	57.3	12.5	62.8	62.8	10.0	10.0	10.0	34.2	34.2	34.2
Volume/Cap:	0.40	0.56	0.56	0.48	0.53	0.53	0.09	0.09	0.18	0.24	0.24	0.53
Delay/Veh:	60.2	25.4	25.4	54.9	21.8	21.8	53.9	53.9	54.5	35.9	35.9	40.3
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:	60.2	25.4	25.4	54.9	21.8	21.8	53.9	53.9	54.5	35.9	35.9	40.3
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	14	14	3	13	13	1	1	1	4	4	9

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

Santana Row Lots 9 and 17 Development

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

Intersection #3737: PAYNE/WINCHESTER



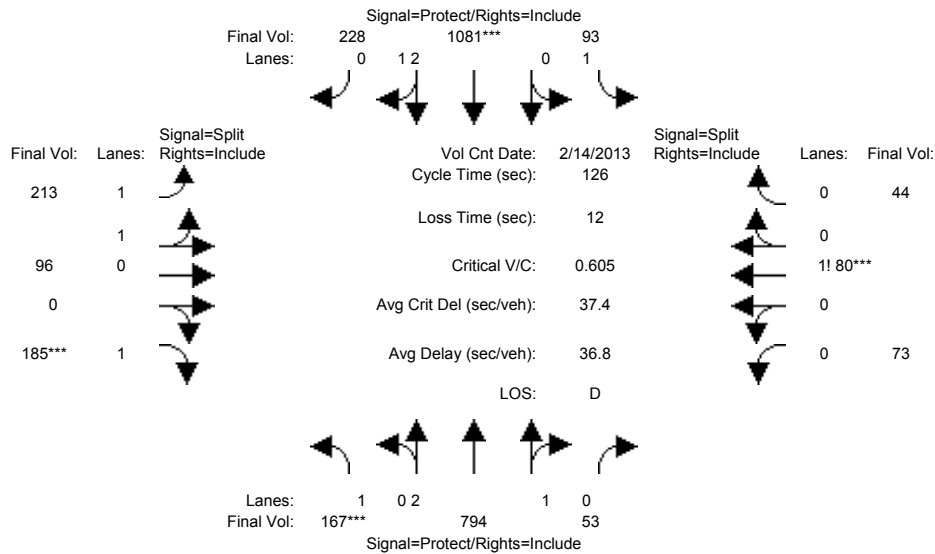
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	118	951	59	53	448	65	285	66	171	114	81	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	951	59	53	448	65	285	66	171	114	81	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	38	0	0	9	1	4	0	0	0	0	2
Initial Fut:	118	989	59	53	457	66	289	66	171	114	81	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	989	59	53	457	66	289	66	171	114	81	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	989	59	53	457	66	289	66	171	114	81	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	989	59	53	457	66	289	66	171	114	81	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.82	0.18	1.00	2.61	0.39	1.63	0.37	1.00	0.39	0.28	0.33
Final Sat.:	1750	5284	315	1750	4892	707	2890	660	1750	688	489	573
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.03	0.09	0.09	0.10	0.10	0.10	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	22.2	43.0	43.0	10.0	30.8	30.8	23.0	23.0	23.0	38.1	38.1	38.1
Volume/Cap:	0.38	0.55	0.55	0.38	0.38	0.38	0.55	0.55	0.54	0.55	0.55	0.55
Delay/Veh:	46.6	34.0	34.0	56.8	39.9	39.9	47.8	47.8	48.5	38.0	38.0	38.0
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:	46.6	34.0	34.0	56.8	39.9	39.9	47.8	47.8	48.5	38.0	38.0	38.0
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	11	11	2	5	5	7	7	7	10	10	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3737: PAYNE/WINCHESTER



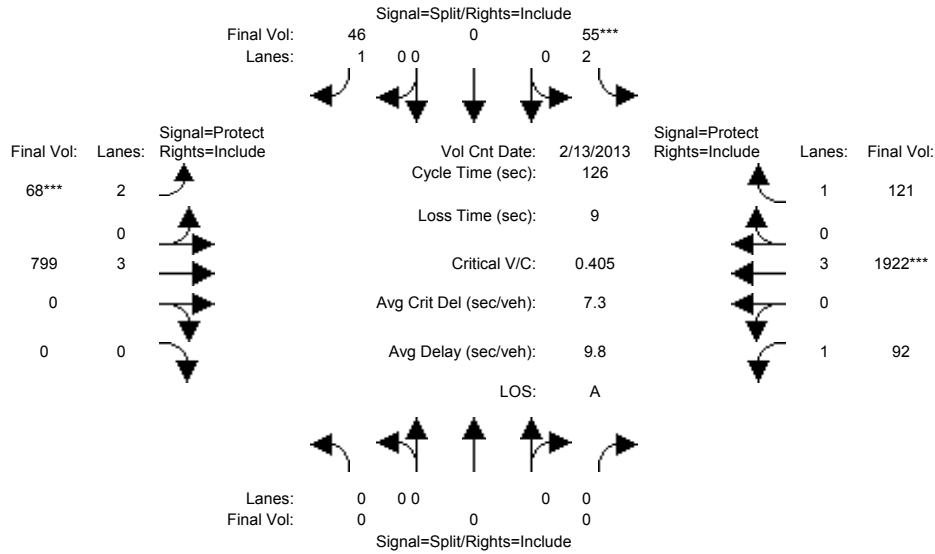
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	167	773	53	91	1042	223	210	96	185	73	80	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:	167	773	53	91	1042	223	210	96	185	73	80	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	21	0	2	39	5	3	0	0	0	0	1
Initial Fut:	167	794	53	93	1081	228	213	96	185	73	80	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	794	53	93	1081	228	213	96	185	73	80	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	794	53	93	1081	228	213	96	185	73	80	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
Final Volume:	167	794	53	93	1081	228	213	96	185	73	80	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.81	0.19	1.00	2.46	0.54	1.39	0.61	1.00	0.37	0.41	0.22
Final Sat.:	1750	5249	350	1750	4623	975	2447	1103	1750	648	711	391
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.05	0.23	0.23	0.09	0.09	0.11	0.11	0.11	0.11
Crit Moves:	****				****				****		****	
Green Time:	19.9	45.0	45.0	23.6	48.7	48.7	22.0	22.0	22.0	23.4	23.4	23.4
Volume/Cap:	0.61	0.42	0.42	0.28	0.61	0.61	0.50	0.50	0.61	0.61	0.61	0.61
Delay/Veh:	53.2	30.9	30.9	44.4	31.5	31.5	47.6	47.6	51.4	50.3	50.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	30.9	30.9	44.4	31.5	31.5	47.6	47.6	51.4	50.3	50.3	50.3
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	7	8	8	3	13	13	6	6	8	8	8	8

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

Santana Row Lots 9 and 17 Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



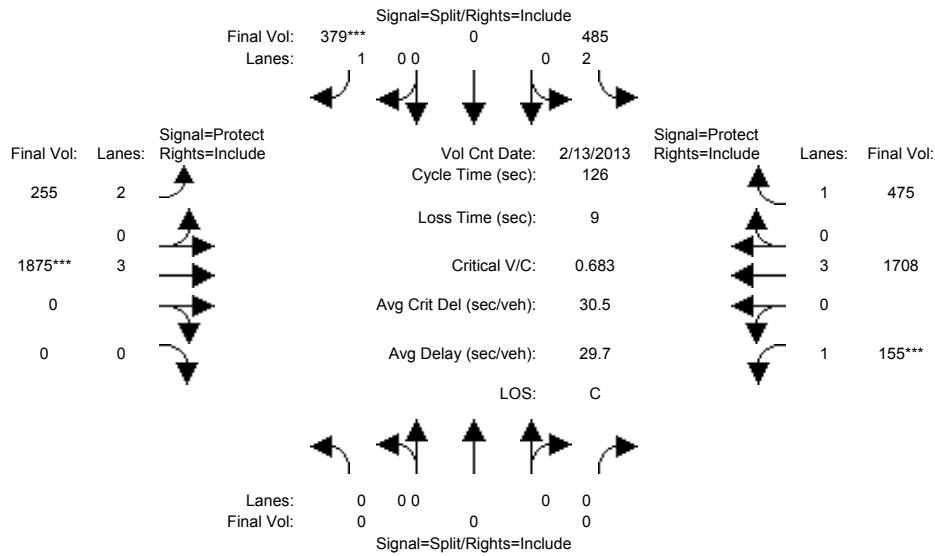
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	27	0	23	32	742	0	52	1820	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	23	32	742	0	52	1820	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	28	0	23	36	57	0	40	102	44
Initial Fut:	0	0	0	55	0	46	68	799	0	92	1922	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	46	68	799	0	92	1922	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	46	68	799	0	92	1922	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	55	0	46	68	799	0	92	1922	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.14	0.00	0.05	0.34	0.07
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	76.6	0.0	30.4	100	100.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.33	0.39	0.23	0.00	0.22	0.42	0.09
Delay/Veh:	0.0	0.0	0.0	54.8	0.0	56.2	58.9	11.3	0.0	38.6	4.1	2.9
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	54.8	0.0	56.2	58.9	11.3	0.0	38.6	4.1	2.9
LOS by Move:	A	A	A	D	A	E	E	B	A	D	A	A
HCM2kAvgQ:	0	0	0	1	0	2	2	5	0	3	8	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	0	0	0	319	0	243	130	1677	0	84	1486	317
Growth Adj:	1.00	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	319	0	243	130	1677	0	84	1486	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	166	0	136	125	198	0	71	222	158
Initial Fut:	0	0	0	485	0	379	255	1875	0	155	1708	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	485	0	379	255	1875	0	155	1708	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	485	0	379	255	1875	0	155	1708	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	485	0	379	255	1875	0	155	1708	475

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

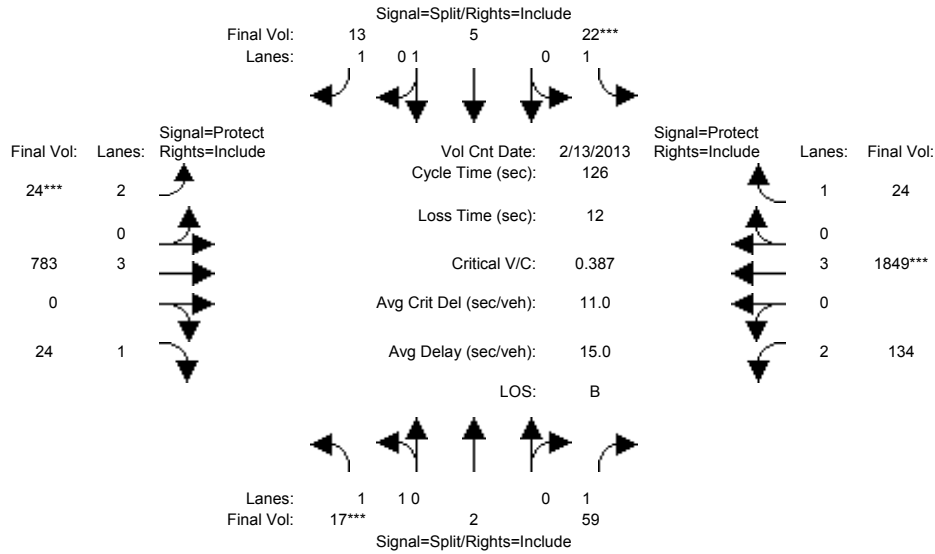
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.22	0.08	0.33	0.00	0.09	0.30	0.27
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	40.0	0.0	40.0	16.4	60.7	0.0	16.3	60.7	60.7
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.68	0.62	0.68	0.00	0.68	0.62	0.56
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	41.0	54.8	25.9	0.0	60.6	24.6	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:	0.0	0.0	0.0	35.1	0.0	41.0	54.8	25.9	0.0	60.6	24.6	24.1
LOS by Move:	A	A	A	D	A	D	D	C	A	E	C	C
HCM2kAvgQ:	0	0	0	9	0	15	5	18	0	7	16	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



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

Volume Module: >> Count Date: 13 Feb 2013 <<

Base Vol:	12	2	61	13	5	5	12	693	24	137	1737	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2	61	13	5	5	12	693	24	137	1737	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	0	-2	9	0	8	12	90	0	-3	112	14
Initial Fut:	17	2	59	22	5	13	24	783	24	134	1849	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2	59	22	5	13	24	783	24	134	1849	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2	59	22	5	13	24	783	24	134	1849	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2	59	22	5	13	24	783	24	134	1849	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.79	0.21	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3176	374	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

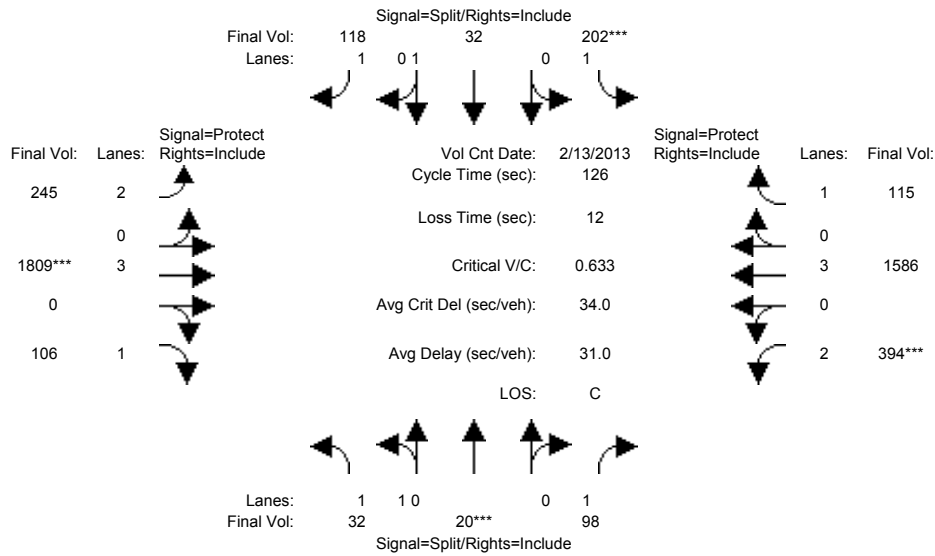
Vol/Sat:	0.01	0.01	0.03	0.01	0.00	0.01	0.01	0.14	0.01	0.04	0.32	0.01
Crit Moves:	****			****			****				****	
Green Time:	11.0	11.0	11.0	10.0	10.0	10.0	7.0	66.2	66.2	26.8	86.0	86.0
Volume/Cap:	0.06	0.06	0.39	0.16	0.03	0.09	0.14	0.26	0.03	0.20	0.48	0.02
Delay/Veh:	52.9	52.9	56.0	54.6	53.6	54.1	57.0	16.5	14.4	40.9	9.5	6.4
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:	52.9	52.9	56.0	54.6	53.6	54.1	57.0	16.5	14.4	40.9	9.5	6.4
LOS by Move:	D	D	E	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	3	1	0	1	1	5	0	2	11	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



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

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	30	20	101	147	32	72	203	1528	106	396	1275	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	101	147	32	72	203	1528	106	396	1275	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	-3	55	0	46	42	281	0	-2	311	52
Initial Fut:	32	20	98	202	32	118	245	1809	106	394	1586	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	20	98	202	32	118	245	1809	106	394	1586	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	20	98	202	32	118	245	1809	106	394	1586	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	20	98	202	32	118	245	1809	106	394	1586	115

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.24	0.76	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2184	1365	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.12	0.02	0.07	0.08	0.32	0.06	0.13	0.28	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.2	11.2	11.2	21.3	21.3	21.3	17.8	58.5	58.5	23.1	63.7	63.7
Volume/Cap:	0.17	0.17	0.63	0.68	0.10	0.40	0.55	0.68	0.13	0.68	0.55	0.13
Delay/Veh:	53.4	53.4	63.7	55.7	44.4	47.6	51.8	27.2	19.3	51.4	21.5	16.5
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:	53.4	53.4	63.7	55.7	44.4	47.6	51.8	27.2	19.3	51.4	21.5	16.5
LOS by Move:	D	D	E	E	D	D	D	C	B	D	C	B
HCM2kAvgQ:	1	1	5	9	1	5	5	17	2	8	13	2

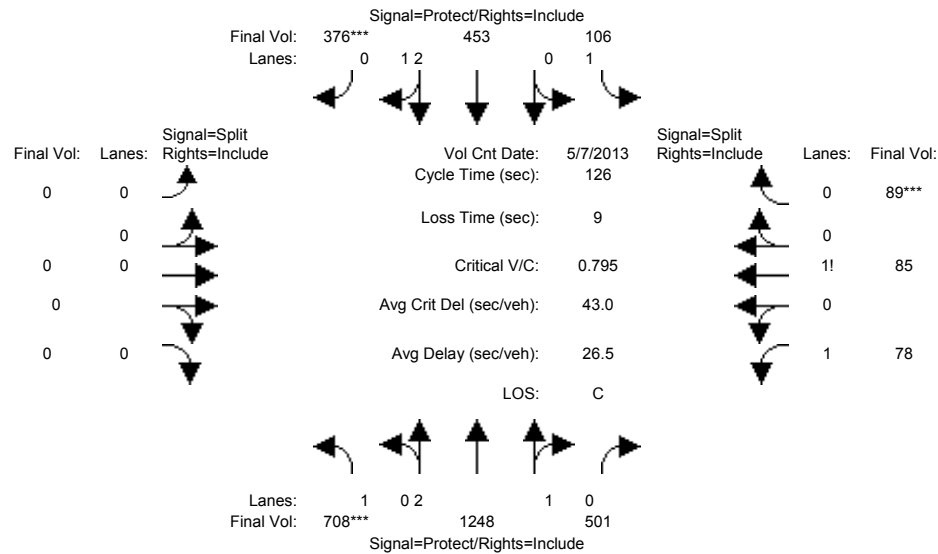
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 May 2013	<<							
Base Vol:	702	1106	408	45	424	311	0	0	0	66	62	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	702	1106	408	45	424	311	0	0	0	66	62	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	142	93	61	29	65	0	0	0	12	23	74
Initial Fut:	708	1248	501	106	453	376	0	0	0	78	85	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	1248	501	106	453	376	0	0	0	78	85	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	1248	501	106	453	376	0	0	0	78	85	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	708	1248	501	106	453	376	0	0	0	78	85	89

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.11	0.89	1.00	2.00	1.00	0.00	0.00	0.00	1.19	0.40	0.41
Final Sat.:	1750	3994	1603	1750	3800	1750	0	0	0	2078	715	748

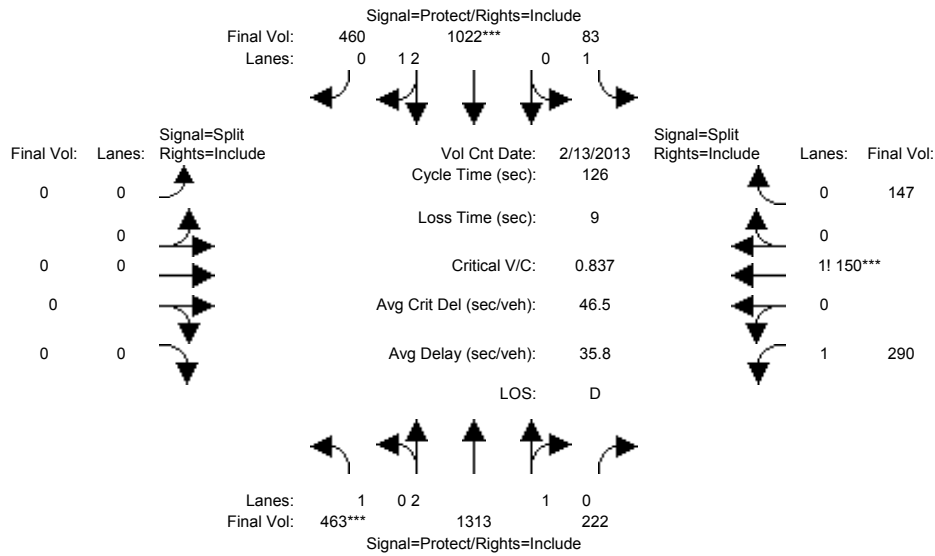
Capacity Analysis Module:												
Vol/Sat:	0.40	0.31	0.31	0.06	0.12	0.21	0.00	0.00	0.00	0.04	0.12	0.12
Crit Moves:	****					****						****
Green Time:	64.1	82.2	82.2	15.9	34.0	34.0	0.0	0.0	0.0	18.8	18.8	18.8
Volume/Cap:	0.80	0.48	0.48	0.48	0.44	0.80	0.00	0.00	0.00	0.25	0.80	0.80
Delay/Veh:	30.5	11.2	11.2	52.8	38.3	47.0	0.0	0.0	0.0	47.5	64.7	64.7
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:	30.5	11.2	11.2	52.8	38.3	47.0	0.0	0.0	0.0	47.5	64.7	64.7
LOS by Move:	C	B	B	D	D	D	A	A	A	D	E	E
HCM2kAvgQ:	24	11	11	5	7	16	0	0	0	3	10	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3829: TISCH/WINCHESTER



Vol Cnt Date: 2/13/2013  
 Cycle Time (sec): 126  
 Loss Time (sec): 9  
 Critical V/C: 0.837  
 Avg Crit Del (sec/veh): 46.5  
 Avg Delay (sec/veh): 35.8  
 LOS: D

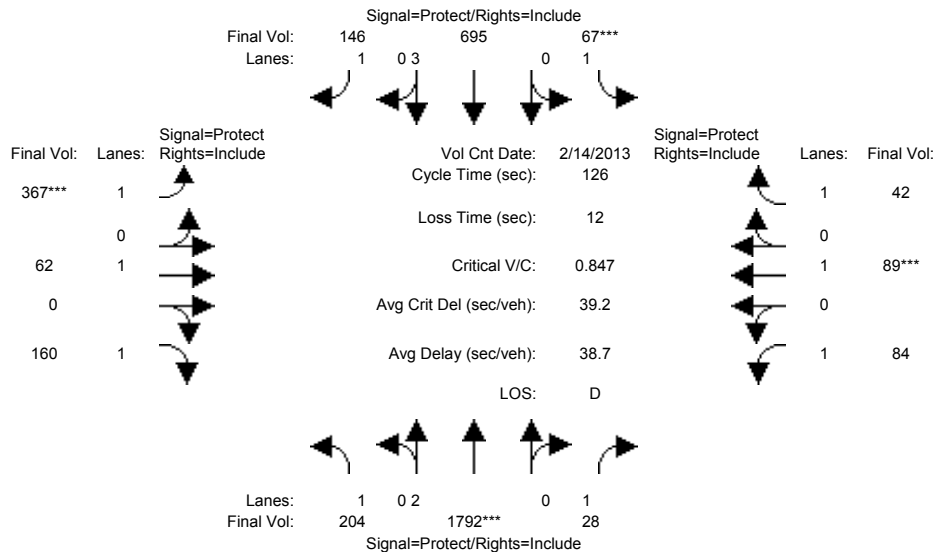
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	462	1130	137	56	896	368	0	0	0	223	89	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	1130	137	56	896	368	0	0	0	223	89	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	183	85	27	126	92	0	0	0	67	61	95
Initial Fut:	463	1313	222	83	1022	460	0	0	0	290	150	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	1313	222	83	1022	460	0	0	0	290	150	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	1313	222	83	1022	460	0	0	0	290	150	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	463	1313	222	83	1022	460	0	0	0	290	150	147
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	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.55	0.45	1.00	2.03	0.97	0.00	0.00	0.00	1.33	0.34	0.33
Final Sat.:	1750	4789	810	1750	3860	1737	0	0	0	2335	605	593
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.27	0.05	0.26	0.26	0.00	0.00	0.00	0.12	0.25	0.25
Crit Moves:	****				****						****	
Green Time:	39.8	66.3	66.3	13.4	39.9	39.9	0.0	0.0	0.0	37.3	37.3	37.3
Volume/Cap:	0.84	0.52	0.52	0.45	0.84	0.84	0.00	0.00	0.00	0.42	0.84	0.84
Delay/Veh:	50.8	19.7	19.7	54.5	43.7	43.7	0.0	0.0	0.0	35.8	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	19.7	19.7	54.5	43.7	43.7	0.0	0.0	0.0	35.8	50.2	50.2
LOS by Move:	D	B	B	D	D	D	A	A	A	D	D	D
HCM2kAvgQ:	18	13	13	4	20	20	0	0	0	7	19	19

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

Santana Row Lots 9 and 17 Development

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

Intersection #3836: WILLIAMS/WINCHESTER



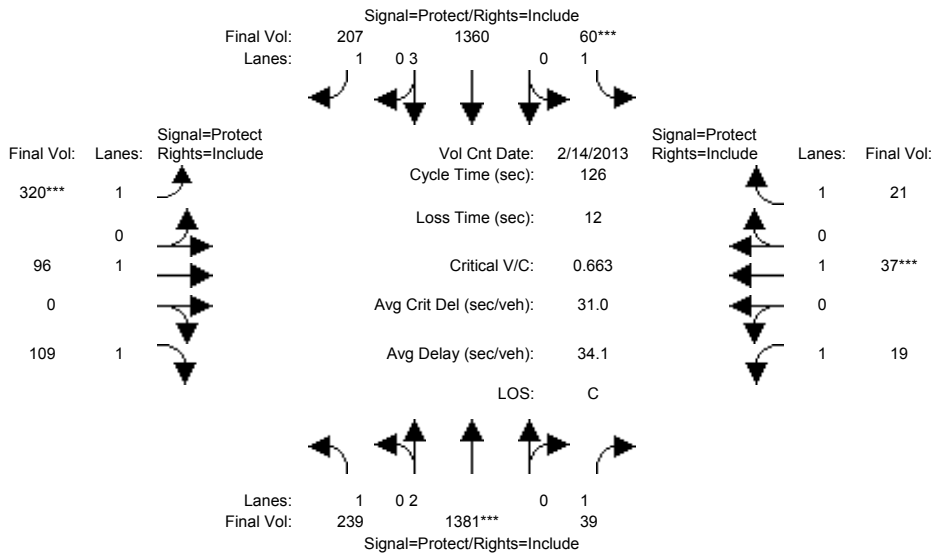
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	204	1749	28	68	685	146	364	62	160	84	89	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1749	28	68	685	146	364	62	160	84	89	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	43	0	-1	10	0	3	0	0	0	0	1
Initial Fut:	204	1792	28	67	695	146	367	62	160	84	89	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1792	28	67	695	146	367	62	160	84	89	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1792	28	67	695	146	367	62	160	84	89	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1792	28	67	695	146	367	62	160	84	89	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.02	0.04	0.12	0.08	0.21	0.03	0.09	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Green Time:	36.2	67.1	67.1	7.0	37.9	37.9	29.9	24.8	24.8	15.1	10.0	10.0
Volume/Cap:	0.41	0.88	0.03	0.69	0.41	0.28	0.88	0.17	0.46	0.40	0.59	0.30
Delay/Veh:	36.7	31.1	14.0	77.3	35.2	33.9	66.1	42.2	45.7	52.6	62.1	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	31.1	14.0	77.3	35.2	33.9	66.1	42.2	45.7	52.6	62.1	55.9
LOS by Move:	D	C	B	E	D	C	E	D	D	D	E	E
HCM2kAvgQ:	7	32	1	4	7	5	18	2	6	4	4	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3836: WILLIAMS/WINCHESTER



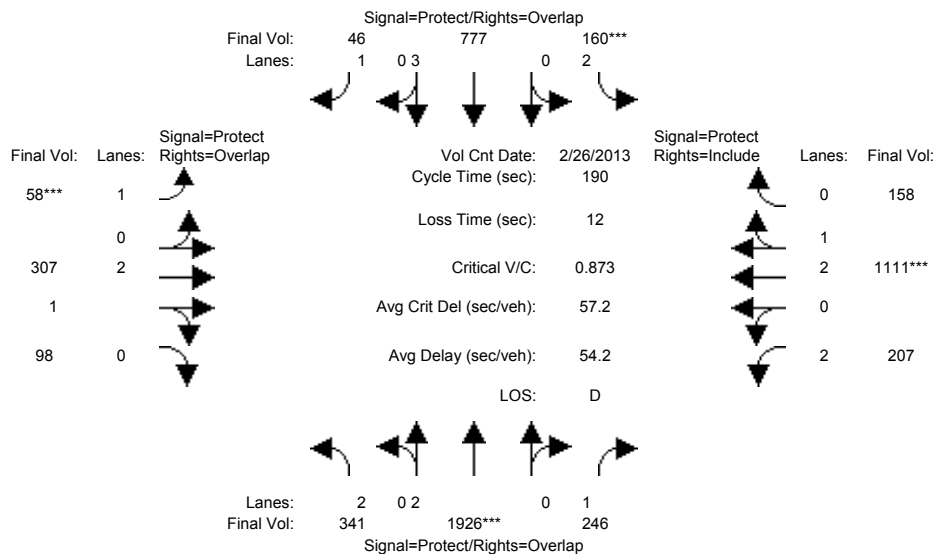
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	239	1357	39	58	1314	202	318	96	109	19	37	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1357	39	58	1314	202	318	96	109	19	37	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	24	0	2	46	5	2	0	0	0	0	0
Initial Fut:	239	1381	39	60	1360	207	320	96	109	19	37	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1381	39	60	1360	207	320	96	109	19	37	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1381	39	60	1360	207	320	96	109	19	37	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1381	39	60	1360	207	320	96	109	19	37	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.02	0.03	0.24	0.12	0.18	0.05	0.06	0.01	0.02	0.01
Crit Moves:	****			****			****			****		
Green Time:	26.0	64.5	64.5	7.0	45.5	45.5	32.5	25.0	25.0	17.5	10.0	10.0
Volume/Cap:	0.66	0.71	0.04	0.62	0.66	0.33	0.71	0.25	0.31	0.08	0.25	0.15
Delay/Veh:	50.4	24.8	15.4	69.6	34.6	29.5	47.7	43.0	43.7	47.4	55.3	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	24.8	15.4	69.6	34.6	29.5	47.7	43.0	43.7	47.4	55.3	54.6
LOS by Move:	D	C	B	E	C	C	D	D	D	D	E	D
HCM2kAvgQ:	9	20	1	4	15	6	13	3	4	1	2	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #5405: SAN TOMAS/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	336	2261	241	119	771	46	58	247	98	204	1070	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	2261	241	119	771	46	58	247	98	204	1070	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	32	5	41	6	0	0	60	0	3	41	28
Initial Fut:	341	2293	246	160	777	46	58	307	98	207	1111	158
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	1926	246	160	777	46	58	307	98	207	1111	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	1926	246	160	777	46	58	307	98	207	1111	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	341	1926	246	160	777	46	58	307	98	207	1111	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.25	0.75	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	4243	1354	3150	4902	697
Capacity Analysis Module:												
Vol/Sat:	0.11	0.51	0.14	0.05	0.14	0.03	0.03	0.07	0.07	0.07	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	53.7	110	137.3	11.1	67.7	74.9	7.2	29.6	83.4	26.9	49.4	49.4
Volume/Cap:	0.38	0.87	0.19	0.87	0.38	0.07	0.87	0.46	0.16	0.46	0.87	0.87
Delay/Veh:	55.1	38.0	8.6	122.5	45.7	35.8	158.6	73.3	32.3	75.7	73.4	73.4
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:	55.1	38.0	8.6	122.5	45.7	35.8	158.6	73.3	32.3	75.7	73.4	73.4
LOS by Move:	E	D	A	F	D	D	F	E	C	E	E	E
HCM2kAvgQ:	9	45	5	6	11	2	4	7	5	7	26	26
Note:	Queue reported is the number of cars per lane.											

Santana Row Lots 9 and 17 Development

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

Intersection #5405: SAN TOMAS/STEVENS CREEK

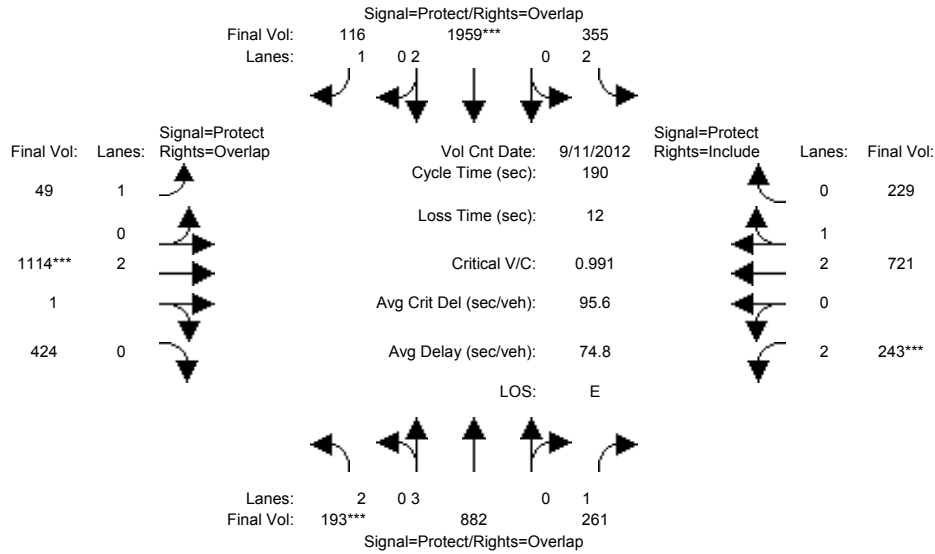
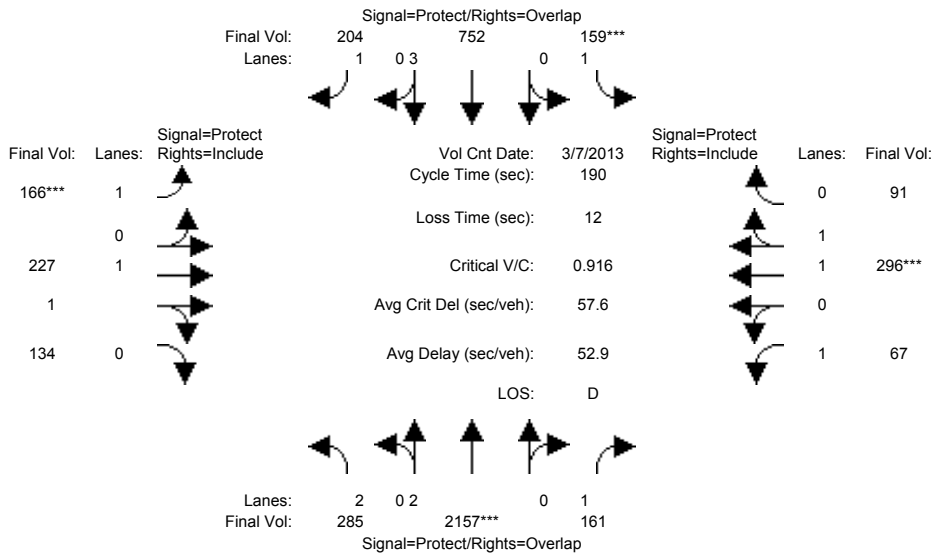


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Saturation Flow Module, and Capacity Analysis Module data.

Santana Row Lots 9 and 17 Development

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

Intersection #5406: SAN TOMAS/MOORPARK



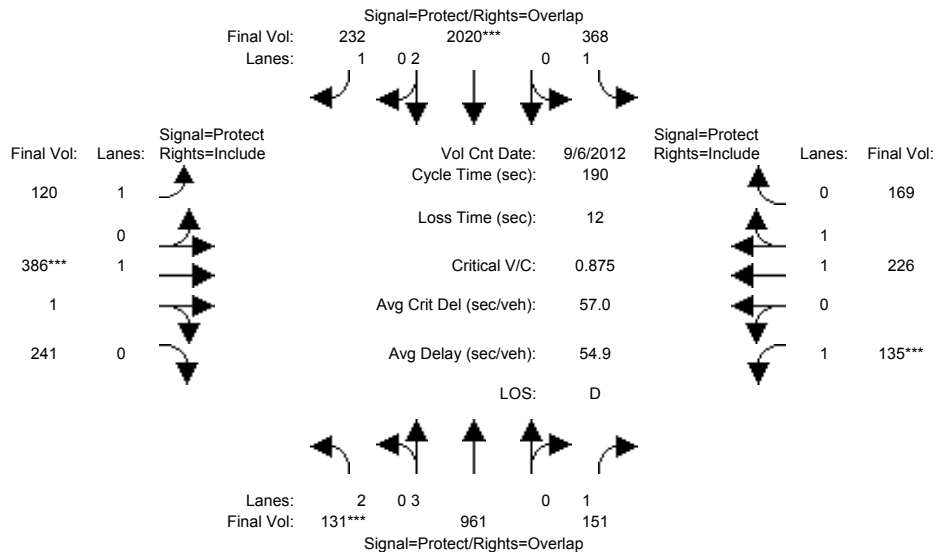
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2013 <<												
Base Vol:	283	2534	143	158	745	203	161	216	132	65	293	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2534	143	158	745	203	161	216	132	65	293	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	34	18	1	7	1	5	11	2	2	3	0
Initial Fut:	285	2568	161	159	752	204	166	227	134	67	296	91
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2157	161	159	752	204	166	227	134	67	296	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2157	161	159	752	204	166	227	134	67	296	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:	285	2157	161	159	752	204	166	227	134	67	296	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.24	0.76	1.00	1.52	0.48
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	2326	1373	1750	2829	870
Capacity Analysis Module:												
Vol/Sat:	0.09	0.57	0.09	0.09	0.13	0.12	0.09	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	55.6	118	129.4	18.8	81.0	100.7	19.7	29.7	29.7	11.7	21.7	21.7
Volume/Cap:	0.31	0.92	0.14	0.92	0.31	0.22	0.92	0.62	0.62	0.62	0.92	0.92
Delay/Veh:	52.5	37.9	10.7	129.5	36.1	23.9	127.9	77.0	77.0	98.0	108	107.6
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:	52.5	37.9	10.7	129.5	36.1	23.9	127.9	77.0	77.0	98.0	108	107.6
LOS by Move:	D	D	B	F	D	C	F	E	E	F	F	F
HCM2kAvgQ:	7	58	3	11	9	7	13	11	11	5	14	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #5406: SAN TOMAS/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	71	10	14	111	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Sep 2012 <<

Base Vol:	130	939	141	364	2489	230	119	381	241	116	211	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	939	141	364	2489	230	119	381	241	116	211	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	22	10	4	36	2	1	5	0	19	15	3
Initial Fut:	131	961	151	368	2525	232	120	386	241	135	226	169
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	961	151	368	2020	232	120	386	241	135	226	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	961	151	368	2020	232	120	386	241	135	226	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	961	151	368	2020	232	120	386	241	135	226	169

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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.21	0.79	1.00	1.12	0.88
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	2277	1422	1750	2116	1582

Capacity Analysis Module:

Vol/Sat:	0.04	0.17	0.09	0.21	0.53	0.13	0.07	0.17	0.17	0.08	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	14.0	80.6	96.9	45.4	112	133.2	21.2	35.7	35.7	16.3	30.8	30.8
Volume/Cap:	0.56	0.40	0.17	0.88	0.90	0.19	0.61	0.90	0.90	0.90	0.66	0.66
Delay/Veh:	88.2	38.0	25.1	88.7	39.7	9.8	86.2	90.4	90.4	131.8	77.4	77.4
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:	88.2	38.0	25.1	88.7	39.7	9.8	86.2	90.4	90.4	131.8	77.4	77.4
LOS by Move:	F	D	C	F	D	A	F	F	F	F	E	E
HCM2kAvgQ:	4	12	5	21	49	5	8	21	21	11	12	12

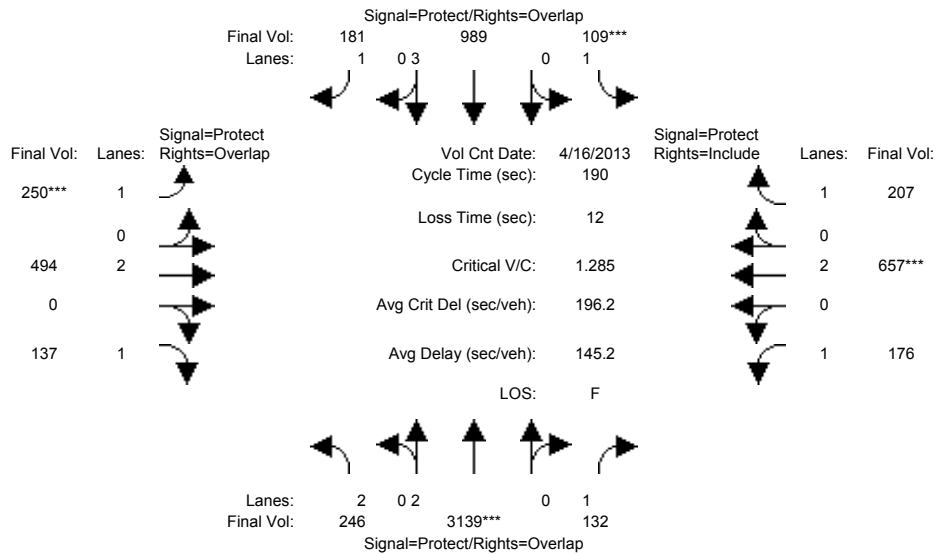
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



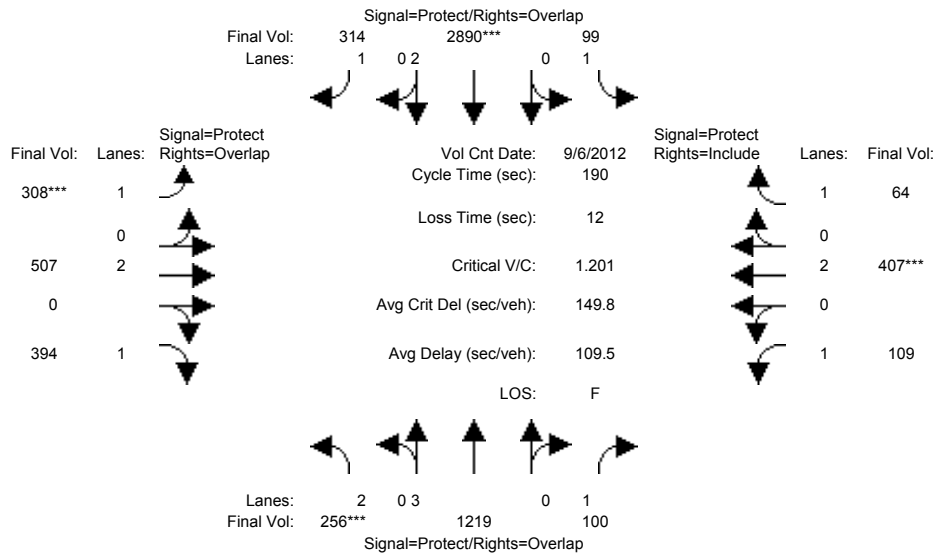
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	244	2880	87	61	857	119	193	458	102	140	629	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	2880	87	61	857	119	193	458	102	140	629	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	813	45	48	132	62	57	36	35	36	28	83
Initial Fut:	246	3693	132	109	989	181	250	494	137	176	657	207
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	3139	132	109	989	181	250	494	137	176	657	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	3139	132	109	989	181	250	494	137	176	657	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	3139	132	109	989	181	250	494	137	176	657	207
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.83	0.08	0.06	0.17	0.10	0.14	0.13	0.08	0.10	0.17	0.12
Crit Moves:	****			****			****			****		
Green Time:	17.1	119	138.4	14.0	116	136.0	20.5	25.6	42.7	19.8	24.8	24.8
Volume/Cap:	0.87	1.32	0.10	0.85	0.29	0.14	1.32	0.97	0.35	0.97	1.32	0.91
Delay/Veh:	108.5	184	7.6	124.3	17.7	8.6	262.0	113	62.5	141.3	241	116.4
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:	108.5	184	7.6	124.3	17.7	8.6	262.0	113	62.5	141.3	241	116.4
LOS by Move:	F	F	A	F	B	A	F	F	E	F	F	F
HCM2kAvgQ:	8	131	2	9	9	3	26	18	8	15	30	16

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

Santana Row Lots 9 and 17 Development

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Sep 2012 <<												
Base Vol:	224	1013	93	44	2768	241	231	484	381	100	383	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1013	93	44	2768	241	231	484	381	100	383	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	32	206	7	55	845	73	77	23	13	9	24	20
Initial Fut:	256	1219	100	99	3613	314	308	507	394	109	407	64
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1219	100	99	2890	314	308	507	394	109	407	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1219	100	99	2890	314	308	507	394	109	407	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	1219	100	99	2890	314	308	507	394	109	407	64

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

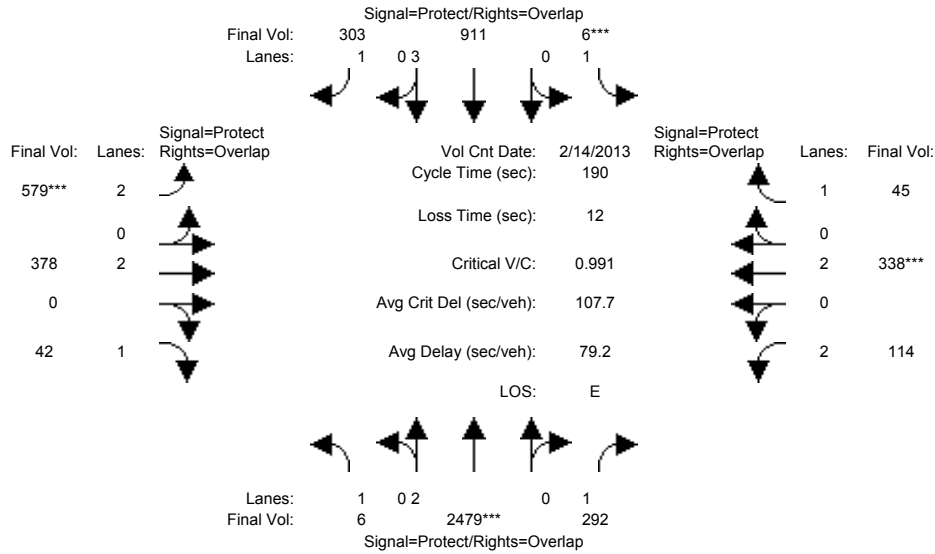
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.06	0.06	0.76	0.18	0.18	0.13	0.23	0.06	0.11	0.04
Crit Moves:	****				****		****				****	
Green Time:	14.0	118	132.7	15.8	120	147.2	27.7	29.4	43.4	15.1	16.8	16.8
Volume/Cap:	1.10	0.35	0.08	0.68	1.21	0.23	1.21	0.86	0.99	0.79	1.21	0.41
Delay/Veh:	177.4	25.2	15.1	96.8	134	6.0	206.1	90.7	113.9	110.8	205	83.7
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:	177.4	25.2	15.1	96.8	134	6.0	206.1	90.7	113.9	110.8	205	83.7
LOS by Move:	F	C	B	F	F	A	F	F	F	F	F	F
HCM2kAvgQ:	12	15	3	7	113	5	29	17	29	9	18	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



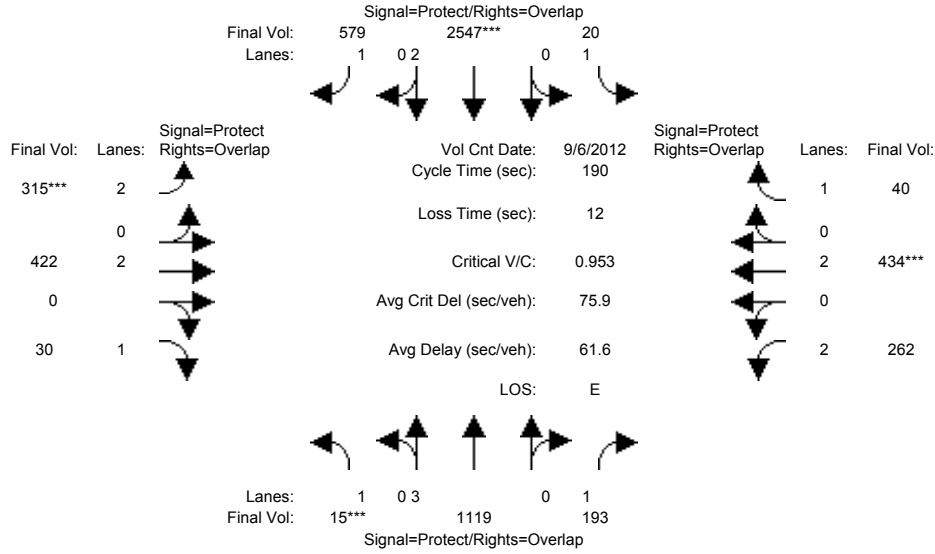
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	6	2348	292	6	769	256	380	378	42	114	338	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2348	292	6	769	256	380	378	42	114	338	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	568	0	0	142	47	199	0	0	0	0	0
Initial Fut:	6	2916	292	6	911	303	579	378	42	114	338	45
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2479	292	6	911	303	579	378	42	114	338	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2479	292	6	911	303	579	378	42	114	338	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	2479	292	6	911	303	579	378	42	114	338	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.17	0.00	0.16	0.17	0.18	0.10	0.02	0.04	0.09	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.9	116	136.2	14.0	114	146.3	32.6	27.8	43.7	20.6	15.8	29.8
Volume/Cap:	0.04	1.07	0.23	0.05	0.27	0.22	1.07	0.68	0.10	0.33	1.07	0.16
Delay/Veh:	80.1	93.8	15.8	81.9	18.3	6.2	138.0	80.3	57.8	79.0	158	69.6
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:	80.1	93.8	15.8	81.9	18.3	6.2	138.0	80.3	57.8	79.0	158	69.6
LOS by Move:	F	F	B	F	B	A	F	F	E	E	F	E
HCM2kAvgQ:	0	80	10	0	8	5	25	11	2	4	12	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



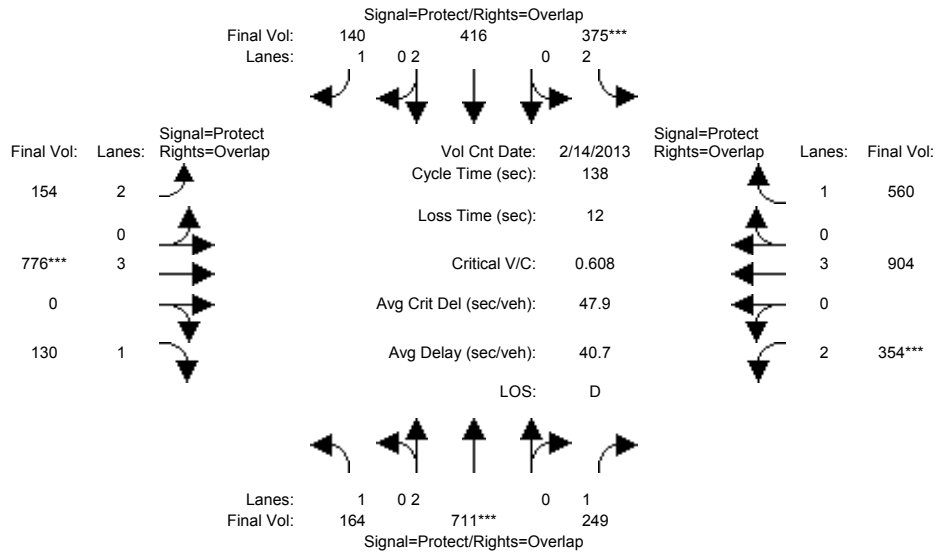
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Sep 2012 <<												
Base Vol:	15	939	193	20	2607	391	264	422	30	262	434	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:	15	939	193	20	2607	391	264	422	30	262	434	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	180	0	0	577	188	51	0	0	0	0	0
Initial Fut:	15	1119	193	20	3184	579	315	422	30	262	434	40
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1119	193	20	2547	579	315	422	30	262	434	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1119	193	20	2547	579	315	422	30	262	434	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	1119	193	20	2547	579	315	422	30	262	434	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.11	0.01	0.67	0.33	0.10	0.11	0.02	0.08	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	14.0	122	139.3	16.0	124	142.8	18.5	22.7	36.7	17.0	21.2	37.2
Volume/Cap:	0.12	0.31	0.15	0.14	1.02	0.44	1.02	0.93	0.09	0.93	1.02	0.12
Delay/Veh:	82.6	22.4	13.6	81.0	57.5	9.0	143.6	108	63.0	121.2	135	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	22.4	13.6	81.0	57.5	9.0	143.6	108	63.0	121.2	135	63.1
LOS by Move:	F	C	B	F	E	A	F	F	E	F	F	E
HCM2kAvgQ:	1	13	6	1	74	12	13	13	2	10	15	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	164	694	249	374	414	139	148	776	130	354	904	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	694	249	374	414	139	148	776	130	354	904	554
Added Vol:	0	17	0	1	2	1	6	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	711	249	375	416	140	154	776	130	354	904	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	711	249	375	416	140	154	776	130	354	904	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	711	249	375	416	140	154	776	130	354	904	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	711	249	375	416	140	154	776	130	354	904	560

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

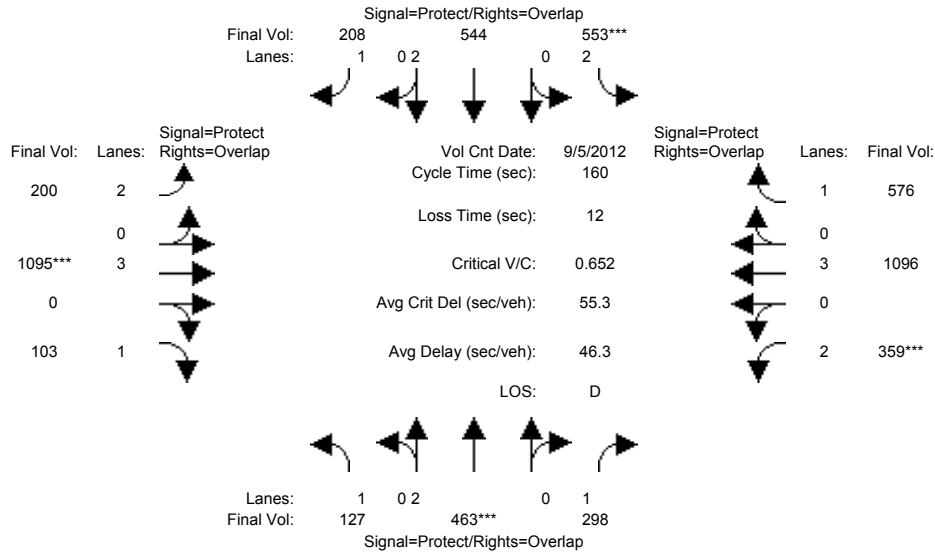
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.14	0.12	0.11	0.08	0.05	0.14	0.07	0.11	0.16	0.32
Crit Moves:	****			****			****			****		
Green Time:	32.1	42.5	68.0	27.0	37.5	48.8	11.4	30.9	63.0	25.5	45.1	72.1
Volume/Cap:	0.40	0.61	0.29	0.61	0.40	0.23	0.59	0.61	0.16	0.61	0.49	0.61
Delay/Veh:	45.5	41.6	20.9	52.4	41.4	31.5	64.7	48.9	22.1	53.5	37.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	41.6	20.9	52.4	41.4	31.5	64.7	48.9	22.1	53.5	37.4	24.4
LOS by Move:	D	D	C	D	D	C	E	D	C	D	D	C
HCM2kAvgQ:	6	12	6	9	7	4	5	10	3	9	10	18

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

Santana Row Lots 9 and 17 Development

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

Intersection #102: WINCHESTER/HAMILTON



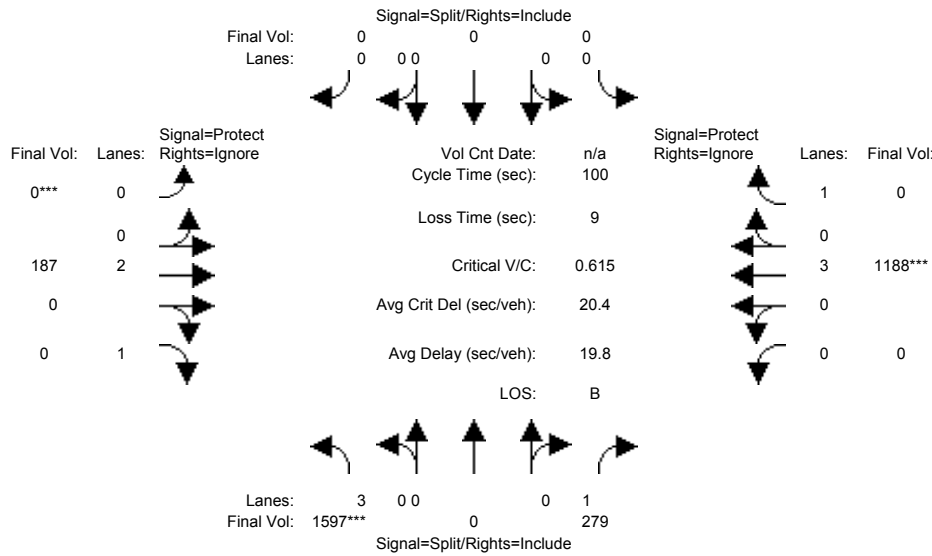
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2012 <<												
Base Vol:	127	458	298	548	528	203	198	1095	103	359	1096	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	458	298	548	528	203	198	1095	103	359	1096	574
Added Vol:	0	5	0	5	16	5	2	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	463	298	553	544	208	200	1095	103	359	1096	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	463	298	553	544	208	200	1095	103	359	1096	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	463	298	553	544	208	200	1095	103	359	1096	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	463	298	553	544	208	200	1095	103	359	1096	576
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.17	0.18	0.14	0.12	0.06	0.19	0.06	0.11	0.19	0.33
Crit Moves:	****			****			****			****		
Green Time:	24.5	29.9	57.8	43.1	48.4	67.0	18.6	47.1	71.6	28.0	56.4	99.5
Volume/Cap:	0.47	0.65	0.47	0.65	0.47	0.28	0.55	0.65	0.13	0.65	0.55	0.53
Delay/Veh:	63.2	62.4	39.9	53.7	45.7	30.9	68.4	50.2	26.0	64.3	41.8	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	62.4	39.9	53.7	45.7	30.9	68.4	50.2	26.0	64.3	41.8	17.6
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2kAvgQ:	6	10	12	15	11	7	6	16	3	11	14	17

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

Santana Row Lots 9 and 17 Development

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

Intersection #156: NB I-880 Ramps/Stevens Creek



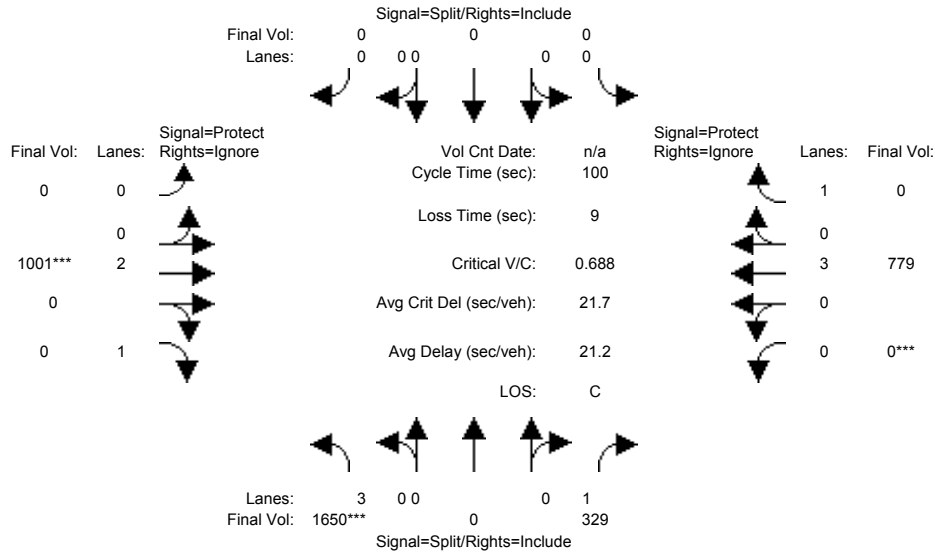
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1454	0	279	0	0	0	0	177	969	0	1118	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1454	0	279	0	0	0	0	177	969	0	1118	162
Added Vol:	143	0	0	0	0	0	0	10	6	0	70	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1597	0	279	0	0	0	0	187	975	0	1188	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1597	0	279	0	0	0	0	187	0	0	1188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1597	0	279	0	0	0	0	187	0	0	1188	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1597	0	279	0	0	0	0	187	0	0	1188	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.16	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.21	0.00
Crit Moves:	****							****			****	
Green Time:	57.1	0.0	57.1	0.0	0.0	0.0	0.0	33.9	0.0	0.0	33.9	0.0
Volume/Cap:	0.61	0.00	0.28	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.61	0.00
Delay/Veh:	14.6	0.0	11.1	0.0	0.0	0.0	0.0	23.0	0.0	0.0	28.2	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:	14.6	0.0	11.1	0.0	0.0	0.0	0.0	23.0	0.0	0.0	28.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	14	0	5	0	0	0	0	2	0	0	10	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	1609	0	329	0	0	0	0	936	1189	0	758	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1609	0	329	0	0	0	0	936	1189	0	758	209
Added Vol:	41	0	0	0	0	0	0	65	79	0	21	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1650	0	329	0	0	0	0	1001	1268	0	779	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1650	0	329	0	0	0	0	1001	0	0	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1650	0	329	0	0	0	0	1001	0	0	779	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1650	0	329	0	0	0	0	1001	0	0	779	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.19	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.14	0.00
Crit Moves:	****						****			****		
Green Time:	52.7	0.0	52.7	0.0	0.0	0.0	0.0	38.3	0.0	0.0	38.3	0.0
Volume/Cap:	0.69	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.36	0.00
Delay/Veh:	18.4	0.0	14.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	22.2	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:	18.4	0.0	14.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	22.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	16	0	6	0	0	0	0	12	0	0	5	0

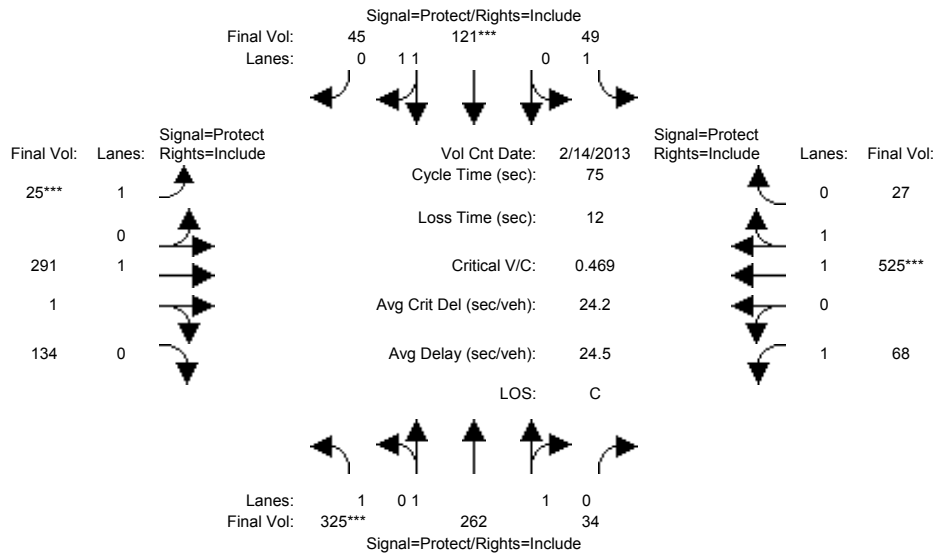
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



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

Volume Module: >> Count Date: 14 Feb 2013 <<

Base Vol:	323	260	32	49	104	45	25	291	117	53	525	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:	323	260	32	49	104	45	25	291	117	53	525	27
Added Vol:	2	2	2	0	17	0	0	0	17	15	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	262	34	49	121	45	25	291	134	68	525	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	262	34	49	121	45	25	291	134	68	525	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	262	34	49	121	45	25	291	134	68	525	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	262	34	49	121	45	25	291	134	68	525	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.76	0.24	1.00	1.44	0.56	1.00	1.35	0.65	1.00	1.90	0.10
Final Sat.:	1750	3275	425	1750	2696	1003	1750	2533	1166	1750	3519	181

Capacity Analysis Module:

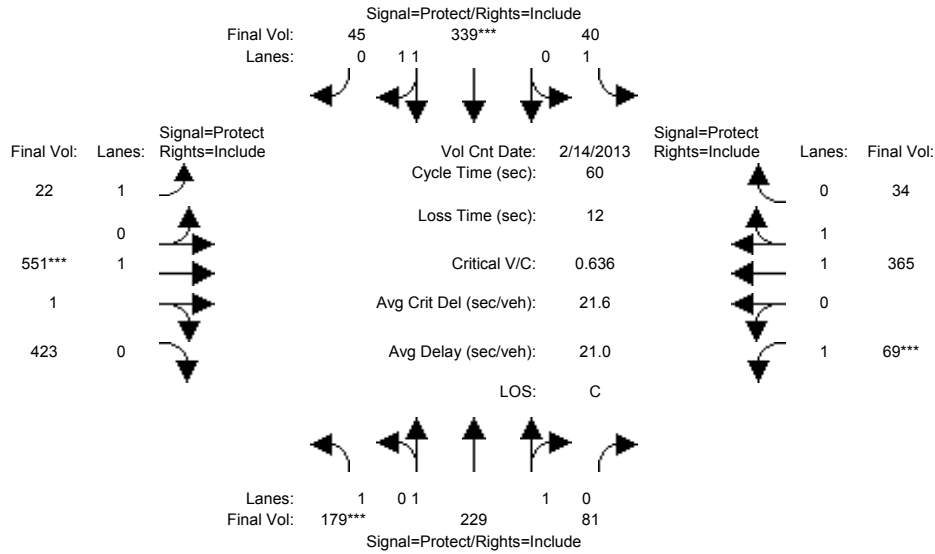
Vol/Sat:	0.19	0.08	0.08	0.03	0.04	0.04	0.01	0.11	0.11	0.04	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	25.5	20.9	20.9	14.6	10.0	10.0	7.0	16.2	16.2	11.3	20.5	20.5
Volume/Cap:	0.55	0.29	0.29	0.14	0.34	0.34	0.15	0.53	0.53	0.26	0.55	0.55
Delay/Veh:	21.1	21.4	21.4	25.2	29.9	29.9	31.7	26.8	26.8	28.6	23.9	23.9
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:	21.1	21.4	21.4	25.2	29.9	29.9	31.7	26.8	26.8	28.6	23.9	23.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	3	3	1	2	2	1	4	4	1	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #400: WINCHESTER / NEWHALL



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

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	163	213	67	40	334	45	22	551	418	65	365	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	213	67	40	334	45	22	551	418	65	365	34
Added Vol:	16	16	14	0	5	0	0	0	5	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	229	81	40	339	45	22	551	423	69	365	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	229	81	40	339	45	22	551	423	69	365	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	229	81	40	339	45	22	551	423	69	365	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	229	81	40	339	45	22	551	423	69	365	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.76	0.24	1.00	1.11	0.89	1.00	1.82	0.18
Final Sat.:	1750	2733	967	1750	3266	434	1750	2092	1606	1750	3384	315

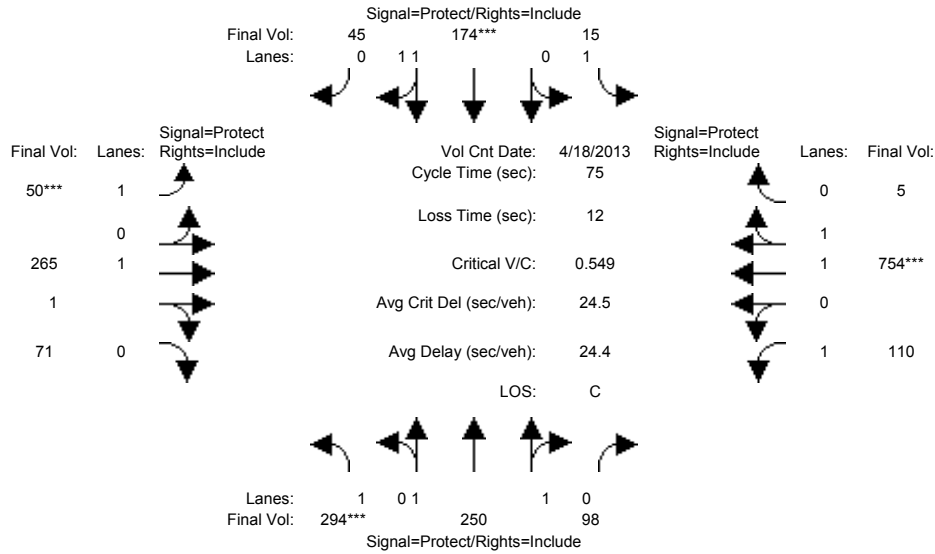
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.02	0.10	0.10	0.01	0.26	0.26	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	8.7	11.0	11.0	7.7	10.0	10.0	12.1	22.3	22.3	7.0	17.3	17.3
Volume/Cap:	0.71	0.46	0.46	0.18	0.62	0.62	0.06	0.71	0.71	0.34	0.38	0.38
Delay/Veh:	33.4	22.3	22.3	23.7	25.2	25.2	19.5	17.8	17.8	25.4	17.3	17.3
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:	33.4	22.3	22.3	23.7	25.2	25.2	19.5	17.8	17.8	25.4	17.3	17.3
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	5	3	3	1	3	3	0	8	8	1	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



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

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	294	250	98	12	174	45	50	250	71	110	752	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	250	98	12	174	45	50	250	71	110	752	5
Added Vol:	0	0	0	3	0	0	0	15	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	250	98	15	174	45	50	265	71	110	754	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	250	98	15	174	45	50	265	71	110	754	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	250	98	15	174	45	50	265	71	110	754	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	294	250	98	15	174	45	50	265	71	110	754	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.42	0.58	1.00	1.58	0.42	1.00	1.57	0.43	1.00	1.99	0.01
Final Sat.:	1750	2657	1042	1750	2939	760	1750	2918	782	1750	3676	24

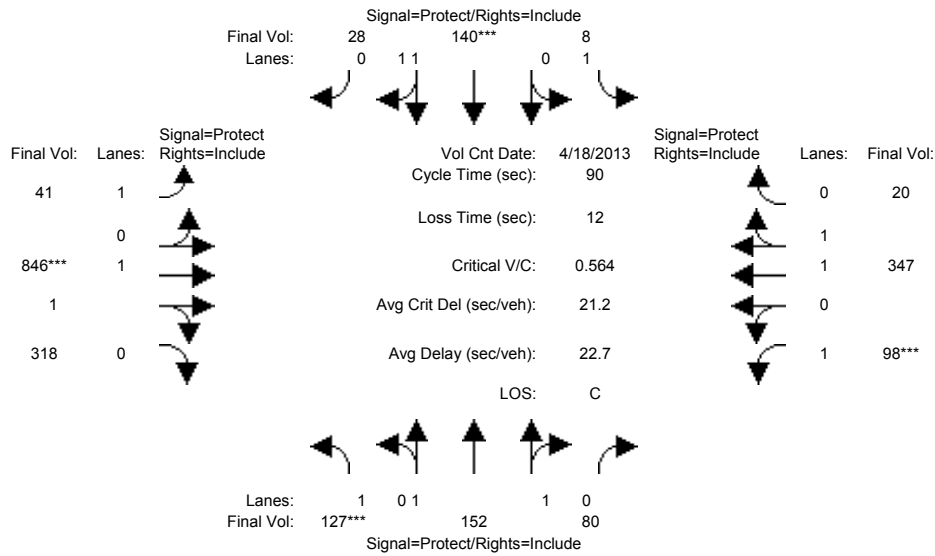
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.01	0.06	0.06	0.03	0.09	0.09	0.06	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	20.7	18.1	18.1	12.6	10.0	10.0	7.0	19.0	19.0	13.3	25.3	25.3
Volume/Cap:	0.61	0.39	0.39	0.05	0.44	0.44	0.31	0.36	0.36	0.35	0.61	0.61
Delay/Veh:	25.9	24.1	24.1	26.2	30.6	30.6	32.8	23.2	23.2	27.8	21.6	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:	25.9	24.1	24.1	26.2	30.6	30.6	32.8	23.2	23.2	27.8	21.6	21.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	3	3	0	3	3	1	3	3	2	7	7

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

Santana Row Lots 9 and 17 Development

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

Intersection #403: SCOTT / SARATOGA



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

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	127	152	80	7	140	28	41	842	318	98	333	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	152	80	7	140	28	41	842	318	98	333	17
Added Vol:	0	0	0	1	0	0	0	4	0	0	14	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	152	80	8	140	28	41	846	318	98	347	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	152	80	8	140	28	41	846	318	98	347	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	152	80	8	140	28	41	846	318	98	347	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	152	80	8	140	28	41	846	318	98	347	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.29	0.71	1.00	1.66	0.34	1.00	1.44	0.56	1.00	1.89	0.11
Final Sat.:	1750	2423	1275	1750	3083	617	1750	2688	1011	1750	3498	202

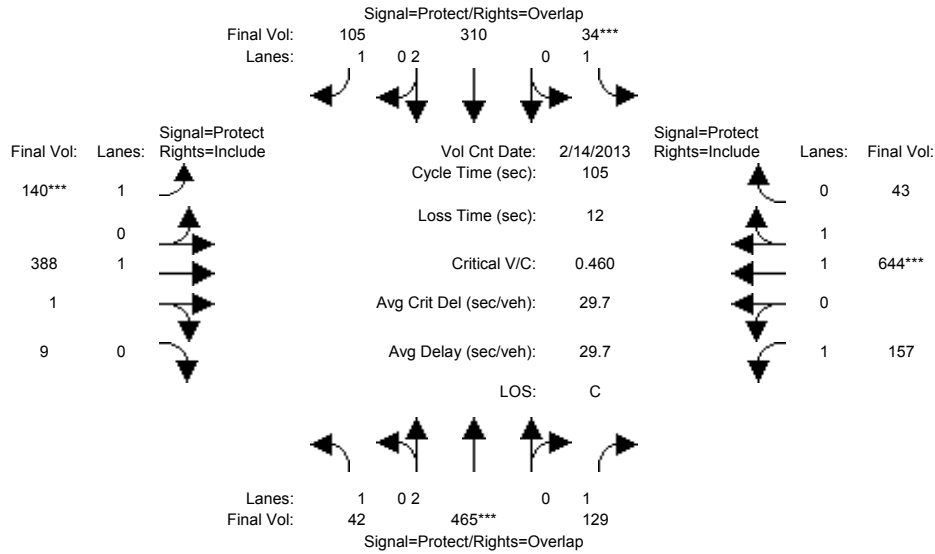
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.00	0.05	0.05	0.02	0.31	0.31	0.06	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	11.1	12.4	12.4	8.7	10.0	10.0	23.4	48.3	48.3	8.6	33.5	33.5
Volume/Cap:	0.59	0.45	0.45	0.05	0.41	0.41	0.09	0.59	0.59	0.59	0.27	0.27
Delay/Veh:	41.4	36.3	36.3	37.0	37.9	37.9	25.3	14.6	14.6	44.3	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	36.3	36.3	37.0	37.9	37.9	25.3	14.6	14.6	44.3	19.8	19.8
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2kAvgQ:	4	3	3	0	3	3	1	11	11	3	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE



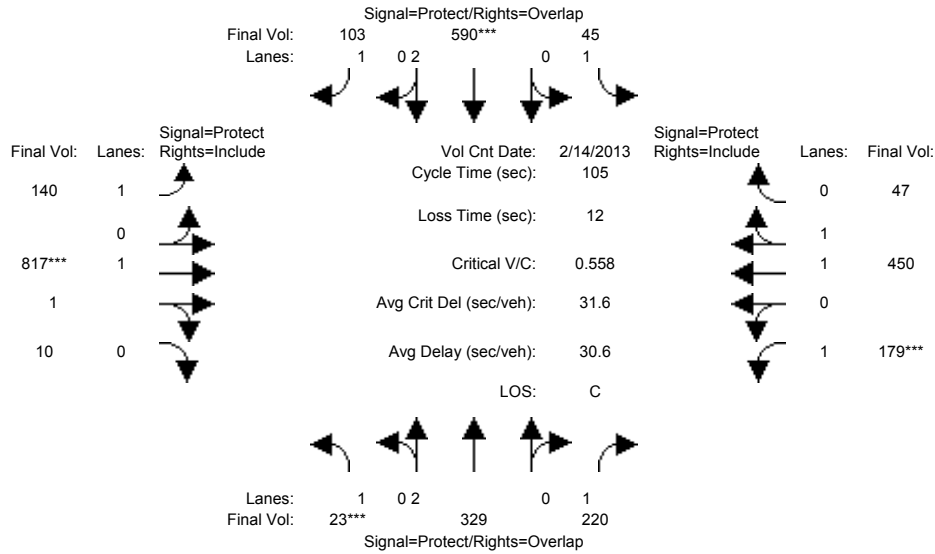
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	42	465	129	34	310	105	140	374	9	157	643	43
Growth 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:	42	465	129	34	310	105	140	374	9	157	643	43
Added Vol:	0	0	0	0	0	0	0	14	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	465	129	34	310	105	140	388	9	157	644	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	465	129	34	310	105	140	388	9	157	644	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	465	129	34	310	105	140	388	9	157	644	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	465	129	34	310	105	140	388	9	157	644	43
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.87	0.13
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3616	84	1750	3468	232
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.07	0.02	0.08	0.06	0.08	0.11	0.11	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	14.0	27.1	53.9	7.0	20.1	37.8	17.7	32.1	32.1	26.8	41.2	41.2
Volume/Cap:	0.18	0.47	0.14	0.29	0.43	0.17	0.47	0.35	0.35	0.35	0.47	0.47
Delay/Veh:	40.7	33.3	13.5	48.0	37.8	23.0	40.6	28.6	28.6	32.5	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:	40.7	33.3	13.5	48.0	37.8	23.0	40.6	28.6	28.6	32.5	24.1	24.1
LOS by Move:	D	C	B	D	D	C	D	C	C	C	C	C
HCM2kAvgQ:	1	6	2	1	4	2	4	5	5	4	8	8

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

Santana Row Lots 9 and 17 Development

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

Intersection #404: SARATOGA / PRUNERIDGE



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	23	329	220	45	590	103	140	813	10	179	437	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	329	220	45	590	103	140	813	10	179	437	47
Added Vol:	0	0	0	0	0	0	0	4	0	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	329	220	45	590	103	140	817	10	179	450	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	329	220	45	590	103	140	817	10	179	450	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	329	220	45	590	103	140	817	10	179	450	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	329	220	45	590	103	140	817	10	179	450	47

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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02	1.00	1.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3655	45	1750	3350	350

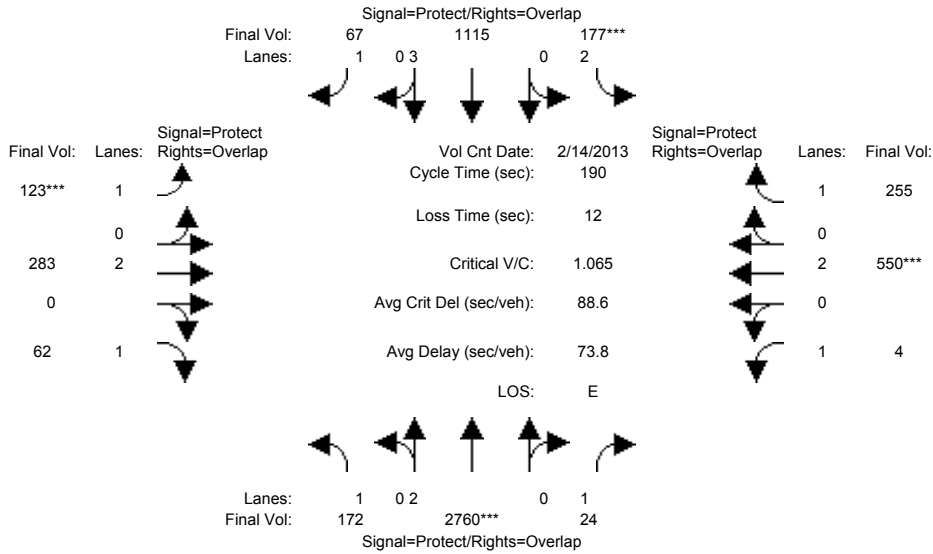
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.03	0.16	0.06	0.08	0.22	0.22	0.10	0.13	0.13
Crit Moves:	****				****			****			****	
Green Time:	7.0	20.4	38.7	14.3	27.8	49.5	21.7	40.0	40.0	18.3	36.5	36.5
Volume/Cap:	0.20	0.44	0.34	0.19	0.59	0.12	0.39	0.59	0.59	0.59	0.39	0.39
Delay/Veh:	47.2	37.7	24.2	40.6	34.5	15.7	36.6	26.6	26.6	42.9	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	37.7	24.2	40.6	34.5	15.7	36.6	26.6	26.6	42.9	26.0	26.0
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	5	5	1	8	2	4	10	10	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



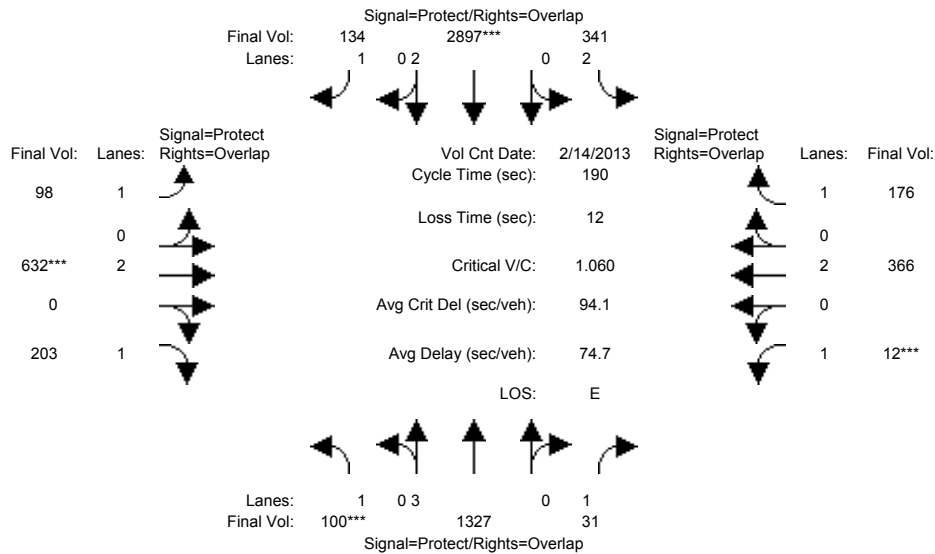
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	171	3246	24	167	1097	67	123	279	54	4	549	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	3246	24	167	1097	67	123	279	54	4	549	254
Added Vol:	1	1	0	10	18	0	0	4	8	0	1	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	3247	24	177	1115	67	123	283	62	4	550	255
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	2760	24	177	1115	67	123	283	62	4	550	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	2760	24	177	1115	67	123	283	62	4	550	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	2760	24	177	1115	67	123	283	62	4	550	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.73	0.01	0.06	0.20	0.04	0.07	0.07	0.04	0.00	0.14	0.15
Crit Moves:	****			****			****			****		
Green Time:	46.7	130	142.3	10.0	92.9	105.5	12.5	25.7	72.4	12.7	25.8	35.9
Volume/Cap:	0.40	1.06	0.02	1.06	0.40	0.07	1.06	0.55	0.09	0.03	1.06	0.77
Delay/Veh:	60.5	68.1	6.1	178.0	30.9	19.6	190.9	78.1	37.8	83.0	140	83.9
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:	60.5	68.1	6.1	178.0	30.9	19.6	190.9	78.1	37.8	83.0	140	83.9
LOS by Move:	E	E	A	F	C	B	F	E	D	F	F	F
HCM2kAvgQ:	8	85	0	8	13	2	12	8	2	0	20	15

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

Santana Row Lots 9 and 17 Development

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

Intersection #405: SAN TOMAS / PRUNERIDGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	93	1310	31	338	3444	134	98	631	201	12	362	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1310	31	338	3444	134	98	631	201	12	362	167
Added Vol:	7	17	0	3	5	0	0	1	2	0	4	9
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1327	31	341	3449	134	98	632	203	12	366	176
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1327	31	341	2897	134	98	632	203	12	366	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1327	31	341	2897	134	98	632	203	12	366	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
Final Volume:	100	1327	31	341	2897	134	98	632	203	12	366	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.02	0.11	0.76	0.08	0.06	0.17	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	9.9	97.0	104.0	45.1	132	145.4	13.2	28.8	38.8	7.0	22.7	67.8
Volume/Cap:	1.10	0.46	0.03	0.46	1.10	0.10	0.81	1.10	0.57	0.19	0.81	0.28
Delay/Veh:	212.4	29.8	19.8	62.4	78.6	5.7	118.7	147	70.3	90.1	91.8	43.9
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:	212.4	29.8	19.8	62.4	78.6	5.7	118.7	147	70.3	90.1	91.8	43.9
LOS by Move:	F	C	B	E	E	A	F	F	E	F	F	D
HCM2kAvgQ:	8	16	1	9	94	2	8	25	12	1	11	8

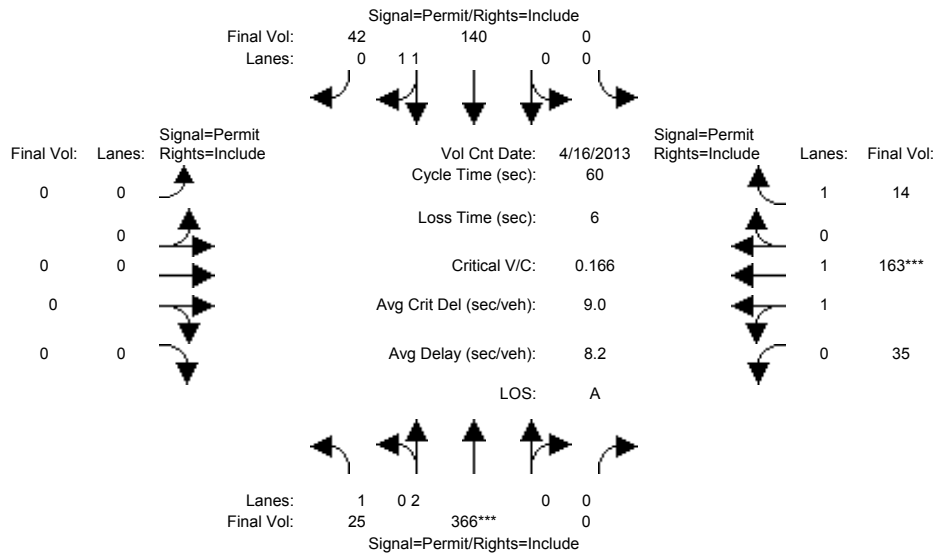
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



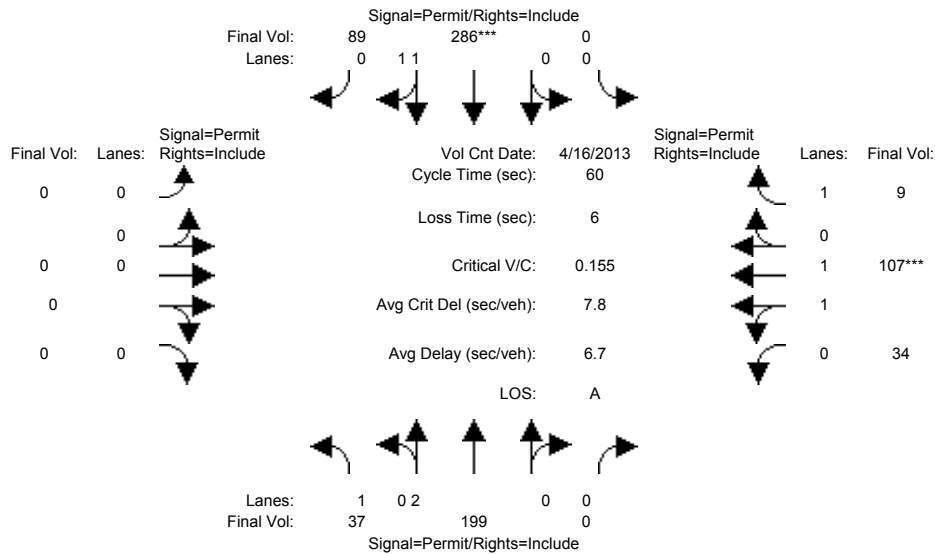
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	24	365	0	0	134	42	0	0	0	29	163	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	365	0	0	134	42	0	0	0	29	163	14
Added Vol:	1	1	0	0	6	0	0	0	0	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	366	0	0	140	42	0	0	0	35	163	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	366	0	0	140	42	0	0	0	35	163	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	366	0	0	140	42	0	0	0	35	163	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	366	0	0	140	42	0	0	0	35	163	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.53	0.47	0.00	0.00	0.00	0.36	1.64	1.00
Final Sat.:	1750	3800	0	0	2846	854	0	0	0	654	3045	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green Time:	34.7	34.7	0.0	0.0	34.7	34.7	0.0	0.0	0.0	19.3	19.3	19.3
Volume/Cap:	0.02	0.17	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.17	0.17	0.02
Delay/Veh:	5.4	5.9	0.0	0.0	5.6	5.6	0.0	0.0	0.0	14.7	14.7	13.9
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:	5.4	5.9	0.0	0.0	5.6	5.6	0.0	0.0	0.0	14.7	14.7	13.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	1	1	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #606: WINCHESTER / MARKET



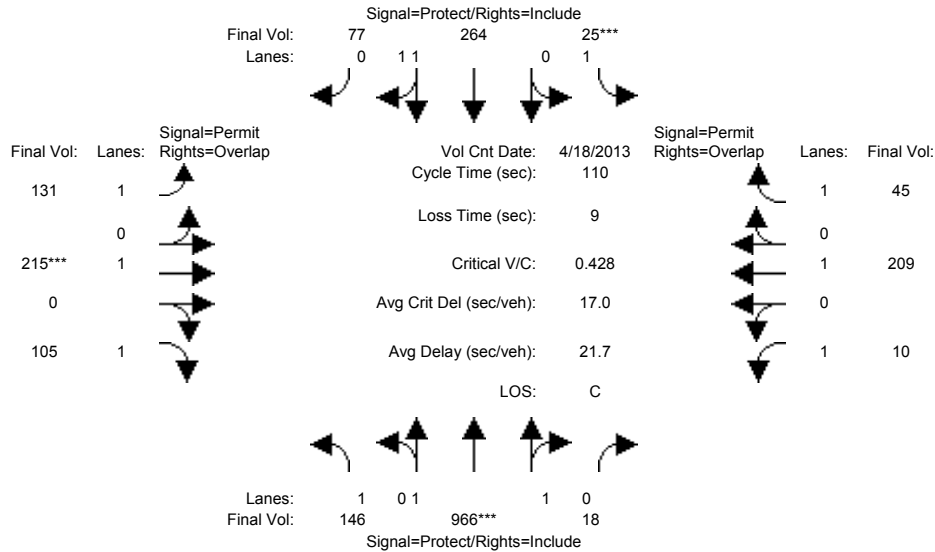
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	32	194	0	0	284	89	0	0	0	32	107	9
Growth 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:	32	194	0	0	284	89	0	0	0	32	107	9
Added Vol:	5	5	0	0	2	0	0	0	0	2	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	199	0	0	286	89	0	0	0	34	107	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	199	0	0	286	89	0	0	0	34	107	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	199	0	0	286	89	0	0	0	34	107	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	199	0	0	286	89	0	0	0	34	107	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	0.00	0.00	0.00	0.50	1.50	1.00
Final Sat.:	1750	3800	0	0	2821	878	0	0	0	892	2807	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:	*****											
Green Time:	39.2	39.2	0.0	0.0	39.2	39.2	0.0	0.0	0.0	14.8	14.8	14.8
Volume/Cap:	0.03	0.08	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.15	0.15	0.02
Delay/Veh:	3.7	3.8	0.0	0.0	4.0	4.0	0.0	0.0	0.0	17.8	17.8	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:	3.7	3.8	0.0	0.0	4.0	4.0	0.0	0.0	0.0	17.8	17.8	17.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	1	0	0	1	1	0	0	0	1	1	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



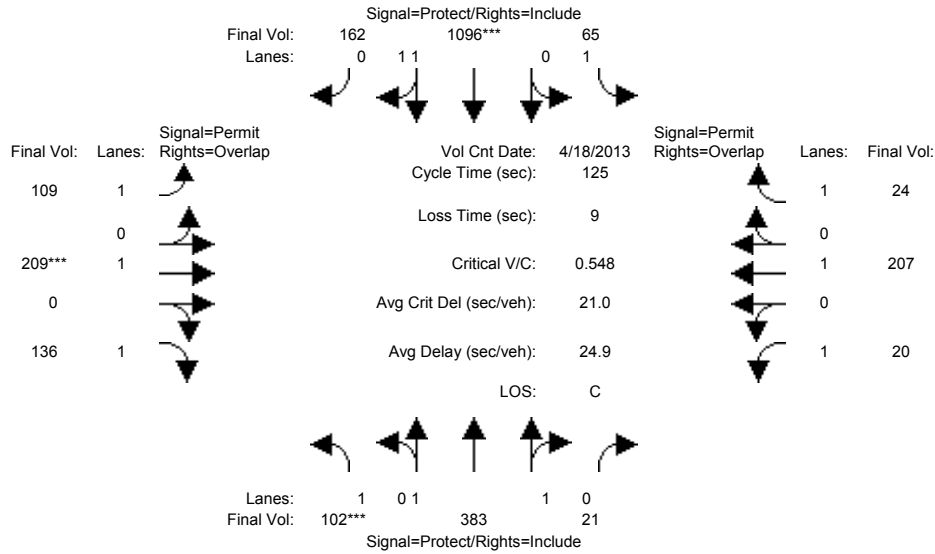
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	146	965	18	25	255	77	131	215	102	7	209	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	965	18	25	255	77	131	215	102	7	209	45
Added Vol:	0	1	0	0	9	0	0	0	3	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	966	18	25	264	77	131	215	105	10	209	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	966	18	25	264	77	131	215	105	10	209	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	966	18	25	264	77	131	215	105	10	209	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	966	18	25	264	77	131	215	105	10	209	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3632	68	1750	2864	835	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.01	0.09	0.09	0.07	0.11	0.06	0.01	0.11	0.03
Crit Moves:	****			****			****					
Green Time:	34.7	65.9	65.9	7.0	38.3	38.3	28.1	28.1	62.7	28.1	28.1	35.1
Volume/Cap:	0.26	0.44	0.44	0.22	0.26	0.26	0.29	0.44	0.11	0.02	0.43	0.08
Delay/Veh:	28.4	12.2	12.2	49.9	25.9	25.9	33.4	35.1	10.9	30.7	34.9	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	12.2	12.2	49.9	25.9	25.9	33.4	35.1	10.9	30.7	34.9	26.3
LOS by Move:	C	B	B	D	C	C	C	D	B	C	C	C
HCM2kAvgQ:	4	9	9	1	4	4	4	6	2	0	6	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #609: SCOTT / HOMESTEAD



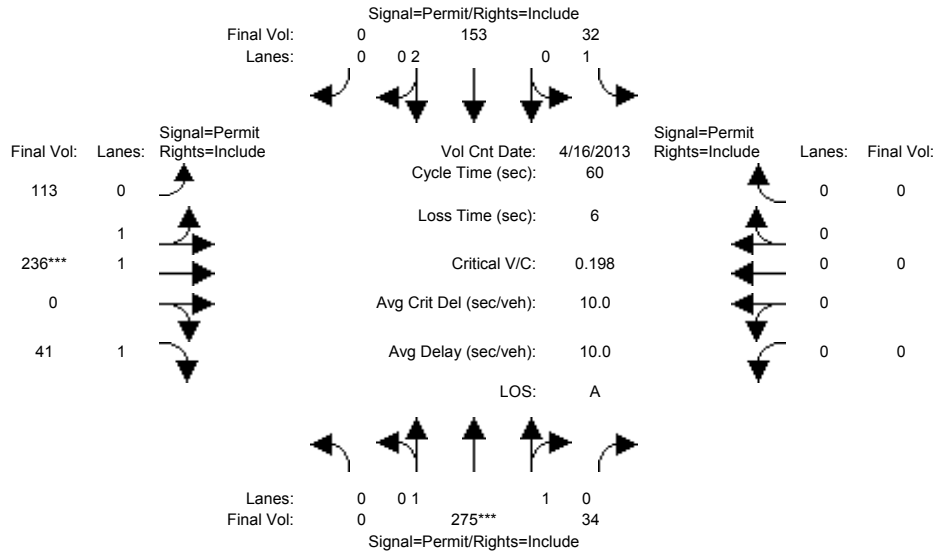
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	99	375	18	65	1093	162	109	209	135	19	207	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	375	18	65	1093	162	109	209	135	19	207	24
Added Vol:	3	8	3	0	3	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	383	21	65	1096	162	109	209	136	20	207	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	383	21	65	1096	162	109	209	136	20	207	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	383	21	65	1096	162	109	209	136	20	207	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	383	21	65	1096	162	109	209	136	20	207	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3508	192	1750	3223	476	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.04	0.34	0.34	0.06	0.11	0.08	0.01	0.11	0.01
Crit Moves:	****			****			****					
Green Time:	13.3	60.1	60.1	30.8	77.6	77.6	25.1	25.1	38.4	25.1	25.1	55.9
Volume/Cap:	0.55	0.23	0.23	0.15	0.55	0.55	0.31	0.55	0.25	0.06	0.54	0.03
Delay/Veh:	56.4	19.0	19.0	37.0	13.9	13.9	43.1	46.5	32.8	40.4	46.4	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:	56.4	19.0	19.0	37.0	13.9	13.9	43.1	46.5	32.8	40.4	46.4	19.4
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	B
HCM2kAvgQ:	4	4	4	2	14	14	4	8	4	1	8	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



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

Volume Module:	>> Count Date: 16 Apr 2013 <<											
Base Vol:	0	273	33	32	141	0	113	236	35	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	273	33	32	141	0	113	236	35	0	0	0
Added Vol:	0	2	1	0	12	0	0	0	6	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	34	32	153	0	113	236	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	275	34	32	153	0	113	236	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	34	32	153	0	113	236	41	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
Final Volume:	0	275	34	32	153	0	113	236	41	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.77	0.23	1.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	3293	407	1750	3800	0	1198	2501	1750	0	0	0

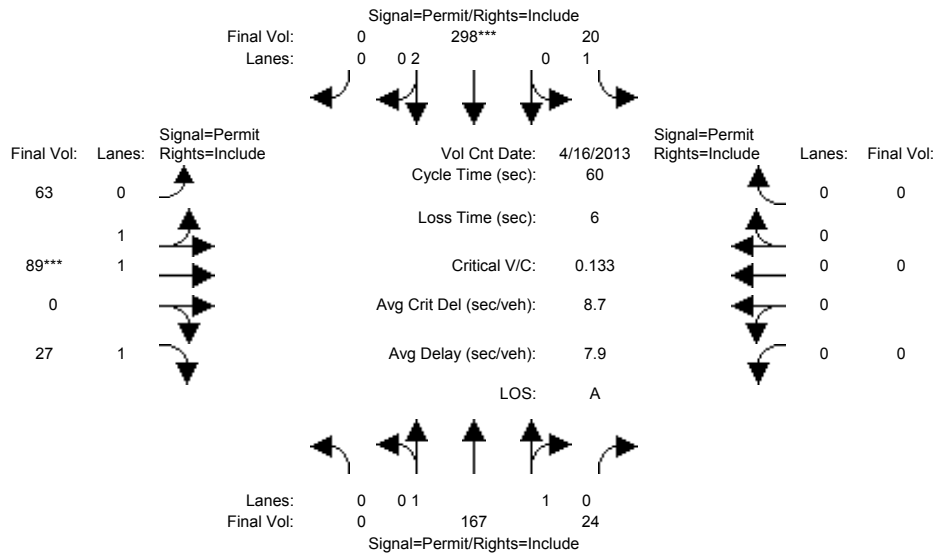
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.02	0.04	0.00	0.09	0.09	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	25.4	25.4	25.4	25.4	0.0	28.6	28.6	28.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.20	0.04	0.10	0.00	0.20	0.20	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	11.0	11.0	10.2	10.4	0.0	9.1	9.1	8.4	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	11.0	11.0	10.2	10.4	0.0	9.1	9.1	8.4	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	1	0	2	2	0	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #621: LINCOLN / BELLOMY



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

Volume Module:	>>	Count	Date:	16 Apr 2013	<<							
Base Vol:	0	156	19	20	295	0	63	89	25	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	156	19	20	295	0	63	89	25	0	0	0
Added Vol:	0	11	5	0	3	0	0	0	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	167	24	20	298	0	63	89	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	167	24	20	298	0	63	89	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	167	24	20	298	0	63	89	27	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
Final Volume:	0	167	24	20	298	0	63	89	27	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.74	0.26	1.00	2.00	0.00	0.85	1.15	1.00	0.00	0.00	0.00
Final Sat.:	0	3235	465	1750	3800	0	1533	2165	1750	0	0	0

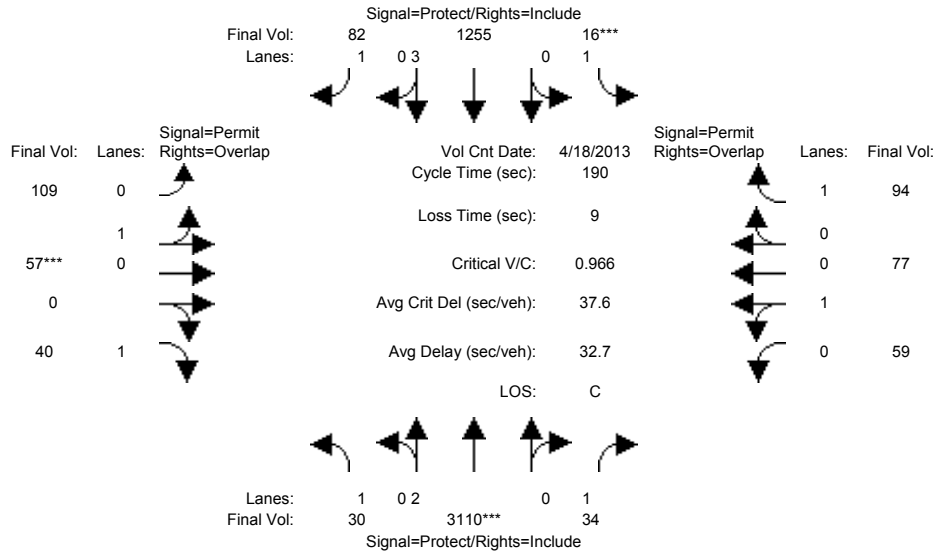
Capacity Analysis Module:	Vol/Sat:	0.00	0.05	0.05	0.01	0.08	0.00	0.04	0.04	0.02	0.00	0.00	0.00
Crit Moves:					****			****					
Green Time:	0.0	35.4	35.4	35.4	35.4	0.0	18.6	18.6	18.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.09	0.02	0.13	0.00	0.13	0.13	0.05	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.3	5.3	5.1	5.5	0.0	15.0	15.0	14.6	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	1.00
AdjDel/Veh:	0.0	5.3	5.3	5.1	5.5	0.0	15.0	15.0	14.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A	A
HCM2kAvgQ:	0	1	1	0	1	0	1	1	0	0	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



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

Volume Module:	>>	Count	Date:	18 Apr 2013	<<							
Base Vol:	30	3657	34	16	1233	82	109	57	37	56	77	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3657	34	16	1233	82	109	57	37	56	77	94
Added Vol:	0	2	0	0	22	0	0	0	3	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	3659	34	16	1255	82	109	57	40	59	77	94
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3110	34	16	1255	82	109	57	40	59	77	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3110	34	16	1255	82	109	57	40	59	77	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	3110	34	16	1255	82	109	57	40	59	77	94

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.66	0.34	1.00	0.43	0.57	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1182	618	1750	781	1019	1750

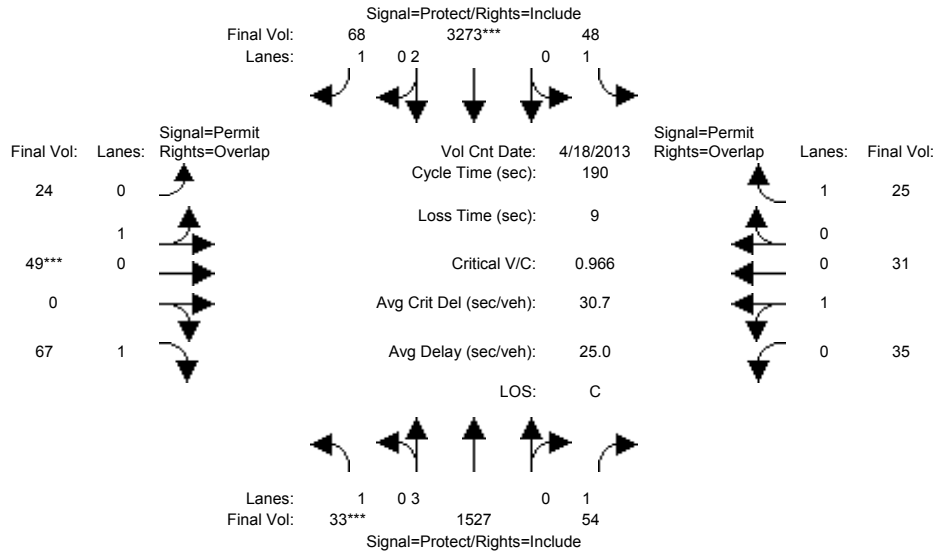
Capacity Analysis Module:												
Vol/Sat:	0.02	0.82	0.02	0.01	0.22	0.05	0.09	0.09	0.02	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	23.4	156	156.4	7.0	140	140.0	17.6	17.6	41.0	17.6	17.6	24.6
Volume/Cap:	0.14	0.99	0.02	0.25	0.30	0.06	0.99	0.99	0.11	0.81	0.81	0.41
Delay/Veh:	74.6	31.2	3.0	91.0	8.5	6.9	154.1	154	59.9	110.1	110	77.3
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:	74.6	31.2	3.0	91.0	8.5	6.9	154.1	154	59.9	110.1	110	77.3
LOS by Move:	E	C	A	F	A	A	F	F	E	F	F	E
HCM2kAvgQ:	2	84	0	1	8	1	14	14	2	10	10	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #810: SAN TOMAS / FORBES



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	30	1506	51	48	3937	68	24	49	66	34	31	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1506	51	48	3937	68	24	49	66	34	31	25
Added Vol:	3	21	3	0	6	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1527	54	48	3943	68	24	49	67	35	31	25
User Adj:	1.00	1.00	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1527	54	48	3273	68	24	49	67	35	31	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1527	54	48	3273	68	24	49	67	35	31	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1527	54	48	3273	68	24	49	67	35	31	25
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.33	0.67	1.00	0.53	0.47	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	592	1208	1750	955	845	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.03	0.03	0.86	0.04	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****				****		****					
Green Time:	7.0	150	150.3	20.7	164	164.0	10.0	10.0	17.0	10.0	10.0	30.7
Volume/Cap:	0.51	0.34	0.04	0.25	1.00	0.05	0.77	0.77	0.43	0.70	0.70	0.09
Delay/Veh:	96.6	5.7	4.3	78.3	28.0	1.9	120.1	120	83.8	108.8	109	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.6	5.7	4.3	78.3	28.0	1.9	120.1	120	83.8	108.8	109	67.9
LOS by Move:	F	A	A	E	C	A	F	F	F	F	F	E
HCM2kAvgQ:	2	8	1	3	90	1	6	6	4	5	5	1

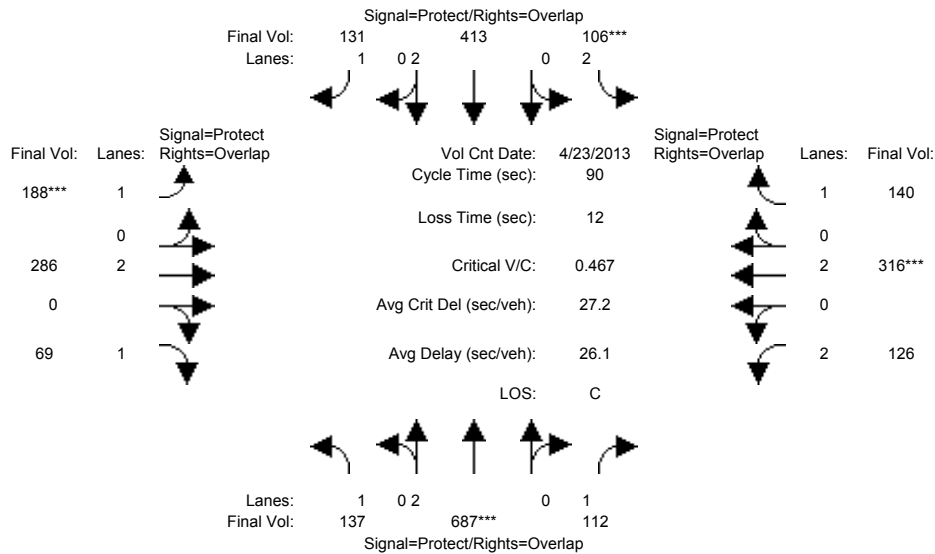
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



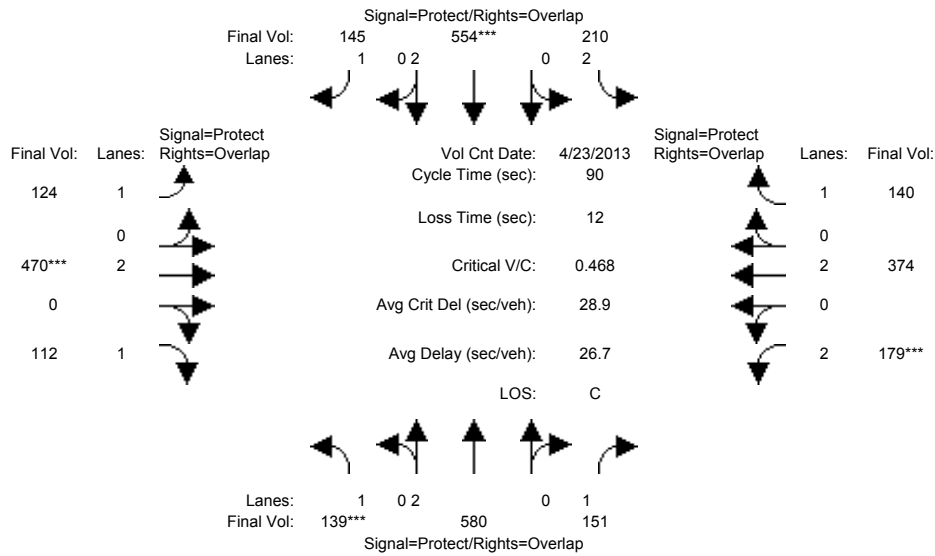
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	137	681	112	105	412	130	182	286	69	126	316	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	681	112	105	412	130	182	286	69	126	316	134
Added Vol:	0	6	0	1	1	1	6	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	687	112	106	413	131	188	286	69	126	316	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	687	112	106	413	131	188	286	69	126	316	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	687	112	106	413	131	188	286	69	126	316	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	687	112	106	413	131	188	286	69	126	316	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.06	0.03	0.11	0.07	0.11	0.08	0.04	0.04	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	17.2	34.6	49.6	7.0	24.4	44.9	20.5	21.4	38.6	15.0	15.9	22.9
Volume/Cap:	0.41	0.47	0.12	0.43	0.40	0.15	0.47	0.32	0.09	0.24	0.47	0.31
Delay/Veh:	32.8	21.1	9.8	40.8	27.1	12.3	30.9	28.4	15.3	32.8	33.8	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	21.1	9.8	40.8	27.1	12.3	30.9	28.4	15.3	32.8	33.8	27.6
LOS by Move:	C	C	A	D	C	B	C	C	B	C	C	C
HCM2kAvgQ:	4	7	2	2	5	2	5	3	1	2	4	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #1033: WINCHESTER/CAMPBELL



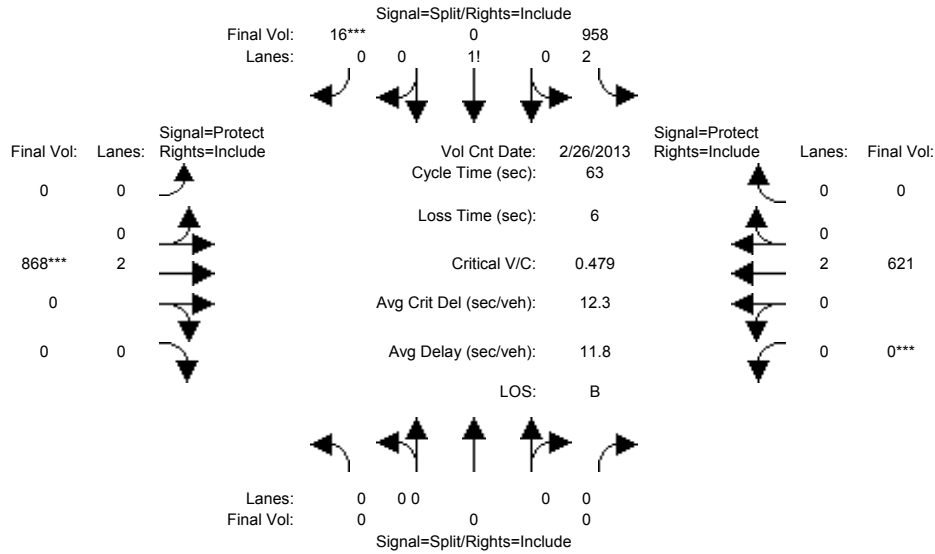
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	139	578	151	205	549	140	122	470	112	179	374	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	578	151	205	549	140	122	470	112	179	374	138
Added Vol:	0	2	0	5	5	5	2	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	580	151	210	554	145	124	470	112	179	374	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	580	151	210	554	145	124	470	112	179	374	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	580	151	210	554	145	124	470	112	179	374	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	580	151	210	554	145	124	470	112	179	374	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.09	0.07	0.15	0.08	0.07	0.12	0.06	0.06	0.10	0.08
Crit Moves:	****			****			****			****		
Green Time:	15.3	28.7	39.6	14.6	28.0	42.3	14.3	23.8	39.0	10.9	20.4	35.0
Volume/Cap:	0.47	0.48	0.20	0.41	0.47	0.18	0.45	0.47	0.15	0.47	0.43	0.21
Delay/Veh:	34.9	25.0	15.6	34.4	25.3	13.9	35.4	28.1	15.5	37.7	30.2	18.4
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:	34.9	25.0	15.6	34.4	25.3	13.9	35.4	28.1	15.5	37.7	30.2	18.4
LOS by Move:	C	C	B	C	C	B	D	C	B	D	C	B
HCM2kAvgQ:	4	7	3	3	6	2	4	6	2	3	5	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



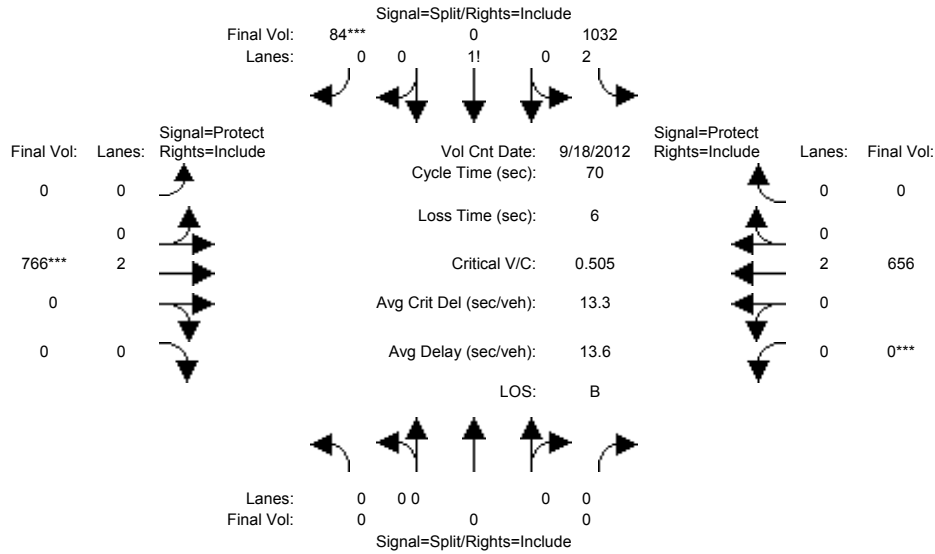
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	0	0	0	902	0	16	0	845	0	0	618	0
Growth Adj:	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	902	0	16	0	845	0	0	618	0
Added Vol:	0	0	0	56	0	0	0	23	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	958	0	16	0	868	0	0	621	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	958	0	16	0	868	0	0	621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	958	0	16	0	868	0	0	621	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	958	0	16	0	868	0	0	621	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	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.96	0.00	0.04	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4821	0	78	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.23	0.00	0.00	0.16	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	27.0	0.0	27.0	0.0	30.0	0.0	0.0	30.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.48	0.00	0.48	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	13.1	0.0	11.4	0.0	0.0	10.4	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	13.0	0.0	13.1	0.0	11.4	0.0	0.0	10.4	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	6	0	6	0	0	4	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3037: 280/MOORPARK



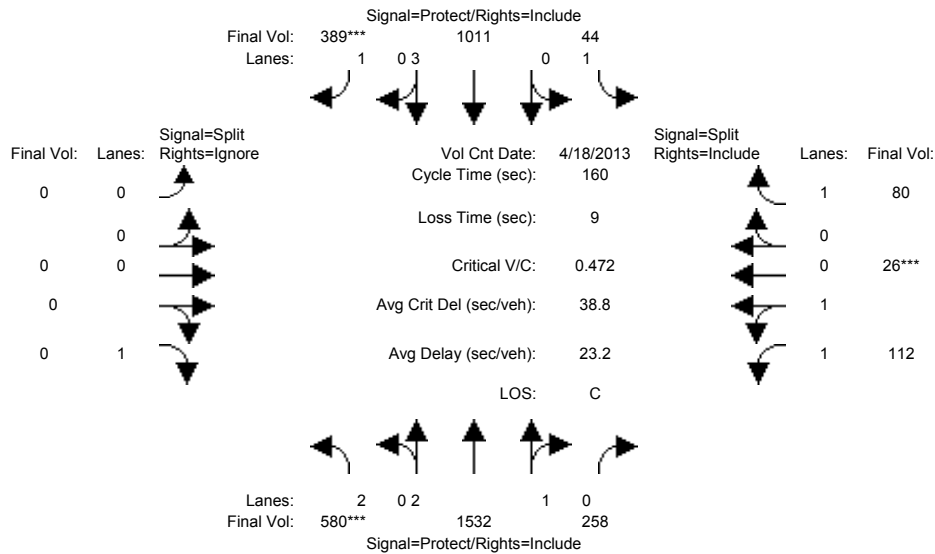
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	0	0	0	1017	0	84	0	759	0	0	634	0
Growth Adj:	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	1017	0	84	0	759	0	0	634	0
Added Vol:	0	0	0	15	0	0	0	7	0	0	22	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1032	0	84	0	766	0	0	656	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1032	0	84	0	766	0	0	656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1032	0	84	0	766	0	0	656	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	1032	0	84	0	766	0	0	656	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	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.82	0.00	0.18	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4572	0	323	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.26	0.00	0.20	0.00	0.00	0.17	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	36.0	0.0	36.0	0.0	28.0	0.0	0.0	28.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.50	0.00	0.50	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	16.1	0.0	0.0	15.5	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	10.8	0.0	11.3	0.0	16.1	0.0	0.0	15.5	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	7	0	0	5	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



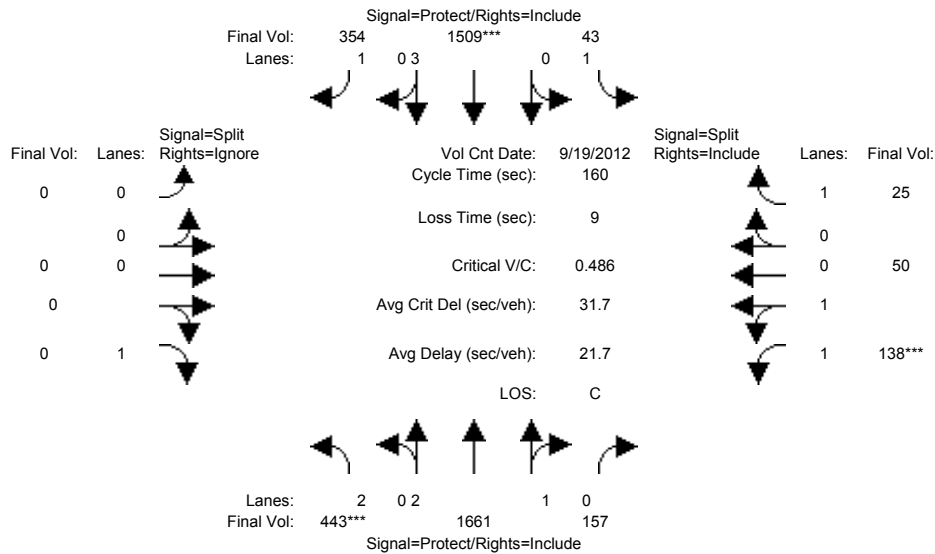
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	580	1515	258	44	1009	389	0	0	503	112	26	80
Growth 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:	580	1515	258	44	1009	389	0	0	503	112	26	80
Added Vol:	0	17	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	580	1532	258	44	1011	389	0	0	503	112	26	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:	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 Volume:	580	1532	258	44	1011	389	0	0	0	112	26	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	1532	258	44	1011	389	0	0	0	112	26	80
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:	580	1532	258	44	1011	389	0	0	0	112	26	80
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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.55	0.45	1.00	3.00	1.00	0.00	0.00	1.00	1.63	0.37	1.00
Final Sat.:	3150	4792	807	1750	5700	1750	0	0	1750	2881	669	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.03	0.18	0.22	0.00	0.00	0.00	0.04	0.04	0.05
Crit Moves:	****					****					****	
Green Time:	61.5	119	119.4	16.3	74.2	74.2	0.0	0.0	0.0	15.3	15.3	15.3
Volume/Cap:	0.48	0.43	0.43	0.25	0.38	0.48	0.00	0.00	0.00	0.41	0.41	0.48
Delay/Veh:	37.5	7.6	7.6	66.9	28.0	30.0	0.0	0.0	0.0	68.9	68.9	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	7.6	7.6	66.9	28.0	30.0	0.0	0.0	0.0	68.9	68.9	70.8
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	12	11	11	2	10	14	0	0	0	4	4	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3038: 280/SARATOGA (N)



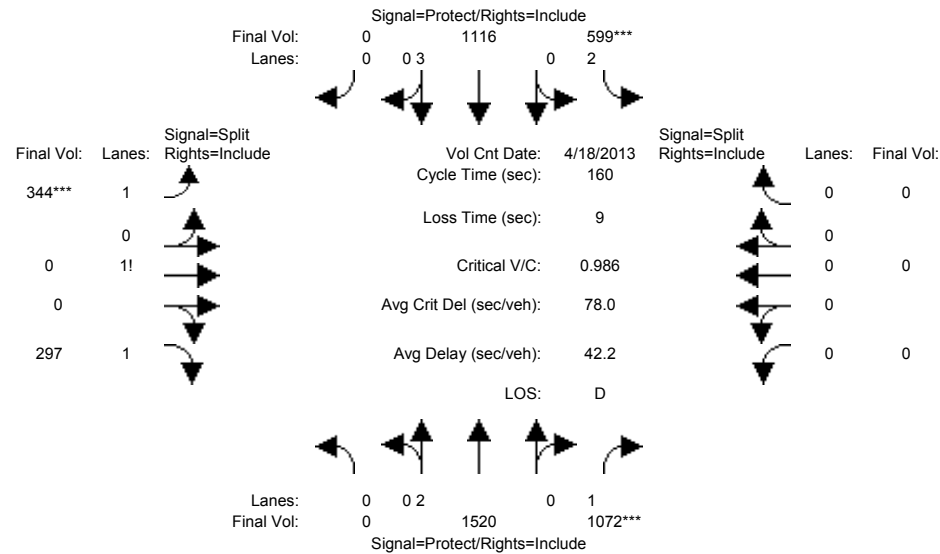
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	443	1656	157	43	1493	354	0	0	1083	138	50	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	1656	157	43	1493	354	0	0	1083	138	50	25
Added Vol:	0	5	0	0	16	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	1661	157	43	1509	354	0	0	1083	138	50	25
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:	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 Volume:	443	1661	157	43	1509	354	0	0	0	138	50	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1661	157	43	1509	354	0	0	0	138	50	25
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:	443	1661	157	43	1509	354	0	0	0	138	50	25
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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.73	0.27	1.00	3.00	1.00	0.00	0.00	1.00	1.48	0.52	1.00
Final Sat.:	3150	5116	484	1750	5700	1750	0	0	1750	2606	944	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.02	0.26	0.20	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****					****		
Green Time:	46.3	118	117.7	15.9	87.2	87.2	0.0	0.0	0.0	17.4	17.4	17.4
Volume/Cap:	0.49	0.44	0.44	0.25	0.49	0.37	0.00	0.00	0.00	0.49	0.49	0.13
Delay/Veh:	47.4	8.4	8.4	67.3	22.6	21.0	0.0	0.0	0.0	68.0	68.0	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	8.4	8.4	67.3	22.6	21.0	0.0	0.0	0.0	68.0	68.0	64.7
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	10	11	11	2	14	10	0	0	0	5	5	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	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

Volume Module:	>>	Count	Date:	18 Apr 2013	<<							
Base Vol:	0	1503	1072	599	1114	0	344	0	297	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	1503	1072	599	1114	0	344	0	297	0	0	0
Added Vol:	0	17	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1520	1072	599	1116	0	344	0	297	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1520	1072	599	1116	0	344	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1520	1072	599	1116	0	344	0	297	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	1520	1072	599	1116	0	344	0	297	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.54	0.00	1.46	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2689	0	2561	0	0	0

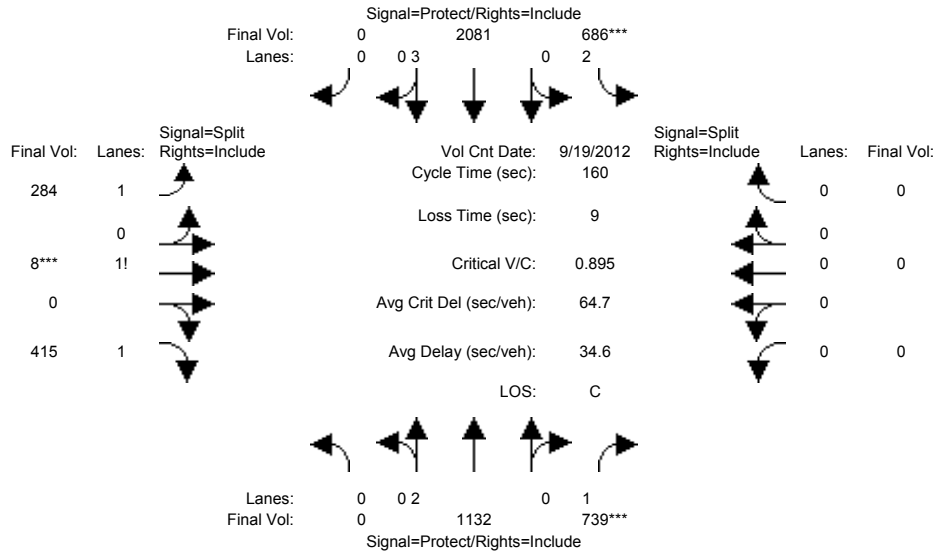
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.61	0.19	0.20	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	99.4	99.4	30.9	130	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.99	0.99	0.24	0.00	0.99	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	53.5	97.2	3.5	0.0	101.2	0.0	82.2	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	19.8	53.5	97.2	3.5	0.0	101.2	0.0	82.2	0.0	0.0	0.0
LOS by Move:	A	B	D	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	23	60	20	4	0	16	0	14	0	0	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	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
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	0	1127	739	686	2065	0	284	8	415	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	1127	739	686	2065	0	284	8	415	0	0	0
Added Vol:	0	5	0	0	16	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1132	739	686	2081	0	284	8	415	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1132	739	686	2081	0	284	8	415	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1132	739	686	2081	0	284	8	415	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
Final Volume:	0	1132	739	686	2081	0	284	8	415	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.40	0.02	1.58	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2445	39	2766	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.42	0.22	0.37	0.00	0.12	0.20	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	75.5	75.5	38.9	114	0.0	36.5	36.5	36.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.89	0.89	0.51	0.00	0.51	0.89	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	32.5	50.8	71.6	10.3	0.0	54.2	72.6	57.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.5	50.8	71.6	10.3	0.0	54.2	72.6	57.5	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	20	37	21	15	0	10	21	13	0	0	0

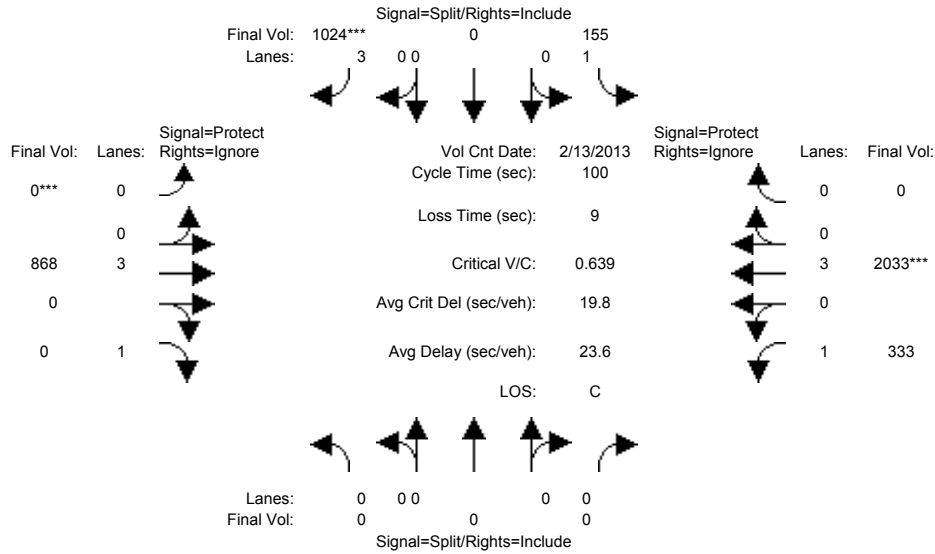
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 13 Feb 2013 <<

Base Vol:	0	0	0	155	0	940	0	853	587	333	1820	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	155	0	940	0	853	587	333	1820	0
Added Vol:	0	0	0	0	0	84	0	15	17	0	213	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	1024	0	868	604	333	2033	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	155	0	1024	0	868	0	333	2033	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	1024	0	868	0	333	2033	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	155	0	1024	0	868	0	333	2033	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	0.80	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	4551	0	5700	1750	1750	5700	0

Capacity Analysis Module:

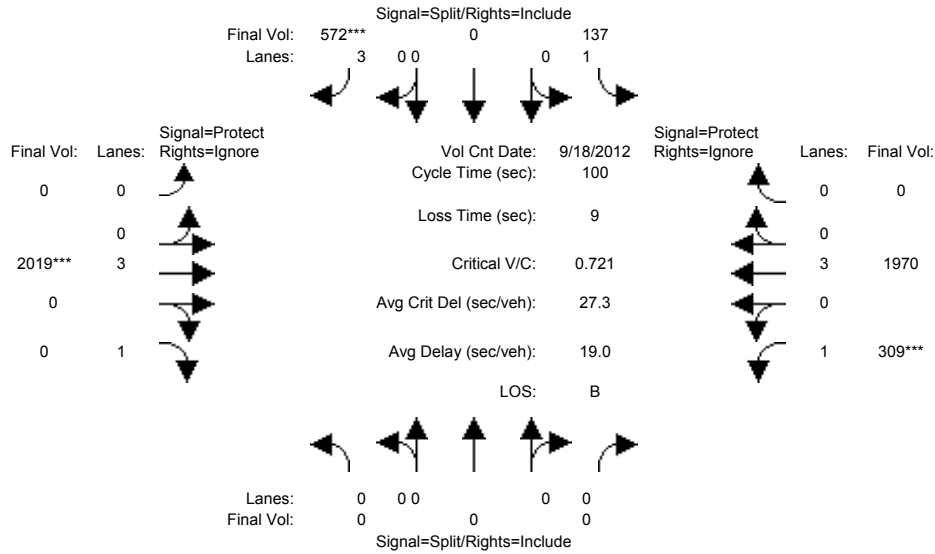
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.23	0.00	0.15	0.00	0.19	0.36	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	35.2	0.0	35.2	0.0	24.8	0.0	31.0	55.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.64	0.00	0.61	0.00	0.61	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	28.0	0.0	34.2	0.0	31.5	15.6	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	23.3	0.0	28.0	0.0	34.2	0.0	31.5	15.6	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	4	0	12	0	9	0	9	14	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3056: 880/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Sep 2012 <<											
Base Vol:	0	0	0	137	0	550	0	1876	1492	309	1908	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	137	0	550	0	1876	1492	309	1908	0
Added Vol:	0	0	0	0	0	22	0	143	134	0	62	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	137	0	572	0	2019	1626	309	1970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	137	0	572	0	2019	0	309	1970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	572	0	2019	0	309	1970	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	137	0	572	0	2019	0	309	1970	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	0.80	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	4551	0	5700	1750	1750	5700	0

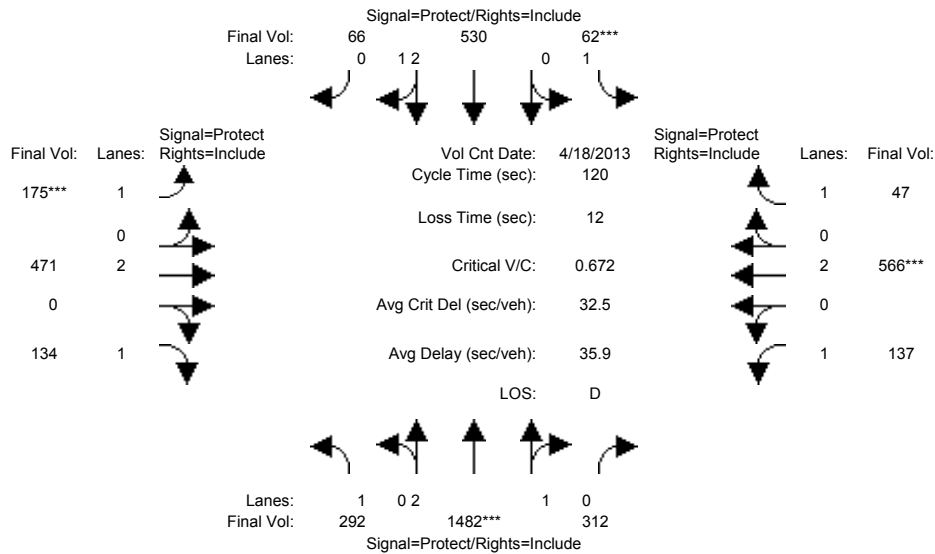
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.13	0.00	0.35	0.00	0.18	0.35	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	17.4	0.0	17.4	0.0	49.1	0.0	24.5	73.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.72	0.00	0.72	0.00	0.72	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	42.3	0.0	21.0	0.0	40.6	5.4	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	38.0	0.0	42.3	0.0	21.0	0.0	40.6	5.4	0.0
LOS by Move:	A	A	A	D	A	D	A	C	A	D	A	A
HCM2kAvgQ:	0	0	0	4	0	8	0	17	0	10	8	0

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

Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



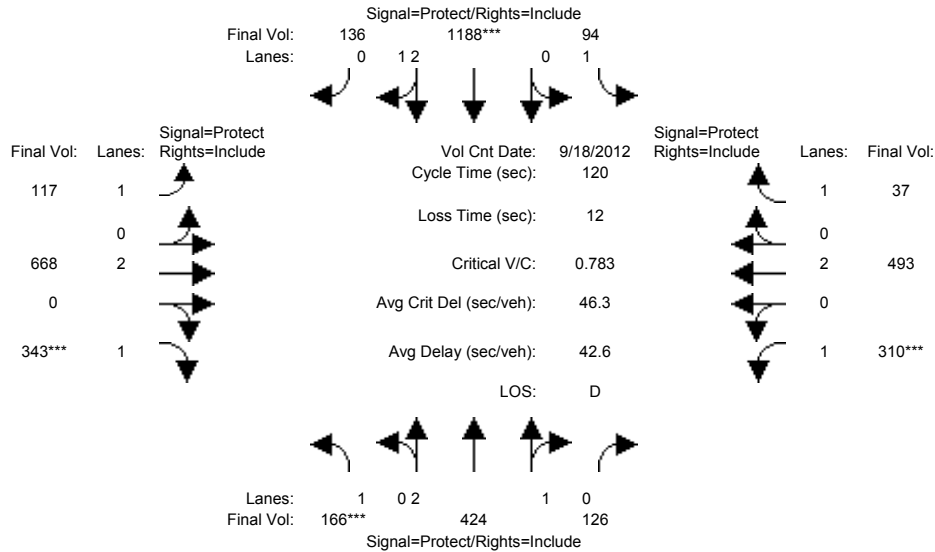
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	286	1482	312	62	530	60	174	469	133	137	554	47
Growth Adj:	1.00	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	1482	312	62	530	60	174	469	133	137	554	47
Added Vol:	6	0	0	0	0	6	1	2	1	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1482	312	62	530	66	175	471	134	137	566	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	1482	312	62	530	66	175	471	134	137	566	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1482	312	62	530	66	175	471	134	137	566	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	1482	312	62	530	66	175	471	134	137	566	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.46	0.54	1.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4625	974	1750	4979	620	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.32	0.04	0.11	0.11	0.10	0.12	0.08	0.08	0.15	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	39.0	56.8	56.8	7.0	24.9	24.9	17.7	27.1	27.1	17.1	26.4	26.4
Volume/Cap:	0.51	0.68	0.68	0.61	0.51	0.51	0.68	0.55	0.34	0.55	0.68	0.12
Delay/Veh:	33.6	25.2	25.2	65.3	42.6	42.6	55.4	41.8	39.5	50.5	45.1	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	25.2	25.2	65.3	42.6	42.6	55.4	41.8	39.5	50.5	45.1	37.6
LOS by Move:	C	C	C	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	10	18	18	3	7	7	7	7	4	6	11	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3077: BIRD/SAN CARLOS



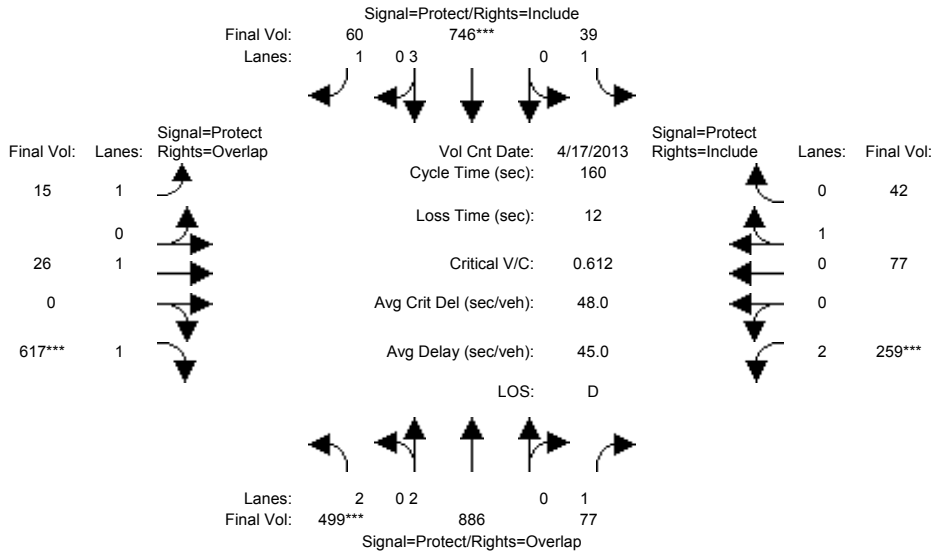
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	164	424	126	94	1188	134	112	657	338	310	490	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	424	126	94	1188	134	112	657	338	310	490	37
Added Vol:	2	0	0	0	0	2	5	11	5	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	424	126	94	1188	136	117	668	343	310	493	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	424	126	94	1188	136	117	668	343	310	493	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	424	126	94	1188	136	117	668	343	310	493	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	424	126	94	1188	136	117	668	343	310	493	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.29	0.71	1.00	2.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4315	1282	1750	5024	575	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.05	0.24	0.24	0.07	0.18	0.20	0.18	0.13	0.02
Crit Moves:	****			****			****		****	****		
Green Time:	14.5	31.9	31.9	18.9	36.3	36.3	19.5	30.0	30.0	27.2	37.8	37.8
Volume/Cap:	0.78	0.37	0.37	0.34	0.78	0.78	0.41	0.70	0.78	0.78	0.41	0.07
Delay/Veh:	68.3	36.0	36.0	45.7	40.7	40.7	46.1	43.3	50.8	53.4	32.6	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	36.0	36.0	45.7	40.7	40.7	46.1	43.3	50.8	53.4	32.6	28.8
LOS by Move:	E	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	8	6	6	4	17	17	4	11	13	13	7	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3103: KIELY/SARATOGA



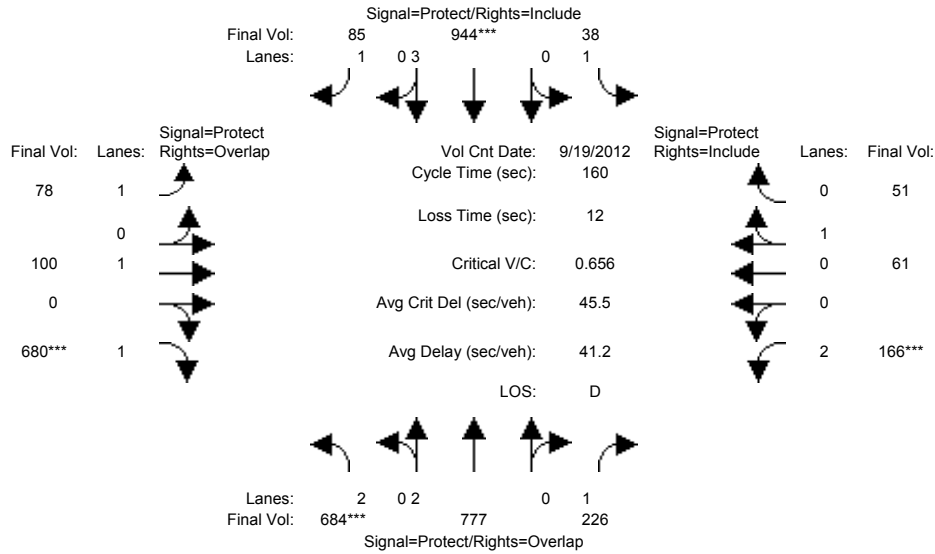
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Apr 2013 <<												
Base Vol:	499	869	77	39	744	60	15	26	617	259	77	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	869	77	39	744	60	15	26	617	259	77	42
Added Vol:	0	17	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	886	77	39	746	60	15	26	617	259	77	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	886	77	39	746	60	15	26	617	259	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	886	77	39	746	60	15	26	617	259	77	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	499	886	77	39	746	60	15	26	617	259	77	42
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	0.65	0.35
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1165	635
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.04	0.02	0.13	0.03	0.01	0.01	0.35	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	41.4	63.7	85.2	12.0	34.2	34.2	28.8	50.8	92.2	21.5	43.5	43.5
Volume/Cap:	0.61	0.59	0.08	0.30	0.61	0.16	0.05	0.04	0.61	0.61	0.24	0.24
Delay/Veh:	53.6	38.4	18.3	71.3	57.8	51.4	54.3	37.8	23.3	67.9	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	38.4	18.3	71.3	57.8	51.4	54.3	37.8	23.3	67.9	45.7	45.7
LOS by Move:	D	D	B	E	E	D	D	D	C	E	D	D
HCM2kAvgQ:	13	16	2	2	11	2	1	1	21	8	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3103: KIELY/SARATOGA



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

Volume Module:	>> Count Date: 19 Sep 2012 <<											
Base Vol:	684	772	226	38	928	85	78	100	680	166	61	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	772	226	38	928	85	78	100	680	166	61	51
Added Vol:	0	5	0	0	16	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	684	777	226	38	944	85	78	100	680	166	61	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	777	226	38	944	85	78	100	680	166	61	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	777	226	38	944	85	78	100	680	166	61	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	684	777	226	38	944	85	78	100	680	166	61	51

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	0.54	0.46
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	980	820

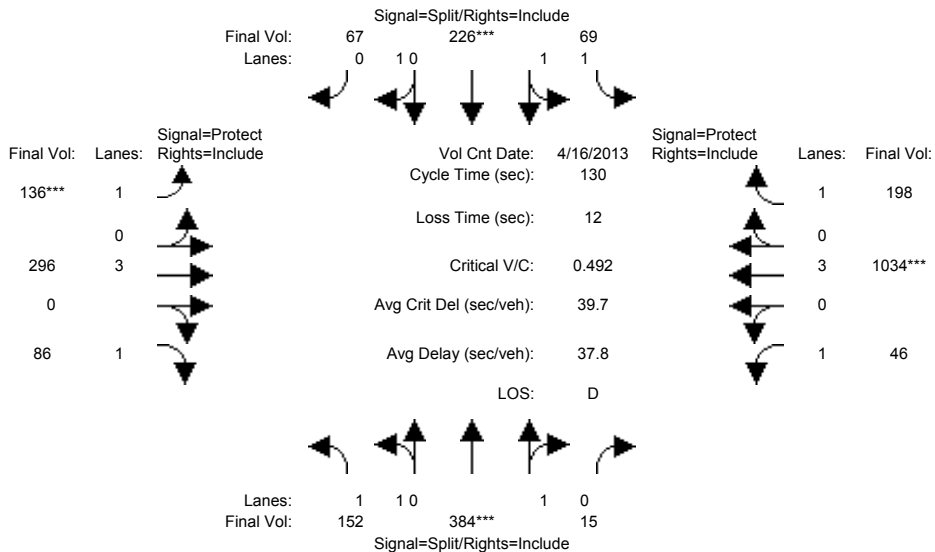
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.13	0.02	0.17	0.05	0.04	0.05	0.39	0.05	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	53.0	76.9	89.7	16.5	40.4	40.4	22.8	41.8	94.8	12.9	31.9	31.9
Volume/Cap:	0.66	0.43	0.23	0.21	0.66	0.19	0.31	0.20	0.66	0.66	0.31	0.31
Delay/Veh:	47.3	27.3	17.8	66.4	54.7	47.2	62.3	46.3	23.3	77.6	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	27.3	17.8	66.4	54.7	47.2	62.3	46.3	23.3	77.6	55.2	55.2
LOS by Move:	D	C	B	E	D	D	E	D	C	E	E	E
HCM2kAvgQ:	17	12	6	2	13	3	4	4	24	6	5	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



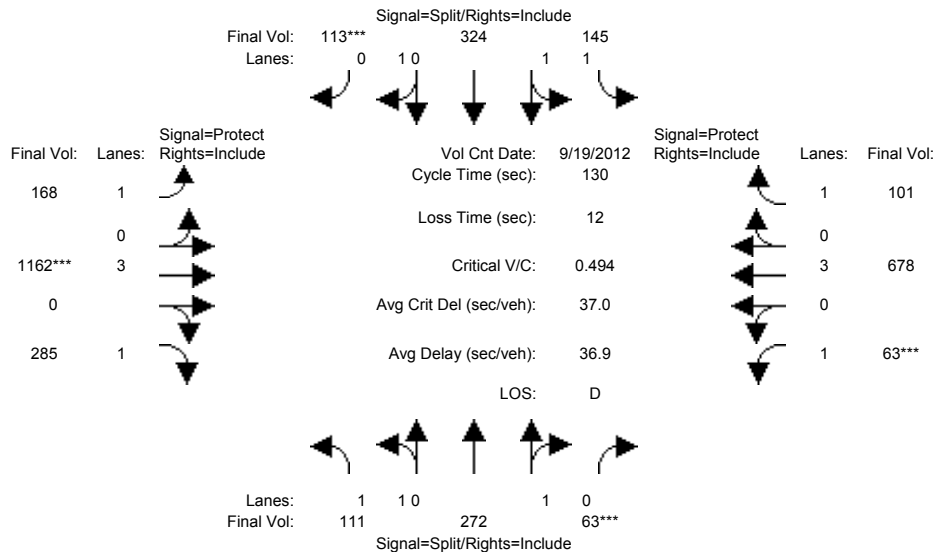
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	152	384	15	63	226	67	136	285	86	46	1033	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	384	15	63	226	67	136	285	86	46	1033	197
Added Vol:	0	0	0	6	0	0	0	11	0	0	1	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	384	15	69	226	67	136	296	86	46	1034	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	384	15	69	226	67	136	296	86	46	1034	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	384	15	69	226	67	136	296	86	46	1034	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	384	15	69	226	67	136	296	86	46	1034	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.53	0.47	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3561	139	1750	2853	846	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.04	0.08	0.08	0.08	0.05	0.05	0.03	0.18	0.11
Crit Moves:	****			****			****			****		
Green Time:	28.5	28.5	28.5	20.9	20.9	20.9	20.6	40.3	40.3	28.2	48.0	48.0
Volume/Cap:	0.40	0.49	0.49	0.24	0.49	0.49	0.49	0.17	0.16	0.12	0.49	0.31
Delay/Veh:	43.6	44.7	44.7	47.7	50.2	50.2	51.3	32.7	32.7	41.1	31.8	29.4
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:	43.6	44.7	44.7	47.7	50.2	50.2	51.3	32.7	32.7	41.1	31.8	29.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	7	7	3	6	6	6	3	3	2	10	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3104: KIELY/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	111	272	63	143	324	113	168	1159	285	63	667	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	272	63	143	324	113	168	1159	285	63	667	96
Added Vol:	0	0	0	2	0	0	0	3	0	0	11	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	272	63	145	324	113	168	1162	285	63	678	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	272	63	145	324	113	168	1162	285	63	678	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	272	63	145	324	113	168	1162	285	63	678	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	272	63	145	324	113	168	1162	285	63	678	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.61	0.39	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3004	696	1750	2743	957	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.08	0.12	0.12	0.10	0.20	0.16	0.04	0.12	0.06
Crit Moves:			****			****		****		****		
Green Time:	23.8	23.8	23.8	31.1	31.1	31.1	28.2	53.6	53.6	9.5	34.9	34.9
Volume/Cap:	0.35	0.49	0.49	0.35	0.49	0.49	0.44	0.49	0.39	0.49	0.44	0.21
Delay/Veh:	46.5	48.1	48.1	41.2	43.0	43.0	44.9	28.3	27.2	61.0	39.7	37.1
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:	46.5	48.1	48.1	41.2	43.0	43.0	44.9	28.3	27.2	61.0	39.7	37.1
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	4	7	7	5	8	8	6	11	8	3	7	3

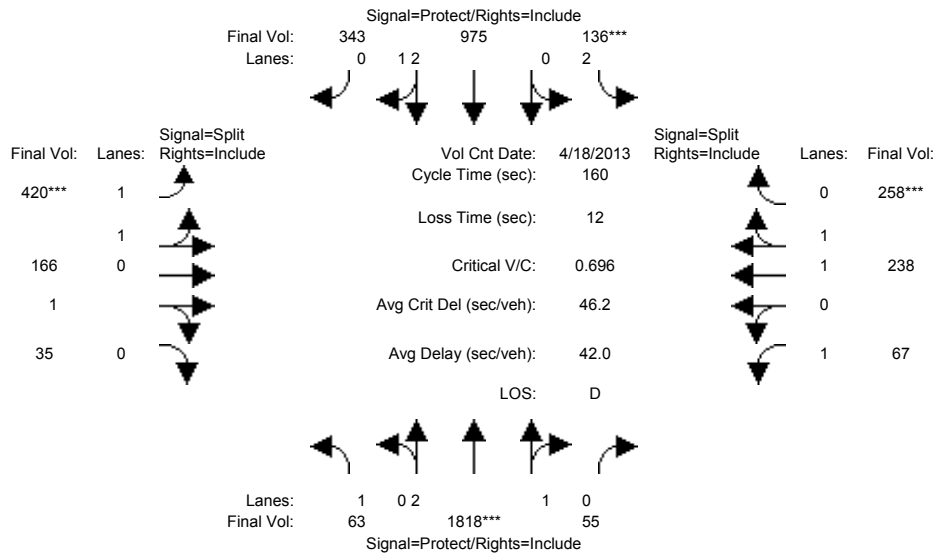
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



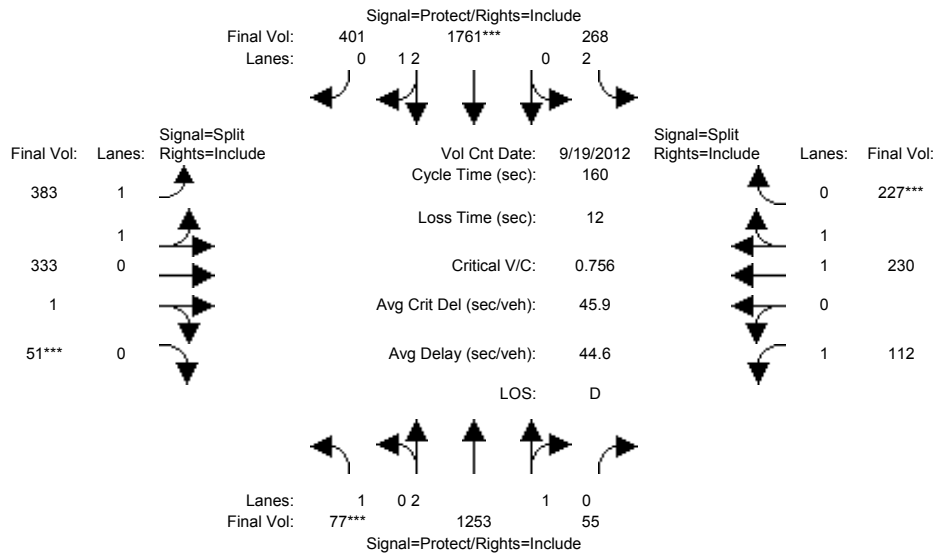
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	63	1806	55	136	973	342	414	160	35	67	237	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1806	55	136	973	342	414	160	35	67	237	258
Added Vol:	0	12	0	0	2	1	6	6	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1818	55	136	975	343	420	166	35	67	238	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1818	55	136	975	343	420	166	35	67	238	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1818	55	136	975	343	420	166	35	67	238	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	1818	55	136	975	343	420	166	35	67	238	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	2.00	2.19	0.81	2.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1750	5435	164	3150	4141	1457	3551	1487	313	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.04	0.24	0.24	0.12	0.11	0.11	0.04	0.13	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.6	76.9	76.9	9.9	73.3	73.3	27.2	27.2	27.2	33.9	33.9	33.9
Volume/Cap:	0.42	0.70	0.70	0.70	0.51	0.51	0.70	0.66	0.66	0.18	0.59	0.70
Delay/Veh:	71.4	33.2	33.2	84.0	30.9	30.9	64.9	63.7	63.7	51.9	57.9	61.3
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:	71.4	33.2	33.2	84.0	30.9	30.9	64.9	63.7	63.7	51.9	57.9	61.3
LOS by Move:	E	C	C	F	C	C	E	E	E	D	E	E
HCM2kAvgQ:	4	24	24	4	15	15	11	11	11	3	11	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3113: MOORPARK/SARATOGA



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

Volume Module:	>>	Count	Date:	19 Sep 2012	<<							
Base Vol:	77	1250	55	268	1750	396	381	331	51	112	225	227
Growth Adj:	1.00	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	1250	55	268	1750	396	381	331	51	112	225	227
Added Vol:	0	3	0	0	11	5	2	2	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1253	55	268	1761	401	383	333	51	112	230	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1253	55	268	1761	401	383	333	51	112	230	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1253	55	268	1761	401	383	333	51	112	230	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1253	55	268	1761	401	383	333	51	112	230	227

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.87	0.13	2.00	2.42	0.58	1.51	1.29	0.20	1.00	1.00	1.00
Final Sat.:	1750	5364	235	3150	4560	1038	2671	2323	356	1750	1899	1800

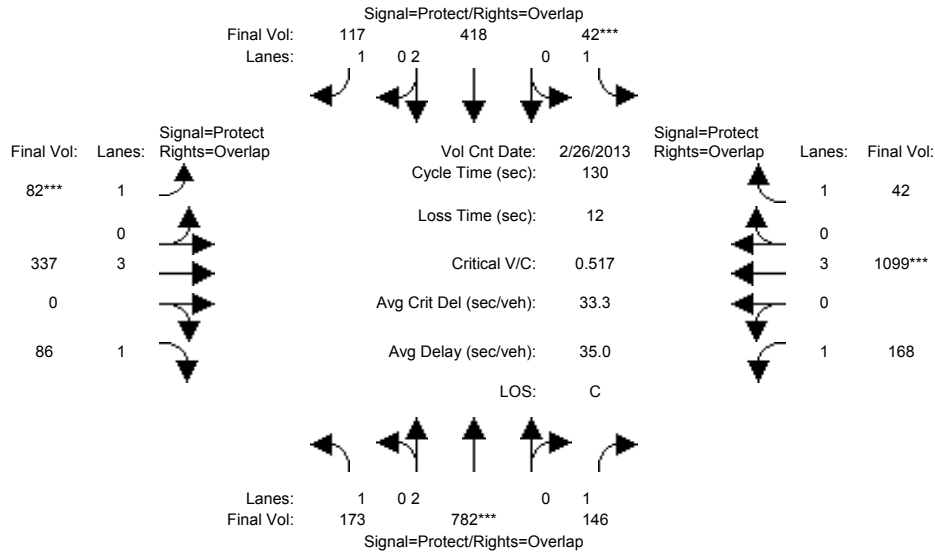
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.09	0.39	0.39	0.14	0.14	0.14	0.06	0.12	0.13
Crit Moves:	****			****			****			****		
Green Time:	9.3	66.7	66.7	24.3	81.7	81.7	30.3	30.3	30.3	26.7	26.7	26.7
Volume/Cap:	0.76	0.56	0.56	0.56	0.76	0.76	0.76	0.76	0.76	0.38	0.73	0.76
Delay/Veh:	101.5	35.8	35.8	64.4	32.4	32.4	64.7	64.7	64.7	60.2	67.4	69.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.5	35.8	35.8	64.4	32.4	32.4	64.7	64.7	64.7	60.2	67.4	69.0
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	6	16	16	7	28	28	14	14	14	5	12	13

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

Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



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

Volume Module:	>>	Count	Date:	26 Feb 2013	<<							
Base Vol:	173	782	129	42	418	117	82	320	86	166	1097	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	782	129	42	418	117	82	320	86	166	1097	42
Added Vol:	0	0	17	0	0	0	0	17	0	2	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	782	146	42	418	117	82	337	86	168	1099	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	782	146	42	418	117	82	337	86	168	1099	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	782	146	42	418	117	82	337	86	168	1099	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	782	146	42	418	117	82	337	86	168	1099	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

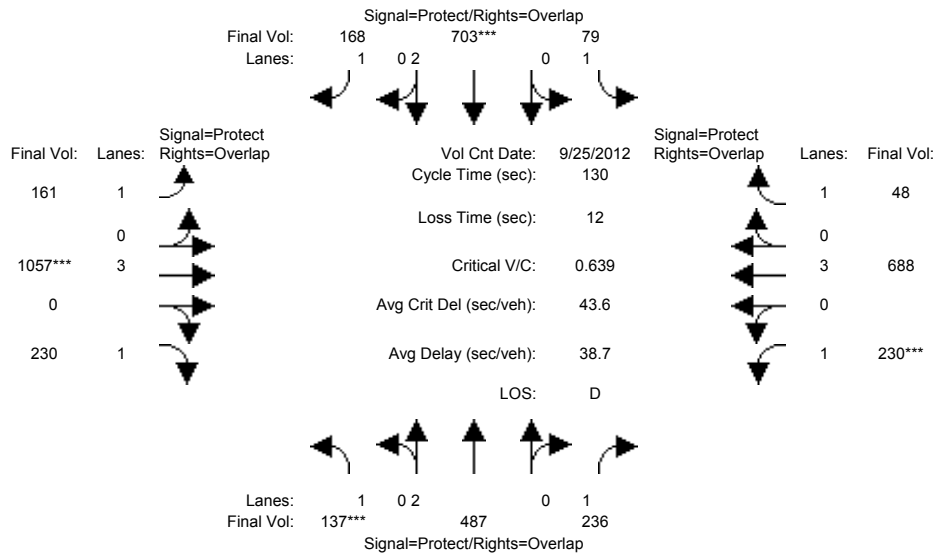
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.08	0.02	0.11	0.07	0.05	0.06	0.05	0.10	0.19	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.6	51.3	84.4	7.0	30.7	42.4	11.7	26.6	54.2	33.2	48.0	55.0
Volume/Cap:	0.47	0.52	0.13	0.45	0.47	0.21	0.52	0.29	0.12	0.38	0.52	0.06
Delay/Veh:	45.7	30.3	8.8	63.0	43.0	31.8	59.6	43.9	23.3	40.4	32.2	22.2
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:	45.7	30.3	8.8	63.0	43.0	31.8	59.6	43.9	23.3	40.4	32.2	22.2
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
HCM2kAvgQ:	6	11	2	2	7	3	3	4	2	6	11	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3116: SARATOGA/STEVENS CREEK



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

Volume Module:	>> Count Date: 25 Sep 2012 <<											
Base Vol:	137	487	231	79	703	168	161	1052	230	214	672	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	487	231	79	703	168	161	1052	230	214	672	48
Added Vol:	0	0	5	0	0	0	0	5	0	16	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	487	236	79	703	168	161	1057	230	230	688	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	487	236	79	703	168	161	1057	230	230	688	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	487	236	79	703	168	161	1057	230	230	688	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
Final Volume:	137	487	236	79	703	168	161	1057	230	230	688	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

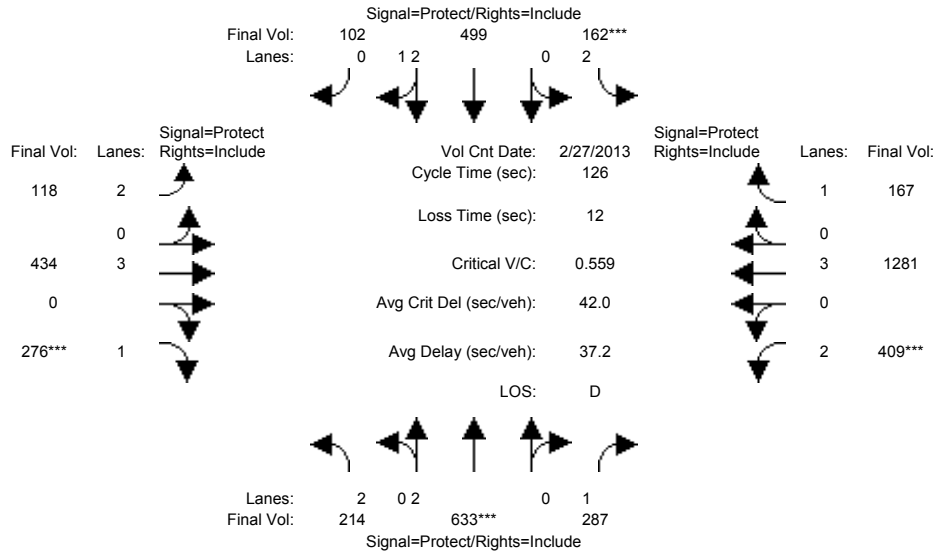
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.05	0.19	0.10	0.09	0.19	0.13	0.13	0.12	0.03
Crit Moves:	****				****			****			****	
Green Time:	15.9	37.7	64.4	15.8	37.6	65.5	27.9	37.7	53.6	26.7	36.6	52.4
Volume/Cap:	0.64	0.44	0.27	0.37	0.64	0.19	0.43	0.64	0.32	0.64	0.43	0.07
Delay/Veh:	60.6	37.9	19.3	53.6	41.5	17.8	45.0	41.1	26.1	51.1	38.4	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	37.9	19.3	53.6	41.5	17.8	45.0	41.1	26.1	51.1	38.4	23.8
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	8	6	3	11	4	6	12	6	9	7	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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

Volume Module:	>>	Count	Date:	27 Feb 2013	<<							
Base Vol:	208	614	253	162	418	102	118	434	217	354	1281	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	614	253	162	418	102	118	434	217	354	1281	175
Added Vol:	6	11	2	0	81	0	0	0	59	15	0	0
ATI:	0	8	32	0	0	0	0	0	0	40	0	-8
Initial Fut:	214	633	287	162	499	102	118	434	276	409	1281	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	633	287	162	499	102	118	434	276	409	1281	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	633	287	162	499	102	118	434	276	409	1281	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	633	287	162	499	102	118	434	276	409	1281	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4648	950	3150	5700	1750	3150	5700	1750

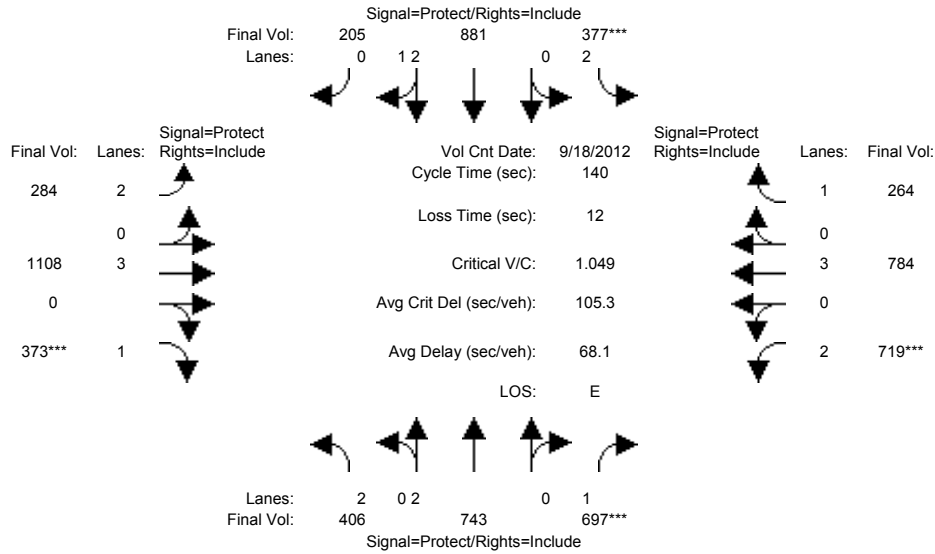
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.16	0.05	0.11	0.11	0.04	0.08	0.16	0.13	0.22	0.10
Crit Moves:	****			****			****			****		
Green Time:	19.1	37.6	37.6	11.6	30.1	30.1	12.9	35.6	35.6	29.3	52.0	52.0
Volume/Cap:	0.45	0.56	0.55	0.56	0.45	0.45	0.37	0.27	0.56	0.56	0.54	0.23
Delay/Veh:	49.4	37.9	38.4	57.2	41.1	41.1	53.5	35.2	40.0	43.6	28.3	24.2
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:	49.4	37.9	38.4	57.2	41.1	41.1	53.5	35.2	40.0	43.6	28.3	24.2
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	5	11	10	4	7	7	3	4	10	8	12	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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

Volume Module:	>>	Count	Date:	18 Sep 2012	<<							
Base Vol:	350	644	644	377	857	205	284	1108	357	625	784	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	644	644	377	857	205	284	1108	357	625	784	287
Added Vol:	56	76	14	0	24	0	0	0	16	4	0	0
ATI:	0	23	39	0	0	0	0	0	0	90	0	-23
Initial Fut:	406	743	697	377	881	205	284	1108	373	719	784	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	743	697	377	881	205	284	1108	373	719	784	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	743	697	377	881	205	284	1108	373	719	784	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	406	743	697	377	881	205	284	1108	373	719	784	264

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.41	0.59	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4542	1057	3150	5700	1750	3150	5700	1750

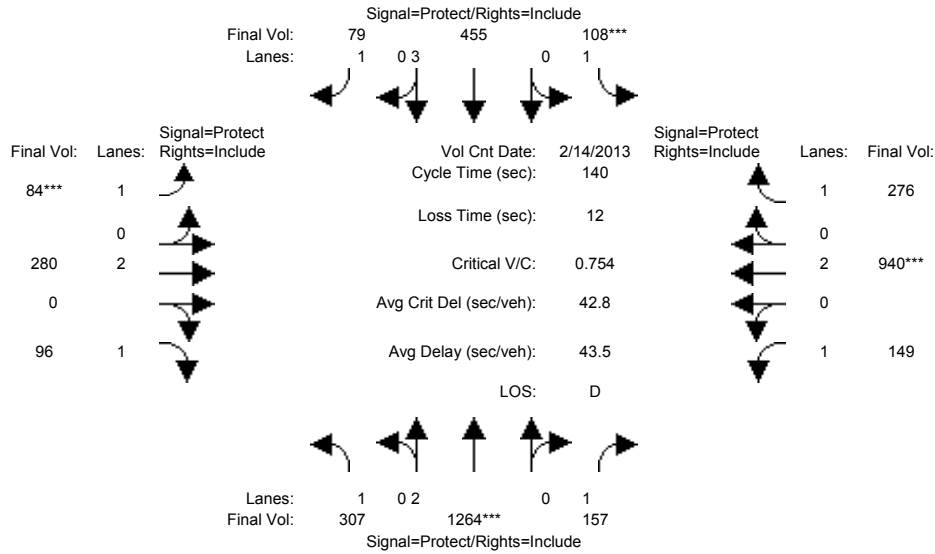
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.40	0.12	0.19	0.19	0.09	0.19	0.21	0.23	0.14	0.15
Crit Moves:			****	****					****	****		
Green Time:	27.6	53.1	53.1	16.0	41.5	41.5	22.0	28.4	28.4	30.5	36.9	36.9
Volume/Cap:	0.65	0.52	1.05	1.05	0.65	0.65	0.57	0.96	1.05	1.05	0.52	0.57
Delay/Veh:	54.3	33.8	92.0	123.0	43.9	43.9	56.3	72.3	117.0	102.8	44.4	46.5
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:	54.3	33.8	92.0	123.0	43.9	43.9	56.3	72.3	117.0	102.8	44.4	46.5
LOS by Move:	D	C	F	F	D	D	E	E	F	F	D	D
HCM2kAvgQ:	10	12	42	15	14	14	7	20	24	23	9	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



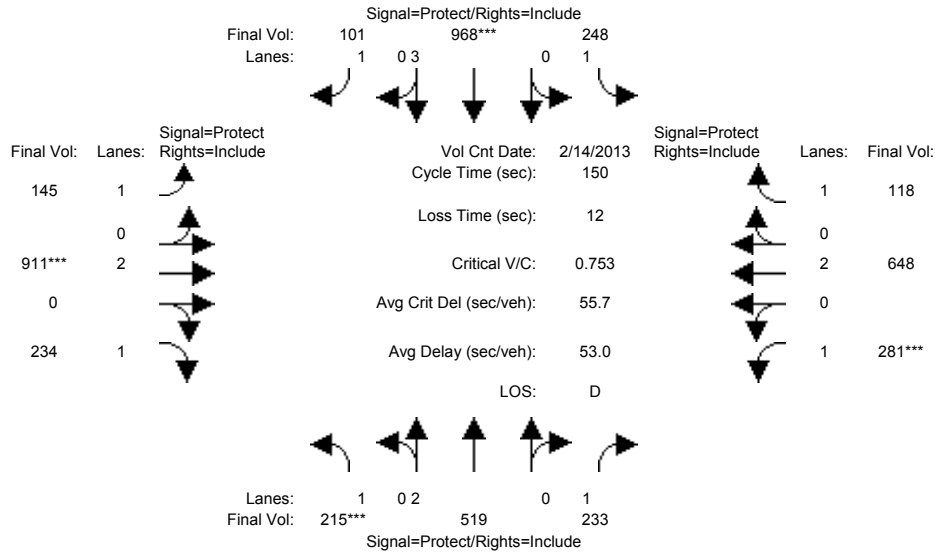
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	301	1264	157	108	455	67	82	273	95	149	888	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1264	157	108	455	67	82	273	95	149	888	276
Added Vol:	6	0	0	0	0	12	2	7	1	0	52	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	1264	157	108	455	79	84	280	96	149	940	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1264	157	108	455	79	84	280	96	149	940	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1264	157	108	455	79	84	280	96	149	940	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	307	1264	157	108	455	79	84	280	96	149	940	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.09	0.06	0.08	0.05	0.05	0.07	0.05	0.09	0.25	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	50.3	61.7	61.7	11.5	22.9	22.9	8.9	25.4	25.4	29.4	45.9	45.9
Volume/Cap:	0.49	0.75	0.20	0.75	0.49	0.28	0.75	0.41	0.30	0.41	0.75	0.48
Delay/Veh:	35.5	34.8	24.2	83.0	53.6	51.8	89.4	51.0	50.1	48.5	44.7	38.2
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:	35.5	34.8	24.2	83.0	53.6	51.8	89.4	51.0	50.1	48.5	44.7	38.2
LOS by Move:	D	C	C	F	D	D	F	D	D	D	D	D
HCM2kAvgQ:	11	23	4	5	6	3	4	5	4	6	19	10

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

Santana Row Lots 9 and 17 Development

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

Intersection #3279: BASCOM/SAN CARLOS



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

Volume Module: >> Count Date: 14 Feb 2013 <<

Base Vol:	213	519	233	248	968	98	134	862	229	281	632	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	519	233	248	968	98	134	862	229	281	632	118
Added Vol:	2	0	0	0	0	3	11	49	5	0	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	519	233	248	968	101	145	911	234	281	648	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	519	233	248	968	101	145	911	234	281	648	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	519	233	248	968	101	145	911	234	281	648	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	215	519	233	248	968	101	145	911	234	281	648	118

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.12	0.14	0.13	0.14	0.17	0.06	0.08	0.24	0.13	0.16	0.17	0.07
Crit Moves:	****			****			****			****		
Green Time:	24.5	28.6	28.6	29.7	33.8	33.8	26.1	47.7	47.7	32.0	53.6	53.6
Volume/Cap:	0.75	0.72	0.70	0.72	0.75	0.26	0.48	0.75	0.42	0.75	0.48	0.19
Delay/Veh:	70.7	60.3	63.1	63.2	56.8	48.1	57.0	48.6	40.8	63.7	37.6	33.3
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:	70.7	60.3	63.1	63.2	56.8	48.1	57.0	48.6	40.8	63.7	37.6	33.3
LOS by Move:	E	E	E	E	E	D	E	D	D	E	D	C
HCM2kAvgQ:	11	11	11	12	14	4	6	18	9	14	11	4

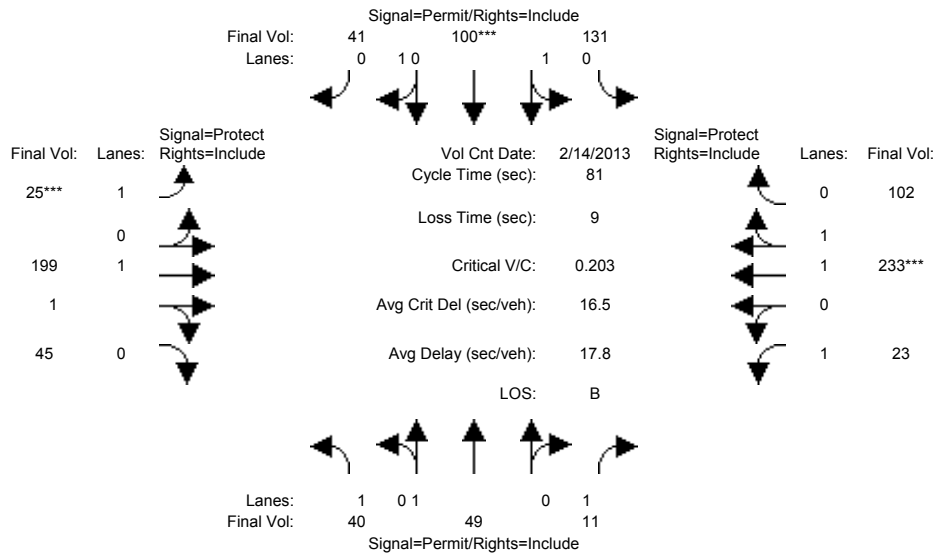
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE



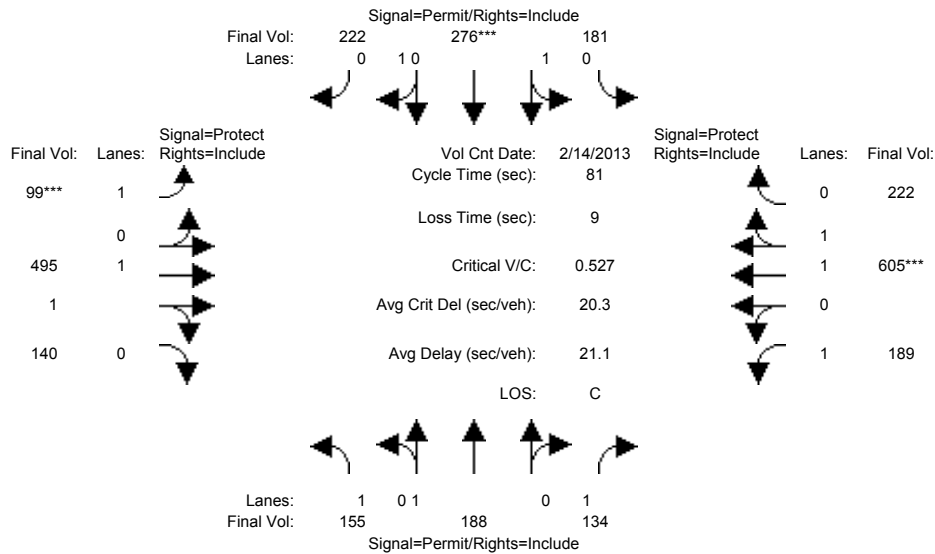
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	40	49	11	131	97	38	25	198	45	23	226	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	49	11	131	97	38	25	198	45	23	226	102
Added Vol:	0	0	0	0	3	3	0	1	0	0	7	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	49	11	131	100	41	25	199	45	23	233	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	49	11	131	100	41	25	199	45	23	233	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	49	11	131	100	41	25	199	45	23	233	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	49	11	131	100	41	25	199	45	23	233	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	0.96	0.74	0.30	1.00	1.62	0.38	1.00	1.37	0.63
Final Sat.:	1750	1900	1750	1734	1324	543	1750	3017	682	1750	2573	1126
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.08	0.08	0.08	0.01	0.07	0.07	0.01	0.09	0.09
Crit Moves:				****				****				****
Green Time:	29.6	29.6	29.6	29.6	29.6	29.6	7.0	25.0	25.0	17.5	35.4	35.4
Volume/Cap:	0.06	0.07	0.02	0.21	0.21	0.21	0.17	0.21	0.21	0.06	0.21	0.21
Delay/Veh:	16.8	16.8	16.4	17.7	17.7	17.7	34.8	20.8	20.8	25.3	14.2	14.2
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:	16.8	16.8	16.4	17.7	17.7	17.7	34.8	20.8	20.8	25.3	14.2	14.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	1	1	0	2	2	2	1	2	2	0	3	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3527: FOREST/MONROE



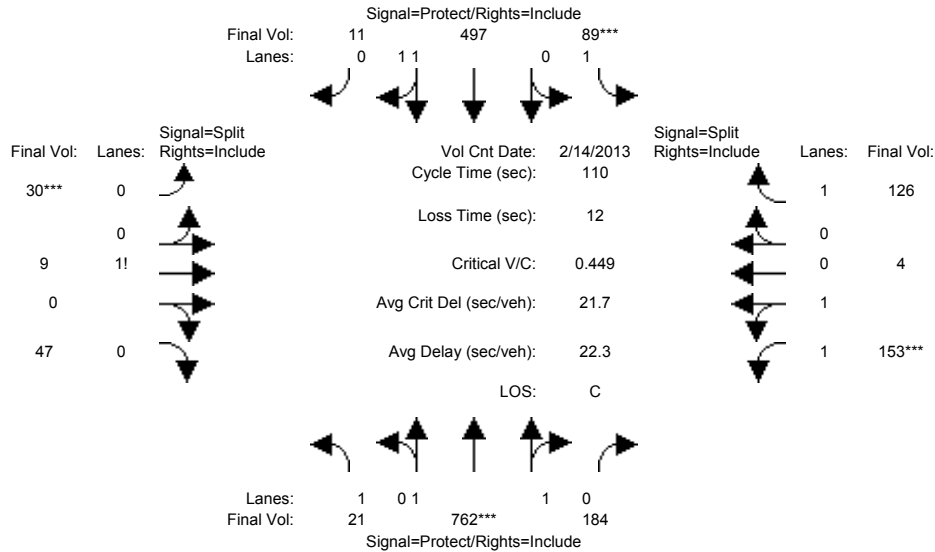
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	155	185	134	181	275	221	96	488	140	189	603	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	185	134	181	275	221	96	488	140	189	603	222
Added Vol:	0	3	0	0	1	1	3	7	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	188	134	181	276	222	99	495	140	189	605	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	188	134	181	276	222	99	495	140	189	605	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	188	134	181	276	222	99	495	140	189	605	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	188	134	181	276	222	99	495	140	189	605	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.53	0.82	0.65	1.00	1.55	0.45	1.00	1.45	0.55
Final Sat.:	1750	1900	1750	960	1463	1177	1750	2884	816	1750	2706	993
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.19	0.19	0.19	0.06	0.17	0.17	0.11	0.22	0.22
Crit Moves:				****				****				****
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	8.7	26.4	26.4	16.6	34.3	34.3
Volume/Cap:	0.25	0.28	0.21	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	18.5	18.8	18.3	21.0	21.0	21.0	37.0	22.6	22.6	30.1	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.8	18.3	21.0	21.0	21.0	37.0	22.6	22.6	30.1	17.6	17.6
LOS by Move:	B	B	B	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	3	3	2	7	7	7	3	7	7	5	8	8

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

Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



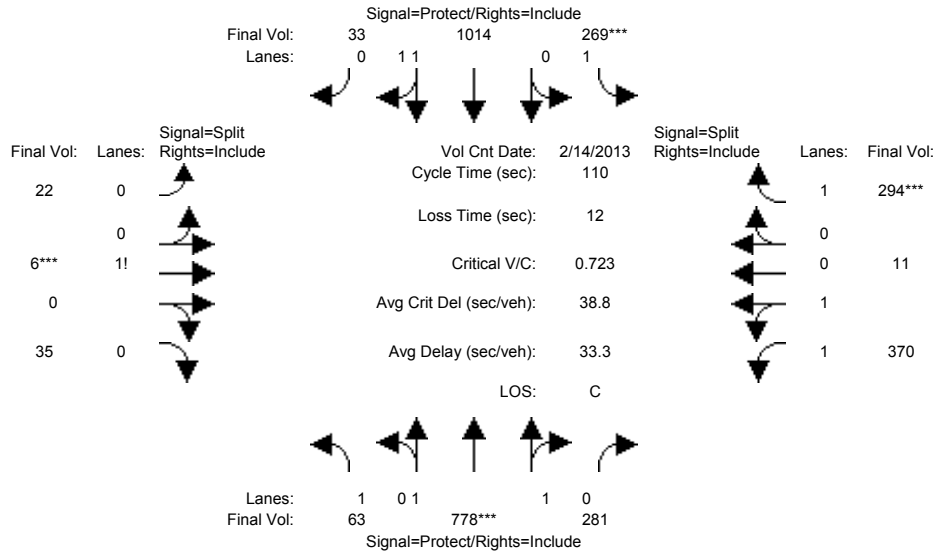
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	21	753	183	89	426	11	30	9	47	143	4	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	753	183	89	426	11	30	9	47	143	4	126
Added Vol:	0	9	1	0	71	0	0	0	0	10	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	762	184	89	497	11	30	9	47	153	4	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	762	184	89	497	11	30	9	47	153	4	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	762	184	89	497	11	30	9	47	153	4	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	762	184	89	497	11	30	9	47	153	4	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.60	0.40	1.00	1.96	0.04	0.35	0.10	0.55	1.95	0.05	1.00
Final Sat.:	1750	2980	720	1750	3620	80	610	183	956	3460	90	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.05	0.14	0.14	0.05	0.05	0.05	0.04	0.04	0.07
Crit Moves:	****			****			****			****		
Green Time:	23.8	62.7	62.7	12.5	51.3	51.3	12.0	12.0	12.0	17.6	17.6	17.6
Volume/Cap:	0.06	0.45	0.45	0.45	0.29	0.29	0.45	0.45	0.45	0.28	0.28	0.45
Delay/Veh:	34.3	13.8	13.8	47.2	18.2	18.2	47.5	47.5	47.5	40.8	40.8	42.9
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:	34.3	13.8	13.8	47.2	18.2	18.2	47.5	47.5	47.5	40.8	40.8	42.9
LOS by Move:	C	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	3	5	5	3	3	3	3	3	5

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

Santana Row Lots 9 and 17 Development

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

Intersection #3530: FOREST/WINCHESTER



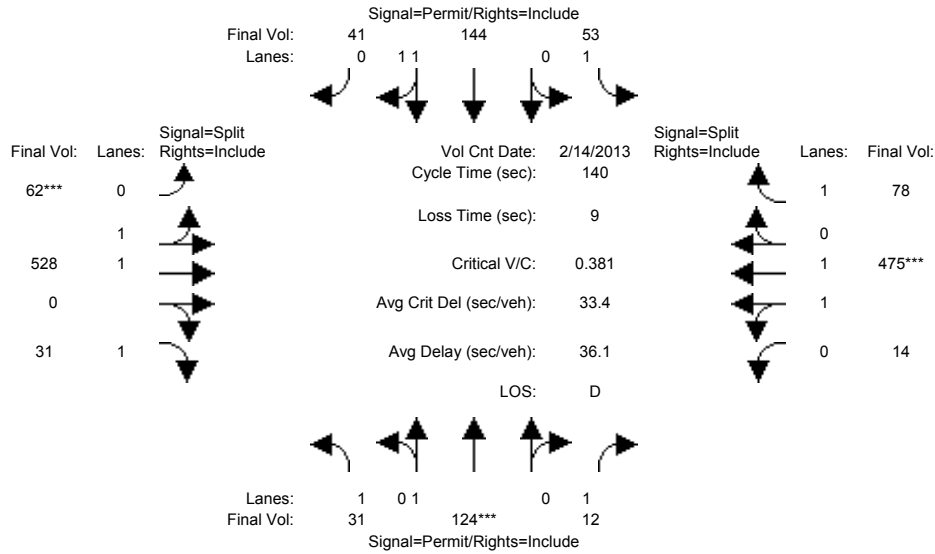
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	63	712	272	269	993	33	22	6	35	367	11	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	712	272	269	993	33	22	6	35	367	11	294
Added Vol:	0	66	9	0	21	0	0	0	0	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	778	281	269	1014	33	22	6	35	370	11	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	778	281	269	1014	33	22	6	35	370	11	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	778	281	269	1014	33	22	6	35	370	11	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	778	281	269	1014	33	22	6	35	370	11	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.45	0.55	1.00	1.94	0.06	0.35	0.09	0.56	1.94	0.06	1.00
Final Sat.:	1750	2717	982	1750	3583	117	611	167	972	3447	102	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.15	0.28	0.28	0.04	0.04	0.04	0.11	0.11	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.7	41.4	41.4	22.2	52.0	52.0	10.0	10.0	10.0	24.3	24.3	24.3
Volume/Cap:	0.34	0.76	0.76	0.76	0.60	0.60	0.40	0.40	0.40	0.49	0.49	0.76
Delay/Veh:	46.7	32.4	32.4	50.6	21.9	21.9	48.8	48.8	48.8	37.9	37.9	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	32.4	32.4	50.6	21.9	21.9	48.8	48.8	48.8	37.9	37.9	48.6
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	16	16	9	13	13	3	3	3	6	6	12

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

Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



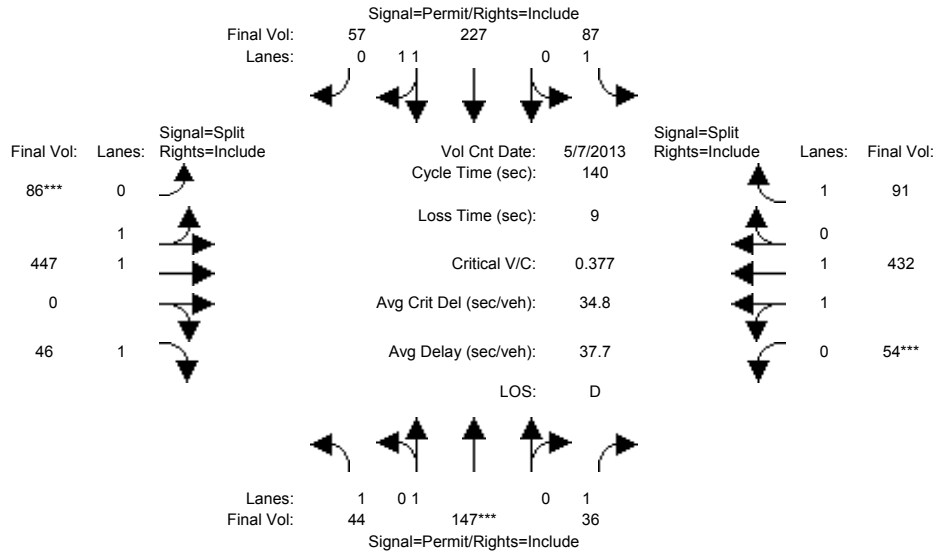
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	31	123	12	53	138	38	62	527	31	14	471	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	123	12	53	138	38	62	527	31	14	471	78
Added Vol:	0	1	0	0	6	3	0	1	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	124	12	53	144	41	62	528	31	14	475	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	124	12	53	144	41	62	528	31	14	475	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	124	12	53	144	41	62	528	31	14	475	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	124	12	53	144	41	62	528	31	14	475	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.54	0.46	0.22	1.78	1.00	0.06	1.94	1.00
Final Sat.:	1750	1900	1750	1750	2879	820	389	3311	1750	106	3594	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.01	0.03	0.05	0.05	0.16	0.16	0.02	0.13	0.13	0.04
Crit Moves:	****						****			****		
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	58.5	58.5	58.5	48.5	48.5	48.5
Volume/Cap:	0.10	0.38	0.04	0.18	0.29	0.29	0.38	0.38	0.04	0.38	0.38	0.13
Delay/Veh:	49.1	52.2	48.5	49.9	50.9	50.9	28.4	28.4	24.2	34.6	34.6	31.4
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:	49.1	52.2	48.5	49.9	50.9	50.9	28.4	28.4	24.2	34.6	34.6	31.4
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	2	4	4	9	9	1	8	8	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3575: HEDDING/MONROE



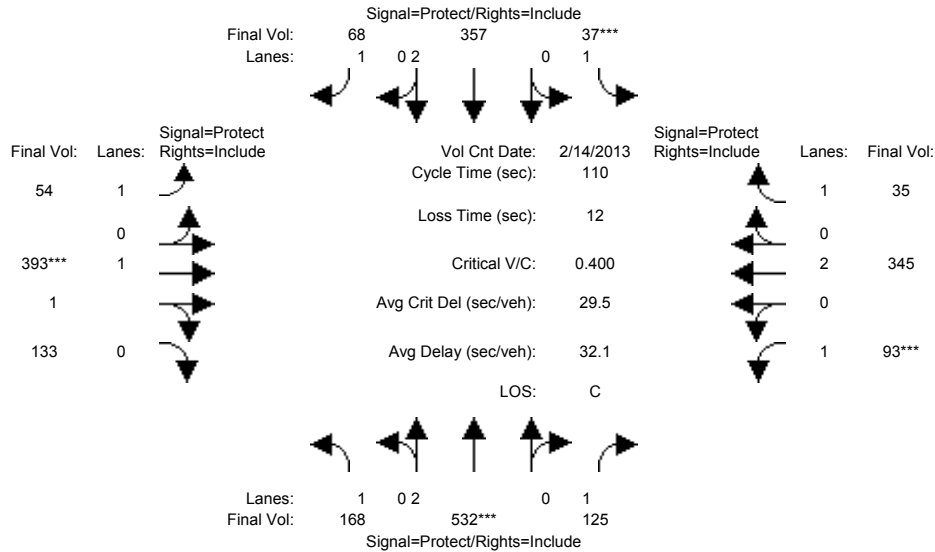
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	44	142	36	87	225	56	83	443	46	54	431	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	142	36	87	225	56	83	443	46	54	431	91
Added Vol:	0	5	0	0	2	1	3	4	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	147	36	87	227	57	86	447	46	54	432	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	147	36	87	227	57	86	447	46	54	432	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	147	36	87	227	57	86	447	46	54	432	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
Final Volume:	44	147	36	87	227	57	86	447	46	54	432	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	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.59	0.41	0.33	1.67	1.00	0.23	1.77	1.00
Final Sat.:	1750	1900	1750	1750	2957	742	597	3103	1750	411	3289	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.02	0.05	0.08	0.08	0.14	0.14	0.03	0.13	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	53.5	53.5	53.5	48.8	48.8	48.8
Volume/Cap:	0.12	0.38	0.10	0.24	0.37	0.37	0.38	0.38	0.07	0.38	0.38	0.15
Delay/Veh:	45.5	48.5	45.3	46.9	48.2	48.2	31.4	31.4	27.5	34.4	34.4	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	48.5	45.3	46.9	48.2	48.2	31.4	31.4	27.5	34.4	34.4	31.5
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	2	5	1	3	5	5	8	8	1	8	8	3

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



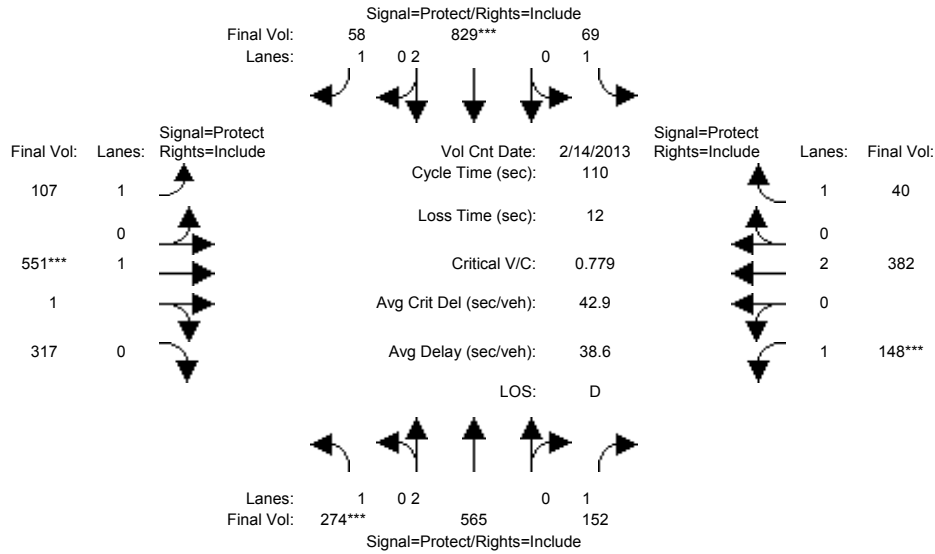
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	167	525	124	37	308	68	54	393	119	86	345	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	525	124	37	308	68	54	393	119	86	345	35
Added Vol:	1	7	1	0	49	0	0	0	14	7	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	532	125	37	357	68	54	393	133	93	345	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	532	125	37	357	68	54	393	133	93	345	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	532	125	37	357	68	54	393	133	93	345	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	532	125	37	357	68	54	393	133	93	345	35
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2764	935	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.07	0.02	0.09	0.04	0.03	0.14	0.14	0.05	0.09	0.02
Crit Moves:	****			****			****			****		
Green Time:	22.7	38.0	38.0	7.0	22.3	22.3	21.8	38.6	38.6	14.4	31.2	31.2
Volume/Cap:	0.46	0.41	0.21	0.33	0.46	0.19	0.16	0.41	0.41	0.41	0.32	0.07
Delay/Veh:	39.2	27.6	25.6	51.0	39.1	36.7	36.7	27.2	27.2	45.0	31.2	28.9
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:	39.2	27.6	25.6	51.0	39.1	36.7	36.7	27.2	27.2	45.0	31.2	28.9
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	5	7	3	2	6	2	2	7	7	3	4	1

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

Santana Row Lots 9 and 17 Development

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

Intersection #3582: HEDDING/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	261	519	145	69	814	58	107	551	313	146	382	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:	261	519	145	69	814	58	107	551	313	146	382	40
Added Vol:	13	46	7	0	15	0	0	0	4	2	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	565	152	69	829	58	107	551	317	148	382	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	565	152	69	829	58	107	551	317	148	382	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	565	152	69	829	58	107	551	317	148	382	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	565	152	69	829	58	107	551	317	148	382	40
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.25	0.75	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2348	1351	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.09	0.04	0.22	0.03	0.06	0.23	0.23	0.08	0.10	0.02
Crit Moves:	****				****			****			****	
Green Time:	22.1	37.1	37.1	15.9	30.8	30.8	17.5	33.1	33.1	11.9	27.6	27.6
Volume/Cap:	0.78	0.44	0.26	0.27	0.78	0.12	0.38	0.78	0.78	0.78	0.40	0.09
Delay/Veh:	52.2	28.7	26.7	42.5	40.2	29.6	42.3	38.7	38.7	66.1	34.6	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	28.7	26.7	42.5	40.2	29.6	42.3	38.7	38.7	66.1	34.6	31.7
LOS by Move:	D	C	C	D	D	C	D	D	D	E	C	C
HCM2kAvgQ:	9	7	4	2	15	2	3	14	14	6	5	1

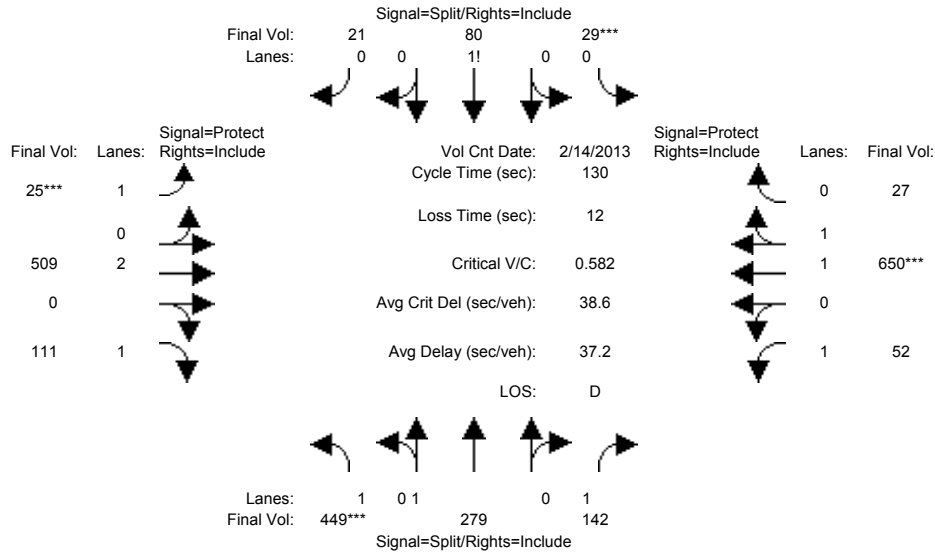
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



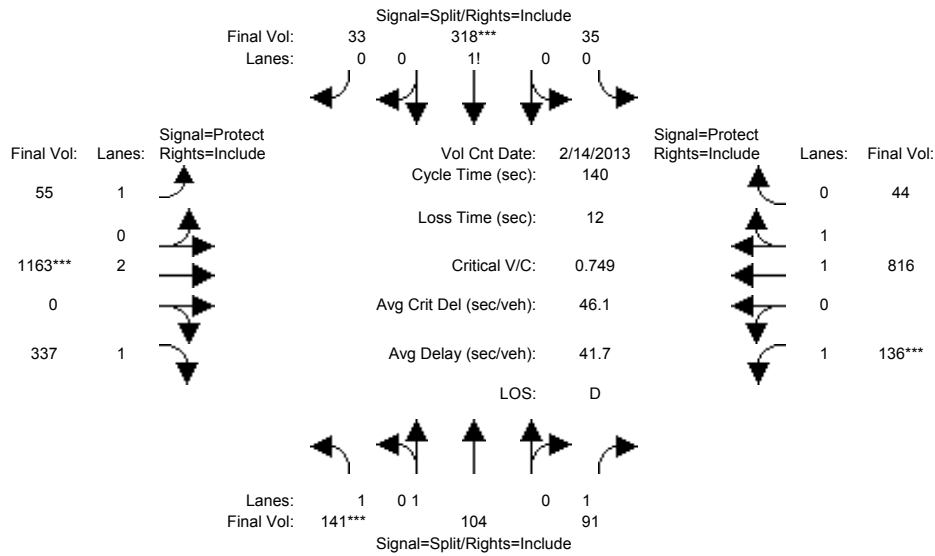
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	443	279	142	29	80	21	25	506	110	52	627	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:	443	279	142	29	80	21	25	506	110	52	627	27
Added Vol:	6	0	0	0	0	0	0	3	1	0	23	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	279	142	29	80	21	25	509	111	52	650	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	279	142	29	80	21	25	509	111	52	650	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	279	142	29	80	21	25	509	111	52	650	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	449	279	142	29	80	21	25	509	111	52	650	27
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	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.22	0.62	0.16	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	390	1077	283	1750	3800	1750	1750	3552	148
Capacity Analysis Module:												
Vol/Sat:	0.26	0.15	0.08	0.07	0.07	0.07	0.01	0.13	0.06	0.03	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	55.4	55.4	55.4	16.0	16.0	16.0	7.0	33.2	33.2	13.3	39.5	39.5
Volume/Cap:	0.60	0.34	0.19	0.60	0.60	0.60	0.27	0.52	0.25	0.29	0.60	0.60
Delay/Veh:	30.2	25.3	23.4	58.6	58.6	58.6	60.5	42.2	38.8	54.8	39.5	39.5
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:	30.2	25.3	23.4	58.6	58.6	58.6	60.5	42.2	38.8	54.8	39.5	39.5
LOS by Move:	C	C	C	E	E	E	E	D	D	D	D	D
HCM2kAvgQ:	15	7	4	6	6	6	1	8	4	2	11	11

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

Santana Row Lots 9 and 17 Development

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

Intersection #3653: LINCOLN/SAN CARLOS



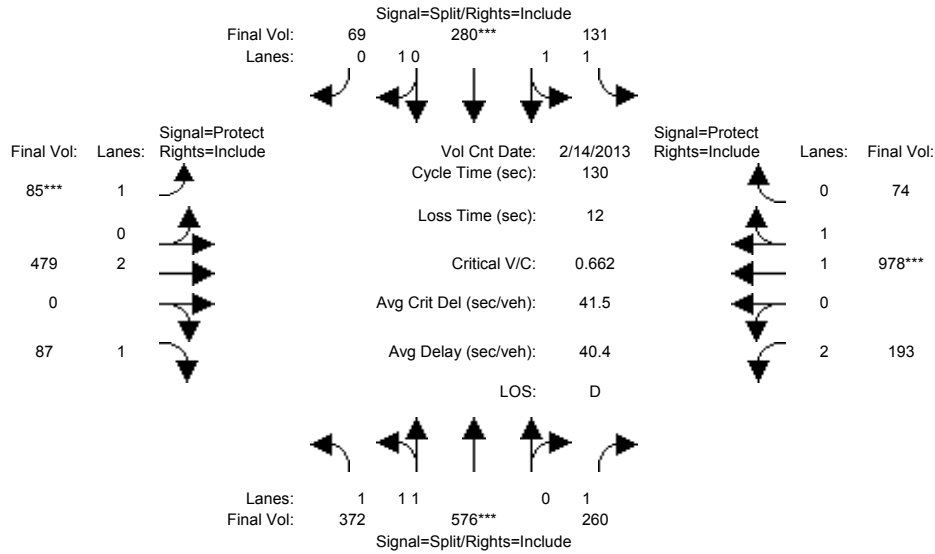
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	139	104	91	35	318	33	55	1141	332	136	809	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	104	91	35	318	33	55	1141	332	136	809	44
Added Vol:	2	0	0	0	0	0	0	22	5	0	7	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	104	91	35	318	33	55	1163	337	136	816	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	104	91	35	318	33	55	1163	337	136	816	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	104	91	35	318	33	55	1163	337	136	816	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:	141	104	91	35	318	33	55	1163	337	136	816	44
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	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.09	0.82	0.09	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1750	1900	1750	159	1442	150	1750	3800	1750	1750	3511	189
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.22	0.22	0.22	0.03	0.31	0.19	0.08	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	15.1	15.1	15.1	41.2	41.2	41.2	12.7	57.2	57.2	14.5	59.0	59.0
Volume/Cap:	0.75	0.51	0.48	0.75	0.75	0.75	0.35	0.75	0.47	0.75	0.55	0.55
Delay/Veh:	75.9	61.1	60.8	50.7	50.7	50.7	61.1	37.4	30.8	76.8	30.9	30.9
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:	75.9	61.1	60.8	50.7	50.7	50.7	61.1	37.4	30.8	76.8	30.9	30.9
LOS by Move:	E	E	E	D	D	D	E	D	C	E	C	C
HCM2kAvgQ:	8	5	4	17	17	17	2	20	11	6	14	14

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

Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	366	576	260	131	280	63	84	475	86	193	949	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	576	260	131	280	63	84	475	86	193	949	74
Added Vol:	6	0	0	0	0	6	1	4	1	0	29	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	576	260	131	280	69	85	479	87	193	978	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	576	260	131	280	69	85	479	87	193	978	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	576	260	131	280	69	85	479	87	193	978	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	372	576	260	131	280	69	85	479	87	193	978	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.22	1.78	1.00	1.00	1.59	0.41	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	2137	3309	1750	1750	2968	731	1750	3800	1750	3150	3440	260

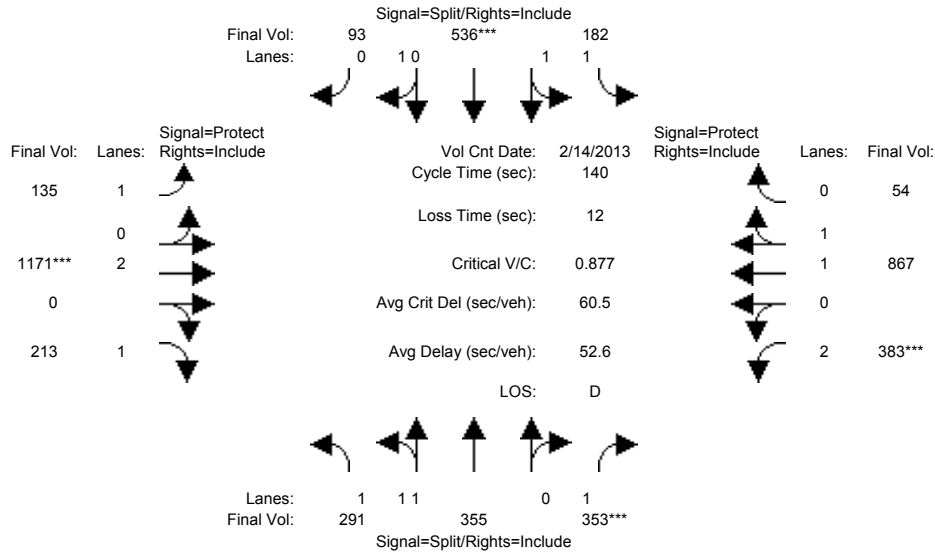
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.15	0.07	0.09	0.09	0.05	0.13	0.05	0.06	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	34.2	34.2	34.2	18.5	18.5	18.5	9.5	44.0	44.0	21.4	55.8	55.8
Volume/Cap:	0.66	0.66	0.57	0.53	0.66	0.66	0.66	0.37	0.15	0.37	0.66	0.66
Delay/Veh:	44.0	44.0	43.1	52.2	55.1	55.1	70.9	32.8	30.1	48.8	30.7	30.7
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:	44.0	44.0	43.1	52.2	55.1	55.1	70.9	32.8	30.1	48.8	30.7	30.7
LOS by Move:	D	D	D	D	E	E	E	C	C	D	C	C
HCM2kAvgQ:	12	12	10	6	8	8	5	7	3	4	17	17

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

Santana Row Lots 9 and 17 Development

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

Intersection #3693: MERIDIAN/SAN CARLOS



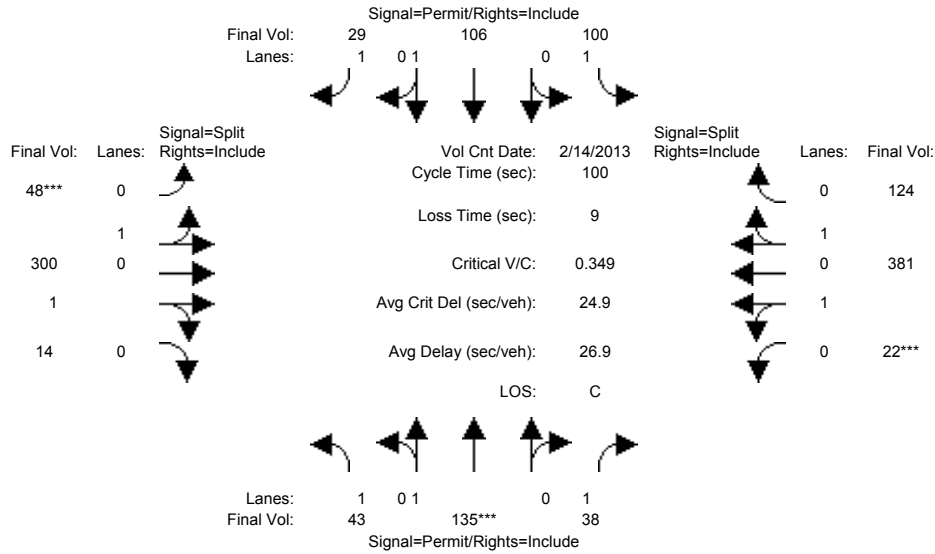
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	289	355	353	182	536	91	130	1144	208	383	858	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	355	353	182	536	91	130	1144	208	383	858	54
Added Vol:	2	0	0	0	0	2	5	27	5	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	355	353	182	536	93	135	1171	213	383	867	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	355	353	182	536	93	135	1171	213	383	867	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	355	353	182	536	93	135	1171	213	383	867	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
Final Volume:	291	355	353	182	536	93	135	1171	213	383	867	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.39	1.61	1.00	1.00	1.70	0.30	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	2453	2993	1750	1750	3153	547	1750	3800	1750	3150	3483	217
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.20	0.10	0.17	0.17	0.08	0.31	0.12	0.12	0.25	0.25
Crit Moves:			****		****			****		****		
Green Time:	32.2	32.2	32.2	27.2	27.2	27.2	16.2	49.2	49.2	19.4	52.4	52.4
Volume/Cap:	0.52	0.52	0.88	0.54	0.88	0.88	0.67	0.88	0.35	0.88	0.67	0.67
Delay/Veh:	47.4	47.4	71.0	51.1	64.3	64.3	67.4	49.4	33.9	76.9	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	71.0	51.1	64.3	64.3	67.4	49.4	33.9	76.9	37.7	37.7
LOS by Move:	D	D	E	D	E	E	E	D	C	E	D	D
HCM2kAvgQ:	9	9	19	8	16	16	7	26	7	10	16	16

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

Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



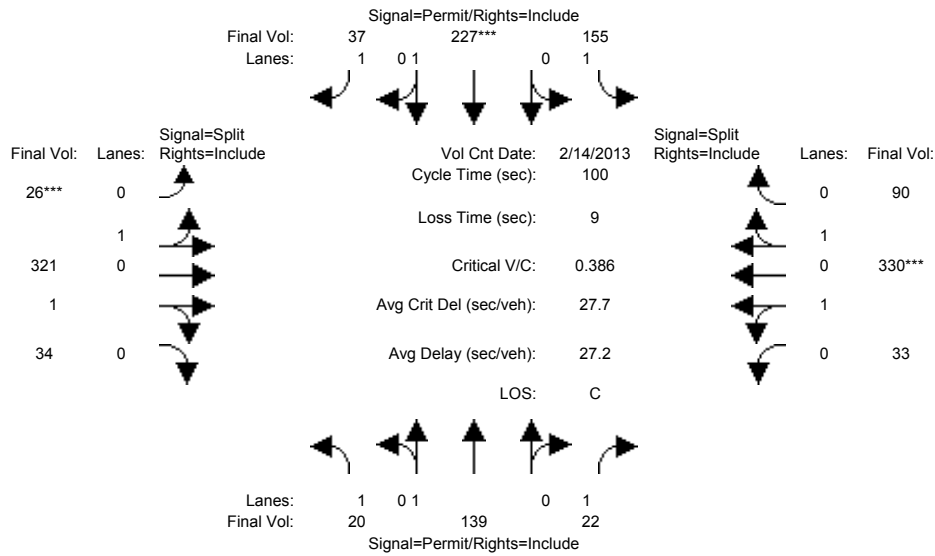
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	43	134	38	100	97	26	48	298	14	22	369	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	134	38	100	97	26	48	298	14	22	369	124
Added Vol:	0	1	0	0	9	3	0	2	0	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	135	38	100	106	29	48	300	14	22	381	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	135	38	100	106	29	48	300	14	22	381	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	135	38	100	106	29	48	300	14	22	381	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	135	38	100	106	29	48	300	14	22	381	124
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.26	1.66	0.08	0.08	1.45	0.47
Final Sat.:	1750	1900	1750	1750	1900	1750	477	2983	139	150	2603	847
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.02	0.06	0.06	0.02	0.10	0.10	0.10	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.3	20.3	20.3	20.3	20.3	20.3	28.8	28.8	28.8	41.9	41.9	41.9
Volume/Cap:	0.12	0.35	0.11	0.28	0.27	0.08	0.35	0.35	0.35	0.35	0.35	0.35
Delay/Veh:	32.7	34.7	32.6	34.1	34.0	32.4	28.4	28.4	28.4	19.9	19.9	19.9
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:	32.7	34.7	32.6	34.1	34.0	32.4	28.4	28.4	28.4	19.9	19.9	19.9
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	1	4	1	3	3	1	4	4	4	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3701: MONROE/NEWHALL



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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	20	131	22	155	224	36	23	310	34	33	327	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	131	22	155	224	36	23	310	34	33	327	90
Added Vol:	0	8	0	0	3	1	3	11	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	139	22	155	227	37	26	321	34	33	330	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	139	22	155	227	37	26	321	34	33	330	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	139	22	155	227	37	26	321	34	33	330	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	139	22	155	227	37	26	321	34	33	330	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.14	1.68	0.18	0.14	1.46	0.40
Final Sat.:	1750	1900	1750	1750	1900	1750	246	3033	321	262	2623	715

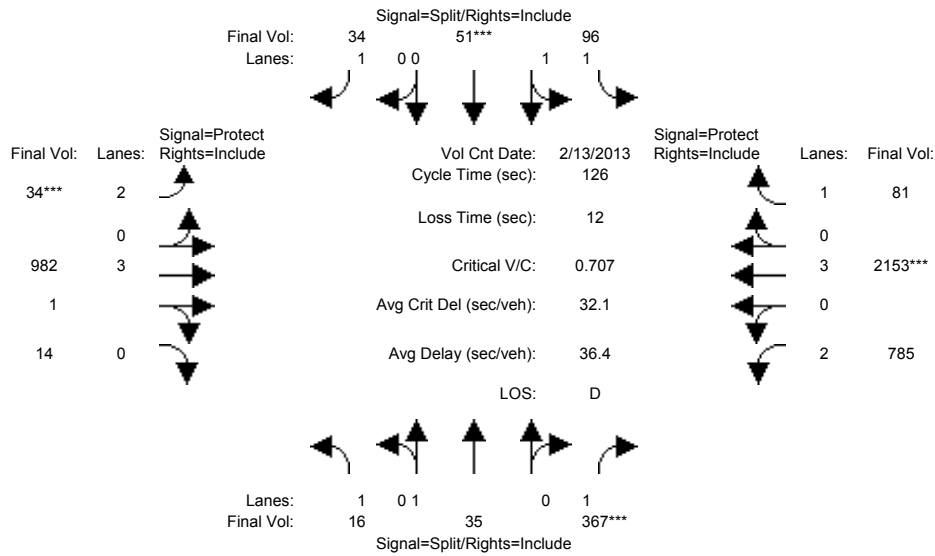
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.01	0.09	0.12	0.02	0.11	0.11	0.11	0.13	0.13	0.13
Crit Moves:					****		****				****	
Green Time:	31.0	31.0	31.0	31.0	31.0	31.0	27.4	27.4	27.4	32.6	32.6	32.6
Volume/Cap:	0.04	0.24	0.04	0.29	0.39	0.07	0.39	0.39	0.39	0.39	0.39	0.39
Delay/Veh:	24.1	25.9	24.2	26.4	27.5	24.4	29.7	29.7	29.7	26.2	26.2	26.2
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:	24.1	25.9	24.2	26.4	27.5	24.4	29.7	29.7	29.7	26.2	26.2	26.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	3	1	4	6	1	5	5	5	6	6	6

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

Santana Row Lots 9 and 17 Development

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

Intersection #3702: MONROE/STEVENS CREEK



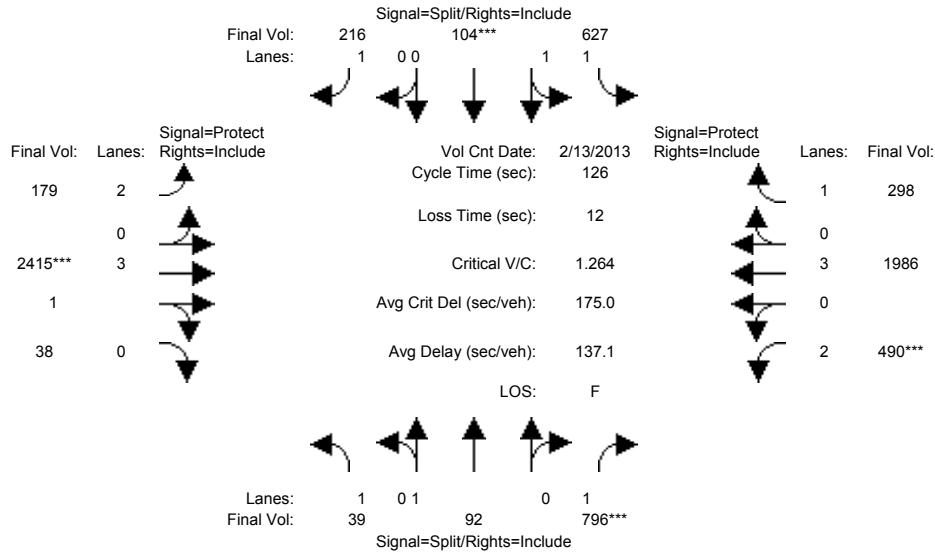
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	16	35	344	96	49	33	34	973	14	550	2092	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	35	344	96	49	33	34	973	14	550	2092	81
Added Vol:	0	0	23	0	2	1	0	9	0	235	61	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	35	367	96	51	34	34	982	14	785	2153	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	35	367	96	51	34	34	982	14	785	2153	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	35	367	96	51	34	34	982	14	785	2153	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	35	367	96	51	34	34	982	14	785	2153	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.32	0.68	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2318	1232	1750	3150	7394	105	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.21	0.04	0.04	0.02	0.01	0.13	0.13	0.25	0.38	0.05
Crit Moves:			****		****		****				****	
Green Time:	34.6	34.6	34.6	10.0	10.0	10.0	7.0	24.1	24.1	45.3	62.4	62.4
Volume/Cap:	0.03	0.07	0.76	0.52	0.52	0.24	0.19	0.69	0.69	0.69	0.76	0.09
Delay/Veh:	33.5	33.8	49.0	57.5	57.5	55.4	57.4	49.0	49.0	36.3	27.1	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:	33.5	33.8	49.0	57.5	57.5	55.4	57.4	49.0	49.0	36.3	27.1	16.9
LOS by Move:	C	C	D	E	E	E	E	D	D	D	C	B
HCM2kAvgQ:	0	1	16	4	4	2	1	10	10	16	23	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	90	576	627	103	216	178	2358	38	426	1967	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	90	576	627	103	216	178	2358	38	426	1967	298
Added Vol:	0	2	220	0	1	0	1	57	0	64	19	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	92	796	627	104	216	179	2415	38	490	1986	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	92	796	627	104	216	179	2415	38	490	1986	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	92	796	627	104	216	179	2415	38	490	1986	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	92	796	627	104	216	179	2415	38	490	1986	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.72	0.28	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3045	505	1750	3150	7384	116	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.45	0.21	0.21	0.12	0.06	0.33	0.33	0.16	0.35	0.17
Crit Moves:			****			****			****			****
Green Time:	45.4	45.4	45.4	20.5	20.5	20.5	6.7	32.6	32.6	15.5	41.4	41.4
Volume/Cap:	0.06	0.13	1.26	1.26	1.26	0.76	1.06	1.26	1.26	1.26	1.06	0.52
Delay/Veh:	26.4	27.2	171.4	184.8	185	61.5	146.1	170	169.7	193.1	81.5	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	27.2	171.4	184.8	185	61.5	146.1	170	169.7	193.1	81.5	35.1
LOS by Move:	C	C	F	F	F	E	F	F	F	F	F	D
HCM2kAvgQ:	1	2	57	27	27	10	8	42	42	21	35	10

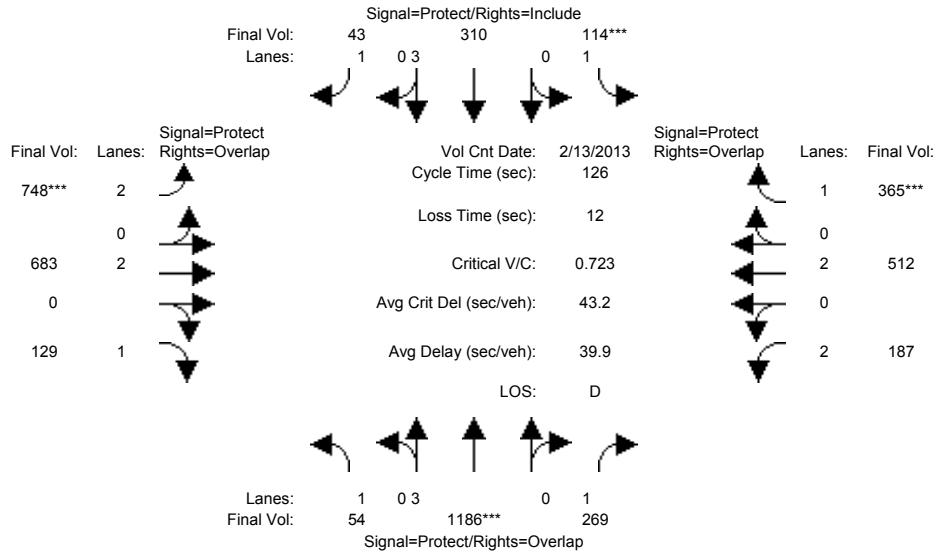
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

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

Intersection #3711: MOORPARK/WINCHESTER



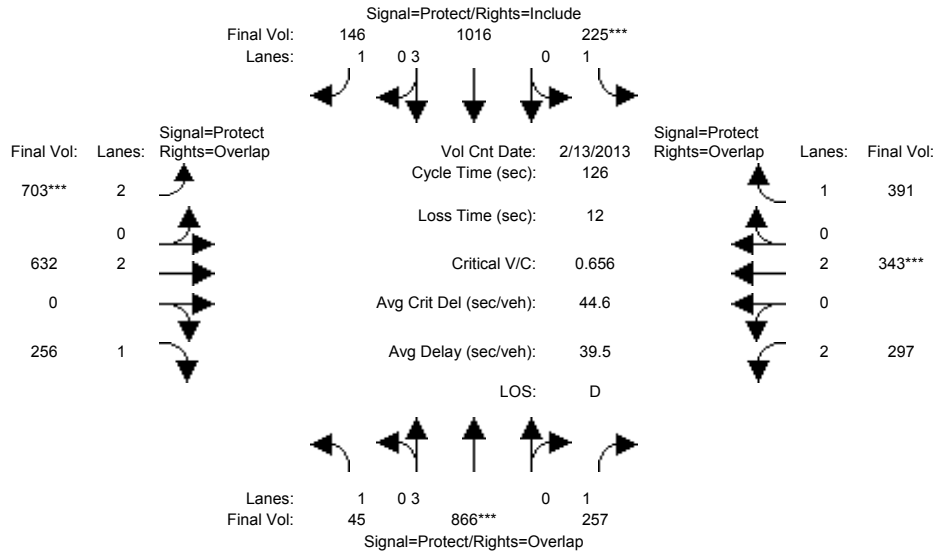
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	54	1140	269	113	304	40	669	683	129	187	512	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1140	269	113	304	40	669	683	129	187	512	359
Added Vol:	0	46	0	1	6	3	79	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1186	269	114	310	43	748	683	129	187	512	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1186	269	114	310	43	748	683	129	187	512	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1186	269	114	310	43	748	683	129	187	512	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	1186	269	114	310	43	748	683	129	187	512	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.15	0.07	0.05	0.02	0.24	0.18	0.07	0.06	0.13	0.21
Crit Moves:	****			****			****			****		
Green Time:	19.6	36.3	52.7	11.4	28.0	28.0	41.4	49.9	69.5	16.5	25.0	36.4
Volume/Cap:	0.20	0.72	0.37	0.72	0.24	0.11	0.72	0.45	0.13	0.45	0.68	0.72
Delay/Veh:	46.7	42.0	25.5	71.0	40.4	39.2	39.8	28.2	13.7	51.4	49.3	45.4
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:	46.7	42.0	25.5	71.0	40.4	39.2	39.8	28.2	13.7	51.4	49.3	45.4
LOS by Move:	D	D	C	E	D	D	D	C	B	D	D	D
HCM2kAvgQ:	2	15	8	5	3	1	15	9	2	4	10	15

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

Santana Row Lots 9 and 17 Development

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

Intersection #3711: MOORPARK/WINCHESTER



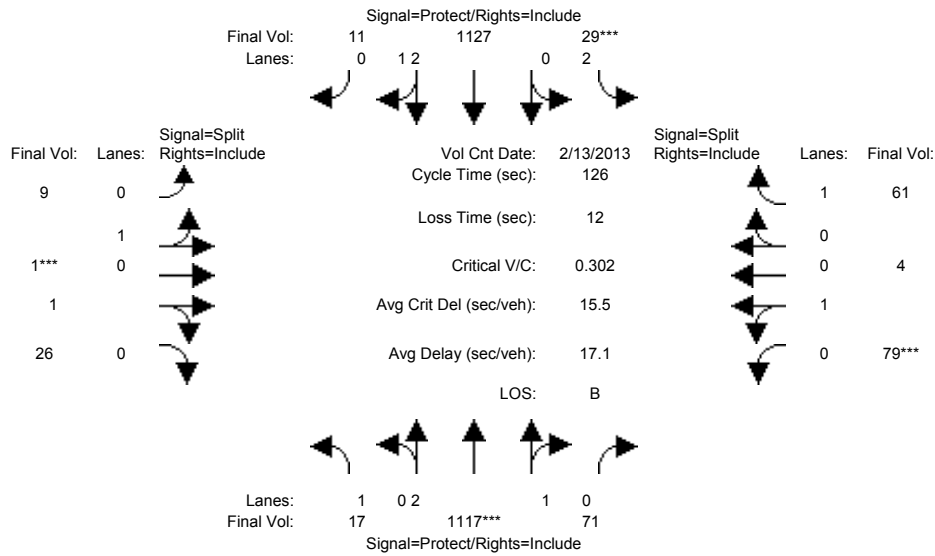
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	45	852	257	220	973	124	682	632	256	297	343	389
Growth Adj:	1.00	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	852	257	220	973	124	682	632	256	297	343	389
Added Vol:	0	14	0	5	43	22	21	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	866	257	225	1016	146	703	632	256	297	343	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	866	257	225	1016	146	703	632	256	297	343	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	866	257	225	1016	146	703	632	256	297	343	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	866	257	225	1016	146	703	632	256	297	343	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.18	0.08	0.22	0.17	0.15	0.09	0.09	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.8	29.2	50.9	24.7	41.0	41.0	42.8	38.4	51.2	21.8	17.3	42.0
Volume/Cap:	0.25	0.66	0.36	0.66	0.55	0.26	0.66	0.55	0.36	0.55	0.66	0.67
Delay/Veh:	53.0	45.1	26.5	51.3	35.2	31.5	36.8	37.1	26.3	48.8	54.6	39.1
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:	53.0	45.1	26.5	51.3	35.2	31.5	36.8	37.1	26.3	48.8	54.6	39.1
LOS by Move:	D	D	C	D	D	C	D	D	C	D	D	D
HCM2kAvgQ:	2	11	7	8	10	4	14	10	7	7	7	15

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

Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	17	1053	44	48	912	11	9	1	26	67	4	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1053	44	48	912	11	9	1	26	67	4	66
Added Vol:	0	19	0	0	156	0	0	0	0	0	0	0
ATI:	0	45	27	-19	59	0	0	0	0	12	0	-5
Initial Fut:	17	1117	71	29	1127	11	9	1	26	79	4	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1117	71	29	1127	11	9	1	26	79	4	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1117	71	29	1127	11	9	1	26	79	4	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:	17	1117	71	29	1127	11	9	1	26	79	4	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.81	0.19	2.00	2.97	0.03	0.90	0.10	1.00	0.95	0.05	1.00
Final Sat.:	1750	5265	335	3150	5546	54	1620	180	1800	1713	87	1750

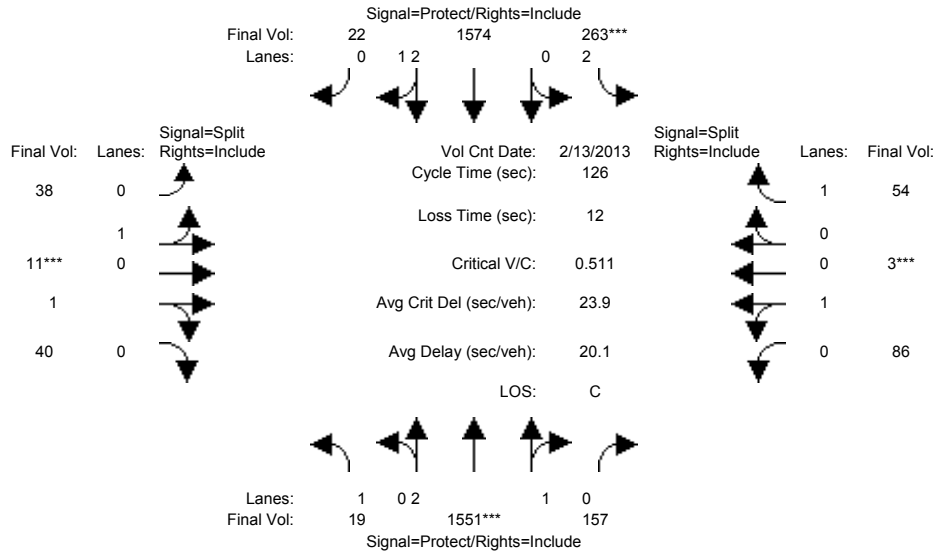
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.01	0.20	0.20	0.01	0.01	0.01	0.05	0.05	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.6	79.7	79.7	7.0	68.1	68.1	10.0	10.0	10.0	17.3	17.3	17.3
Volume/Cap:	0.07	0.34	0.34	0.17	0.38	0.38	0.07	0.07	0.18	0.34	0.34	0.25
Delay/Veh:	46.3	10.9	10.9	57.2	16.8	16.8	53.8	53.8	54.6	49.9	49.9	49.1
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:	46.3	10.9	10.9	57.2	16.8	16.8	53.8	53.8	54.6	49.9	49.9	49.1
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	7	7	1	8	8	0	0	1	3	3	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3726: OLIN/WINCHESTER



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

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	19	1339	121	279	1424	22	38	11	40	68	3	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1339	121	279	1424	22	38	11	40	68	3	59
Added Vol:	0	145	1	0	44	0	0	0	0	0	0	0
ATI:	0	67	35	-16	106	0	0	0	0	18	0	-5
Initial Fut:	19	1551	157	263	1574	22	38	11	40	86	3	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1551	157	263	1574	22	38	11	40	86	3	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1551	157	263	1574	22	38	11	40	86	3	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1551	157	263	1574	22	38	11	40	86	3	54

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.71	0.29	2.00	2.96	0.04	0.85	0.25	0.90	0.97	0.03	1.00
Final Sat.:	1750	5085	515	3150	5523	77	1537	445	1618	1739	61	1750

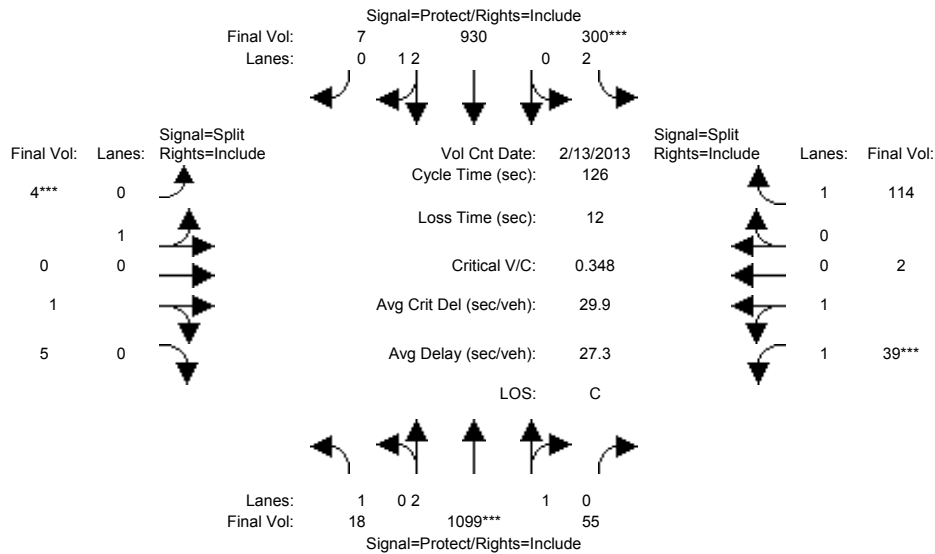
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.08	0.29	0.29	0.02	0.02	0.02	0.05	0.05	0.03
Crit Moves:	****			****			****			****		
Green Time:	15.1	72.4	72.4	19.8	77.2	77.2	10.0	10.0	10.0	11.7	11.7	11.7
Volume/Cap:	0.09	0.53	0.53	0.53	0.47	0.47	0.31	0.31	0.31	0.53	0.53	0.33
Delay/Veh:	49.6	16.6	16.6	49.9	13.3	13.3	55.4	55.4	55.4	57.7	57.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	16.6	16.6	49.9	13.3	13.3	55.4	55.4	55.4	57.7	57.7	54.7
LOS by Move:	D	B	B	D	B	B	E	E	E	E	E	D
HCM2kAvgQ:	1	13	13	6	11	11	2	2	2	4	4	2

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

Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



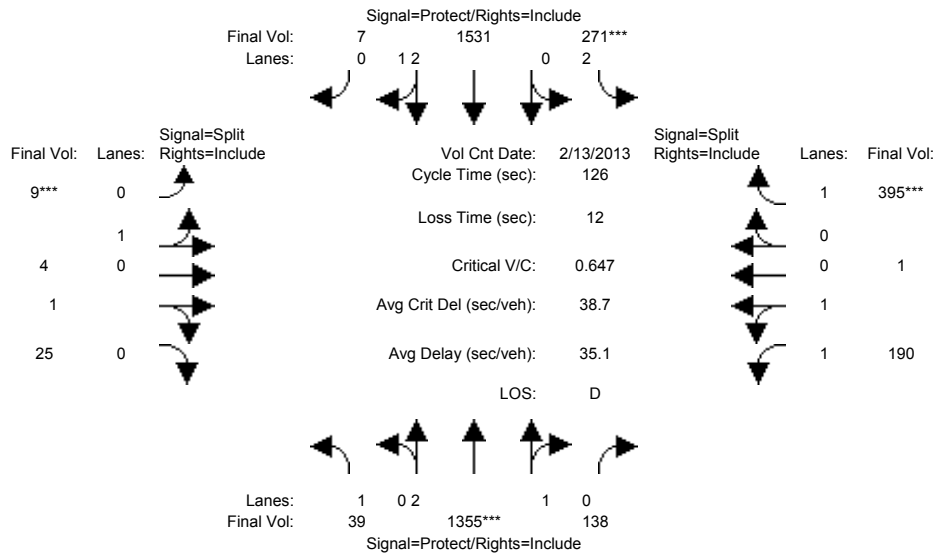
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	18	1052	94	172	831	7	4	0	5	76	2	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1052	94	172	831	7	4	0	5	76	2	69
Added Vol:	0	8	0	86	70	0	0	0	0	0	0	12
ATI:	0	39	-39	42	29	0	0	0	0	-37	0	33
Initial Fut:	18	1099	55	300	930	7	4	0	5	39	2	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1099	55	300	930	7	4	0	5	39	2	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1099	55	300	930	7	4	0	5	39	2	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	1099	55	300	930	7	4	0	5	39	2	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	1.00	0.95	0.93	0.95	0.92
Lanes:	1.00	2.85	0.15	2.00	2.98	0.02	1.00	0.00	1.00	1.90	0.10	1.00
Final Sat.:	1750	5333	267	3150	5558	42	1800	0	1800	3377	173	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.10	0.17	0.17	0.00	0.00	0.00	0.01	0.01	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	55.0	55.0	25.4	60.4	60.4	10.0	0.0	10.0	23.6	23.6	23.6
Volume/Cap:	0.06	0.47	0.47	0.47	0.35	0.35	0.03	0.00	0.04	0.06	0.06	0.35
Delay/Veh:	45.1	25.3	25.3	44.9	20.6	20.6	53.6	0.0	53.6	42.2	42.2	45.2
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:	45.1	25.3	25.3	44.9	20.6	20.6	53.6	0.0	53.6	42.2	42.2	45.2
LOS by Move:	D	C	C	D	C	C	D	A	D	D	D	D
HCM2kAvgQ:	1	11	11	6	7	7	0	0	0	1	1	4

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

Santana Row Lots 9 and 17 Development

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

Intersection #3727: OLSEN/WINCHESTER



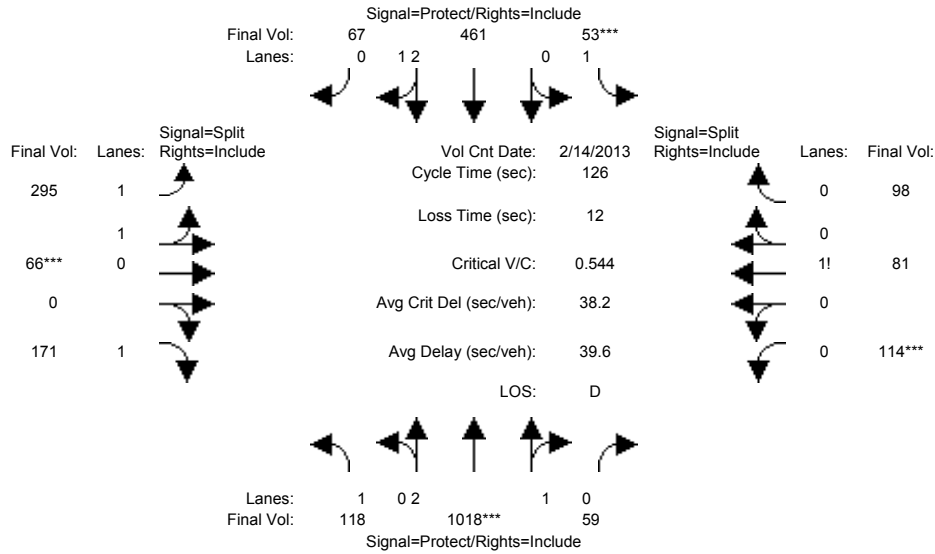
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	1248	179	150	1483	7	9	4	25	230	1	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1248	179	150	1483	7	9	4	25	230	1	254
Added Vol:	0	66	0	25	20	0	0	0	0	0	0	80
ATI:	0	41	-41	96	28	0	0	0	0	-40	0	61
Initial Fut:	39	1355	138	271	1531	7	9	4	25	190	1	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1355	138	271	1531	7	9	4	25	190	1	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1355	138	271	1531	7	9	4	25	190	1	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1355	138	271	1531	7	9	4	25	190	1	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.71	0.29	2.00	2.99	0.01	0.69	0.31	1.00	1.99	0.01	1.00
Final Sat.:	1750	5082	518	3150	5574	25	1246	554	1800	3531	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.09	0.27	0.27	0.01	0.01	0.01	0.05	0.05	0.23
Crit Moves:	****			****			****			****		
Green Time:	10.7	47.9	47.9	15.5	52.7	52.7	10.0	10.0	10.0	40.6	40.6	40.6
Volume/Cap:	0.26	0.70	0.70	0.70	0.66	0.66	0.09	0.09	0.18	0.17	0.17	0.70
Delay/Veh:	54.9	34.0	34.0	58.7	30.0	30.0	53.9	53.9	54.5	30.7	30.7	41.3
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:	54.9	34.0	34.0	58.7	30.0	30.0	53.9	53.9	54.5	30.7	30.7	41.3
LOS by Move:	D	C	C	E	C	C	D	D	D	C	C	D
HCM2kAvgQ:	2	17	17	6	16	16	1	1	1	3	3	15

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #3737: PAYNE/WINCHESTER



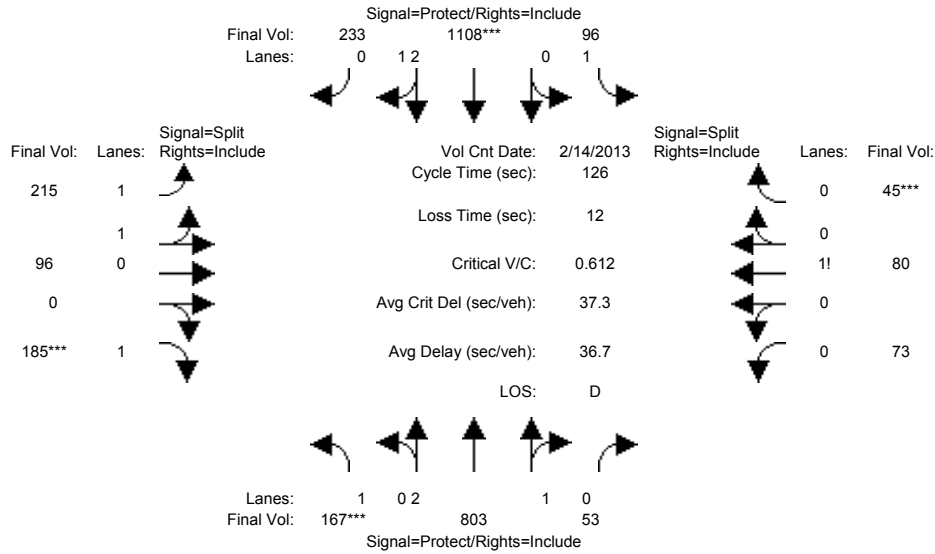
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	118	989	59	53	457	66	289	66	171	114	81	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	989	59	53	457	66	289	66	171	114	81	95
Added Vol:	0	29	0	0	4	1	6	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1018	59	53	461	67	295	66	171	114	81	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1018	59	53	461	67	295	66	171	114	81	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1018	59	53	461	67	295	66	171	114	81	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	1018	59	53	461	67	295	66	171	114	81	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.61	0.39	1.64	0.36	1.00	0.39	0.28	0.33
Final Sat.:	1750	5293	307	1750	4888	710	2901	649	1750	681	484	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.03	0.09	0.09	0.10	0.10	0.10	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	22.2	43.3	43.3	10.0	31.1	31.1	22.9	22.9	22.9	37.7	37.7	37.7
Volume/Cap:	0.38	0.56	0.56	0.38	0.38	0.38	0.56	0.56	0.54	0.56	0.56	0.56
Delay/Veh:	46.6	33.9	33.9	56.8	39.6	39.6	48.0	48.0	48.6	38.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	33.9	33.9	56.8	39.6	39.6	48.0	48.0	48.6	38.5	38.5	38.5
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	12	12	2	6	6	7	7	7	11	11	11

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #3737: PAYNE/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2013	<<											
Base Vol:	167	794	53	93	1081	228	213	96	185	73	80	44				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	167	794	53	93	1081	228	213	96	185	73	80	44				
Added Vol:	0	9	0	3	27	5	2	0	0	0	0	1				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	167	803	53	96	1108	233	215	96	185	73	80	45				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	167	803	53	96	1108	233	215	96	185	73	80	45				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	167	803	53	96	1108	233	215	96	185	73	80	45				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	167	803	53	96	1108	233	215	96	185	73	80	45				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.81	0.19	1.00	2.46	0.54	1.39	0.61	1.00	0.37	0.40	0.23
Final Sat.:	1750	5253	347	1750	4626	973	2454	1096	1750	645	707	398

Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.05	0.24	0.24	0.09	0.09	0.11	0.11	0.11	0.11
Crit Moves:	****			****			****		****			****
Green Time:	19.6	45.4	45.4	23.6	49.3	49.3	21.8	21.8	21.8	23.3	23.3	23.3
Volume/Cap:	0.61	0.42	0.42	0.29	0.61	0.61	0.51	0.51	0.61	0.61	0.61	0.61
Delay/Veh:	53.7	30.6	30.6	44.6	31.2	31.2	48.0	48.0	51.9	50.6	50.6	50.6
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:	53.7	30.6	30.6	44.6	31.2	31.2	48.0	48.0	51.9	50.6	50.6	50.6
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	7	8	8	3	14	14	6	6	8	8	8	8

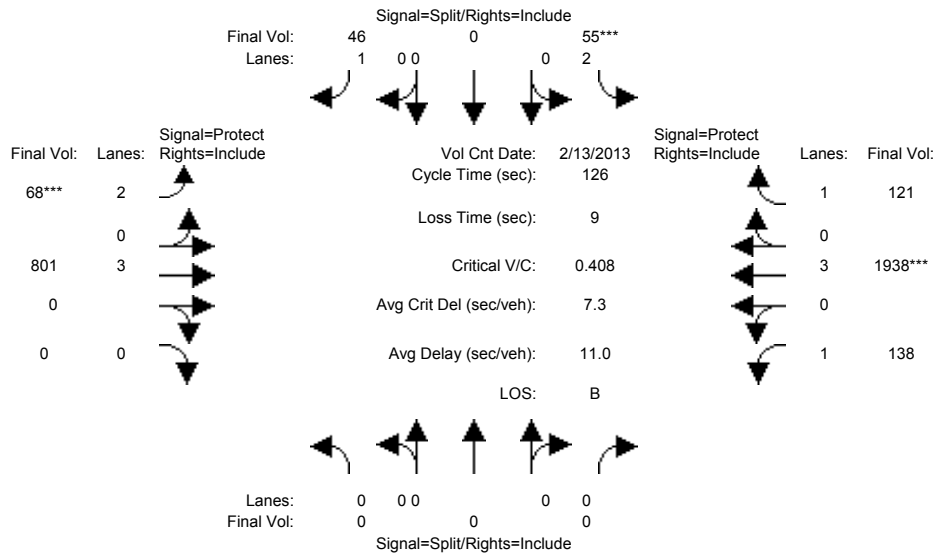
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #3749: REDWOOD/STEVENS CREEK



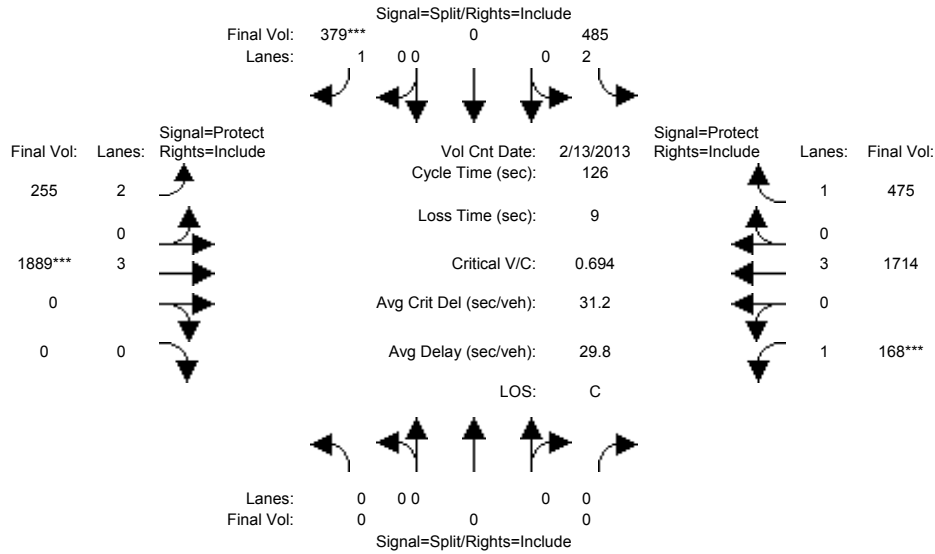
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	55	0	46	68	799	0	92	1922	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	46	68	799	0	92	1922	121
Added Vol:	0	0	0	0	0	0	0	2	0	46	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	46	68	801	0	138	1938	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	46	68	801	0	138	1938	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	46	68	801	0	138	1938	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	55	0	46	68	801	0	138	1938	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.14	0.00	0.08	0.34	0.07
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	68.5	0.0	38.5	100	100.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.33	0.39	0.26	0.00	0.26	0.43	0.09
Delay/Veh:	0.0	0.0	0.0	54.8	0.0	56.2	58.9	15.3	0.0	33.3	4.1	2.9
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	54.8	0.0	56.2	58.9	15.3	0.0	33.3	4.1	2.9
LOS by Move:	A	A	A	D	A	E	E	B	A	C	A	A
HCM2kAvgQ:	0	0	0	1	0	2	2	5	0	4	8	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #3749: REDWOOD/STEVENS CREEK



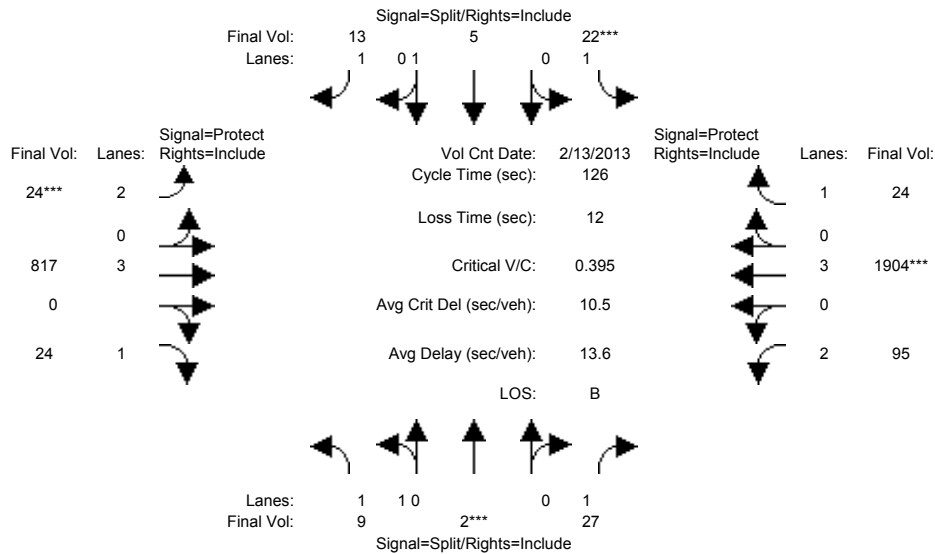
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	485	0	379	255	1875	0	155	1708	475
Growth Adj:	1.00	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	485	0	379	255	1875	0	155	1708	475
Added Vol:	0	0	0	0	0	0	0	14	0	13	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	485	0	379	255	1889	0	168	1714	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	485	0	379	255	1889	0	168	1714	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	485	0	379	255	1889	0	168	1714	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	485	0	379	255	1889	0	168	1714	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.22	0.08	0.33	0.00	0.10	0.30	0.27
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	39.3	0.0	39.3	16.5	60.2	0.0	17.4	61.2	61.2
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.69	0.62	0.69	0.00	0.69	0.62	0.56
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	41.9	54.7	26.5	0.0	60.1	24.3	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	41.9	54.7	26.5	0.0	60.1	24.3	23.7
LOS by Move:	A	A	A	D	A	D	D	C	A	E	C	C
HCM2kAvgQ:	0	0	0	9	0	15	5	18	0	8	16	14

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



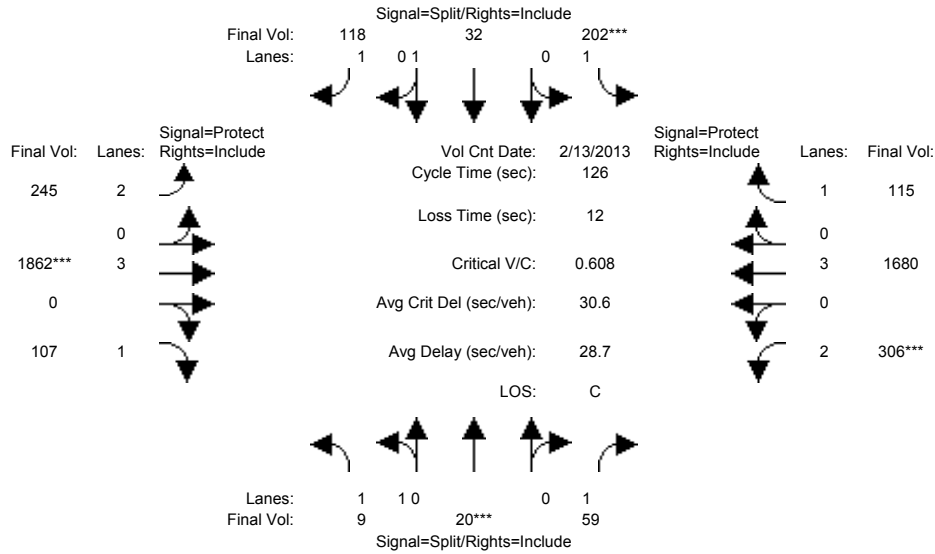
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	17	2	59	22	5	13	24	783	24	134	1849	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2	59	22	5	13	24	783	24	134	1849	24
Added Vol:	0	0	0	0	0	0	0	2	0	1	15	0
ATI:	-8	0	-32	0	0	0	0	32	0	-40	40	0
Initial Fut:	9	2	27	22	5	13	24	817	24	95	1904	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2	27	22	5	13	24	817	24	95	1904	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2	27	22	5	13	24	817	24	95	1904	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	2	27	22	5	13	24	817	24	95	1904	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.64	0.36	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2904	645	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.14	0.01	0.03	0.33	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	67.7	67.7	26.3	87.0	87.0
Volume/Cap:	0.04	0.04	0.19	0.16	0.03	0.09	0.14	0.27	0.03	0.14	0.48	0.02
Delay/Veh:	53.6	53.6	54.9	54.6	53.6	54.1	57.0	15.8	13.7	40.8	9.2	6.1
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:	53.6	53.6	54.9	54.6	53.6	54.1	57.0	15.8	13.7	40.8	9.2	6.1
LOS by Move:	D	D	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	1	1	0	1	1	5	0	2	11	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	32	20	98	202	32	118	245	1809	106	394	1586	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	20	98	202	32	118	245	1809	106	394	1586	115
Added Vol:	0	0	0	0	0	0	0	14	1	2	4	0
ATI:	-23	0	-39	0	0	0	0	39	0	-90	90	0
Initial Fut:	9	20	59	202	32	118	245	1862	107	306	1680	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	20	59	202	32	118	245	1862	107	306	1680	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	20	59	202	32	118	245	1862	107	306	1680	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	20	59	202	32	118	245	1862	107	306	1680	115

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

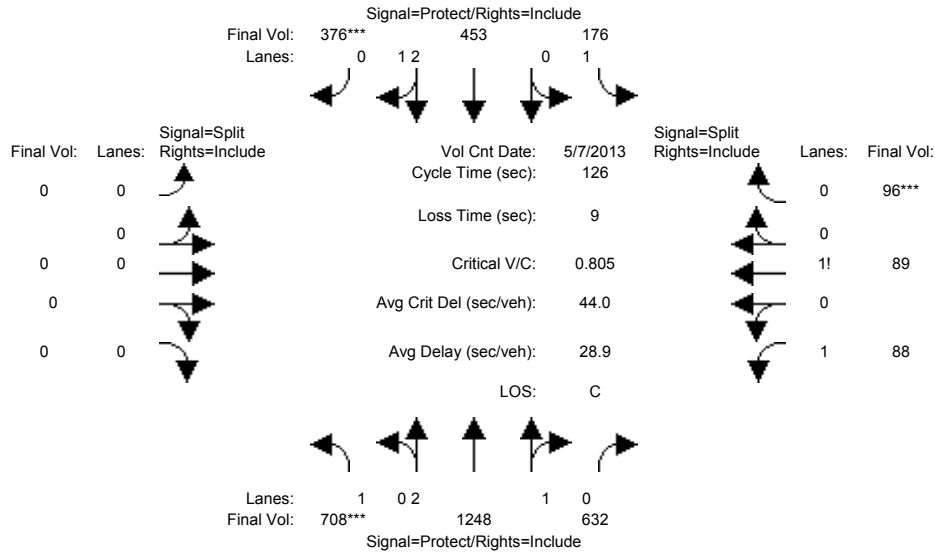
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.12	0.02	0.07	0.08	0.33	0.06	0.10	0.29	0.07
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	22.3	22.3	22.3	17.1	63.0	63.0	18.7	64.7	64.7
Volume/Cap:	0.06	0.13	0.42	0.65	0.10	0.38	0.57	0.65	0.12	0.65	0.57	0.13
Delay/Veh:	53.7	54.2	57.3	53.2	43.6	46.6	53.0	23.9	16.8	53.9	21.4	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	54.2	57.3	53.2	43.6	46.6	53.0	23.9	16.8	53.9	21.4	16.0
LOS by Move:	D	D	E	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	0	1	3	9	1	5	5	16	2	7	14	2

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #3829: TISCH/WINCHESTER



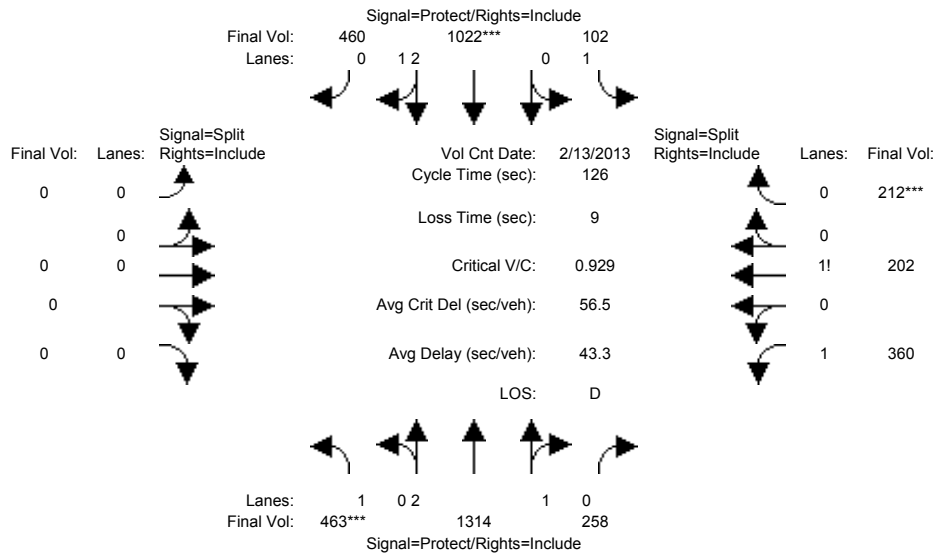
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	708	1248	501	106	453	376	0	0	0	78	85	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	708	1248	501	106	453	376	0	0	0	78	85	89
Added Vol:	0	0	131	70	0	0	0	0	0	10	4	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	1248	632	176	453	376	0	0	0	88	89	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	1248	632	176	453	376	0	0	0	88	89	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	1248	632	176	453	376	0	0	0	88	89	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	708	1248	632	176	453	376	0	0	0	88	89	96
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.20	0.38	0.42
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	2094	696	750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.33	0.36	0.10	0.12	0.21	0.00	0.00	0.00	0.04	0.13	0.13
Crit Moves:	****					****						****
Green Time:	63.3	75.9	75.9	21.1	33.6	33.6	0.0	0.0	0.0	20.0	20.0	20.0
Volume/Cap:	0.80	0.55	0.60	0.60	0.45	0.80	0.00	0.00	0.00	0.26	0.80	0.80
Delay/Veh:	31.6	15.0	15.9	52.0	38.6	47.8	0.0	0.0	0.0	46.7	64.2	64.2
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:	31.6	15.0	15.9	52.0	38.6	47.8	0.0	0.0	0.0	46.7	64.2	64.2
LOS by Move:	C	B	B	D	D	D	A	A	A	D	E	E
HCM2kAvgQ:	24	14	16	8	7	17	0	0	0	3	11	11

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	463	1313	222	83	1022	460	0	0	0	290	150	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	1313	222	83	1022	460	0	0	0	290	150	147
Added Vol:	0	1	36	19	0	0	0	0	0	70	52	65
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	1314	258	102	1022	460	0	0	0	360	202	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	1314	258	102	1022	460	0	0	0	360	202	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	1314	258	102	1022	460	0	0	0	360	202	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	463	1314	258	102	1022	460	0	0	0	360	202	212

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	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.49	0.51	1.00	2.03	0.97	0.00	0.00	0.00	1.31	0.34	0.35
Final Sat.:	1750	4680	919	1750	3860	1737	0	0	0	2291	607	637

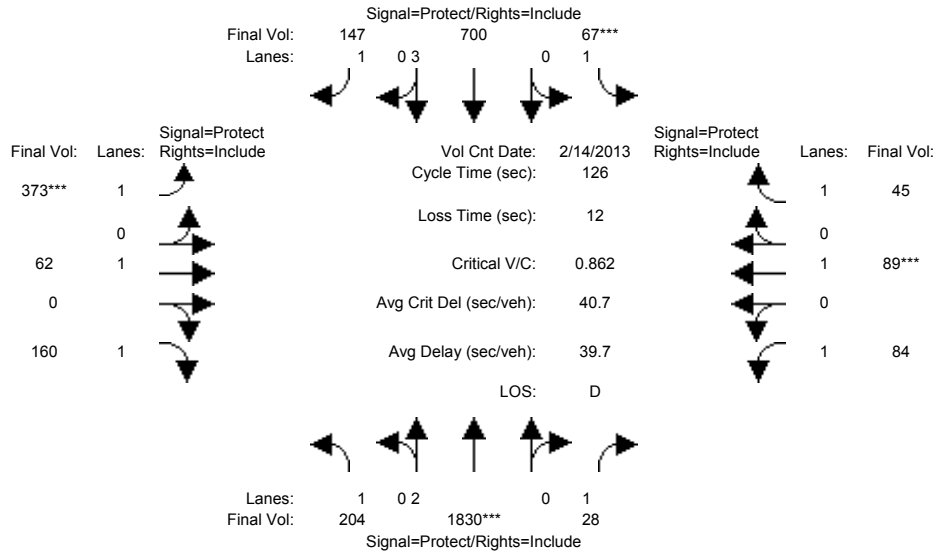
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.06	0.26	0.26	0.00	0.00	0.00	0.16	0.33	0.33
Crit Moves:	****				****							****
Green Time:	35.9	59.5	59.5	12.3	35.9	35.9	0.0	0.0	0.0	45.2	45.2	45.2
Volume/Cap:	0.93	0.59	0.59	0.59	0.93	0.93	0.00	0.00	0.00	0.44	0.93	0.93
Delay/Veh:	67.7	24.8	24.8	60.0	53.7	53.7	0.0	0.0	0.0	30.9	55.3	55.3
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:	67.7	24.8	24.8	60.0	53.7	53.7	0.0	0.0	0.0	30.9	55.3	55.3
LOS by Move:	E	C	C	E	D	D	A	A	A	C	E	E
HCM2kAvgQ:	20	15	15	5	23	23	0	0	0	9	28	28

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #3836: WILLIAMS/WINCHESTER



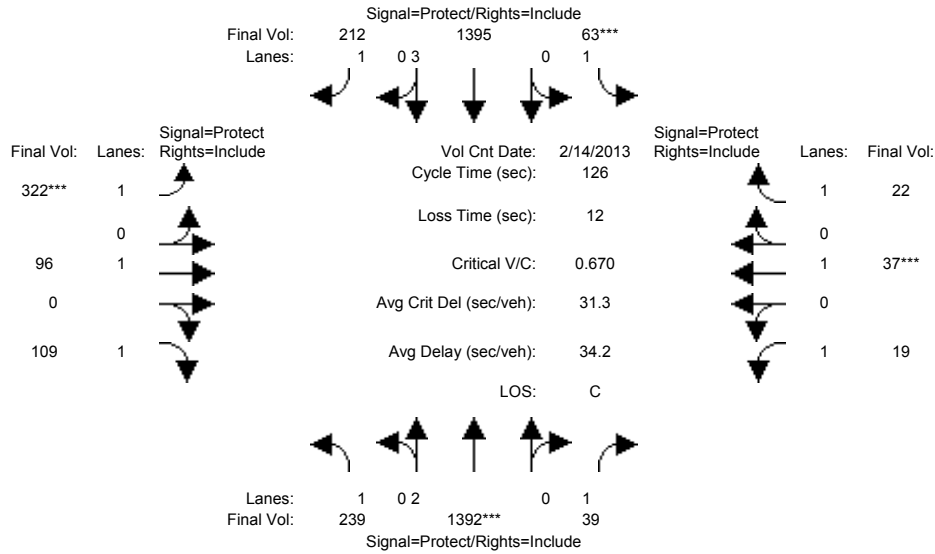
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	204	1792	28	67	695	146	367	62	160	84	89	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1792	28	67	695	146	367	62	160	84	89	42
Added Vol:	0	38	0	0	5	1	6	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1830	28	67	700	147	373	62	160	84	89	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1830	28	67	700	147	373	62	160	84	89	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1830	28	67	700	147	373	62	160	84	89	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1830	28	67	700	147	373	62	160	84	89	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.48	0.02	0.04	0.12	0.08	0.21	0.03	0.09	0.05	0.05	0.03
Crit Moves:	****			****			****			****		
Green Time:	36.2	67.2	67.2	7.0	38.1	38.1	29.8	24.7	24.7	15.0	10.0	10.0
Volume/Cap:	0.41	0.90	0.03	0.69	0.41	0.28	0.90	0.17	0.47	0.40	0.59	0.32
Delay/Veh:	36.8	32.5	13.9	77.3	35.1	33.8	69.2	42.3	45.8	52.6	62.1	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	32.5	13.9	77.3	35.1	33.8	69.2	42.3	45.8	52.6	62.1	56.2
LOS by Move:	D	C	B	E	D	C	E	D	D	D	E	E
HCM2kAvgQ:	7	33	1	4	7	5	19	2	6	4	4	2

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #3836: WILLIAMS/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	239	1381	39	60	1360	207	320	96	109	19	37	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1381	39	60	1360	207	320	96	109	19	37	21
Added Vol:	0	11	0	3	35	5	2	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1392	39	63	1395	212	322	96	109	19	37	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1392	39	63	1395	212	322	96	109	19	37	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1392	39	63	1395	212	322	96	109	19	37	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1392	39	63	1395	212	322	96	109	19	37	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.37	0.02	0.04	0.24	0.12	0.18	0.05	0.06	0.01	0.02	0.01
Crit Moves:	****			****			****			****		
Green Time:	25.6	64.6	64.6	7.0	45.9	45.9	32.4	25.0	25.0	17.5	10.0	10.0
Volume/Cap:	0.67	0.71	0.04	0.65	0.67	0.33	0.71	0.26	0.31	0.08	0.25	0.16
Delay/Veh:	51.2	24.9	15.3	72.6	34.6	29.3	48.0	43.0	43.7	47.4	55.3	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	24.9	15.3	72.6	34.6	29.3	48.0	43.0	43.7	47.4	55.3	54.6
LOS by Move:	D	C	B	E	C	C	D	D	D	D	E	D
HCM2kAvgQ:	9	21	1	4	16	6	13	3	4	1	2	1

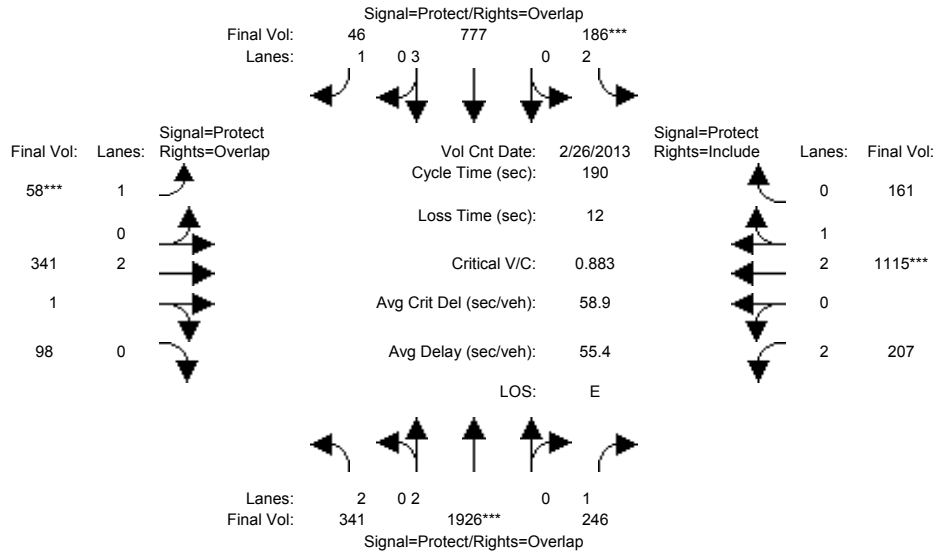
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #5405: SAN TOMAS/STEVENS CREEK



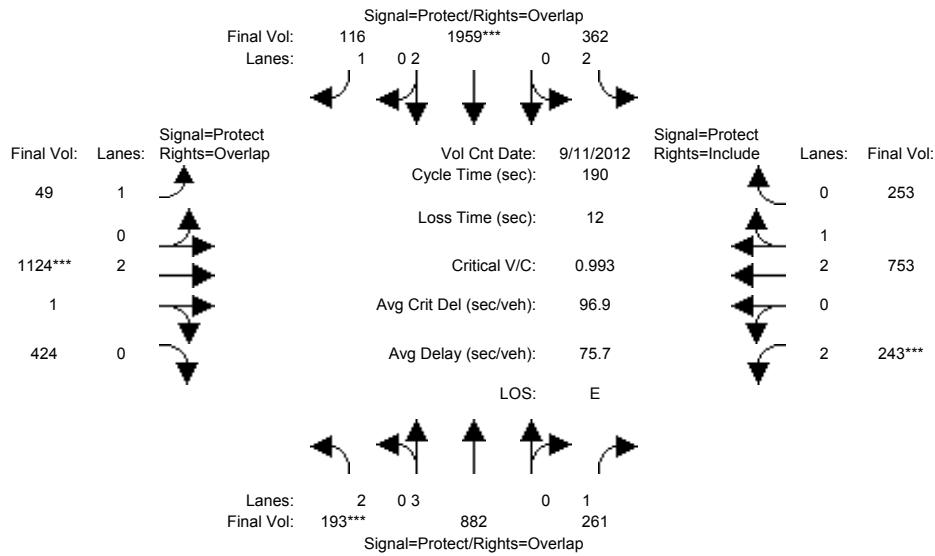
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	341	2293	246	160	777	46	58	307	98	207	1111	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	2293	246	160	777	46	58	307	98	207	1111	158
Added Vol:	0	0	0	26	0	0	0	34	0	0	4	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	2293	246	186	777	46	58	341	98	207	1115	161
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	1926	246	186	777	46	58	341	98	207	1115	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	1926	246	186	777	46	58	341	98	207	1115	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	341	1926	246	186	777	46	58	341	98	207	1115	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.31	0.69	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	4348	1250	3150	4892	706
Capacity Analysis Module:												
Vol/Sat:	0.11	0.51	0.14	0.06	0.14	0.03	0.03	0.08	0.08	0.07	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	53.9	109	134.7	12.7	67.9	75.0	7.1	30.6	84.5	25.6	49.1	49.1
Volume/Cap:	0.38	0.88	0.20	0.88	0.38	0.07	0.88	0.49	0.18	0.49	0.88	0.88
Delay/Veh:	54.9	39.6	9.4	120.3	45.5	35.8	162.3	73.0	31.8	77.0	74.5	74.5
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:	54.9	39.6	9.4	120.3	45.5	35.8	162.3	73.0	31.8	77.0	74.5	74.5
LOS by Move:	D	D	A	F	D	D	F	E	C	E	E	E
HCM2kAvgQ:	9	46	5	7	11	2	4	8	5	7	27	27

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #5405: SAN TOMAS/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	91	10	14	104	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 11 Sep 2012 <<											
Base Vol:	193	882	261	355	2449	116	49	1114	424	243	721	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	882	261	355	2449	116	49	1114	424	243	721	229
Added Vol:	0	0	0	7	0	0	0	10	0	0	32	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	882	261	362	2449	116	49	1124	424	243	753	253
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	882	261	362	1959	116	49	1124	424	243	753	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	882	261	362	1959	116	49	1124	424	243	753	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	882	261	362	1959	116	49	1124	424	243	753	253

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.15	0.85	2.00	2.22	0.78
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	4064	1533	3150	4190	1408

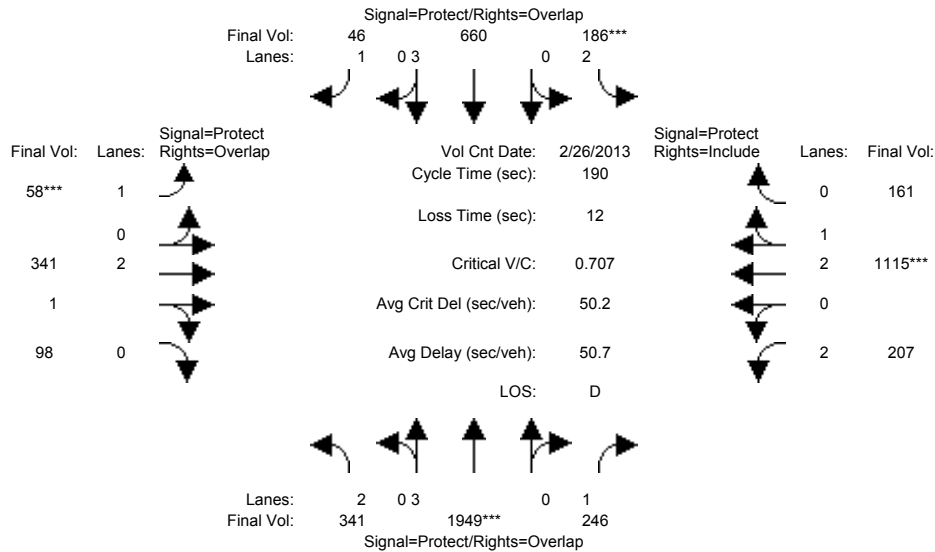
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.11	0.52	0.07	0.03	0.28	0.28	0.08	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	14.0	95.2	109.2	22.8	104	121.4	17.4	46.0	60.0	14.0	42.6	42.6
Volume/Cap:	0.83	0.31	0.26	0.96	0.94	0.10	0.30	1.14	0.88	1.05	0.80	0.80
Delay/Veh:	108.6	28.1	20.3	118.0	49.5	13.3	81.7	145	66.7	159.9	73.6	73.6
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:	108.6	28.1	20.3	118.0	49.5	13.3	81.7	145	66.7	159.9	73.6	73.6
LOS by Move:	F	C	C	F	D	B	F	F	E	F	E	E
HCM2kAvgQ:	7	10	8	12	50	3	3	39	30	12	21	21

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background+Project AM (Mitigated)

Intersection #5405: SAN TOMAS/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 26 Feb 2013 <<											
Base Vol:	341	2293	246	160	777	46	58	307	98	207	1111	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	2293	246	160	777	46	58	307	98	207	1111	158
Added Vol:	0	0	0	26	0	0	0	34	0	0	4	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	2293	246	186	777	46	58	341	98	207	1115	161
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	1949	246	186	660	46	58	341	98	207	1115	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	1949	246	186	660	46	58	341	98	207	1115	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	341	1949	246	186	660	46	58	341	98	207	1115	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.31	0.69	2.00	2.61	0.39
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	4348	1250	3150	4892	706

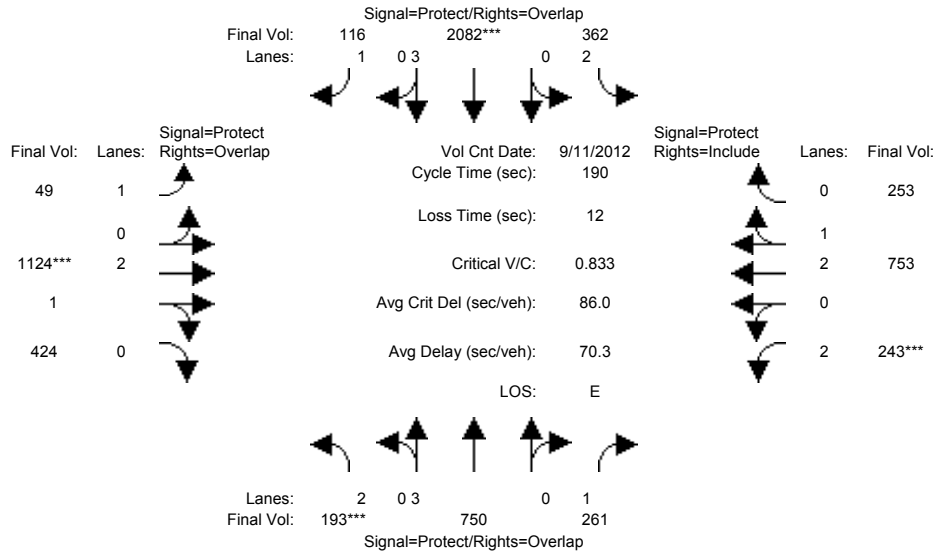
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.14	0.06	0.12	0.03	0.03	0.08	0.08	0.07	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	52.1	91.9	123.9	15.9	55.7	64.6	8.9	38.2	90.3	32.0	61.3	61.3
Volume/Cap:	0.39	0.71	0.22	0.71	0.39	0.08	0.71	0.39	0.17	0.39	0.71	0.71
Delay/Veh:	56.4	39.3	13.5	93.3	53.8	42.5	113.7	66.0	28.4	70.8	57.8	57.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	39.3	13.5	93.3	53.8	42.5	113.7	66.0	28.4	70.8	57.8	57.8
LOS by Move:	E	D	B	F	D	D	F	E	C	E	E	E
HCM2kAvgQ:	9	28	6	7	10	2	4	7	5	6	22	22

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM (Mitigated)

Intersection #5405: SAN TOMAS/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	91	10	14	104	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Sep 2012	<<							
Base Vol:	193	882	261	355	2449	116	49	1114	424	243	721	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	882	261	355	2449	116	49	1114	424	243	721	229
Added Vol:	0	0	0	7	0	0	0	10	0	0	32	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	882	261	362	2449	116	49	1124	424	243	753	253
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	750	261	362	2082	116	49	1124	424	243	753	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	750	261	362	2082	116	49	1124	424	243	753	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	750	261	362	2082	116	49	1124	424	243	753	253

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.15	0.85	2.00	2.22	0.78
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	4064	1533	3150	4190	1408

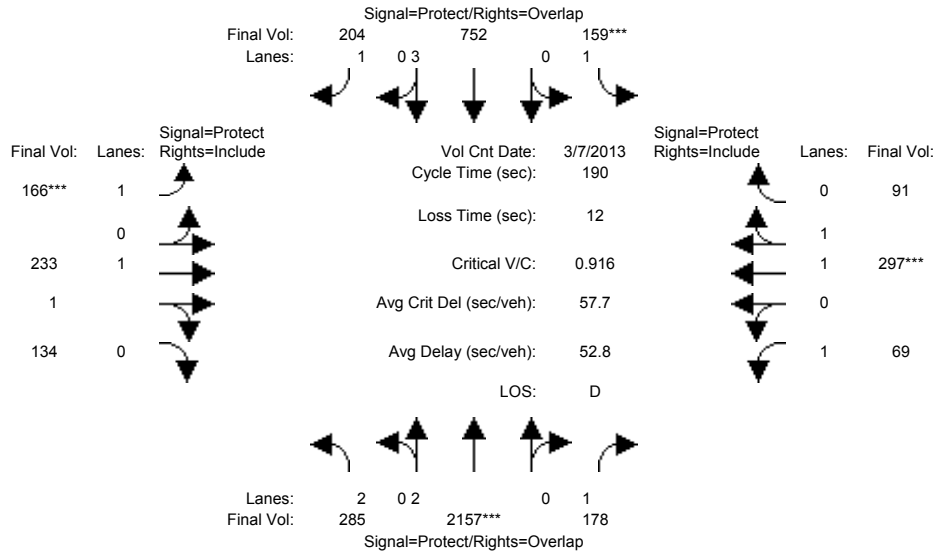
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.15	0.11	0.37	0.07	0.03	0.28	0.28	0.08	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	14.0	95.2	109.2	22.8	104	121.4	17.4	46.0	60.0	14.0	42.6	42.6
Volume/Cap:	0.83	0.26	0.26	0.96	0.67	0.10	0.30	1.14	0.88	1.05	0.80	0.80
Delay/Veh:	108.6	27.3	20.3	118.0	31.2	13.3	81.7	145	66.7	159.9	73.6	73.6
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:	108.6	27.3	20.3	118.0	31.2	13.3	81.7	145	66.7	159.9	73.6	73.6
LOS by Move:	F	C	C	F	C	B	F	F	E	F	E	E
HCM2kAvgQ:	7	8	8	12	26	3	3	39	30	12	21	21

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #5406: SAN TOMAS/MOORPARK



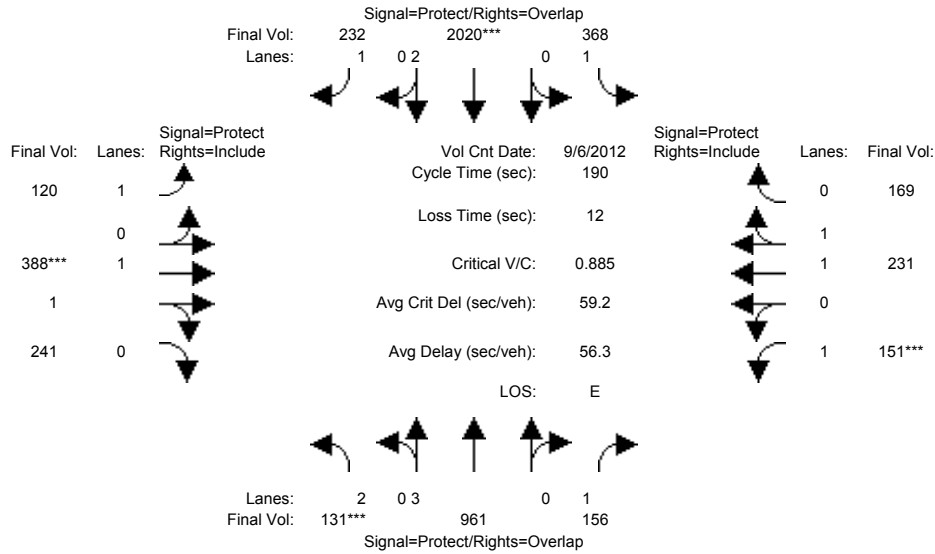
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2013 <<												
Base Vol:	285	2568	161	159	752	204	166	227	134	67	296	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	2568	161	159	752	204	166	227	134	67	296	91
Added Vol:	0	0	17	0	0	0	0	6	0	2	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	2568	178	159	752	204	166	233	134	69	297	91
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2157	178	159	752	204	166	233	134	69	297	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2157	178	159	752	204	166	233	134	69	297	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
Final Volume:	285	2157	178	159	752	204	166	233	134	69	297	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.25	0.75	1.00	1.52	0.48
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	2348	1350	1750	2832	868
Capacity Analysis Module:												
Vol/Sat:	0.09	0.57	0.10	0.09	0.13	0.12	0.09	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	55.6	118	129.5	18.8	81.0	100.7	19.7	29.6	29.6	11.8	21.8	21.8
Volume/Cap:	0.31	0.92	0.15	0.92	0.31	0.22	0.92	0.64	0.64	0.64	0.92	0.92
Delay/Veh:	52.5	38.0	10.8	129.6	36.1	23.9	127.9	77.5	77.5	98.8	108	107.6
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:	52.5	38.0	10.8	129.6	36.1	23.9	127.9	77.5	77.5	98.8	108	107.6
LOS by Move:	D	D	B	F	D	C	F	E	E	F	F	F
HCM2kAvgQ:	7	58	4	11	9	7	13	11	11	5	14	14

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #5406: SAN TOMAS/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	71	10	14	111	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Sep 2012 <<											
Base Vol:	131	961	151	368	2525	232	120	386	241	135	226	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	961	151	368	2525	232	120	386	241	135	226	169
Added Vol:	0	0	5	0	0	0	0	2	0	16	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	961	156	368	2525	232	120	388	241	151	231	169
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	961	156	368	2020	232	120	388	241	151	231	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	961	156	368	2020	232	120	388	241	151	231	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	961	156	368	2020	232	120	388	241	151	231	169

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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.21	0.79	1.00	1.13	0.87
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	2281	1417	1750	2136	1562

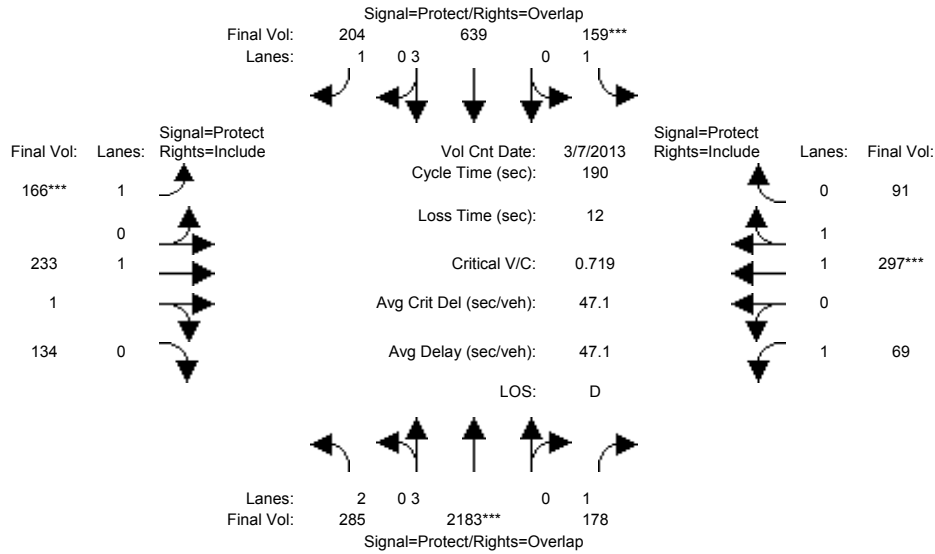
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.09	0.21	0.53	0.13	0.07	0.17	0.17	0.09	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	14.0	80.0	97.8	45.0	111	132.5	21.5	35.2	35.2	17.8	31.5	31.5
Volume/Cap:	0.56	0.40	0.17	0.89	0.91	0.19	0.61	0.92	0.92	0.92	0.65	0.65
Delay/Veh:	88.2	38.4	24.6	90.2	41.2	10.1	85.6	93.6	93.6	132.5	76.6	76.6
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:	88.2	38.4	24.6	90.2	41.2	10.1	85.6	93.6	93.6	132.5	76.6	76.6
LOS by Move:	F	D	C	F	D	B	F	F	F	F	E	E
HCM2kAvgQ:	4	12	5	21	50	5	8	22	22	12	12	12

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM (Mitigated)

Intersection #5406: SAN TOMAS/MOORPARK



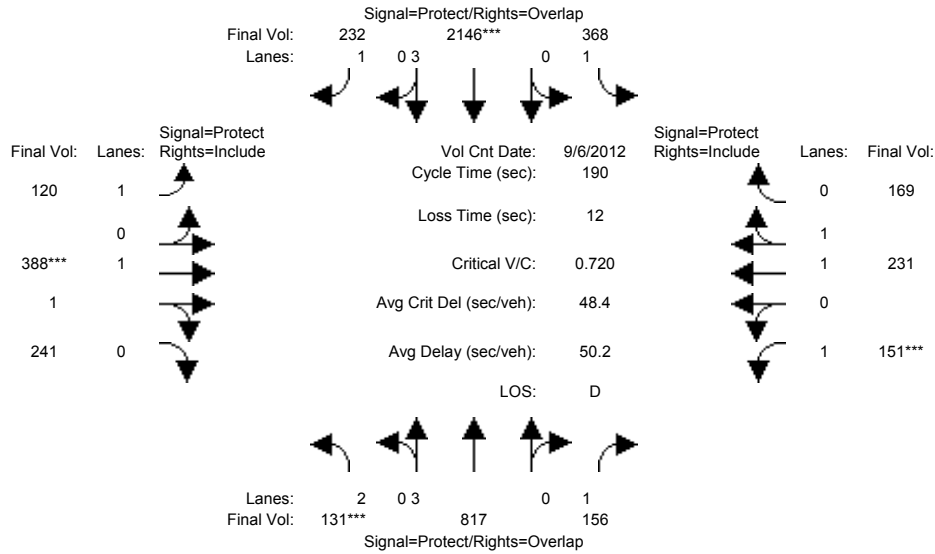
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2013 <<												
Base Vol:	285	2568	161	159	752	204	166	227	134	67	296	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	2568	161	159	752	204	166	227	134	67	296	91
Added Vol:	0	0	17	0	0	0	0	6	0	2	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	2568	178	159	752	204	166	233	134	69	297	91
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2183	178	159	639	204	166	233	134	69	297	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2183	178	159	639	204	166	233	134	69	297	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
Final Volume:	285	2183	178	159	639	204	166	233	134	69	297	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	1.25	0.75	1.00	1.52	0.48
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	2348	1350	1750	2832	868
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.10	0.09	0.11	0.12	0.09	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	55.9	101	116.2	24.0	69.3	94.4	25.1	37.8	37.8	15.0	27.7	27.7
Volume/Cap:	0.31	0.72	0.17	0.72	0.31	0.23	0.72	0.50	0.50	0.50	0.72	0.72
Delay/Veh:	52.2	34.5	16.0	90.6	43.3	27.4	89.5	68.2	68.2	86.7	82.1	82.1
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:	52.2	34.5	16.0	90.6	43.3	27.4	89.5	68.2	68.2	86.7	82.1	82.1
LOS by Move:	D	C	B	F	D	C	F	E	E	F	F	F
HCM2kAvgQ:	7	32	5	10	8	7	11	10	10	5	12	12

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM (Mitigated)

Intersection #5406: SAN TOMAS/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	71	10	14	111	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Sep 2012 <<												
Base Vol:	131	961	151	368	2525	232	120	386	241	135	226	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	961	151	368	2525	232	120	386	241	135	226	169
Added Vol:	0	0	5	0	0	0	0	2	0	16	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	961	156	368	2525	232	120	388	241	151	231	169
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	817	156	368	2146	232	120	388	241	151	231	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	817	156	368	2146	232	120	388	241	151	231	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	817	156	368	2146	232	120	388	241	151	231	169
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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	1.21	0.79	1.00	1.13	0.87
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	2281	1417	1750	2136	1562
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.09	0.21	0.38	0.13	0.07	0.17	0.17	0.09	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	14.0	80.0	97.8	45.0	111	132.5	21.5	35.2	35.2	17.8	31.5	31.5
Volume/Cap:	0.56	0.34	0.17	0.89	0.64	0.19	0.61	0.92	0.92	0.92	0.65	0.65
Delay/Veh:	88.2	37.3	24.6	90.2	26.8	10.1	85.6	93.6	93.6	132.5	76.6	76.6
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:	88.2	37.3	24.6	90.2	26.8	10.1	85.6	93.6	93.6	132.5	76.6	76.6
LOS by Move:	F	D	C	F	C	B	F	F	F	F	E	E
HCM2kAvgQ:	4	10	5	23	27	5	8	22	22	12	12	12

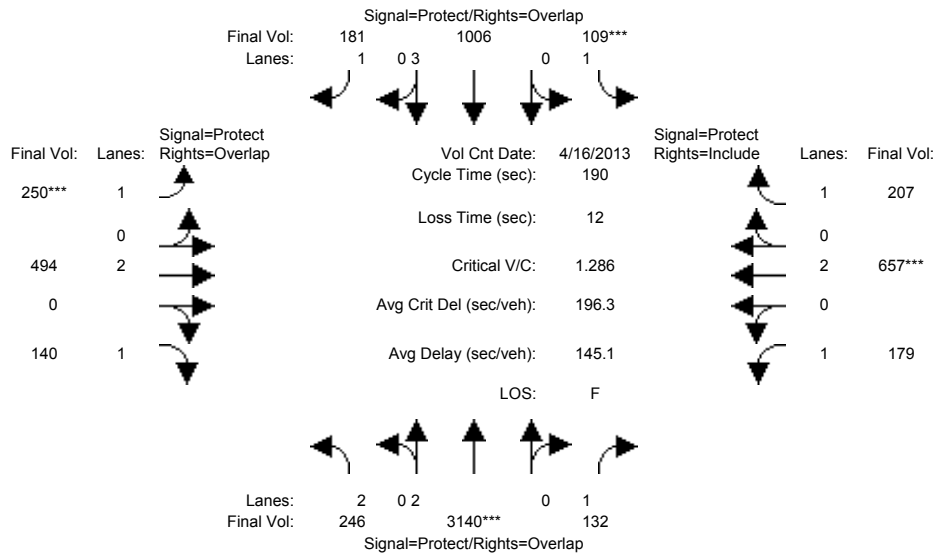
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



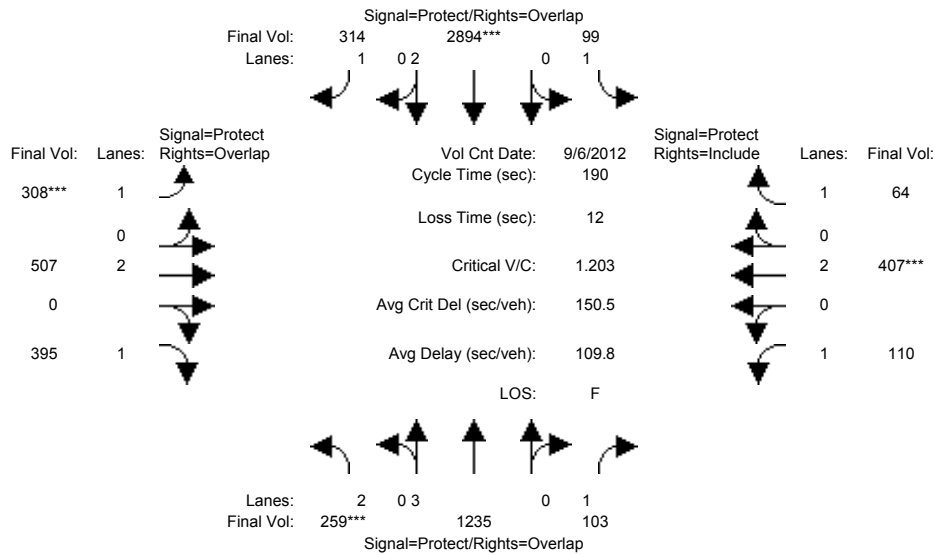
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	246	3693	132	109	989	181	250	494	137	176	657	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	3693	132	109	989	181	250	494	137	176	657	207
Added Vol:	0	1	0	0	17	0	0	0	3	3	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	3694	132	109	1006	181	250	494	140	179	657	207
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	3140	132	109	1006	181	250	494	140	179	657	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	3140	132	109	1006	181	250	494	140	179	657	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	3140	132	109	1006	181	250	494	140	179	657	207
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.83	0.08	0.06	0.18	0.10	0.14	0.13	0.08	0.10	0.17	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.1	119	138.6	14.0	116	136.0	20.5	25.4	42.5	20.0	24.8	24.8
Volume/Cap:	0.87	1.32	0.10	0.85	0.29	0.14	1.32	0.97	0.36	0.97	1.32	0.91
Delay/Veh:	108.5	184	7.5	124.3	17.8	8.6	262.1	115	62.8	143.1	242	116.4
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:	108.5	184	7.5	124.3	17.8	8.6	262.1	115	62.8	143.1	242	116.4
LOS by Move:	F	F	A	F	B	A	F	F	E	F	F	F
HCM2kAvgQ:	8	131	2	9	9	3	26	18	8	15	30	16

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



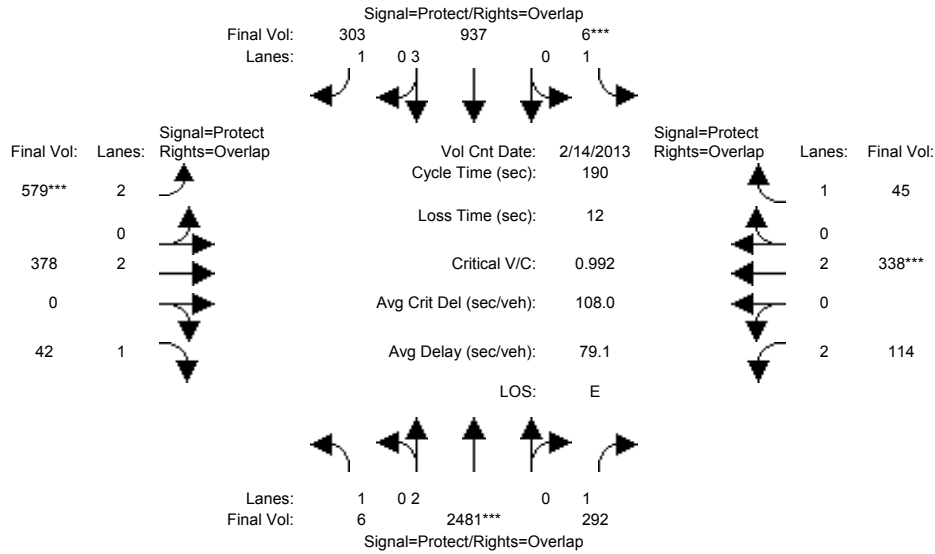
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Sep 2012 <<												
Base Vol:	256	1219	100	99	3613	314	308	507	394	109	407	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	1219	100	99	3613	314	308	507	394	109	407	64
Added Vol:	3	16	3	0	4	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1235	103	99	3617	314	308	507	395	110	407	64
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	1235	103	99	2894	314	308	507	395	110	407	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1235	103	99	2894	314	308	507	395	110	407	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	1235	103	99	2894	314	308	507	395	110	407	64
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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.06	0.06	0.76	0.18	0.18	0.13	0.23	0.06	0.11	0.04
Crit Moves:	****				****		****				****	
Green Time:	14.0	118	132.8	15.8	120	147.2	27.6	29.4	43.4	15.1	16.8	16.8
Volume/Cap:	1.12	0.35	0.08	0.68	1.21	0.23	1.21	0.86	0.99	0.79	1.21	0.41
Delay/Veh:	181.7	25.3	15.1	96.7	134	6.0	206.5	90.9	115.0	111.8	206	83.7
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:	181.7	25.3	15.1	96.7	134	6.0	206.5	90.9	115.0	111.8	206	83.7
LOS by Move:	F	C	B	F	F	A	F	F	F	F	F	F
HCM2kAvgQ:	12	16	3	7	113	5	29	17	30	9	18	4

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project AM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



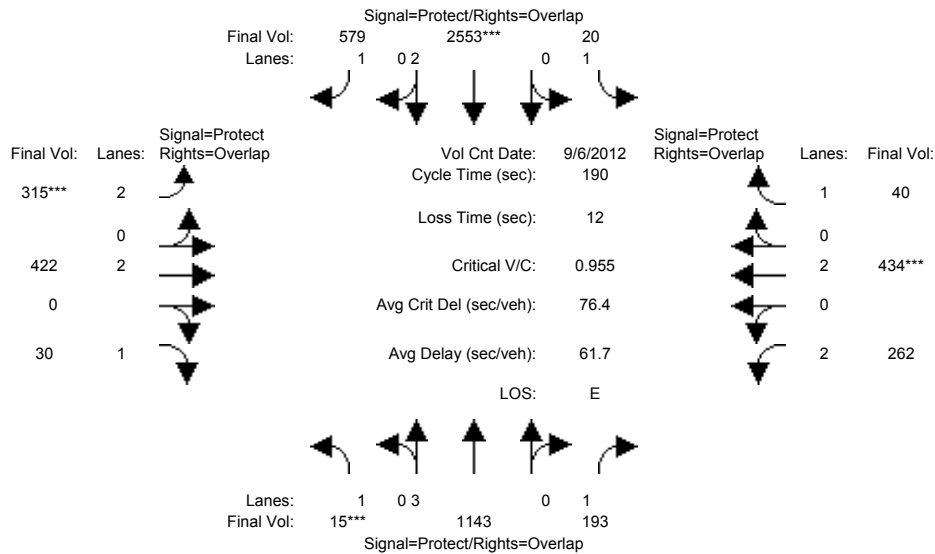
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	6	2916	292	6	911	303	579	378	42	114	338	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2916	292	6	911	303	579	378	42	114	338	45
Added Vol:	0	3	0	0	26	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2919	292	6	937	303	579	378	42	114	338	45
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2481	292	6	937	303	579	378	42	114	338	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2481	292	6	937	303	579	378	42	114	338	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	2481	292	6	937	303	579	378	42	114	338	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.17	0.00	0.16	0.17	0.18	0.10	0.02	0.04	0.09	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.9	116	136.2	14.0	114	146.3	32.6	27.8	43.7	20.6	15.8	29.8
Volume/Cap:	0.04	1.07	0.23	0.05	0.27	0.22	1.07	0.68	0.10	0.33	1.07	0.16
Delay/Veh:	80.1	94.1	15.8	81.9	18.4	6.2	138.3	80.4	57.8	79.0	158	69.6
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:	80.1	94.1	15.8	81.9	18.4	6.2	138.3	80.4	57.8	79.0	158	69.6
LOS by Move:	F	F	B	F	B	A	F	F	E	E	F	E
HCM2kAvgQ:	0	80	10	0	8	5	25	11	2	4	12	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background+Project PM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



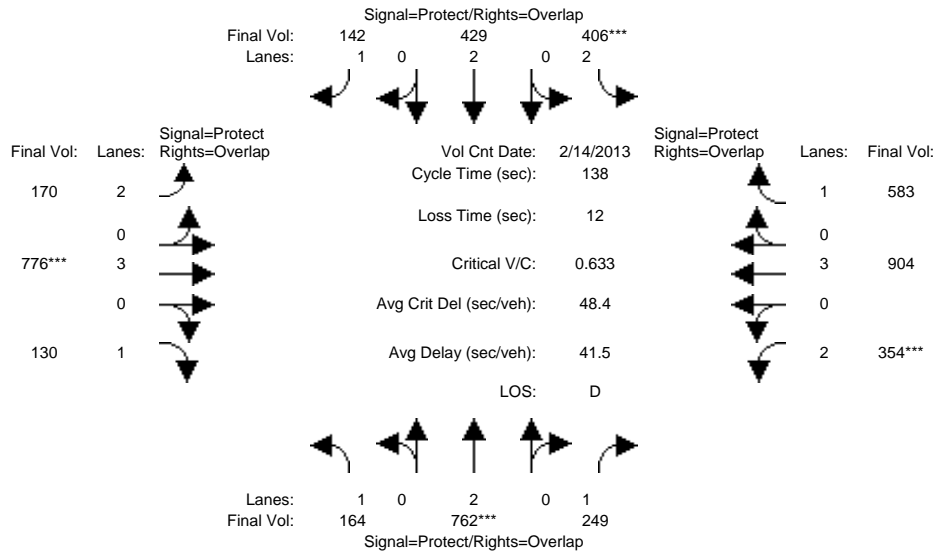
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Sep 2012 <<												
Base Vol:	15	1119	193	20	3184	579	315	422	30	262	434	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:	15	1119	193	20	3184	579	315	422	30	262	434	40
Added Vol:	0	24	0	0	7	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1143	193	20	3191	579	315	422	30	262	434	40
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1143	193	20	2553	579	315	422	30	262	434	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1143	193	20	2553	579	315	422	30	262	434	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	1143	193	20	2553	579	315	422	30	262	434	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.11	0.01	0.67	0.33	0.10	0.11	0.02	0.08	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	14.0	122	139.3	16.0	124	142.9	18.5	22.7	36.7	17.0	21.1	37.1
Volume/Cap:	0.12	0.31	0.15	0.14	1.03	0.44	1.03	0.93	0.09	0.93	1.03	0.12
Delay/Veh:	82.6	22.5	13.6	81.0	58.0	9.0	144.1	109	63.1	121.6	135	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	22.5	13.6	81.0	58.0	9.0	144.1	109	63.1	121.6	135	63.1
LOS by Move:	F	C	B	F	E	A	F	F	E	F	F	E
HCM2kAvgQ:	1	14	6	1	74	12	13	13	2	10	15	2

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (AM)

Intersection #102: WINCHESTER/HAMILTON



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	164	694	249	374	414	139	148	776	130	354	904	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	694	249	374	414	139	148	776	130	354	904	554
Added Vol:	0	17	0	1	2	1	6	0	0	0	0	6
ATI:	0	51	0	31	13	2	16	0	0	0	0	23
Initial Fut:	164	762	249	406	429	142	170	776	130	354	904	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	762	249	406	429	142	170	776	130	354	904	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	762	249	406	429	142	170	776	130	354	904	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	762	249	406	429	142	170	776	130	354	904	583

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

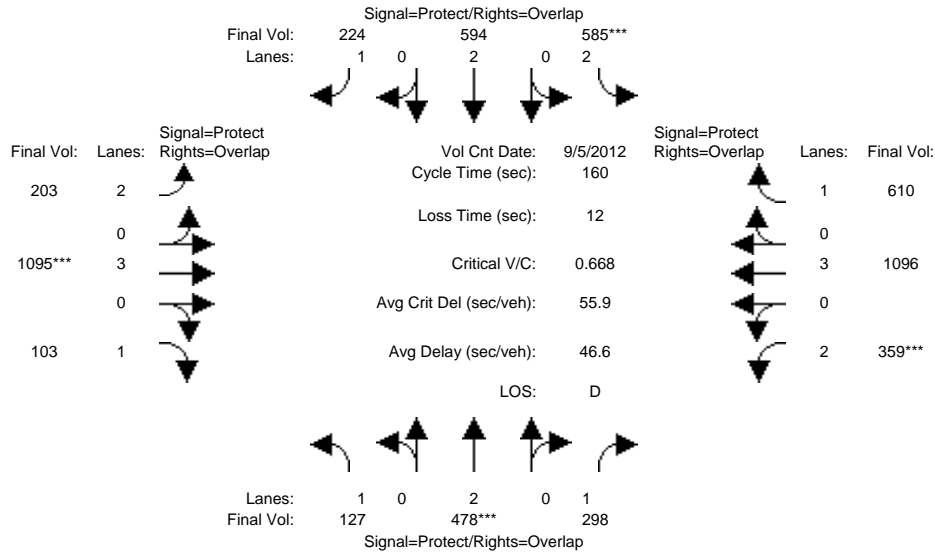
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.14	0.13	0.11	0.08	0.05	0.14	0.07	0.11	0.16	0.33
Crit Moves:	****			****			****			****		
Green Time:	32.6	43.7	68.2	28.1	39.2	50.6	11.3	29.7	62.3	24.5	42.9	71.0
Volume/Cap:	0.40	0.63	0.29	0.63	0.40	0.22	0.66	0.63	0.16	0.63	0.51	0.65
Delay/Veh:	45.1	41.4	20.8	52.3	40.1	30.3	67.5	50.3	22.6	55.0	39.2	26.1
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:	45.1	41.4	20.8	52.3	40.1	30.3	67.5	50.3	22.6	55.0	39.2	26.1
LOS by Move:	D	D	C	D	D	C	E	D	C	D	D	C
HCM2kAvgQ:	6	13	6	10	7	4	5	11	3	9	10	19

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #102: WINCHESTER/HAMILTON



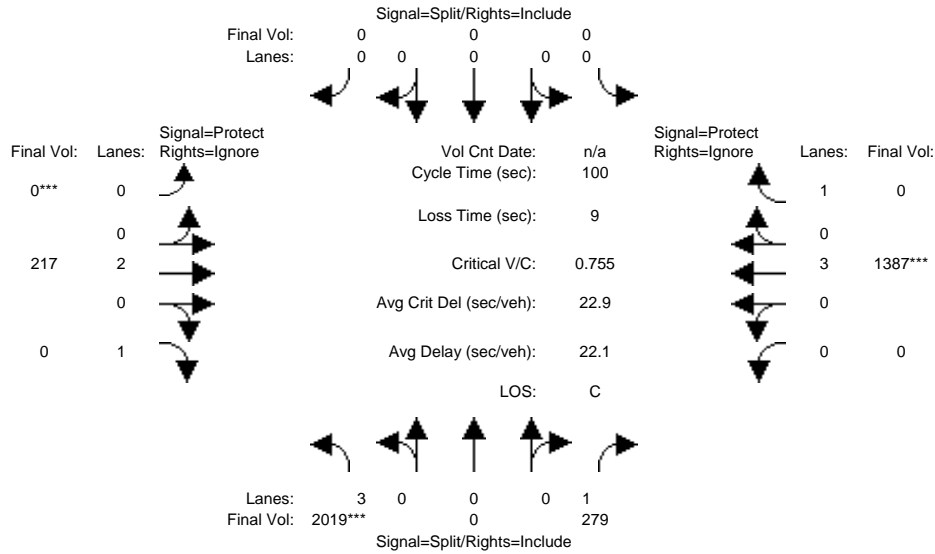
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2012 <<												
Base Vol:	127	458	298	548	528	203	198	1095	103	359	1096	574
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	458	298	548	528	203	198	1095	103	359	1096	574
Added Vol:	0	5	0	5	16	5	2	0	0	0	0	2
ATI:	0	15	0	32	50	16	3	0	0	0	0	34
Initial Fut:	127	478	298	585	594	224	203	1095	103	359	1096	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	478	298	585	594	224	203	1095	103	359	1096	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	478	298	585	594	224	203	1095	103	359	1096	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	478	298	585	594	224	203	1095	103	359	1096	610
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.17	0.19	0.16	0.13	0.06	0.19	0.06	0.11	0.19	0.35
Crit Moves:	****			****			****			****		
Green Time:	23.7	30.1	57.5	44.5	51.0	69.4	18.4	46.0	69.7	27.3	54.9	99.4
Volume/Cap:	0.49	0.67	0.47	0.67	0.49	0.30	0.56	0.67	0.14	0.67	0.56	0.56
Delay/Veh:	64.1	62.7	40.2	53.2	44.3	29.6	68.9	51.3	27.2	65.3	43.1	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	62.7	40.2	53.2	44.3	29.6	68.9	51.3	27.2	65.3	43.1	18.3
LOS by Move:	E	E	D	D	D	C	E	D	C	E	D	B
HCM2kAvgQ:	6	11	12	16	12	7	6	16	3	11	14	18

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1454	0	279	0	0	0	0	177	969	0	1118	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1454	0	279	0	0	0	0	177	969	0	1118	162
Added Vol:	143	0	0	0	0	0	0	10	6	0	70	0
ATI:	422	0	0	0	0	0	0	30	110	0	199	0
Initial Fut:	2019	0	279	0	0	0	0	217	1085	0	1387	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2019	0	279	0	0	0	0	217	0	0	1387	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2019	0	279	0	0	0	0	217	0	0	1387	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	2019	0	279	0	0	0	0	217	0	0	1387	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

Capacity Analysis Module:

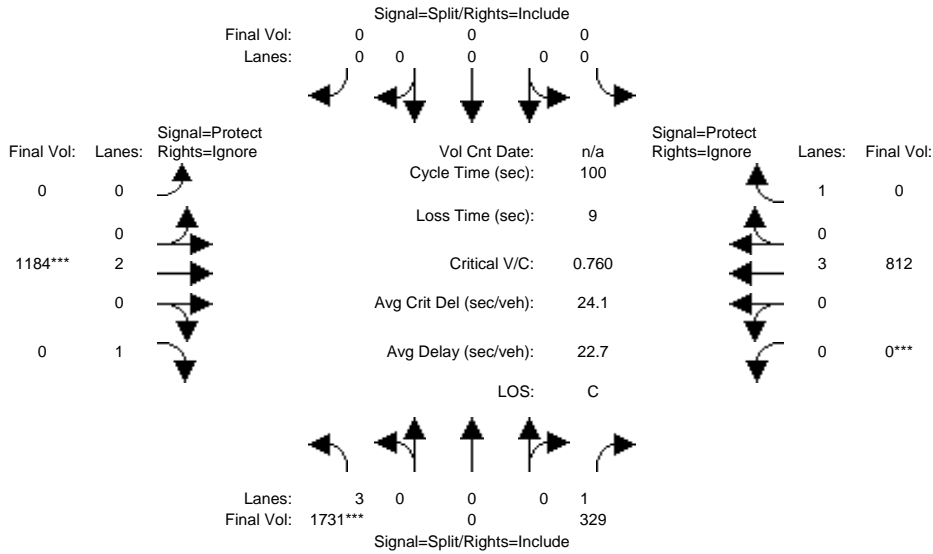
Vol/Sat:	0.44	0.00	0.16	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.24	0.00
Crit Moves:	****							****			****	
Green Time:	58.8	0.0	58.8	0.0	0.0	0.0	0.0	32.2	0.0	0.0	32.2	0.0
Volume/Cap:	0.75	0.00	0.27	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.75	0.00
Delay/Veh:	16.5	0.0	10.3	0.0	0.0	0.0	0.0	24.4	0.0	0.0	32.2	0.0
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:	16.5	0.0	10.3	0.0	0.0	0.0	0.0	24.4	0.0	0.0	32.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	20	0	4	0	0	0	0	2	0	0	12	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #156: NB I-880 Ramps/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1609	0	329	0	0	0	0	936	1189	0	758	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1609	0	329	0	0	0	0	936	1189	0	758	209
Added Vol:	41	0	0	0	0	0	0	65	79	0	21	0
ATI:	81	0	0	0	0	0	0	183	267	0	33	0
Initial Fut:	1731	0	329	0	0	0	0	1184	1535	0	812	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1731	0	329	0	0	0	0	1184	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1731	0	329	0	0	0	0	1184	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1731	0	329	0	0	0	0	1184	0	0	812	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.38	0.00	0.19	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.14	0.00
Crit Moves:	****							****			****	
Green Time:	50.0	0.0	50.0	0.0	0.0	0.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.76	0.00	0.38	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.35	0.00
Delay/Veh:	21.7	0.0	15.7	0.0	0.0	0.0	0.0	27.5	0.0	0.0	20.4	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:	21.7	0.0	15.7	0.0	0.0	0.0	0.0	27.5	0.0	0.0	20.4	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	19	0	7	0	0	0	0	15	0	0	5	0

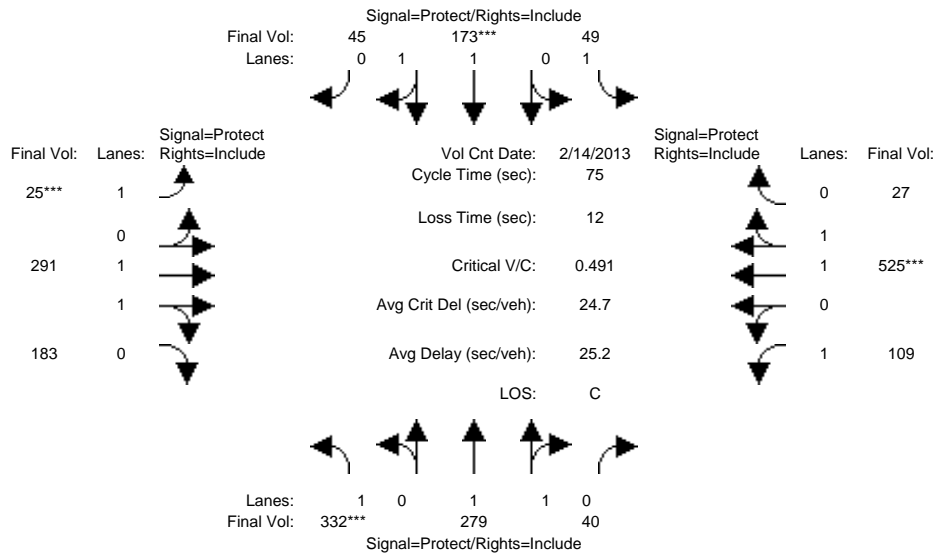
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #400: WINCHESTER / NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Feb 2013 <<

Base Vol:	323	260	32	49	104	45	25	291	117	53	525	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:	323	260	32	49	104	45	25	291	117	53	525	27
Added Vol:	2	2	2	0	17	0	0	0	17	15	0	0
ATI:	7	17	6	0	52	0	0	0	49	41	0	0
Initial Fut:	332	279	40	49	173	45	25	291	183	109	525	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	279	40	49	173	45	25	291	183	109	525	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	279	40	49	173	45	25	291	183	109	525	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	332	279	40	49	173	45	25	291	183	109	525	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.74	0.26	1.00	1.58	0.42	1.00	1.21	0.79	1.00	1.90	0.10
Final Sat.:	1750	3236	464	1750	2936	764	1750	2270	1428	1750	3519	181

Capacity Analysis Module:

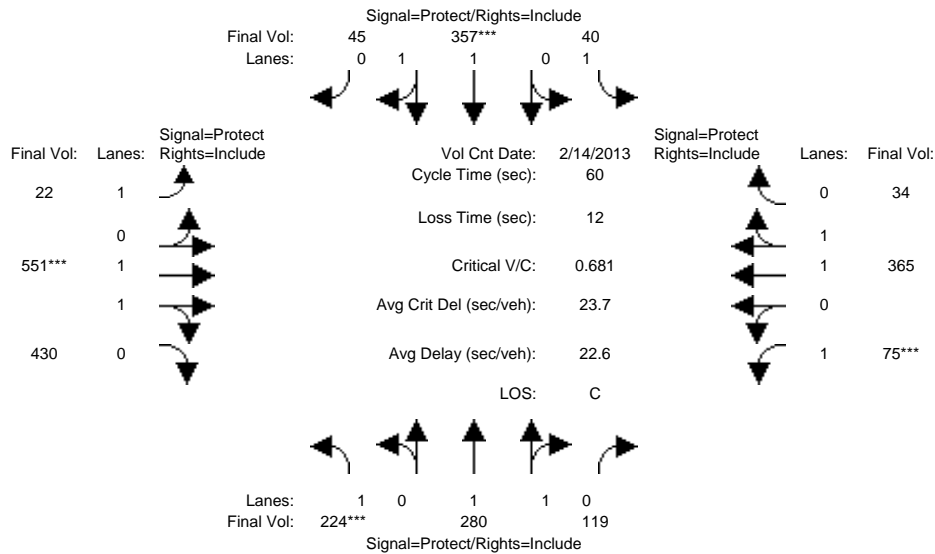
Vol/Sat:	0.19	0.09	0.09	0.03	0.06	0.06	0.01	0.13	0.13	0.06	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	25.7	21.0	21.0	14.7	10.0	10.0	7.0	16.0	16.0	11.2	20.3	20.3
Volume/Cap:	0.55	0.31	0.31	0.14	0.44	0.44	0.15	0.60	0.60	0.42	0.55	0.55
Delay/Veh:	21.1	21.4	21.4	25.1	30.6	30.6	31.7	27.9	27.9	30.0	24.2	24.2
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:	21.1	21.4	21.4	25.1	30.6	30.6	31.7	27.9	27.9	30.0	24.2	24.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	3	3	1	2	2	1	5	5	2	6	6

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #400: WINCHESTER / NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Feb 2013 <<

Base Vol:	163	213	67	40	334	45	22	551	418	65	365	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	213	67	40	334	45	22	551	418	65	365	34
Added Vol:	16	16	14	0	5	0	0	0	5	4	0	0
ATI:	45	51	38	0	18	0	0	0	7	6	0	0
Initial Fut:	224	280	119	40	357	45	22	551	430	75	365	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	280	119	40	357	45	22	551	430	75	365	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	280	119	40	357	45	22	551	430	75	365	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	224	280	119	40	357	45	22	551	430	75	365	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.39	0.61	1.00	1.77	0.23	1.00	1.10	0.90	1.00	1.82	0.18
Final Sat.:	1750	2596	1103	1750	3286	414	1750	2077	1621	1750	3384	315

Capacity Analysis Module:

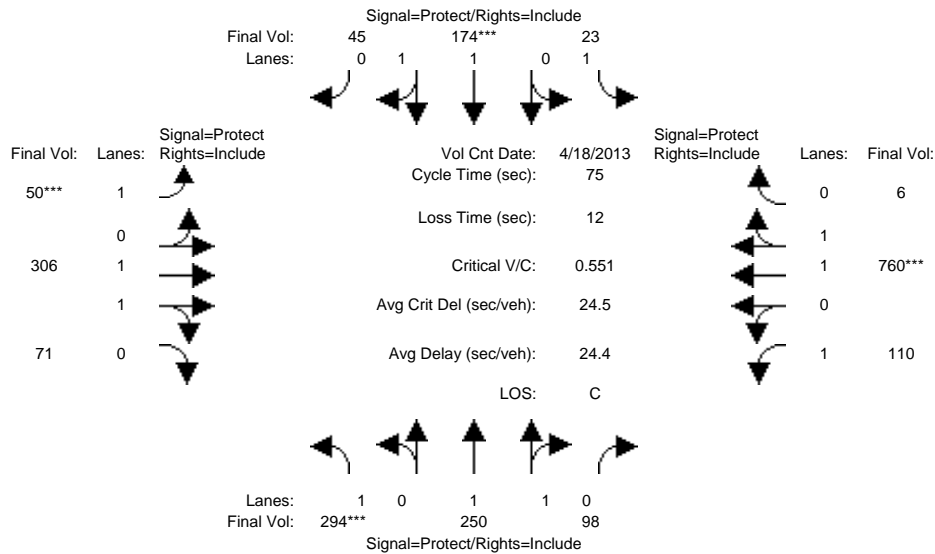
Vol/Sat:	0.13	0.11	0.11	0.02	0.11	0.11	0.01	0.27	0.27	0.04	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	10.1	11.8	11.8	8.3	10.0	10.0	11.5	20.9	20.9	7.0	16.4	16.4
Volume/Cap:	0.76	0.55	0.55	0.17	0.65	0.65	0.07	0.76	0.76	0.37	0.39	0.39
Delay/Veh:	34.9	22.6	22.6	23.1	25.9	25.9	19.9	20.0	20.0	25.6	18.0	18.0
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:	34.9	22.6	22.6	23.1	25.9	25.9	19.9	20.0	20.0	25.6	18.0	18.0
LOS by Move:	C	C	C	C	C	C	B	C	C	C	B	B
HCM2kAvgQ:	6	4	4	1	4	4	0	8	8	1	3	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #403: SCOTT / SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	294	250	98	12	174	45	50	250	71	110	752	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	250	98	12	174	45	50	250	71	110	752	5
Added Vol:	0	0	0	3	0	0	0	15	0	0	2	0
ATI:	0	0	0	8	0	0	0	41	0	0	6	1
Initial Fut:	294	250	98	23	174	45	50	306	71	110	760	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	250	98	23	174	45	50	306	71	110	760	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	250	98	23	174	45	50	306	71	110	760	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	294	250	98	23	174	45	50	306	71	110	760	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.42	0.58	1.00	1.58	0.42	1.00	1.61	0.39	1.00	1.98	0.02
Final Sat.:	1750	2657	1042	1750	2939	760	1750	3003	697	1750	3671	29

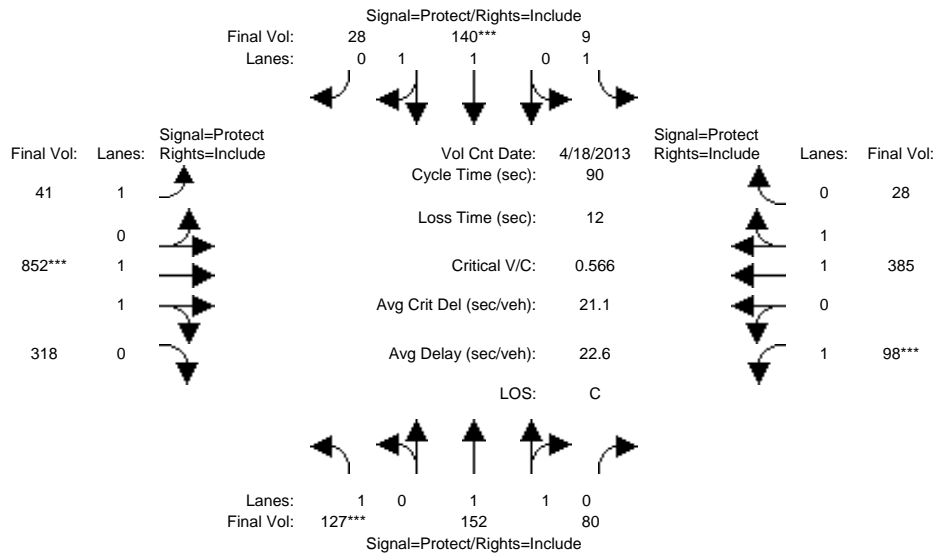
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.01	0.06	0.06	0.03	0.10	0.10	0.06	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	20.6	18.0	18.0	12.6	10.0	10.0	7.0	19.1	19.1	13.3	25.4	25.4
Volume/Cap:	0.61	0.39	0.39	0.08	0.44	0.44	0.31	0.40	0.40	0.35	0.61	0.61
Delay/Veh:	26.0	24.2	24.2	26.4	30.6	30.6	32.8	23.5	23.5	27.7	21.6	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:	26.0	24.2	24.2	26.4	30.6	30.6	32.8	23.5	23.5	27.7	21.6	21.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	3	3	1	3	3	1	4	4	2	7	7

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #403: SCOTT / SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 18 Apr 2013 <<

Base Vol:	127	152	80	7	140	28	41	842	318	98	333	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	152	80	7	140	28	41	842	318	98	333	17
Added Vol:	0	0	0	1	0	0	0	4	0	0	14	3
ATI:	0	0	0	1	0	0	0	6	0	0	38	8
Initial Fut:	127	152	80	9	140	28	41	852	318	98	385	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	152	80	9	140	28	41	852	318	98	385	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	152	80	9	140	28	41	852	318	98	385	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	152	80	9	140	28	41	852	318	98	385	28

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.29	0.71	1.00	1.66	0.34	1.00	1.44	0.56	1.00	1.86	0.14
Final Sat.:	1750	2423	1275	1750	3083	617	1750	2694	1005	1750	3449	251

Capacity Analysis Module:

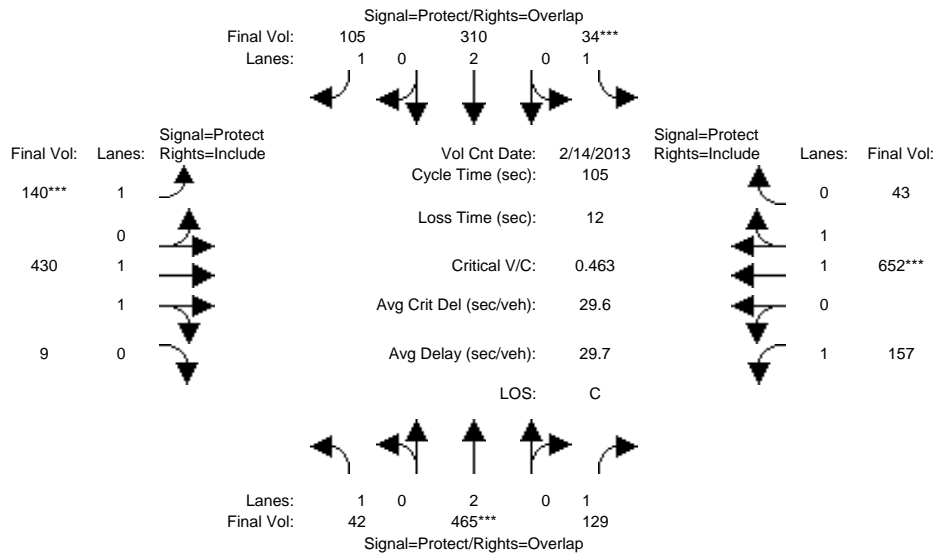
Vol/Sat:	0.07	0.06	0.06	0.01	0.05	0.05	0.02	0.32	0.32	0.06	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	11.1	12.4	12.4	8.7	10.0	10.0	23.4	48.3	48.3	8.6	33.5	33.5
Volume/Cap:	0.59	0.46	0.46	0.05	0.41	0.41	0.09	0.59	0.59	0.59	0.30	0.30
Delay/Veh:	41.5	36.3	36.3	37.1	37.9	37.9	25.3	14.6	14.6	44.5	20.1	20.1
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:	41.5	36.3	36.3	37.1	37.9	37.9	25.3	14.6	14.6	44.5	20.1	20.1
LOS by Move:	D	D	D	D	D	D	C	B	B	D	C	C
HCM2kAvgQ:	4	3	3	0	3	3	1	11	11	3	4	4

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #404: SARATOGA / PRUNERIDGE



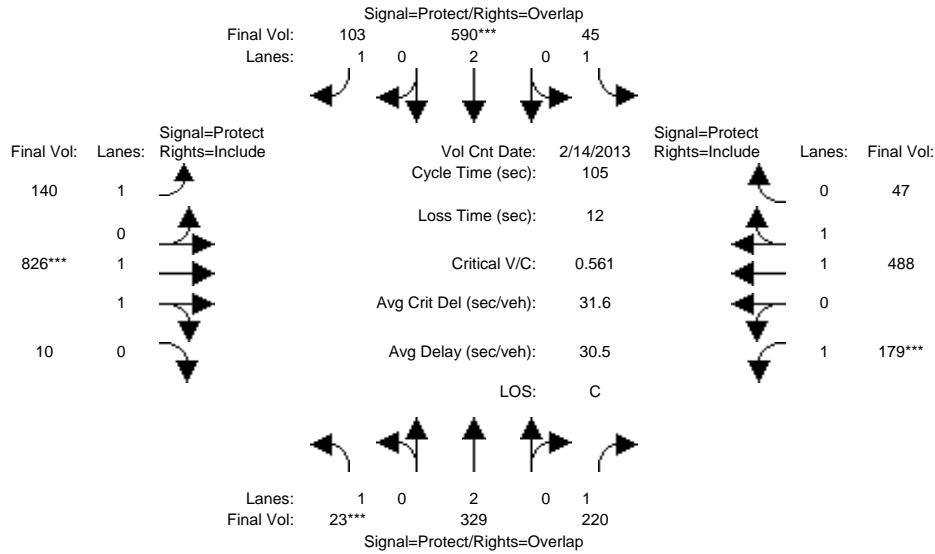
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	42	465	129	34	310	105	140	374	9	157	643	43
Growth 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:	42	465	129	34	310	105	140	374	9	157	643	43
Added Vol:	0	0	0	0	0	0	0	14	0	0	1	0
ATI:	0	0	0	0	0	0	0	42	0	0	8	0
Initial Fut:	42	465	129	34	310	105	140	430	9	157	652	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	465	129	34	310	105	140	430	9	157	652	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	465	129	34	310	105	140	430	9	157	652	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	465	129	34	310	105	140	430	9	157	652	43
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.87	0.13
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3624	76	1750	3471	229
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.07	0.02	0.08	0.06	0.08	0.12	0.12	0.09	0.19	0.19
Crit Moves:	****			****			****				****	
Green Time:	14.0	27.0	52.4	7.0	20.0	37.6	17.6	33.6	33.6	25.4	41.4	41.4
Volume/Cap:	0.18	0.48	0.15	0.29	0.43	0.17	0.48	0.37	0.37	0.37	0.48	0.48
Delay/Veh:	40.8	33.4	14.3	48.0	37.9	23.1	40.7	27.7	27.7	33.7	24.0	24.0
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:	40.8	33.4	14.3	48.0	37.9	23.1	40.7	27.7	27.7	33.7	24.0	24.0
LOS by Move:	D	C	B	D	D	C	D	C	C	C	C	C
HCM2kAvgQ:	1	6	2	1	4	2	4	5	5	4	8	8

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #404: SARATOGA / PRUNERIDGE



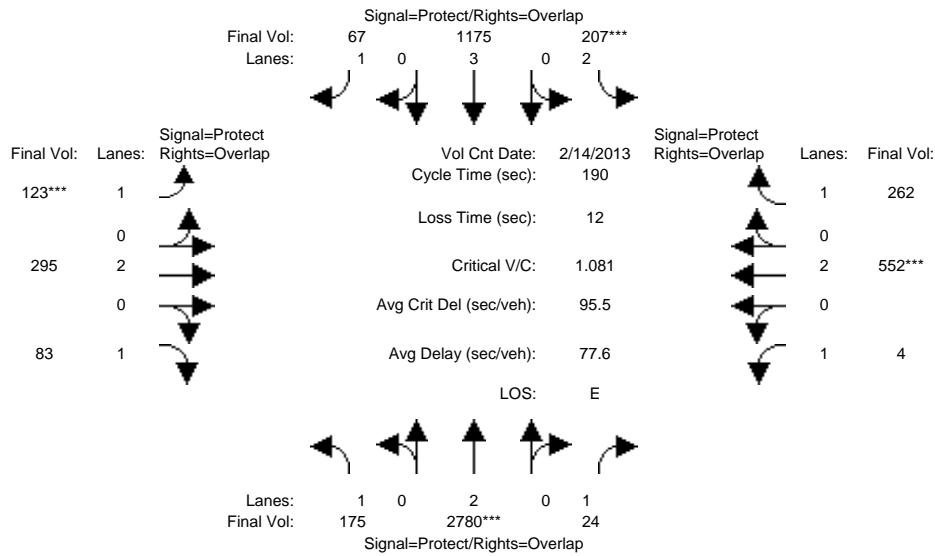
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	23	329	220	45	590	103	140	813	10	179	437	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	329	220	45	590	103	140	813	10	179	437	47
Added Vol:	0	0	0	0	0	0	0	4	0	0	13	0
ATI:	0	0	0	0	0	0	0	9	0	0	38	0
Initial Fut:	23	329	220	45	590	103	140	826	10	179	488	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	329	220	45	590	103	140	826	10	179	488	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	329	220	45	590	103	140	826	10	179	488	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	329	220	45	590	103	140	826	10	179	488	47
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02	1.00	1.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3656	44	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.03	0.16	0.06	0.08	0.23	0.23	0.10	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	20.4	38.6	14.3	27.6	48.4	20.8	40.2	40.2	18.2	37.6	37.6
Volume/Cap:	0.20	0.45	0.34	0.19	0.59	0.13	0.40	0.59	0.59	0.59	0.40	0.40
Delay/Veh:	47.2	37.8	24.4	40.6	34.7	16.3	37.5	26.5	26.5	43.0	25.5	25.5
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:	47.2	37.8	24.4	40.6	34.7	16.3	37.5	26.5	26.5	43.0	25.5	25.5
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	5	5	1	8	2	4	10	10	6	6	6

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #405: SAN TOMAS / PRUNERIDGE



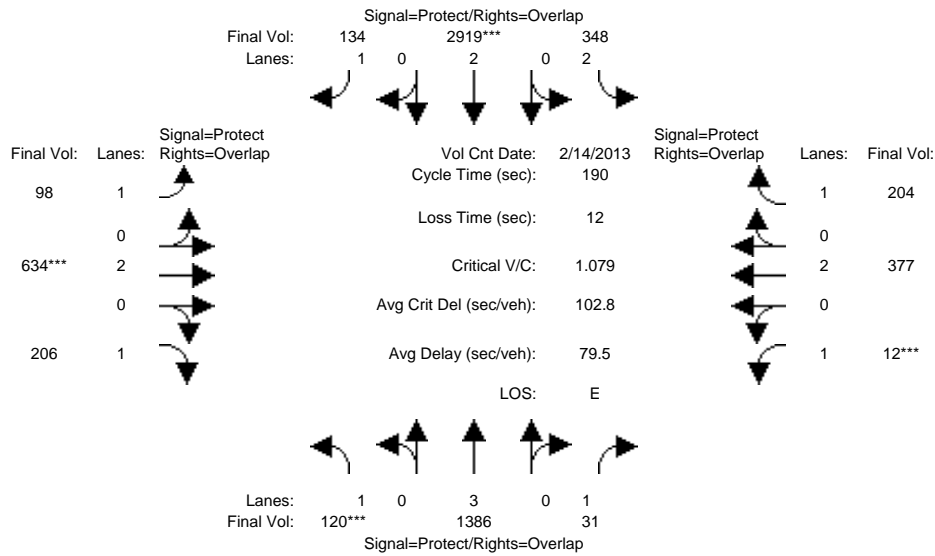
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	171	3246	24	167	1097	67	123	279	54	4	549	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	3246	24	167	1097	67	123	279	54	4	549	254
Added Vol:	1	1	0	10	18	0	0	4	8	0	1	1
ATI:	3	24	0	30	60	0	0	12	21	0	2	7
Initial Fut:	175	3271	24	207	1175	67	123	295	83	4	552	262
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	2780	24	207	1175	67	123	295	83	4	552	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	2780	24	207	1175	67	123	295	83	4	552	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	2780	24	207	1175	67	123	295	83	4	552	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.73	0.01	0.07	0.21	0.04	0.07	0.08	0.05	0.00	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	45.8	129	140.8	11.5	94.4	106.7	12.4	25.7	71.5	12.2	25.5	37.1
Volume/Cap:	0.42	1.08	0.02	1.08	0.42	0.07	1.08	0.57	0.13	0.04	1.08	0.77
Delay/Veh:	61.5	75.0	6.5	177.6	30.4	19.0	196.7	78.6	38.9	83.5	146	82.4
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:	61.5	75.0	6.5	177.6	30.4	19.0	196.7	78.6	38.9	83.5	146	82.4
LOS by Move:	E	E	A	F	C	B	F	E	D	F	F	F
HCM2kAvgQ:	9	88	0	9	14	2	12	9	3	0	20	16

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #405: SAN TOMAS / PRUNERIDGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	93	1310	31	338	3444	134	98	631	201	12	362	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1310	31	338	3444	134	98	631	201	12	362	167
Added Vol:	7	17	0	3	5	0	0	1	2	0	4	9
ATI:	20	59	0	7	26	0	0	2	3	0	11	28
Initial Fut:	120	1386	31	348	3475	134	98	634	206	12	377	204
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1386	31	348	2919	134	98	634	206	12	377	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1386	31	348	2919	134	98	634	206	12	377	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1386	31	348	2919	134	98	634	206	12	377	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.02	0.11	0.77	0.08	0.06	0.17	0.12	0.01	0.10	0.12
Crit Moves:	****			****			****			****		
Green Time:	11.7	98.0	105.0	44.5	131	143.7	12.8	28.4	40.1	7.0	22.6	67.2
Volume/Cap:	1.12	0.47	0.03	0.47	1.12	0.10	0.83	1.12	0.56	0.19	0.83	0.33
Delay/Veh:	210.3	29.5	19.4	63.1	87.3	6.2	124.8	154	68.9	90.1	94.2	45.2
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:	210.3	29.5	19.4	63.1	87.3	6.2	124.8	154	68.9	90.1	94.2	45.2
LOS by Move:	F	C	B	E	F	A	F	F	E	F	F	D
HCM2kAvgQ:	10	16	1	10	97	2	8	25	12	1	11	9

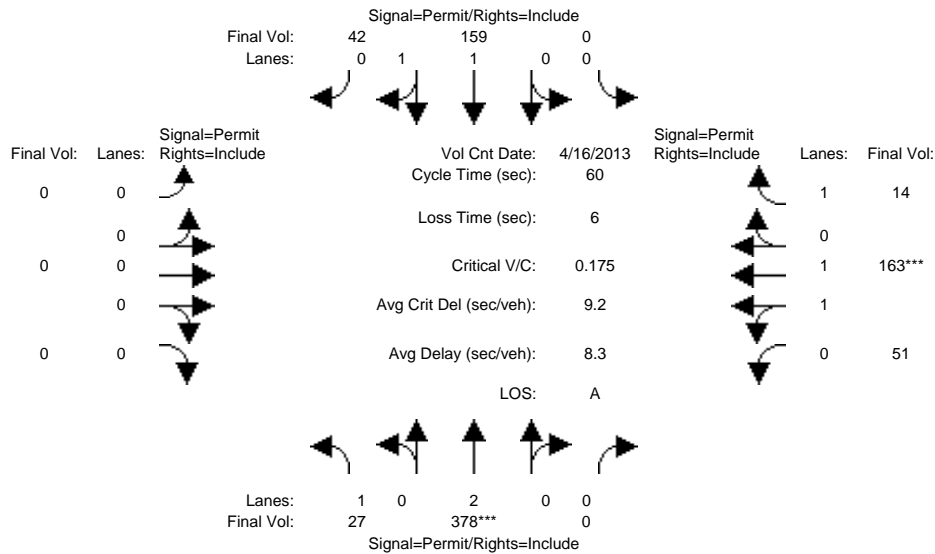
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #606: WINCHESTER / MARKET



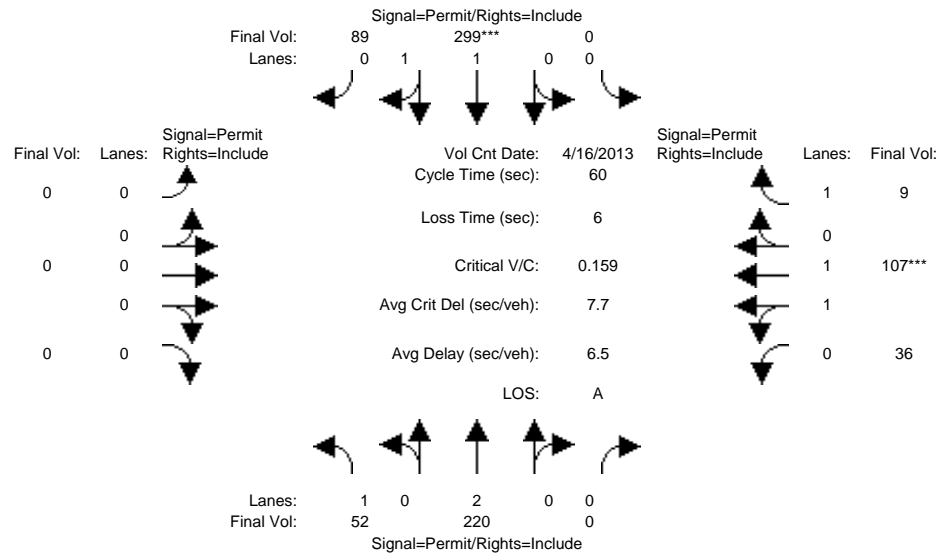
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	24	365	0	0	134	42	0	0	0	29	163	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	365	0	0	134	42	0	0	0	29	163	14
Added Vol:	1	1	0	0	6	0	0	0	0	6	0	0
ATI:	2	12	0	0	19	0	0	0	0	16	0	0
Initial Fut:	27	378	0	0	159	42	0	0	0	51	163	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	378	0	0	159	42	0	0	0	51	163	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	378	0	0	159	42	0	0	0	51	163	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	378	0	0	159	42	0	0	0	51	163	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.57	0.43	0.00	0.00	0.00	0.49	1.51	1.00
Final Sat.:	1750	3800	0	0	2926	773	0	0	0	882	2818	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.06	0.06	0.01
Crit Moves:	****									****		
Green Time:	34.1	34.1	0.0	0.0	34.1	34.1	0.0	0.0	0.0	19.9	19.9	19.9
Volume/Cap:	0.03	0.17	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.17	0.17	0.02
Delay/Veh:	5.7	6.2	0.0	0.0	5.9	5.9	0.0	0.0	0.0	14.3	14.3	13.6
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:	5.7	6.2	0.0	0.0	5.9	5.9	0.0	0.0	0.0	14.3	14.3	13.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	2	2	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #606: WINCHESTER / MARKET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 16 Apr 2013 <<											
Base Vol:	32	194	0	0	284	89	0	0	0	32	107	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:	32	194	0	0	284	89	0	0	0	32	107	9
Added Vol:	5	5	0	0	2	0	0	0	0	2	0	0
ATI:	15	21	0	0	13	0	0	0	0	2	0	0
Initial Fut:	52	220	0	0	299	89	0	0	0	36	107	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	220	0	0	299	89	0	0	0	36	107	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	220	0	0	299	89	0	0	0	36	107	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	220	0	0	299	89	0	0	0	36	107	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	1.53	0.47	0.00	0.00	0.00	0.52	1.48	1.00
Final Sat.:	1750	3800	0	0	2851	849	0	0	0	931	2768	1750

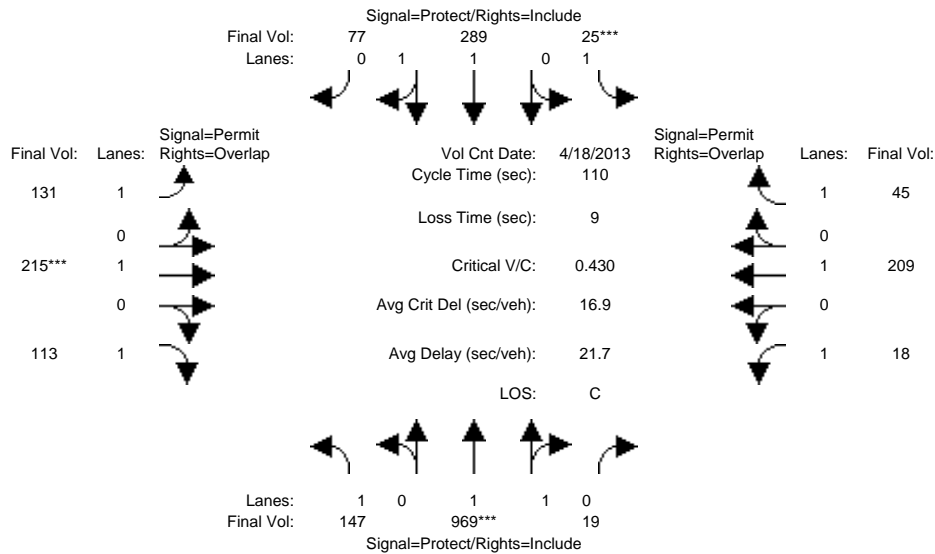
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:				****						****		
Green Time:	39.5	39.5	0.0	0.0	39.5	39.5	0.0	0.0	0.0	14.5	14.5	14.5
Volume/Cap:	0.05	0.09	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.16	0.16	0.02
Delay/Veh:	3.6	3.7	0.0	0.0	4.0	4.0	0.0	0.0	0.0	18.0	18.0	17.3
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:	3.6	3.7	0.0	0.0	4.0	4.0	0.0	0.0	0.0	18.0	18.0	17.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
HCM2kAvgQ:	0	1	0	0	1	1	0	0	0	1	1	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #609: SCOTT / HOMESTEAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	146	965	18	25	255	77	131	215	102	7	209	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	965	18	25	255	77	131	215	102	7	209	45
Added Vol:	0	1	0	0	9	0	0	0	3	3	0	0
ATI:	1	3	1	0	25	0	0	0	8	8	0	0
Initial Fut:	147	969	19	25	289	77	131	215	113	18	209	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	969	19	25	289	77	131	215	113	18	209	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	969	19	25	289	77	131	215	113	18	209	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	969	19	25	289	77	131	215	113	18	209	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3629	71	1750	2921	778	1750	1900	1750	1750	1900	1750

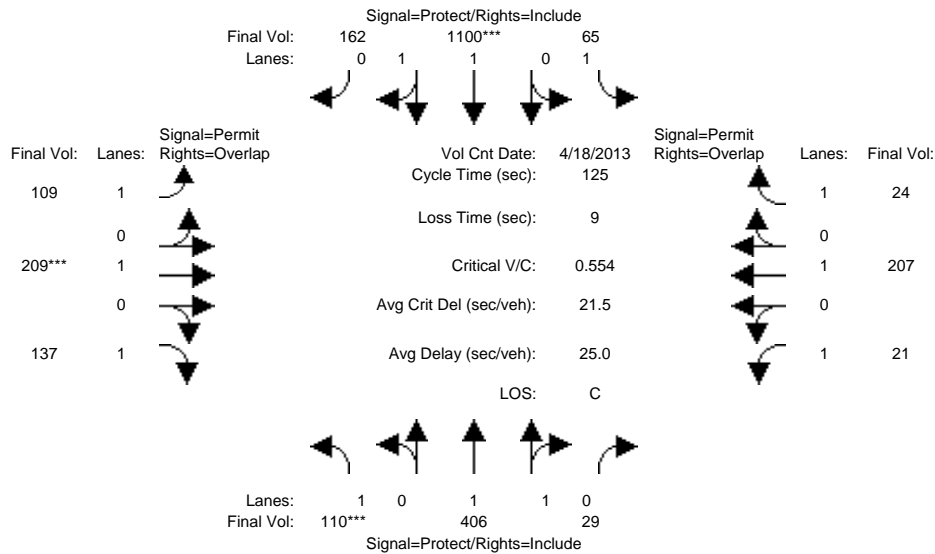
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.01	0.10	0.10	0.07	0.11	0.06	0.01	0.11	0.03
Crit Moves:	****			****			****					
Green Time:	33.5	66.0	66.0	7.0	39.5	39.5	28.0	28.0	61.5	28.0	28.0	35.0
Volume/Cap:	0.28	0.44	0.44	0.22	0.28	0.28	0.29	0.44	0.12	0.04	0.43	0.08
Delay/Veh:	29.3	12.1	12.1	49.9	25.2	25.2	33.4	35.1	11.5	30.9	35.0	26.3
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:	29.3	12.1	12.1	49.9	25.2	25.2	33.4	35.1	11.5	30.9	35.0	26.3
LOS by Move:	C	B	B	D	C	C	C	D	B	C	C	C
HCM2kAvgQ:	4	9	9	1	4	4	4	6	2	0	6	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #609: SCOTT / HOMESTEAD



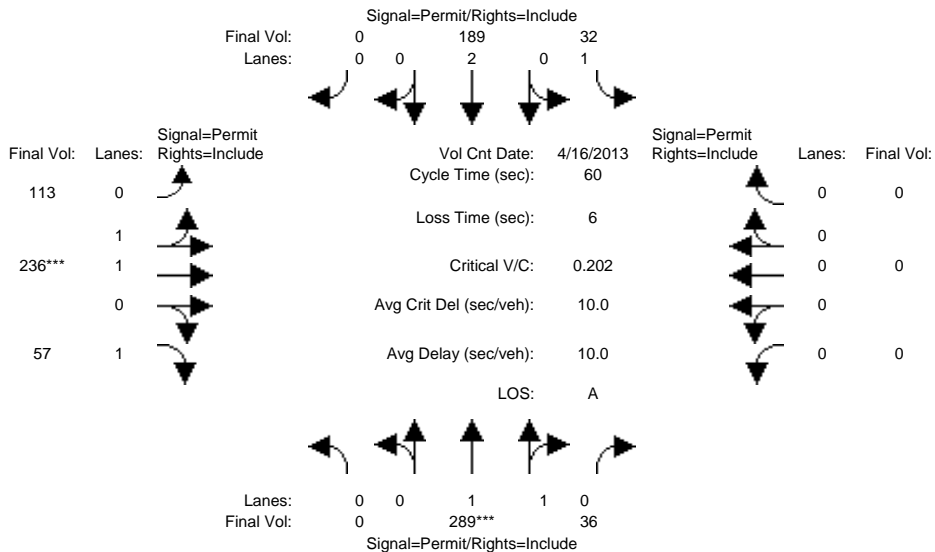
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	99	375	18	65	1093	162	109	209	135	19	207	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	375	18	65	1093	162	109	209	135	19	207	24
Added Vol:	3	8	3	0	3	0	0	0	1	1	0	0
ATI:	8	23	8	0	4	0	0	0	1	1	0	0
Initial Fut:	110	406	29	65	1100	162	109	209	137	21	207	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	406	29	65	1100	162	109	209	137	21	207	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	406	29	65	1100	162	109	209	137	21	207	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	406	29	65	1100	162	109	209	137	21	207	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3453	247	1750	3225	475	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.04	0.34	0.34	0.06	0.11	0.08	0.01	0.11	0.01
Crit Moves:	****			****			****					
Green Time:	14.2	61.8	61.8	29.4	77.0	77.0	24.8	24.8	39.0	24.8	24.8	54.2
Volume/Cap:	0.55	0.24	0.24	0.16	0.55	0.55	0.31	0.55	0.25	0.06	0.55	0.03
Delay/Veh:	55.8	18.2	18.2	38.1	14.3	14.3	43.3	46.9	32.3	40.7	46.8	20.3
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:	55.8	18.2	18.2	38.1	14.3	14.3	43.3	46.9	32.3	40.7	46.8	20.3
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	4	5	5	2	14	14	4	8	4	1	8	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #621: LINCOLN / BELLOMY



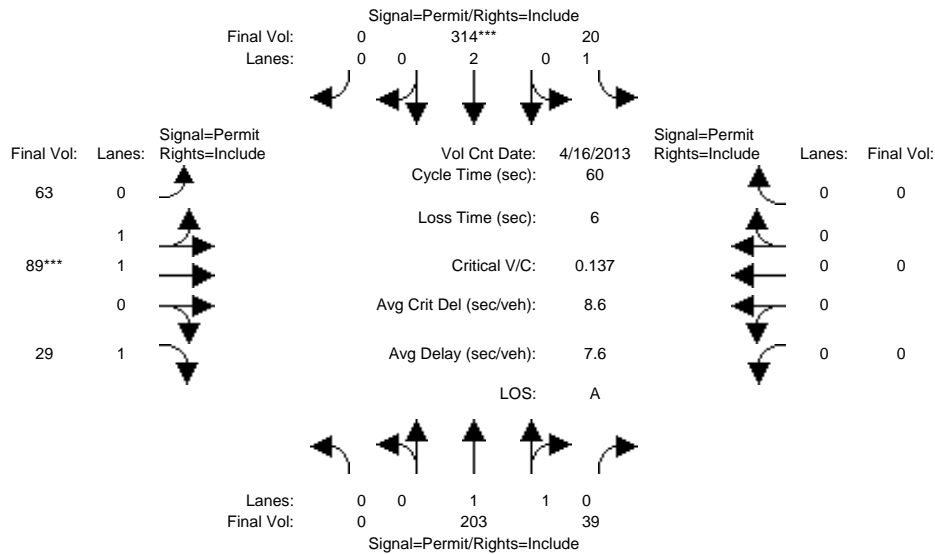
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	0	273	33	32	141	0	113	236	35	0	0	0
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	273	33	32	141	0	113	236	35	0	0	0
Added Vol:	0	2	1	0	12	0	0	0	6	0	0	0
ATI:	0	14	2	0	36	0	0	0	16	0	0	0
Initial Fut:	0	289	36	32	189	0	113	236	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	289	36	32	189	0	113	236	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	289	36	32	189	0	113	236	57	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
Final Volume:	0	289	36	32	189	0	113	236	57	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.77	0.23	1.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	3290	410	1750	3800	0	1198	2501	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.02	0.05	0.00	0.09	0.09	0.03	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	26.0	26.0	26.0	26.0	0.0	28.0	28.0	28.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.20	0.04	0.11	0.00	0.20	0.20	0.07	0.00	0.00	0.00
Delay/Veh:	0.0	10.6	10.6	9.8	10.1	0.0	9.5	9.5	8.9	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	10.6	10.6	9.8	10.1	0.0	9.5	9.5	8.9	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	1	0	2	2	1	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #621: LINCOLN / BELLOMY



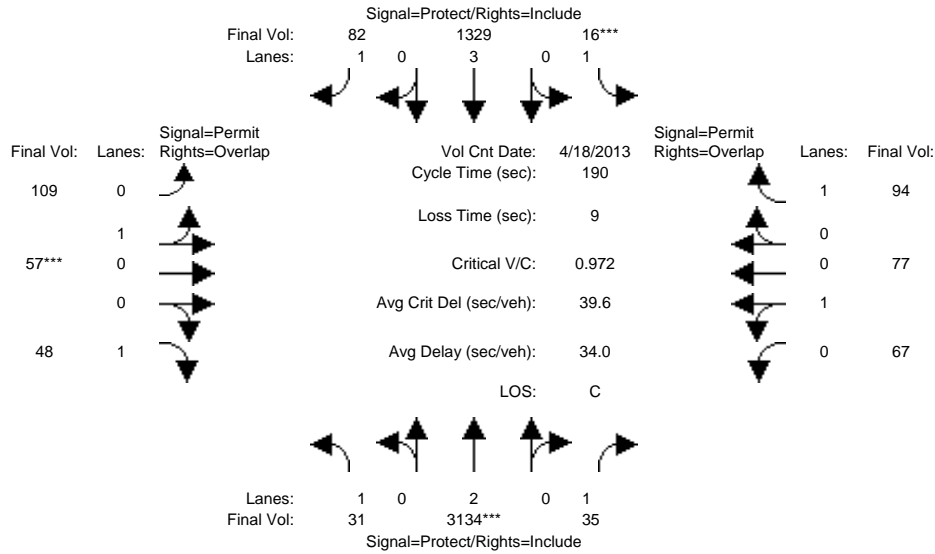
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	0	156	19	20	295	0	63	89	25	0	0	0
Growth Adj:	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	156	19	20	295	0	63	89	25	0	0	0
Added Vol:	0	11	5	0	3	0	0	0	2	0	0	0
ATI:	0	36	15	0	16	0	0	0	2	0	0	0
Initial Fut:	0	203	39	20	314	0	63	89	29	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	39	20	314	0	63	89	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	39	20	314	0	63	89	29	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
Final Volume:	0	203	39	20	314	0	63	89	29	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	1.67	0.33	1.00	2.00	0.00	0.85	1.15	1.00	0.00	0.00	0.00
Final Sat.:	0	3103	596	1750	3800	0	1533	2165	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.08	0.00	0.04	0.04	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	36.1	36.1	36.1	36.1	0.0	17.9	17.9	17.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.11	0.11	0.02	0.14	0.00	0.14	0.14	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	5.1	5.1	4.8	5.2	0.0	15.4	15.4	15.0	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	5.1	5.1	4.8	5.2	0.0	15.4	15.4	15.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	1	1	0	1	0	1	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #810: SAN TOMAS / FORBES



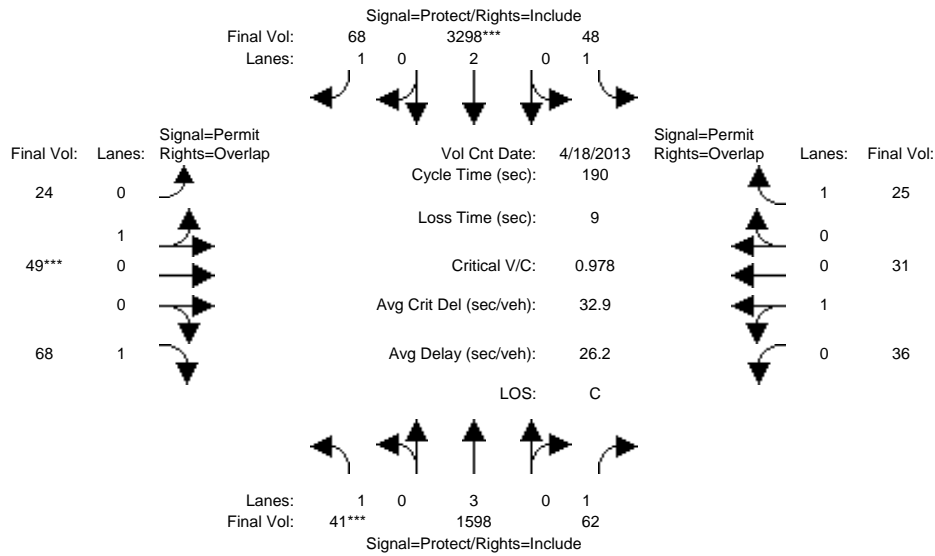
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	30	3657	34	16	1233	82	109	57	37	56	77	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3657	34	16	1233	82	109	57	37	56	77	94
Added Vol:	0	2	0	0	22	0	0	0	3	3	0	0
ATI:	1	28	1	0	74	0	0	0	8	8	0	0
Initial Fut:	31	3687	35	16	1329	82	109	57	48	67	77	94
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	3134	35	16	1329	82	109	57	48	67	77	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	3134	35	16	1329	82	109	57	48	67	77	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	3134	35	16	1329	82	109	57	48	67	77	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.66	0.34	1.00	0.47	0.53	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1182	618	1750	837	962	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.82	0.02	0.01	0.23	0.05	0.09	0.09	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.3	156	156.5	7.0	141	141.2	17.5	17.5	39.8	17.5	17.5	24.5
Volume/Cap:	0.15	1.00	0.02	0.25	0.31	0.06	1.00	1.00	0.13	0.87	0.87	0.42
Delay/Veh:	75.7	33.1	3.0	91.0	8.2	6.6	156.5	156	61.2	120.5	121	77.4
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:	75.7	33.1	3.0	91.0	8.2	6.6	156.5	156	61.2	120.5	121	77.4
LOS by Move:	E	C	A	F	A	A	F	F	E	F	F	E
HCM2kAvgQ:	2	88	0	1	8	1	14	14	2	11	11	6

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #810: SAN TOMAS / FORBES



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Apr 2013 <<											
Base Vol:	30	1506	51	48	3937	68	24	49	66	34	31	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1506	51	48	3937	68	24	49	66	34	31	25
Added Vol:	3	21	3	0	6	0	0	0	1	1	0	0
ATI:	8	71	8	0	30	0	0	0	1	1	0	0
Initial Fut:	41	1598	62	48	3973	68	24	49	68	36	31	25
User Adj:	1.00	1.00	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1598	62	48	3298	68	24	49	68	36	31	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1598	62	48	3298	68	24	49	68	36	31	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1598	62	48	3298	68	24	49	68	36	31	25

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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.33	0.67	1.00	0.54	0.46	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	592	1208	1750	967	833	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.04	0.03	0.87	0.04	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	151	151.1	19.9	164	164.0	10.0	10.0	17.0	10.0	10.0	29.9
Volume/Cap:	0.64	0.35	0.04	0.26	1.01	0.05	0.77	0.77	0.43	0.71	0.71	0.09
Delay/Veh:	109.3	5.6	4.1	79.1	30.0	1.9	120.1	120	83.9	110.2	110	68.6
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:	109.3	5.6	4.1	79.1	30.0	1.9	120.1	120	83.9	110.2	110	68.6
LOS by Move:	F	A	A	E	C	A	F	F	F	F	F	E
HCM2kAvgQ:	3	9	1	3	93	1	6	6	4	5	5	1

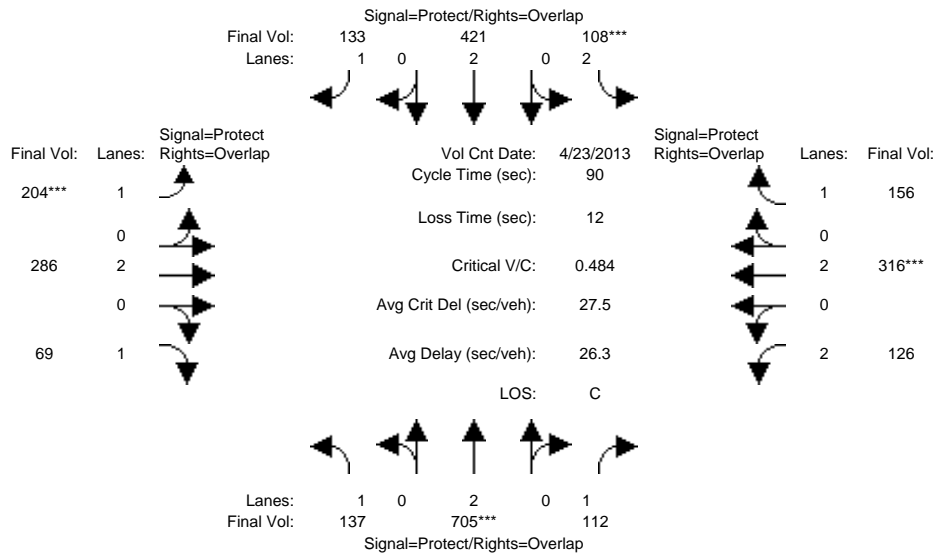
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #1033: WINCHESTER/CAMPBELL



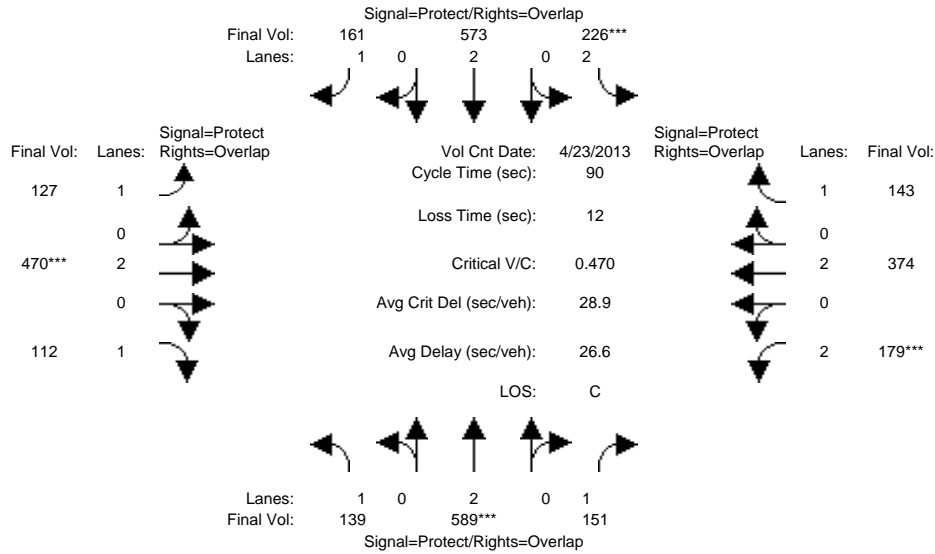
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	137	681	112	105	412	130	182	286	69	126	316	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	681	112	105	412	130	182	286	69	126	316	134
Added Vol:	0	6	0	1	1	1	6	0	0	0	0	6
ATI:	0	18	0	2	8	2	16	0	0	0	0	16
Initial Fut:	137	705	112	108	421	133	204	286	69	126	316	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	705	112	108	421	133	204	286	69	126	316	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	705	112	108	421	133	204	286	69	126	316	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	705	112	108	421	133	204	286	69	126	316	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.06	0.03	0.11	0.08	0.12	0.08	0.04	0.04	0.08	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.0	34.2	49.3	7.0	24.2	45.6	21.5	21.7	38.7	15.2	15.3	22.3
Volume/Cap:	0.41	0.49	0.12	0.44	0.41	0.15	0.49	0.31	0.09	0.24	0.49	0.36
Delay/Veh:	32.9	21.5	9.9	40.9	27.4	11.9	30.4	28.3	15.3	32.6	34.4	28.4
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:	32.9	21.5	9.9	40.9	27.4	11.9	30.4	28.3	15.3	32.6	34.4	28.4
LOS by Move:	C	C	A	D	C	B	C	C	B	C	C	C
HCM2kAvgQ:	4	8	2	2	5	2	6	3	1	2	4	4

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #1033: WINCHESTER/CAMPBELL



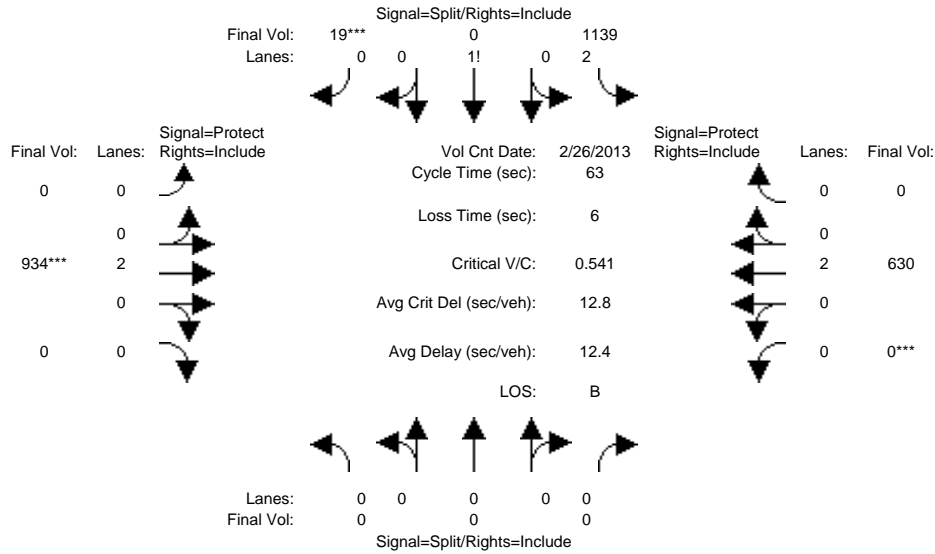
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Apr 2013 <<												
Base Vol:	139	578	151	205	549	140	122	470	112	179	374	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	578	151	205	549	140	122	470	112	179	374	138
Added Vol:	0	2	0	5	5	5	2	0	0	0	0	2
ATI:	0	9	0	16	19	16	3	0	0	0	0	3
Initial Fut:	139	589	151	226	573	161	127	470	112	179	374	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	589	151	226	573	161	127	470	112	179	374	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	589	151	226	573	161	127	470	112	179	374	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	589	151	226	573	161	127	470	112	179	374	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.09	0.07	0.15	0.09	0.07	0.12	0.06	0.06	0.10	0.08
Crit Moves:	****			****			****			****		
Green Time:	15.0	29.7	40.6	13.7	28.4	42.7	14.2	23.7	38.7	10.9	20.3	34.1
Volume/Cap:	0.48	0.47	0.19	0.47	0.48	0.19	0.46	0.47	0.15	0.47	0.44	0.22
Delay/Veh:	35.2	24.2	15.0	35.5	25.1	13.8	35.6	28.2	15.7	37.8	30.3	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	24.2	15.0	35.5	25.1	13.8	35.6	28.2	15.7	37.8	30.3	19.1
LOS by Move:	D	C	B	D	C	B	D	C	B	D	C	B
HCM2kAvgQ:	4	7	3	3	6	3	4	6	2	3	5	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3037: 280/MOORPARK



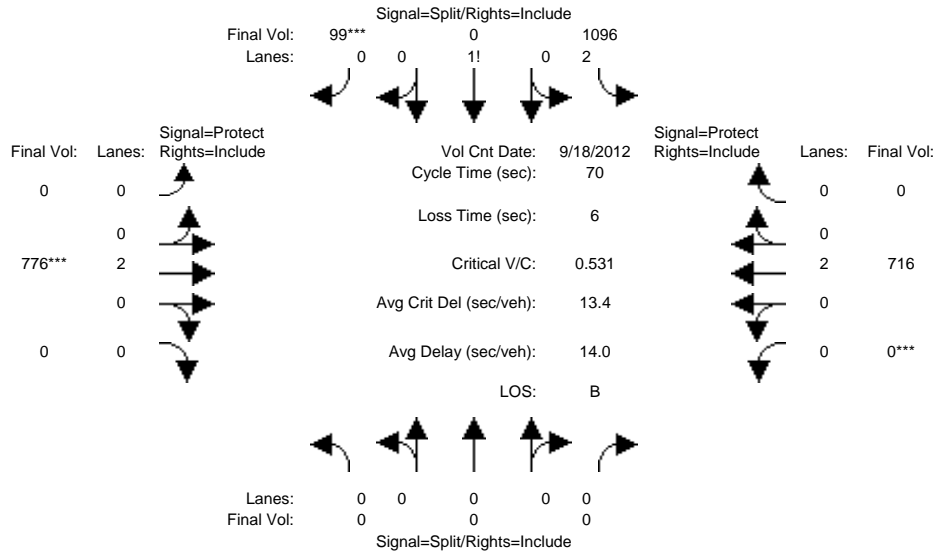
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	0	0	0	902	0	16	0	845	0	0	618	0
Growth Adj:	1.00	1.00	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	902	0	16	0	845	0	0	618	0
Added Vol:	0	0	0	56	0	0	0	23	0	0	3	0
ATI:	0	0	0	181	0	3	0	66	0	0	9	0
Initial Fut:	0	0	0	1139	0	19	0	934	0	0	630	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1139	0	19	0	934	0	0	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1139	0	19	0	934	0	0	630	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	1139	0	19	0	934	0	0	630	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	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.96	0.00	0.04	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4821	0	78	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.25	0.00	0.00	0.17	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	28.4	0.0	28.4	0.0	28.6	0.0	0.0	28.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.54	0.00	0.54	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	12.7	0.0	12.9	0.0	12.8	0.0	0.0	11.4	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	12.7	0.0	12.9	0.0	12.8	0.0	0.0	11.4	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	7	0	7	0	0	4	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3037: 280/MOORPARK



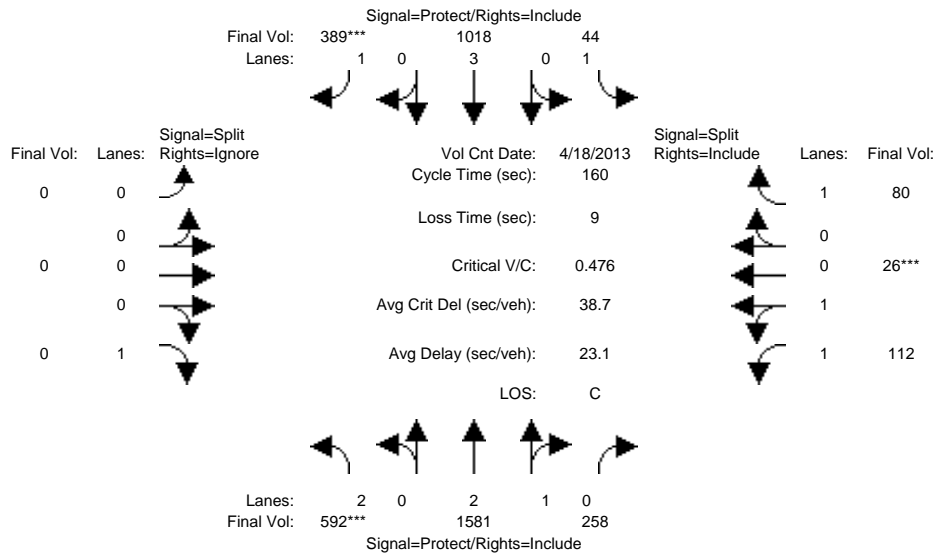
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	0	0	0	1017	0	84	0	759	0	0	634	0
Growth Adj:	1.00	1.00	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	1017	0	84	0	759	0	0	634	0
Added Vol:	0	0	0	15	0	0	0	7	0	0	22	0
ATI:	0	0	0	64	0	15	0	10	0	0	60	0
Initial Fut:	0	0	0	1096	0	99	0	776	0	0	716	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1096	0	99	0	776	0	0	716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1096	0	99	0	776	0	0	716	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	1096	0	99	0	776	0	0	716	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	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.80	0.00	0.20	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4542	0	351	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.28	0.00	0.20	0.00	0.00	0.19	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	37.1	0.0	37.1	0.0	26.9	0.0	0.0	26.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.53	0.00	0.53	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	11.0	0.0	17.1	0.0	0.0	16.6	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	10.3	0.0	11.0	0.0	17.1	0.0	0.0	16.6	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	8	0	7	0	0	6	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Apr 2013	<<							
Base Vol:	580	1515	258	44	1009	389	0	0	503	112	26	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:	580	1515	258	44	1009	389	0	0	503	112	26	80
Added Vol:	0	17	0	0	2	0	0	0	0	0	0	0
ATI:	12	49	0	0	7	0	0	0	0	0	0	0
Initial Fut:	592	1581	258	44	1018	389	0	0	503	112	26	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:	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 Volume:	592	1581	258	44	1018	389	0	0	0	112	26	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1581	258	44	1018	389	0	0	0	112	26	80
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
Final Volume:	592	1581	258	44	1018	389	0	0	0	112	26	80

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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.56	0.44	1.00	3.00	1.00	0.00	0.00	1.00	1.63	0.37	1.00
Final Sat.:	3150	4813	785	1750	5700	1750	0	0	1750	2881	669	1750

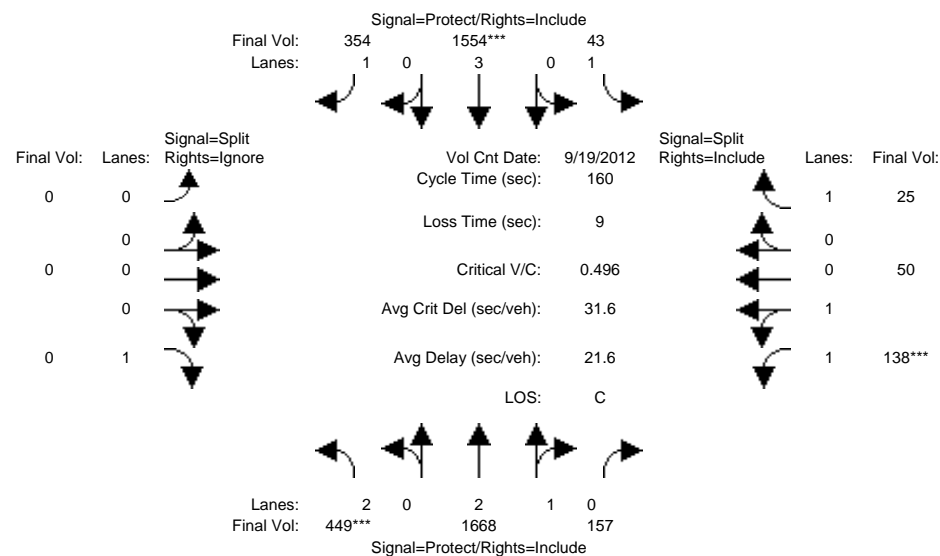
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.33	0.03	0.18	0.22	0.00	0.00	0.00	0.04	0.04	0.05
Crit Moves:	****					****				****		
Green Time:	62.2	120	119.9	16.0	73.6	73.6	0.0	0.0	0.0	15.1	15.1	15.1
Volume/Cap:	0.48	0.44	0.44	0.25	0.39	0.48	0.00	0.00	0.00	0.41	0.41	0.48
Delay/Veh:	37.1	7.6	7.6	67.3	28.5	30.4	0.0	0.0	0.0	69.0	69.0	70.9
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:	37.1	7.6	7.6	67.3	28.5	30.4	0.0	0.0	0.0	69.0	69.0	70.9
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	12	11	11	2	10	14	0	0	0	4	4	5

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3038: 280/SARATOGA (N)



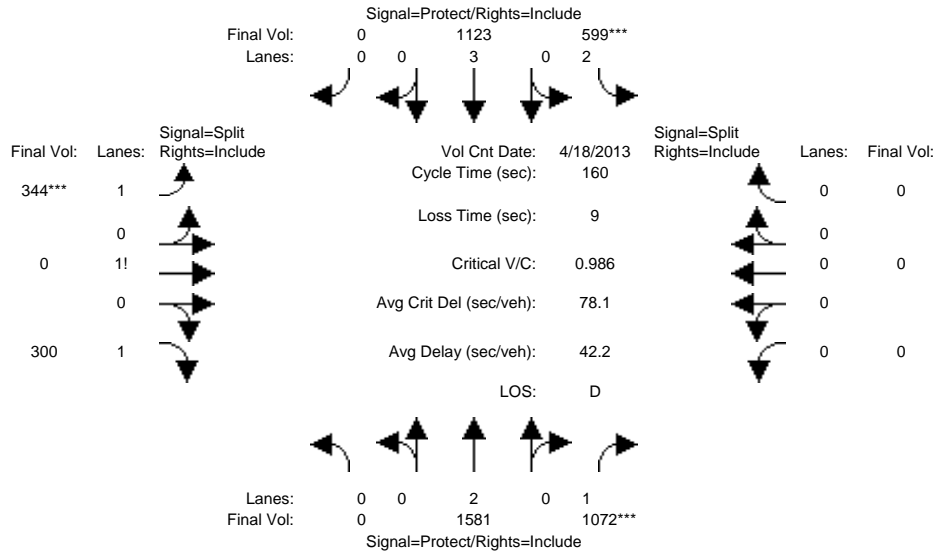
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	443	1656	157	43	1493	354	0	0	1083	138	50	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	1656	157	43	1493	354	0	0	1083	138	50	25
Added Vol:	0	5	0	0	16	0	0	0	0	0	0	0
ATI:	6	7	0	0	45	0	0	0	0	0	0	0
Initial Fut:	449	1668	157	43	1554	354	0	0	1083	138	50	25
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:	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 Volume:	449	1668	157	43	1554	354	0	0	0	138	50	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1668	157	43	1554	354	0	0	0	138	50	25
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:	449	1668	157	43	1554	354	0	0	0	138	50	25
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	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.73	0.27	1.00	3.00	1.00	0.00	0.00	1.00	1.48	0.52	1.00
Final Sat.:	3150	5118	482	1750	5700	1750	0	0	1750	2606	944	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.33	0.02	0.27	0.20	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****				****					****		
Green Time:	46.0	118	118.1	15.8	87.9	87.9	0.0	0.0	0.0	17.1	17.1	17.1
Volume/Cap:	0.50	0.44	0.44	0.25	0.50	0.37	0.00	0.00	0.00	0.50	0.50	0.13
Delay/Veh:	47.8	8.2	8.2	67.3	22.4	20.6	0.0	0.0	0.0	68.4	68.4	65.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	8.2	8.2	67.3	22.4	20.6	0.0	0.0	0.0	68.4	68.4	65.1
LOS by Move:	D	A	A	E	C	C	A	A	A	E	E	E
HCM2kAvgQ:	10	11	11	2	15	10	0	0	0	5	5	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3039: 280/SARATOGA (S)



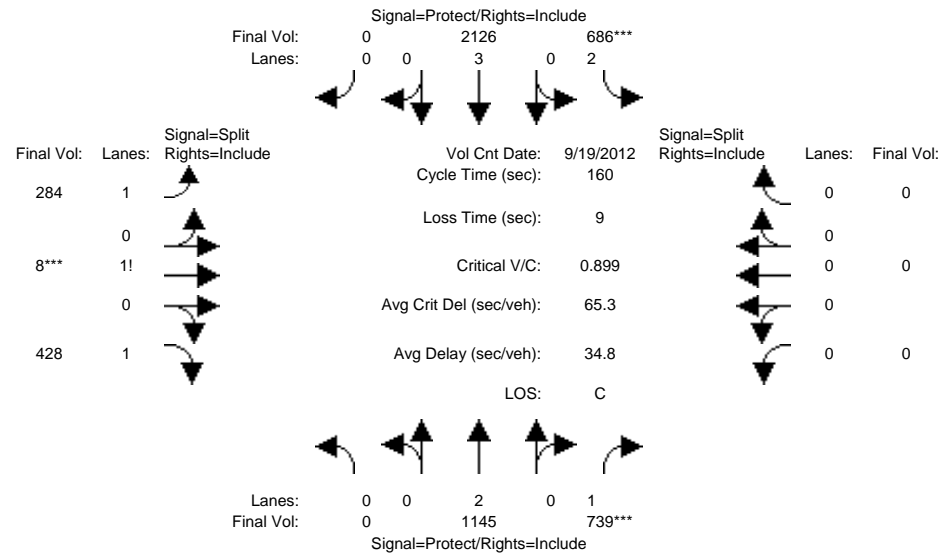
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	0	1503	1072	599	1114	0	344	0	297	0	0	0
Growth Adj:	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	1503	1072	599	1114	0	344	0	297	0	0	0
Added Vol:	0	17	0	0	2	0	0	0	0	0	0	0
ATI:	0	61	0	0	7	0	0	0	3	0	0	0
Initial Fut:	0	1581	1072	599	1123	0	344	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1581	1072	599	1123	0	344	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1581	1072	599	1123	0	344	0	300	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	1581	1072	599	1123	0	344	0	300	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.53	0.00	1.47	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2685	0	2565	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.61	0.19	0.20	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	99.4	99.4	30.8	130	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.99	0.99	0.24	0.00	0.99	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	53.6	97.3	3.5	0.0	101.1	0.0	83.0	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	20.4	53.6	97.3	3.5	0.0	101.1	0.0	83.0	0.0	0.0	0.0
LOS by Move:	A	C	D	F	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	24	60	20	4	0	16	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	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
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	0	1127	739	686	2065	0	284	8	415	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	1127	739	686	2065	0	284	8	415	0	0	0
Added Vol:	0	5	0	0	16	0	0	0	0	0	0	0
ATI:	0	13	0	0	45	0	0	0	13	0	0	0
Initial Fut:	0	1145	739	686	2126	0	284	8	428	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1145	739	686	2126	0	284	8	428	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1145	739	686	2126	0	284	8	428	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
Final Volume:	0	1145	739	686	2126	0	284	8	428	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	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.39	0.02	1.59	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2433	38	2779	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.42	0.22	0.37	0.00	0.12	0.21	0.15	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	75.2	75.2	38.8	114	0.0	37.0	37.0	37.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.90	0.90	0.52	0.00	0.50	0.90	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	33.0	51.6	72.2	10.7	0.0	53.8	72.6	57.4	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	33.0	51.6	72.2	10.7	0.0	53.8	72.6	57.4	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	D	E	E	A	A	A
HCM2kAvgQ:	0	21	37	21	16	0	10	22	14	0	0	0

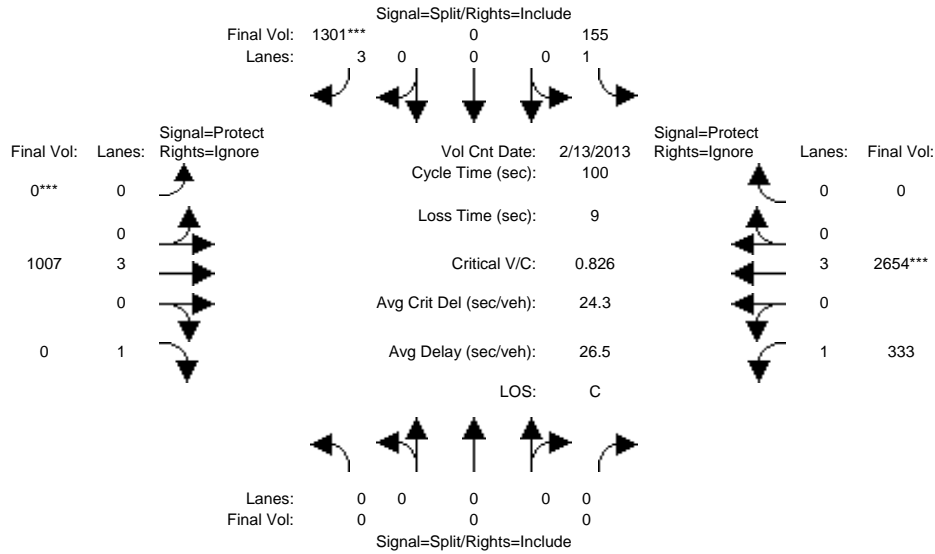
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3056: 880/STEVENS CREEK



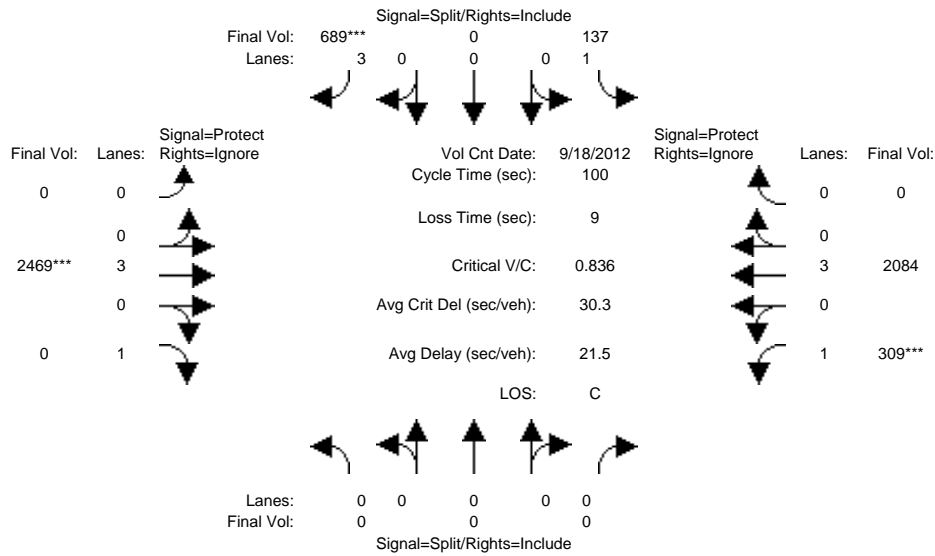
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	155	0	940	0	853	587	333	1820	0
Growth 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	155	0	940	0	853	587	333	1820	0
Added Vol:	0	0	0	0	0	84	0	15	17	0	213	0
ATI:	0	0	0	0	0	277	0	139	75	0	621	0
Initial Fut:	0	0	0	155	0	1301	0	1007	679	333	2654	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	155	0	1301	0	1007	0	333	2654	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	1301	0	1007	0	333	2654	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	155	0	1301	0	1007	0	333	2654	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	0.80	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	4551	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.29	0.00	0.18	0.00	0.19	0.47	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	34.6	0.0	34.6	0.0	27.1	0.0	29.2	56.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.83	0.00	0.65	0.00	0.65	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	33.7	0.0	33.2	0.0	33.9	19.7	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	23.7	0.0	33.7	0.0	33.2	0.0	33.9	19.7	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	4	0	18	0	10	0	9	22	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3056: 880/STEVENS CREEK



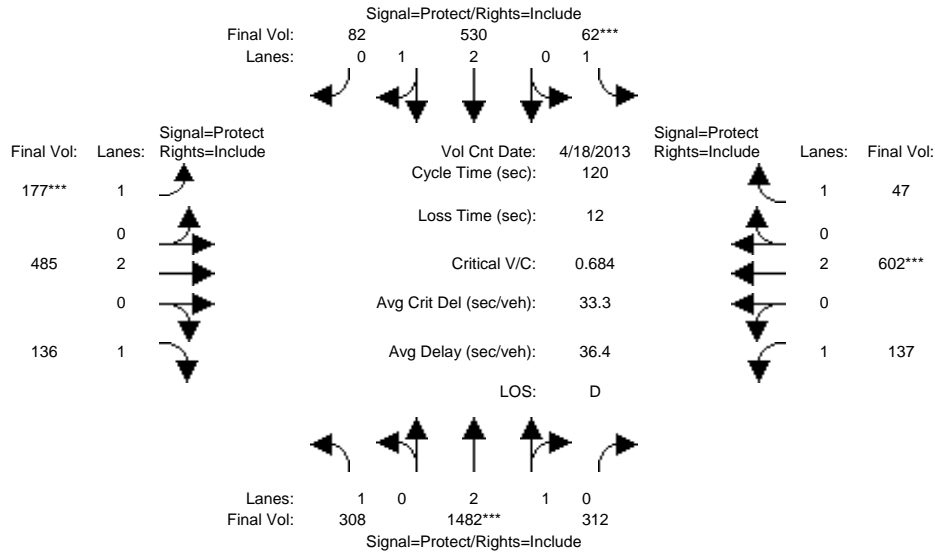
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	0	0	0	137	0	550	0	1876	1492	309	1908	0
Growth Adj:	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	137	0	550	0	1876	1492	309	1908	0
Added Vol:	0	0	0	0	0	22	0	143	134	0	62	0
ATI:	0	0	0	0	0	117	0	450	387	0	114	0
Initial Fut:	0	0	0	137	0	689	0	2469	2013	309	2084	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	137	0	689	0	2469	0	309	2084	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	689	0	2469	0	309	2084	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	137	0	689	0	2469	0	309	2084	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	0.80	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	4551	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.15	0.00	0.43	0.00	0.18	0.37	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	18.1	0.0	18.1	0.0	51.8	0.0	21.1	72.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.84	0.00	0.84	0.00	0.84	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	37.3	0.0	47.0	0.0	22.7	0.0	53.0	5.9	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	37.3	0.0	47.0	0.0	22.7	0.0	53.0	5.9	0.0
LOS by Move:	A	A	A	D	A	D	A	C	A	D	A	A
HCM2kAvgQ:	0	0	0	4	0	11	0	24	0	11	9	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3077: BIRD/SAN CARLOS



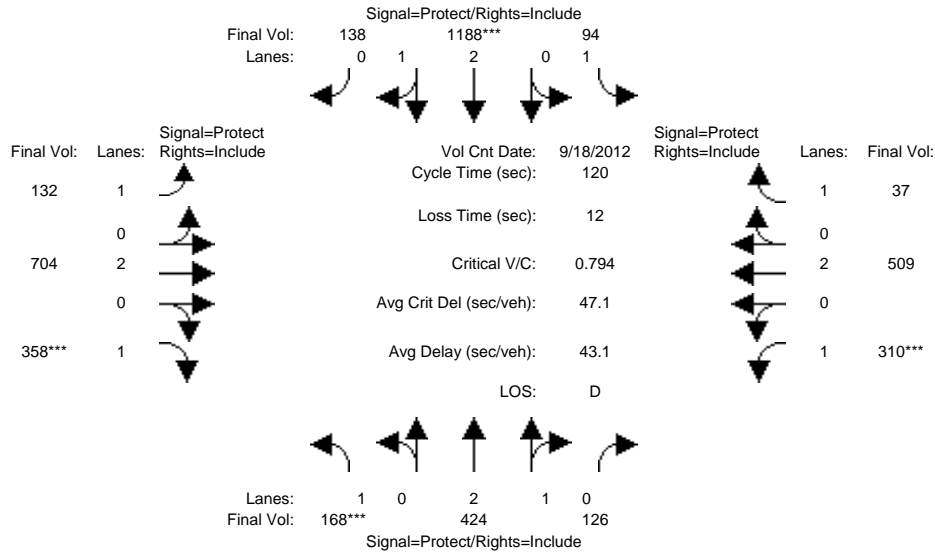
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	286	1482	312	62	530	60	174	469	133	137	554	47
Growth Adj:	1.00	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	1482	312	62	530	60	174	469	133	137	554	47
Added Vol:	6	0	0	0	0	6	1	2	1	0	12	0
ATI:	16	0	0	0	0	16	2	14	2	0	36	0
Initial Fut:	308	1482	312	62	530	82	177	485	136	137	602	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	1482	312	62	530	82	177	485	136	137	602	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1482	312	62	530	82	177	485	136	137	602	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	1482	312	62	530	82	177	485	136	137	602	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.46	0.54	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4625	974	1750	4849	750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.04	0.11	0.11	0.10	0.13	0.08	0.08	0.16	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.7	55.8	55.8	7.0	24.1	24.1	17.6	28.0	28.0	17.2	27.6	27.6
Volume/Cap:	0.55	0.69	0.69	0.61	0.55	0.55	0.69	0.55	0.33	0.55	0.69	0.12
Delay/Veh:	34.5	26.1	26.1	65.3	43.6	43.6	56.3	41.1	38.7	50.3	44.6	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	26.1	26.1	65.3	43.6	43.6	56.3	41.1	38.7	50.3	44.6	36.7
LOS by Move:	C	C	C	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	10	18	18	3	7	7	7	8	4	6	11	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3077: BIRD/SAN CARLOS



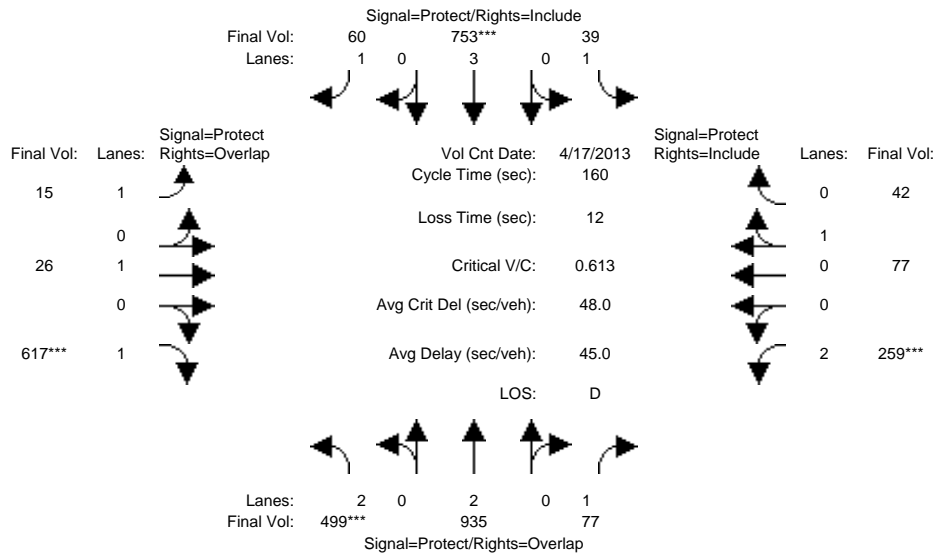
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	164	424	126	94	1188	134	112	657	338	310	490	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	424	126	94	1188	134	112	657	338	310	490	37
Added Vol:	2	0	0	0	0	2	5	11	5	0	3	0
ATI:	2	0	0	0	0	2	15	36	15	0	16	0
Initial Fut:	168	424	126	94	1188	138	132	704	358	310	509	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	424	126	94	1188	138	132	704	358	310	509	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	424	126	94	1188	138	132	704	358	310	509	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	424	126	94	1188	138	132	704	358	310	509	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.29	0.71	1.00	2.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4315	1282	1750	5016	583	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.24	0.24	0.08	0.19	0.20	0.18	0.13	0.02
Crit Moves:	****				****				****	****		
Green Time:	14.5	31.6	31.6	18.7	35.8	35.8	20.8	30.9	30.9	26.8	36.9	36.9
Volume/Cap:	0.79	0.37	0.37	0.34	0.79	0.79	0.44	0.72	0.79	0.79	0.44	0.07
Delay/Veh:	69.7	36.3	36.3	45.9	41.4	41.4	45.4	43.2	50.9	54.7	33.5	29.4
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:	69.7	36.3	36.3	45.9	41.4	41.4	45.4	43.2	50.9	54.7	33.5	29.4
LOS by Move:	E	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	9	6	6	4	17	17	4	11	13	14	8	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 17 Apr 2013 <<

Base Vol:	499	869	77	39	744	60	15	26	617	259	77	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	869	77	39	744	60	15	26	617	259	77	42
Added Vol:	0	17	0	0	2	0	0	0	0	0	0	0
ATI:	0	49	0	0	7	0	0	0	0	0	0	0
Initial Fut:	499	935	77	39	753	60	15	26	617	259	77	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	935	77	39	753	60	15	26	617	259	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	935	77	39	753	60	15	26	617	259	77	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	499	935	77	39	753	60	15	26	617	259	77	42

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	0.65	0.35
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1165	635

Capacity Analysis Module:

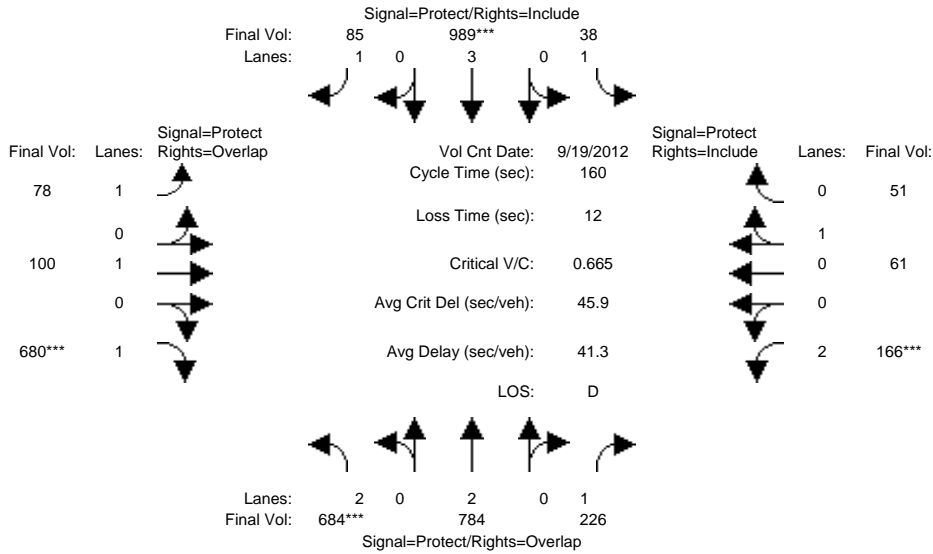
Vol/Sat:	0.16	0.25	0.04	0.02	0.13	0.03	0.01	0.01	0.35	0.08	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	41.4	64.4	85.9	11.4	34.5	34.5	28.7	50.7	92.0	21.5	43.4	43.4
Volume/Cap:	0.61	0.61	0.08	0.31	0.61	0.16	0.05	0.04	0.61	0.61	0.24	0.24
Delay/Veh:	53.7	38.6	18.0	72.0	57.6	51.2	54.4	37.9	23.4	68.0	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	38.6	18.0	72.0	57.6	51.2	54.4	37.9	23.4	68.0	45.7	45.7
LOS by Move:	D	D	B	E	E	D	D	D	C	E	D	D
HCM2kAvgQ:	13	18	2	2	11	2	1	1	21	8	5	5

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3103: KIELY/SARATOGA



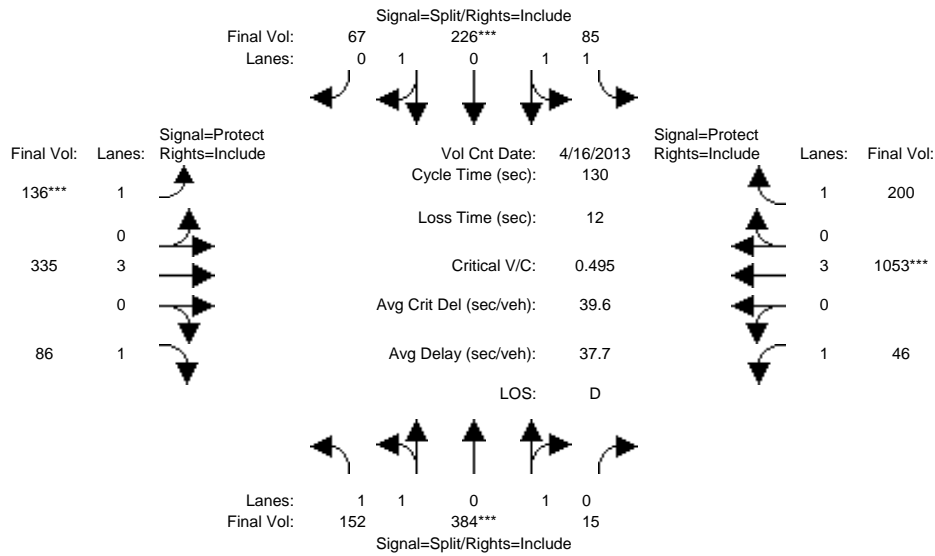
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	684	772	226	38	928	85	78	100	680	166	61	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	772	226	38	928	85	78	100	680	166	61	51
Added Vol:	0	5	0	0	16	0	0	0	0	0	0	0
ATI:	0	7	0	0	45	0	0	0	0	0	0	0
Initial Fut:	684	784	226	38	989	85	78	100	680	166	61	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	784	226	38	989	85	78	100	680	166	61	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	784	226	38	989	85	78	100	680	166	61	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	684	784	226	38	989	85	78	100	680	166	61	51
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	0.54	0.46
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	980	820
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.13	0.02	0.17	0.05	0.04	0.05	0.39	0.05	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	52.3	77.6	90.3	16.5	41.8	41.8	22.5	41.3	93.5	12.7	31.5	31.5
Volume/Cap:	0.66	0.43	0.23	0.21	0.66	0.19	0.32	0.20	0.66	0.66	0.32	0.32
Delay/Veh:	48.0	26.9	17.6	66.4	54.0	46.1	62.6	46.7	24.2	78.2	55.5	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	26.9	17.6	66.4	54.0	46.1	62.6	46.7	24.2	78.2	55.5	55.5
LOS by Move:	D	C	B	E	D	D	E	D	C	E	E	E
HCM2kAvgQ:	17	12	6	2	14	3	4	4	24	6	5	5

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3104: KIELY/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 16 Apr 2013 <<

Base Vol:	152	384	15	63	226	67	136	285	86	46	1033	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	384	15	63	226	67	136	285	86	46	1033	197
Added Vol:	0	0	0	6	0	0	0	11	0	0	1	1
ATI:	0	0	0	16	0	0	0	39	0	0	19	2
Initial Fut:	152	384	15	85	226	67	136	335	86	46	1053	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	384	15	85	226	67	136	335	86	46	1053	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	384	15	85	226	67	136	335	86	46	1053	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	384	15	85	226	67	136	335	86	46	1053	200

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.53	0.47	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3561	139	1750	2853	846	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

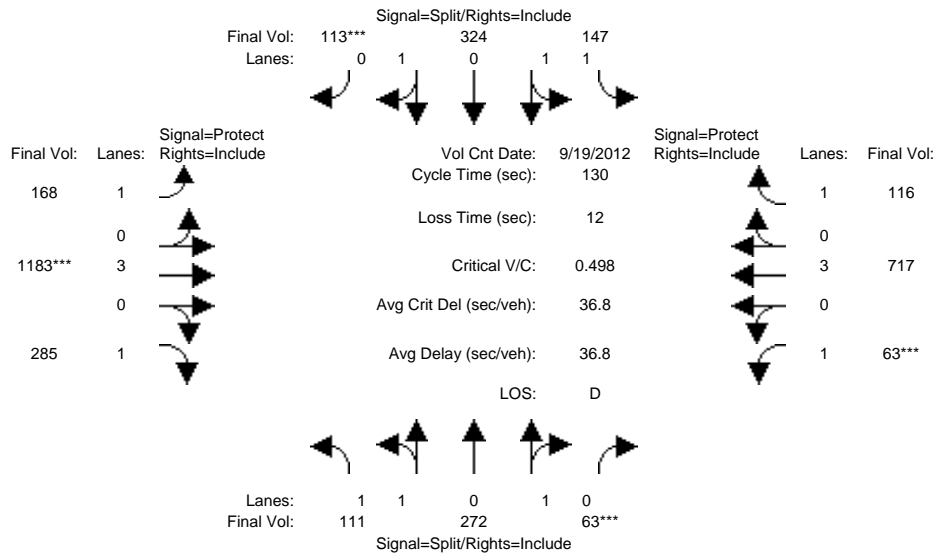
Vol/Sat:	0.09	0.11	0.11	0.05	0.08	0.08	0.08	0.06	0.05	0.03	0.18	0.11
Crit Moves:	****			****			****			****		
Green Time:	28.3	28.3	28.3	20.8	20.8	20.8	20.4	40.5	40.5	28.4	48.5	48.5
Volume/Cap:	0.40	0.50	0.50	0.30	0.50	0.50	0.50	0.19	0.16	0.12	0.50	0.31
Delay/Veh:	43.7	44.9	44.9	48.4	50.3	50.3	51.5	32.8	32.5	40.9	31.5	29.1
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:	43.7	44.9	44.9	48.4	50.3	50.3	51.5	32.8	32.5	40.9	31.5	29.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	7	7	3	6	6	6	3	3	2	10	6

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3104: KIELY/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	111	272	63	143	324	113	168	1159	285	63	667	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	272	63	143	324	113	168	1159	285	63	667	96
Added Vol:	0	0	0	2	0	0	0	3	0	0	11	5
ATI:	0	0	0	2	0	0	0	21	0	0	39	15
Initial Fut:	111	272	63	147	324	113	168	1183	285	63	717	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	272	63	147	324	113	168	1183	285	63	717	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	272	63	147	324	113	168	1183	285	63	717	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	272	63	147	324	113	168	1183	285	63	717	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.61	0.39	1.00	1.47	0.53	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3004	696	1750	2743	957	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.08	0.12	0.12	0.10	0.21	0.16	0.04	0.13	0.07
Crit Moves:			****			****		****		****		
Green Time:	23.6	23.6	23.6	30.8	30.8	30.8	27.5	54.2	54.2	9.4	36.0	36.0
Volume/Cap:	0.35	0.50	0.50	0.35	0.50	0.50	0.45	0.50	0.39	0.50	0.45	0.24
Delay/Veh:	46.6	48.3	48.3	41.4	43.2	43.2	45.6	28.1	26.8	61.1	39.0	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	48.3	48.3	41.4	43.2	43.2	45.6	28.1	26.8	61.1	39.0	36.6
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	4	7	7	5	8	8	7	11	8	3	8	4

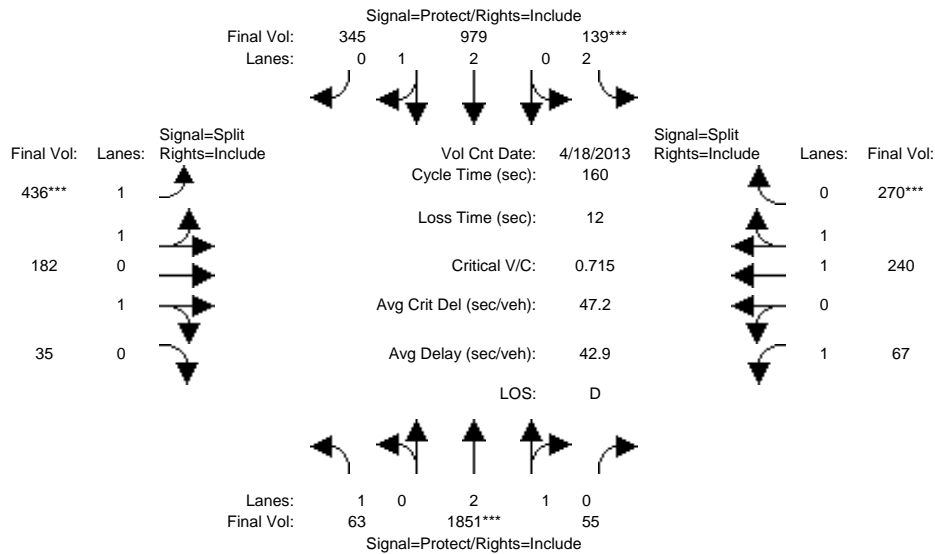
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3113: MOORPARK/SARATOGA



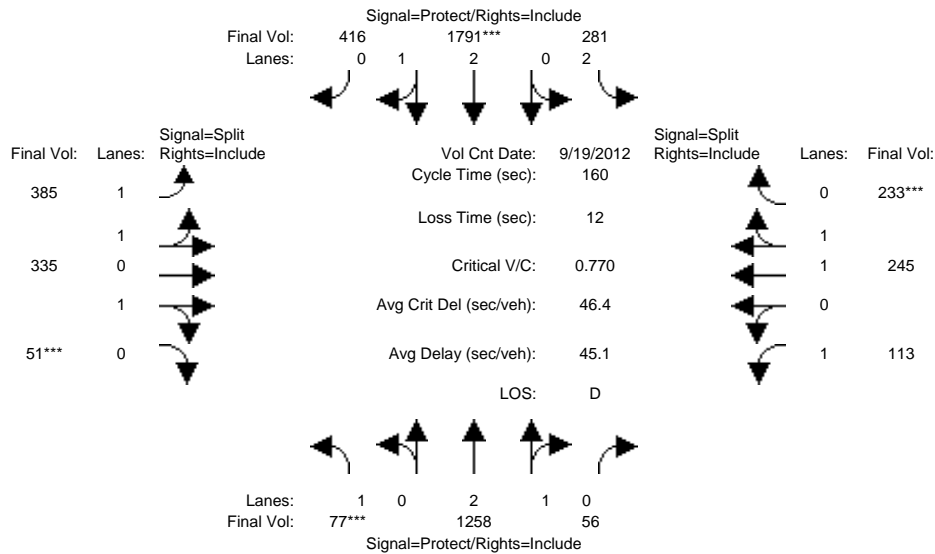
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Apr 2013 <<												
Base Vol:	63	1806	55	136	973	342	414	160	35	67	237	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1806	55	136	973	342	414	160	35	67	237	258
Added Vol:	0	12	0	0	2	1	6	6	0	0	1	0
ATI:	0	33	0	3	4	2	16	16	0	0	2	12
Initial Fut:	63	1851	55	139	979	345	436	182	35	67	240	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1851	55	139	979	345	436	182	35	67	240	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1851	55	139	979	345	436	182	35	67	240	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	1851	55	139	979	345	436	182	35	67	240	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	2.00	2.19	0.81	2.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1750	5438	162	3150	4139	1459	3550	1510	290	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.04	0.24	0.24	0.12	0.12	0.12	0.04	0.13	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.4	76.1	76.1	9.9	72.6	72.6	27.5	27.5	27.5	34.5	34.5	34.5
Volume/Cap:	0.43	0.72	0.72	0.72	0.52	0.52	0.72	0.70	0.70	0.18	0.59	0.72
Delay/Veh:	71.7	34.3	34.3	85.6	31.5	31.5	65.3	64.8	64.8	51.4	57.4	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	34.3	34.3	85.6	31.5	31.5	65.3	64.8	64.8	51.4	57.4	61.7
LOS by Move:	E	C	C	F	C	C	E	E	E	D	E	E
HCM2kAvgQ:	4	25	25	4	15	15	12	12	12	3	11	14

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3113: MOORPARK/SARATOGA



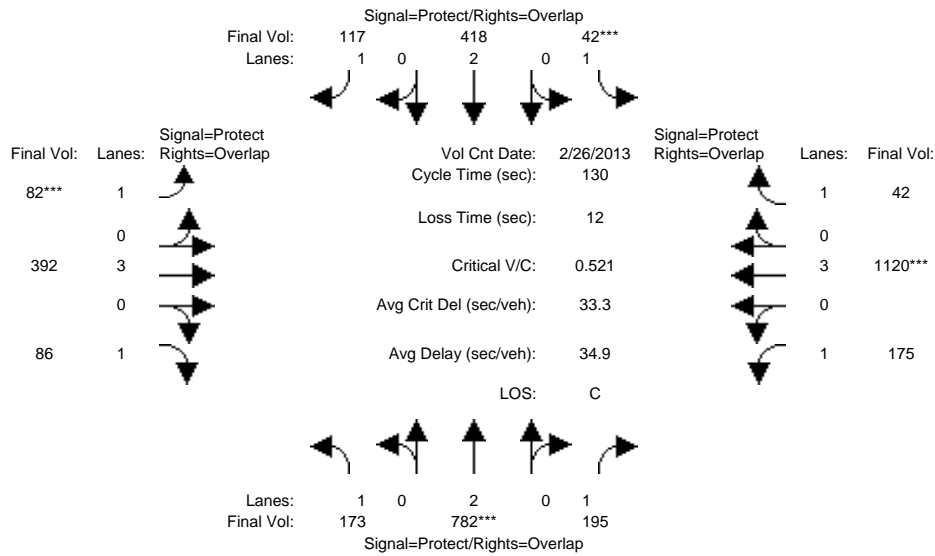
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2012 <<												
Base Vol:	77	1250	55	268	1750	396	381	331	51	112	225	227
Growth Adj:	1.00	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	1250	55	268	1750	396	381	331	51	112	225	227
Added Vol:	0	3	0	0	11	5	2	2	0	0	5	0
ATI:	0	5	1	13	30	15	2	2	0	1	15	6
Initial Fut:	77	1258	56	281	1791	416	385	335	51	113	245	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1258	56	281	1791	416	385	335	51	113	245	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1258	56	281	1791	416	385	335	51	113	245	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1258	56	281	1791	416	385	335	51	113	245	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	2.87	0.13	2.00	2.41	0.59	1.51	1.29	0.20	1.00	1.00	1.00
Final Sat.:	1750	5361	239	3150	4543	1055	2671	2324	354	1750	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.09	0.39	0.39	0.14	0.14	0.14	0.06	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	9.1	66.0	66.0	25.1	82.0	82.0	30.0	30.0	30.0	26.9	26.9	26.9
Volume/Cap:	0.77	0.57	0.57	0.57	0.77	0.77	0.77	0.77	0.77	0.38	0.77	0.77
Delay/Veh:	104.1	36.4	36.4	64.0	32.7	32.7	65.4	65.4	65.4	60.0	69.3	69.4
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:	104.1	36.4	36.4	64.0	32.7	32.7	65.4	65.4	65.4	60.0	69.3	69.4
LOS by Move:	F	D	D	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	6	16	16	7	29	29	14	14	14	5	13	13

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3116: SARATOGA/STEVENS CREEK



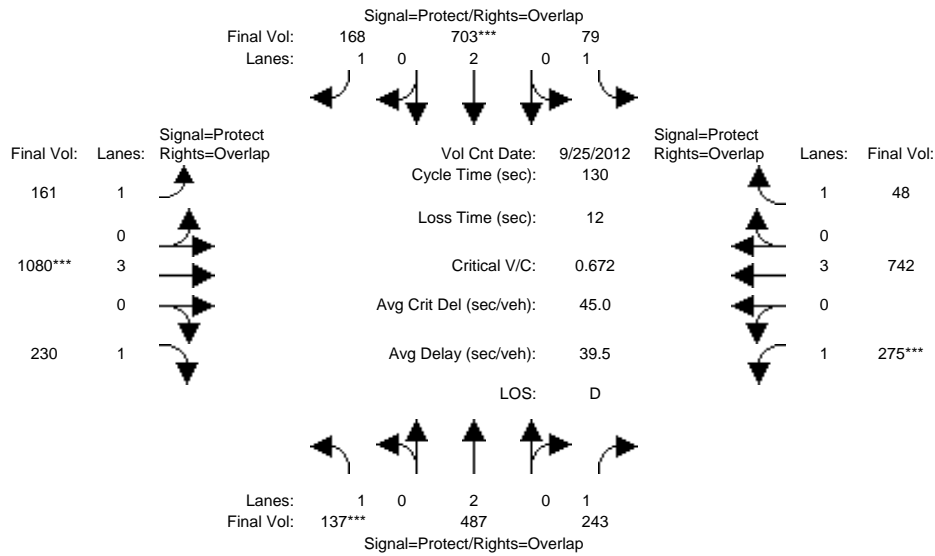
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	173	782	129	42	418	117	82	320	86	166	1097	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	782	129	42	418	117	82	320	86	166	1097	42
Added Vol:	0	0	17	0	0	0	0	17	0	2	2	0
ATI:	0	0	49	0	0	0	0	55	0	7	21	0
Initial Fut:	173	782	195	42	418	117	82	392	86	175	1120	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	782	195	42	418	117	82	392	86	175	1120	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	782	195	42	418	117	82	392	86	175	1120	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	782	195	42	418	117	82	392	86	175	1120	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.11	0.02	0.11	0.07	0.05	0.07	0.05	0.10	0.20	0.02
Crit Moves:	****			****			****			****		
Green Time:	27.4	50.9	84.9	7.0	30.5	42.1	11.6	26.1	53.5	34.0	48.6	55.6
Volume/Cap:	0.47	0.53	0.17	0.45	0.47	0.21	0.53	0.34	0.12	0.38	0.53	0.06
Delay/Veh:	45.9	30.7	8.9	63.0	43.2	32.1	59.9	44.7	23.7	39.9	32.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	30.7	8.9	63.0	43.2	32.1	59.9	44.7	23.7	39.9	32.0	21.9
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
HCM2kAvgQ:	6	11	3	2	7	3	3	4	2	6	11	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3116: SARATOGA/STEVENS CREEK



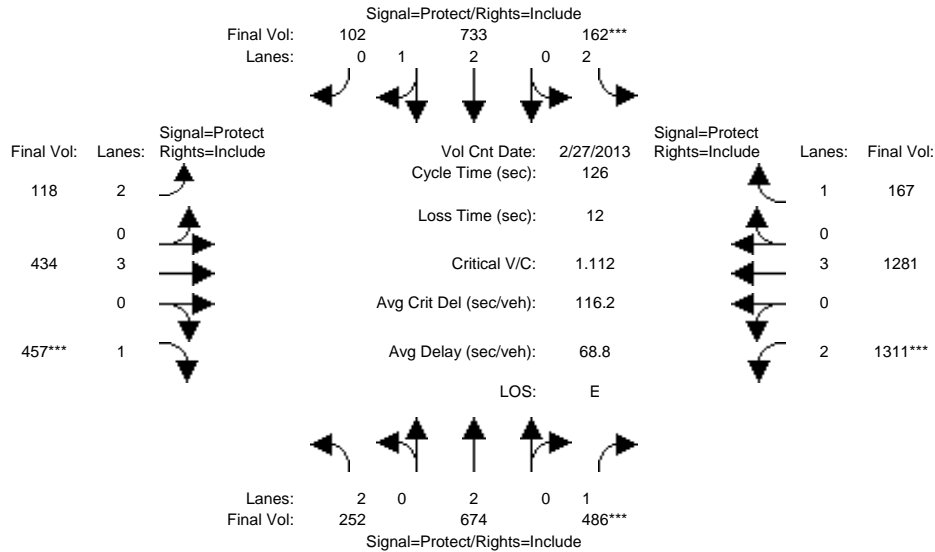
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2012 <<												
Base Vol:	137	487	231	79	703	168	161	1052	230	214	672	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	487	231	79	703	168	161	1052	230	214	672	48
Added Vol:	0	0	5	0	0	0	0	5	0	16	16	0
ATI:	0	0	7	0	0	0	0	23	0	45	54	0
Initial Fut:	137	487	243	79	703	168	161	1080	230	275	742	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	487	243	79	703	168	161	1080	230	275	742	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	487	243	79	703	168	161	1080	230	275	742	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
Final Volume:	137	487	243	79	703	168	161	1080	230	275	742	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.14	0.05	0.19	0.10	0.09	0.19	0.13	0.16	0.13	0.03
Crit Moves:	****			****			****			****		
Green Time:	15.1	35.9	66.3	15.1	35.8	63.6	27.8	36.7	51.8	30.4	39.3	54.4
Volume/Cap:	0.67	0.46	0.27	0.39	0.67	0.20	0.43	0.67	0.33	0.67	0.43	0.07
Delay/Veh:	63.5	39.4	18.3	54.4	43.6	18.9	45.1	42.5	27.4	49.6	36.6	22.7
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:	63.5	39.4	18.3	54.4	43.6	18.9	45.1	42.5	27.4	49.6	36.6	22.7
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	8	6	3	11	4	6	13	7	10	7	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



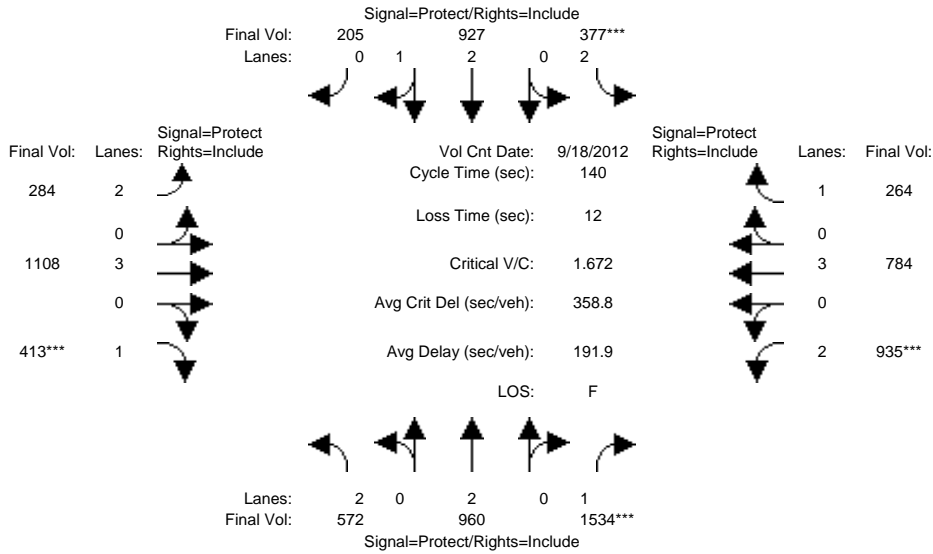
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Feb 2013 <<												
Base Vol:	208	622	285	162	418	102	118	434	217	394	1281	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	622	285	162	418	102	118	434	217	394	1281	167
Added Vol:	6	11	2	0	81	0	0	0	59	15	0	0
ATI:	38	41	199	0	234	0	0	0	181	902	0	0
Initial Fut:	252	674	486	162	733	102	118	434	457	1311	1281	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	674	486	162	733	102	118	434	457	1311	1281	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	674	486	162	733	102	118	434	457	1311	1281	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	252	674	486	162	733	102	118	434	457	1311	1281	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.62	0.38	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4915	684	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.28	0.05	0.15	0.15	0.04	0.08	0.26	0.42	0.22	0.10
Crit Moves:			****	****					****	****		
Green Time:	13.3	31.1	31.1	7.0	24.8	24.8	15.0	29.3	29.3	46.6	60.8	60.8
Volume/Cap:	0.76	0.72	1.12	0.93	0.76	0.76	0.31	0.33	1.12	1.12	0.47	0.20
Delay/Veh:	64.4	46.1	129.3	106.2	50.8	50.8	51.2	40.3	131.4	107.3	21.9	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	46.1	129.3	106.2	50.8	50.8	51.2	40.3	131.4	107.3	21.9	18.7
LOS by Move:	E	D	F	F	D	D	D	D	F	F	C	B
HCM2kAvgQ:	7	13	31	6	12	12	3	5	29	42	10	4

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER

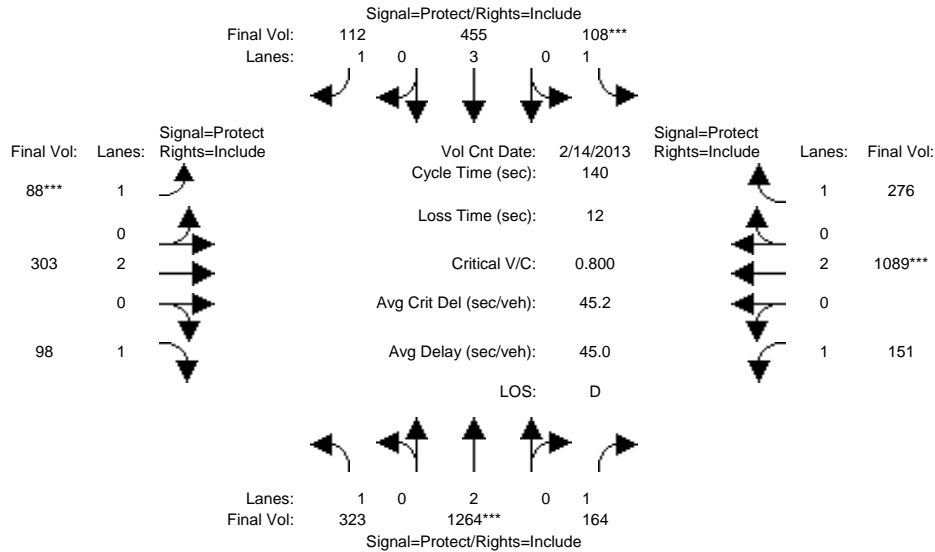


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Sep 2012 <<												
Base Vol:	350	667	683	377	857	205	284	1108	357	715	784	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	667	683	377	857	205	284	1108	357	715	784	264
Added Vol:	56	76	14	0	24	0	0	0	16	4	0	0
ATI:	166	217	837	0	46	0	0	0	40	216	0	0
Initial Fut:	572	960	1534	377	927	205	284	1108	413	935	784	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	572	960	1534	377	927	205	284	1108	413	935	784	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	572	960	1534	377	927	205	284	1108	413	935	784	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	572	960	1534	377	927	205	284	1108	413	935	784	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4585	1014	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.88	0.12	0.20	0.20	0.09	0.19	0.24	0.30	0.14	0.15
Crit Moves:			****	****					****	****		
Green Time:	39.5	73.4	73.4	10.0	43.9	43.9	16.7	19.8	19.8	24.8	27.9	27.9
Volume/Cap:	0.64	0.48	1.67	1.67	0.64	0.64	0.76	1.38	1.67	1.67	0.69	0.76
Delay/Veh:	45.8	21.4	340.7	386.3	42.1	42.1	68.2	238	379.9	368.0	53.8	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	21.4	340.7	386.3	42.1	42.1	68.2	238	379.9	368.0	53.8	62.0
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	13	13	151	22	15	15	9	30	42	51	10	12
Note: Queue reported is the number of cars per lane.												

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3279: BASCOM/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	301	1264	157	108	455	67	82	273	95	149	888	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1264	157	108	455	67	82	273	95	149	888	276
Added Vol:	6	0	0	0	0	12	2	7	1	0	52	0
ATI:	16	0	7	0	0	33	4	23	2	2	149	0
Initial Fut:	323	1264	164	108	455	112	88	303	98	151	1089	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	1264	164	108	455	112	88	303	98	151	1089	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	1264	164	108	455	112	88	303	98	151	1089	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	323	1264	164	108	455	112	88	303	98	151	1089	276

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

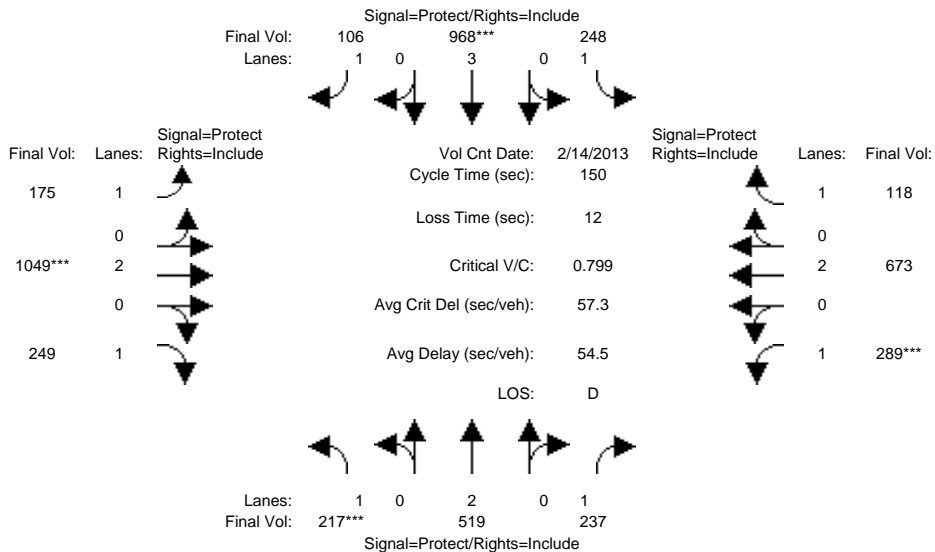
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.09	0.06	0.08	0.06	0.05	0.08	0.06	0.09	0.29	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	48.2	58.2	58.2	10.8	20.8	20.8	8.8	28.3	28.3	30.6	50.2	50.2
Volume/Cap:	0.54	0.80	0.23	0.80	0.54	0.43	0.80	0.39	0.28	0.39	0.80	0.44
Delay/Veh:	37.9	38.8	26.5	91.2	55.8	55.3	97.3	48.7	47.6	47.4	43.9	34.7
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:	37.9	38.8	26.5	91.2	55.8	55.3	97.3	48.7	47.6	47.4	43.9	34.7
LOS by Move:	D	D	C	F	E	E	F	D	D	D	D	C
HCM2kAvgQ:	12	24	5	5	6	5	4	5	4	6	22	10

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3279: BASCOM/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2013	<<							
Base Vol:	213	519	233	248	968	98	134	862	229	281	632	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	519	233	248	968	98	134	862	229	281	632	118
Added Vol:	2	0	0	0	0	3	11	49	5	0	16	0
ATI:	2	0	4	0	0	5	30	138	15	8	25	0
Initial Fut:	217	519	237	248	968	106	175	1049	249	289	673	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	519	237	248	968	106	175	1049	249	289	673	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	519	237	248	968	106	175	1049	249	289	673	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	519	237	248	968	106	175	1049	249	289	673	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.14	0.17	0.06	0.10	0.28	0.14	0.17	0.18	0.07
Crit Moves:	****				****			****		****		
Green Time:	23.3	27.1	27.1	28.1	31.9	31.9	29.9	51.8	51.8	31.0	52.9	52.9
Volume/Cap:	0.80	0.76	0.75	0.76	0.80	0.28	0.50	0.80	0.41	0.80	0.50	0.19
Delay/Veh:	76.4	63.2	67.9	67.4	59.9	49.9	54.6	47.9	37.9	68.4	38.5	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	63.2	67.9	67.4	59.9	49.9	54.6	47.9	37.9	68.4	38.5	33.8
LOS by Move:	E	E	E	E	E	D	D	D	D	E	D	C
HCM2kAvgQ:	11	12	11	12	15	4	7	21	9	15	12	4

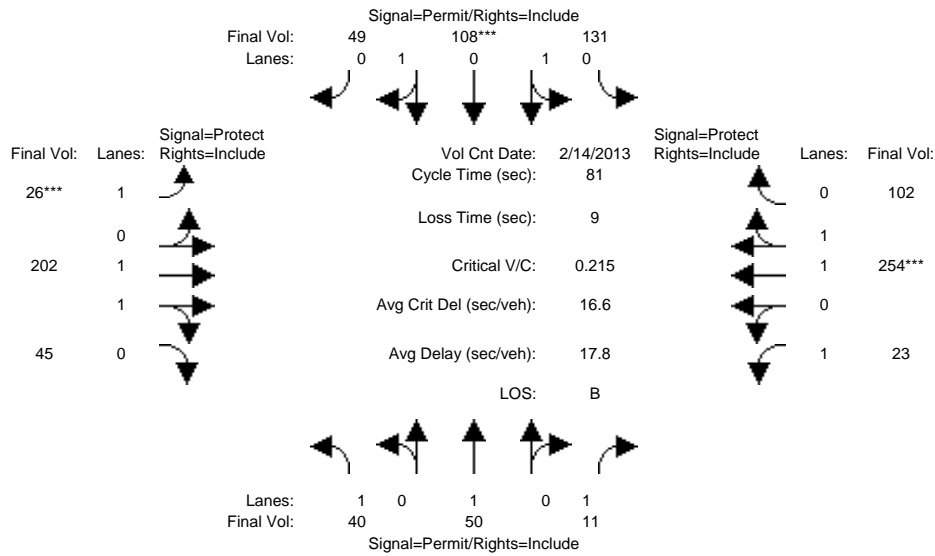
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3527: FOREST/MONROE



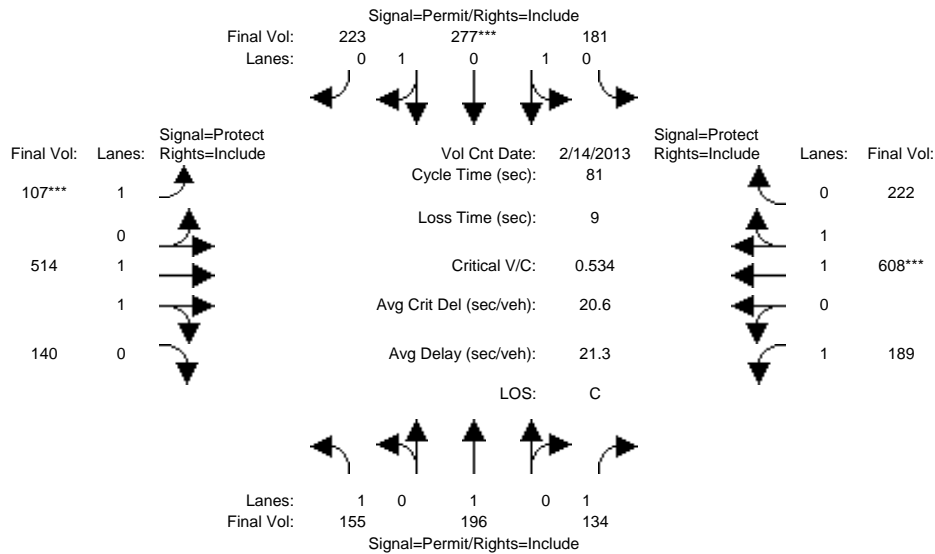
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	40	49	11	131	97	38	25	198	45	23	226	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	49	11	131	97	38	25	198	45	23	226	102
Added Vol:	0	0	0	0	3	3	0	1	0	0	7	0
ATI:	0	1	0	0	8	8	1	3	0	0	21	0
Initial Fut:	40	50	11	131	108	49	26	202	45	23	254	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	50	11	131	108	49	26	202	45	23	254	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	50	11	131	108	49	26	202	45	23	254	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	50	11	131	108	49	26	202	45	23	254	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.91	0.75	0.34	1.00	1.63	0.37	1.00	1.41	0.59
Final Sat.:	1750	1900	1750	1637	1350	612	1750	3025	674	1750	2639	1060
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.08	0.08	0.08	0.01	0.07	0.07	0.01	0.10	0.10
Crit Moves:				****			****			****		
Green Time:	29.5	29.5	29.5	29.5	29.5	29.5	7.0	25.0	25.0	17.5	35.5	35.5
Volume/Cap:	0.06	0.07	0.02	0.22	0.22	0.22	0.17	0.22	0.22	0.06	0.22	0.22
Delay/Veh:	16.8	16.9	16.5	17.9	17.9	17.9	34.9	20.8	20.8	25.3	14.2	14.2
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:	16.8	16.9	16.5	17.9	17.9	17.9	34.9	20.8	20.8	25.3	14.2	14.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	1	1	0	3	3	3	1	2	2	0	3	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3527: FOREST/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	155	185	134	181	275	221	96	488	140	189	603	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	185	134	181	275	221	96	488	140	189	603	222
Added Vol:	0	3	0	0	1	1	3	7	0	0	2	0
ATI:	0	8	0	0	1	1	8	19	0	0	3	0
Initial Fut:	155	196	134	181	277	223	107	514	140	189	608	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	196	134	181	277	223	107	514	140	189	608	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	196	134	181	277	223	107	514	140	189	608	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	196	134	181	277	223	107	514	140	189	608	222

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.53	0.82	0.65	1.00	1.56	0.44	1.00	1.45	0.55
Final Sat.:	1750	1900	1750	957	1464	1179	1750	2907	792	1750	2710	989

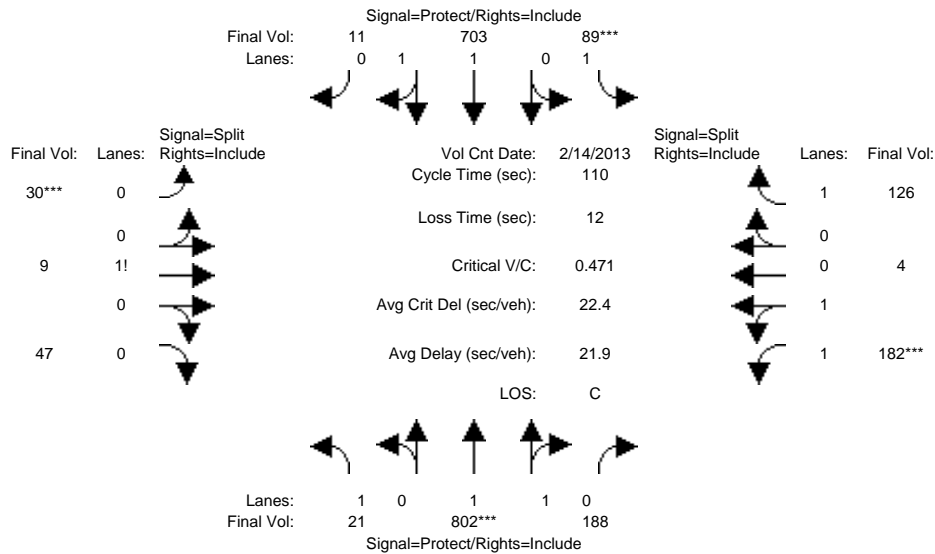
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.19	0.19	0.19	0.06	0.18	0.18	0.11	0.22	0.22
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	9.3	26.9	26.9	16.4	34.0	34.0
Volume/Cap:	0.25	0.29	0.22	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	18.7	19.1	18.5	21.3	21.3	21.3	36.6	22.4	22.4	30.4	17.9	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:	18.7	19.1	18.5	21.3	21.3	21.3	36.6	22.4	22.4	30.4	17.9	17.9
LOS by Move:	B	B	B	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	3	3	2	7	7	7	3	7	7	5	8	8

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3530: FOREST/WINCHESTER



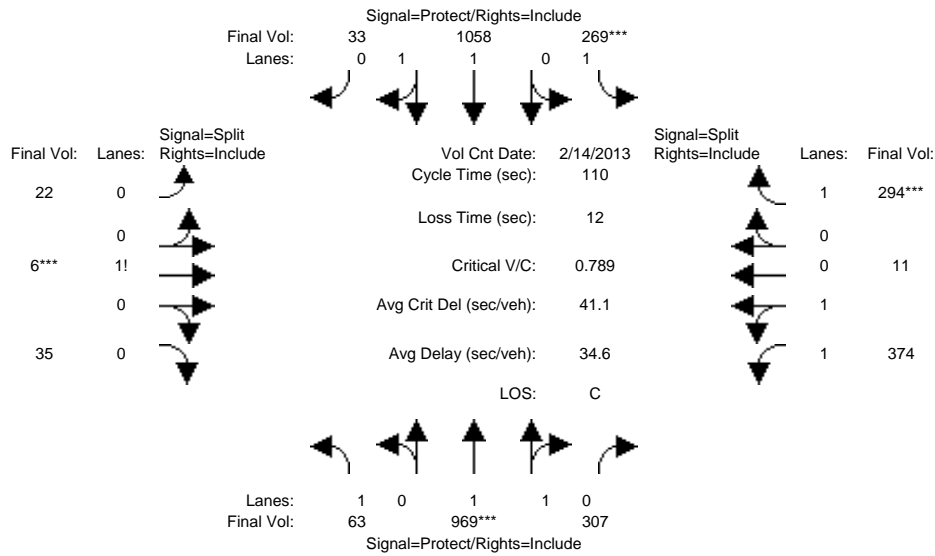
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	21	753	183	89	426	11	30	9	47	143	4	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	753	183	89	426	11	30	9	47	143	4	126
Added Vol:	0	9	1	0	71	0	0	0	0	10	0	0
ATI:	0	40	4	0	206	0	0	0	0	29	0	0
Initial Fut:	21	802	188	89	703	11	30	9	47	182	4	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	802	188	89	703	11	30	9	47	182	4	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	802	188	89	703	11	30	9	47	182	4	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	802	188	89	703	11	30	9	47	182	4	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.61	0.39	1.00	1.97	0.03	0.35	0.10	0.55	1.96	0.04	1.00
Final Sat.:	1750	2997	703	1750	3643	57	610	183	956	3474	76	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.05	0.19	0.19	0.05	0.05	0.05	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.4	62.4	62.4	11.9	55.9	55.9	11.5	11.5	11.5	16.8	16.8	16.8
Volume/Cap:	0.07	0.47	0.47	0.47	0.38	0.38	0.47	0.47	0.47	0.34	0.34	0.47
Delay/Veh:	38.7	14.2	14.2	48.0	16.6	16.6	48.3	48.3	48.3	42.0	42.0	43.9
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:	38.7	14.2	14.2	48.0	16.6	16.6	48.3	48.3	48.3	42.0	42.0	43.9
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	7	7	4	4	4	3	3	5

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3530: FOREST/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	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

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	63	712	272	269	993	33	22	6	35	367	11	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	712	272	269	993	33	22	6	35	367	11	294
Added Vol:	0	66	9	0	21	0	0	0	0	3	0	0
ATI:	0	191	26	0	44	0	0	0	0	4	0	0
Initial Fut:	63	969	307	269	1058	33	22	6	35	374	11	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	969	307	269	1058	33	22	6	35	374	11	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	969	307	269	1058	33	22	6	35	374	11	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	969	307	269	1058	33	22	6	35	374	11	294

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.51	0.49	1.00	1.94	0.06	0.35	0.09	0.56	1.94	0.06	1.00
Final Sat.:	1750	2809	890	1750	3588	112	611	167	972	3449	101	1750

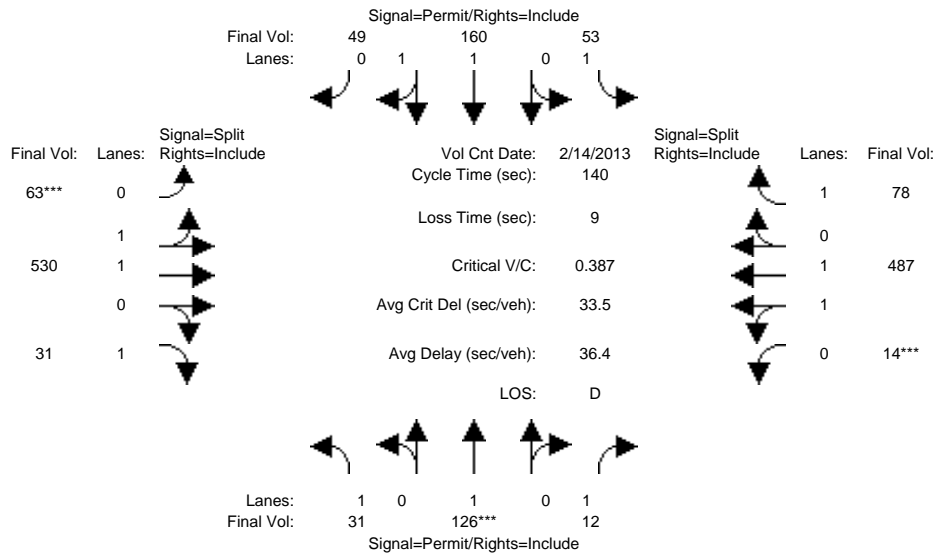
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.15	0.29	0.29	0.04	0.04	0.04	0.11	0.11	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.7	45.5	45.5	20.3	54.1	54.1	10.0	10.0	10.0	22.2	22.2	22.2
Volume/Cap:	0.34	0.83	0.83	0.83	0.60	0.60	0.40	0.40	0.40	0.54	0.54	0.83
Delay/Veh:	46.7	32.9	32.9	59.9	20.7	20.7	48.8	48.8	48.8	40.1	40.1	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	32.9	32.9	59.9	20.7	20.7	48.8	48.8	48.8	40.1	40.1	57.6
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	E
HCM2kAvgQ:	2	21	21	9	13	13	3	3	3	7	7	13

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3575: HEDDING/MONROE



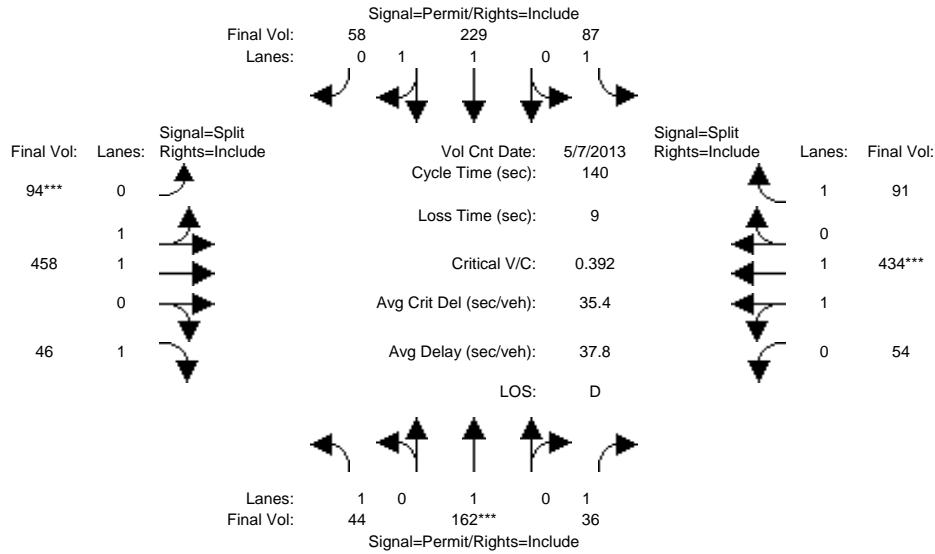
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	31	123	12	53	138	38	62	527	31	14	471	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	123	12	53	138	38	62	527	31	14	471	78
Added Vol:	0	1	0	0	6	3	0	1	0	0	4	0
ATI:	0	2	0	0	16	8	1	2	0	0	12	0
Initial Fut:	31	126	12	53	160	49	63	530	31	14	487	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	126	12	53	160	49	63	530	31	14	487	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	126	12	53	160	49	63	530	31	14	487	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	126	12	53	160	49	63	530	31	14	487	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.52	0.48	0.22	1.78	1.00	0.06	1.94	1.00
Final Sat.:	1750	1900	1750	1750	2832	867	393	3307	1750	103	3597	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.01	0.03	0.06	0.06	0.16	0.16	0.02	0.14	0.14	0.04
Crit Moves:	****			****			****			****		
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	58.0	58.0	58.0	49.0	49.0	49.0
Volume/Cap:	0.10	0.39	0.04	0.18	0.33	0.33	0.39	0.39	0.04	0.39	0.39	0.13
Delay/Veh:	49.1	52.2	48.4	49.8	51.2	51.2	28.8	28.8	24.5	34.4	34.4	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	52.2	48.4	49.8	51.2	51.2	28.8	28.8	24.5	34.4	34.4	31.0
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	2	4	4	9	9	1	8	8	2

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3575: HEDDING/MONROE



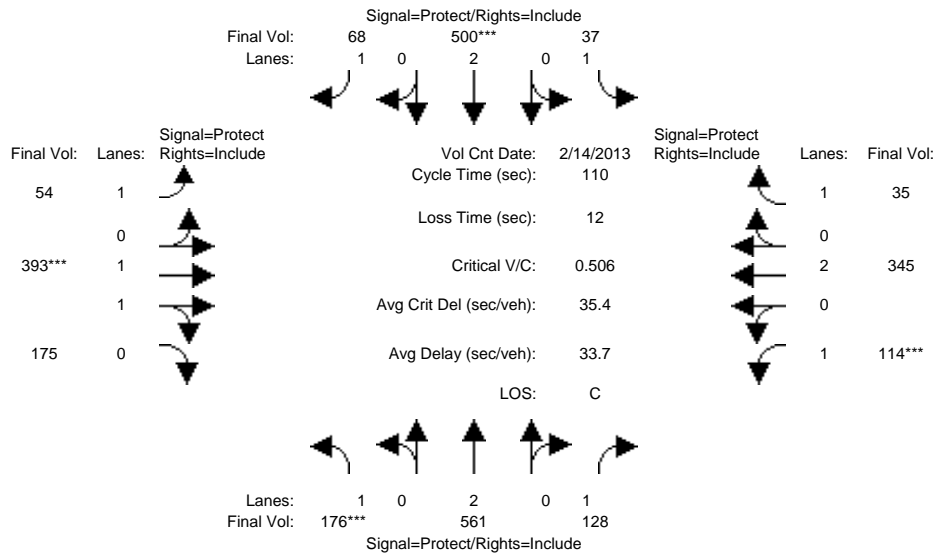
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	44	142	36	87	225	56	83	443	46	54	431	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	142	36	87	225	56	83	443	46	54	431	91
Added Vol:	0	5	0	0	2	1	3	4	0	0	1	0
ATI:	0	15	0	0	2	1	8	11	0	0	2	0
Initial Fut:	44	162	36	87	229	58	94	458	46	54	434	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	162	36	87	229	58	94	458	46	54	434	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	162	36	87	229	58	94	458	46	54	434	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
Final Volume:	44	162	36	87	229	58	94	458	46	54	434	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	0.98	0.95	0.95	0.98	0.92	0.95	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	0.35	1.65	1.00	0.23	1.77	1.00
Final Sat.:	1750	1900	1750	1750	2952	748	630	3069	1750	409	3290	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.02	0.05	0.08	0.08	0.15	0.15	0.03	0.13	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	30.5	30.5	30.5	30.5	30.5	30.5	53.4	53.4	53.4	47.2	47.2	47.2
Volume/Cap:	0.12	0.39	0.09	0.23	0.36	0.36	0.39	0.39	0.07	0.39	0.39	0.15
Delay/Veh:	44.1	47.4	43.8	45.4	46.7	46.7	31.7	31.7	27.6	35.7	35.7	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	47.4	43.8	45.4	46.7	46.7	31.7	31.7	27.6	35.7	35.7	32.6
LOS by Move:	D	D	D	D	D	D	C	C	C	D	D	C
HCM2kAvgQ:	2	6	1	3	5	5	8	8	1	8	8	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3582: HEDDING/WINCHESTER



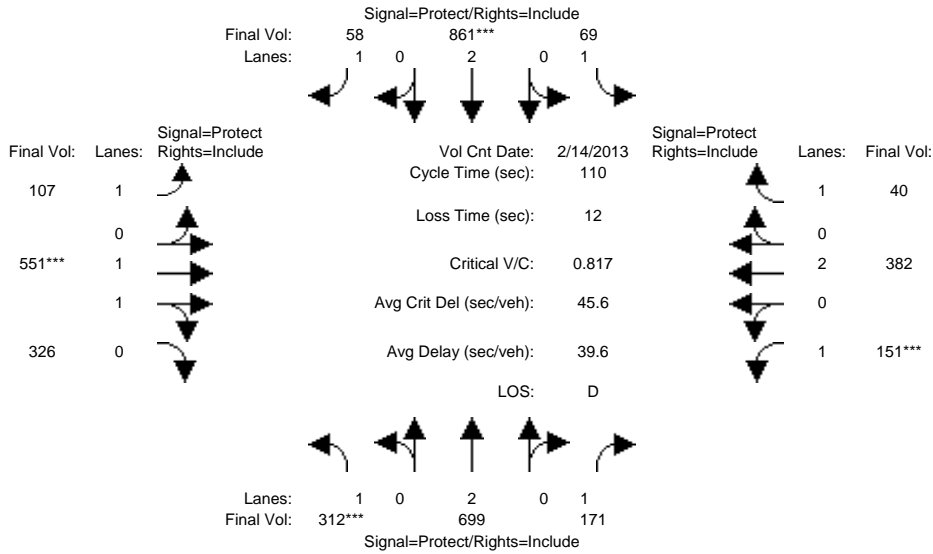
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	167	525	124	37	308	68	54	393	119	86	345	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	525	124	37	308	68	54	393	119	86	345	35
Added Vol:	1	7	1	0	49	0	0	0	14	7	0	0
ATI:	8	29	3	0	143	0	0	0	42	21	0	0
Initial Fut:	176	561	128	37	500	68	54	393	175	114	345	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	561	128	37	500	68	54	393	175	114	345	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	561	128	37	500	68	54	393	175	114	345	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	561	128	37	500	68	54	393	175	114	345	35
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2559	1140	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.07	0.02	0.13	0.04	0.03	0.15	0.15	0.07	0.09	0.02
Crit Moves:	****				****			****		****		
Green Time:	21.9	35.3	35.3	15.2	28.6	28.6	19.6	33.4	33.4	14.2	28.0	28.0
Volume/Cap:	0.51	0.46	0.23	0.15	0.51	0.15	0.17	0.51	0.51	0.51	0.36	0.08
Delay/Veh:	40.5	30.1	27.6	42.0	35.1	31.5	38.6	31.9	31.9	46.5	33.9	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	30.1	27.6	42.0	35.1	31.5	38.6	31.9	31.9	46.5	33.9	31.3
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	7	3	1	8	2	2	8	8	4	5	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3582: HEDDING/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	261	519	145	69	814	58	107	551	313	146	382	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:	261	519	145	69	814	58	107	551	313	146	382	40
Added Vol:	13	46	7	0	15	0	0	0	4	2	0	0
ATI:	38	134	19	0	32	0	0	0	9	3	0	0
Initial Fut:	312	699	171	69	861	58	107	551	326	151	382	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	699	171	69	861	58	107	551	326	151	382	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	699	171	69	861	58	107	551	326	151	382	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	699	171	69	861	58	107	551	326	151	382	40
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.24	0.76	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2324	1375	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.10	0.04	0.23	0.03	0.06	0.24	0.24	0.09	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	24.0	40.5	40.5	14.0	30.5	30.5	16.9	31.9	31.9	11.6	26.6	26.6
Volume/Cap:	0.82	0.50	0.27	0.31	0.82	0.12	0.40	0.82	0.82	0.82	0.41	0.09
Delay/Veh:	53.8	27.2	24.6	44.4	42.3	29.8	43.0	41.3	41.3	72.1	35.4	32.4
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:	53.8	27.2	24.6	44.4	42.3	29.8	43.0	41.3	41.3	72.1	35.4	32.4
LOS by Move:	D	C	C	D	D	C	D	D	D	E	D	C
HCM2kAvgQ:	11	9	4	3	16	2	3	14	14	6	5	1

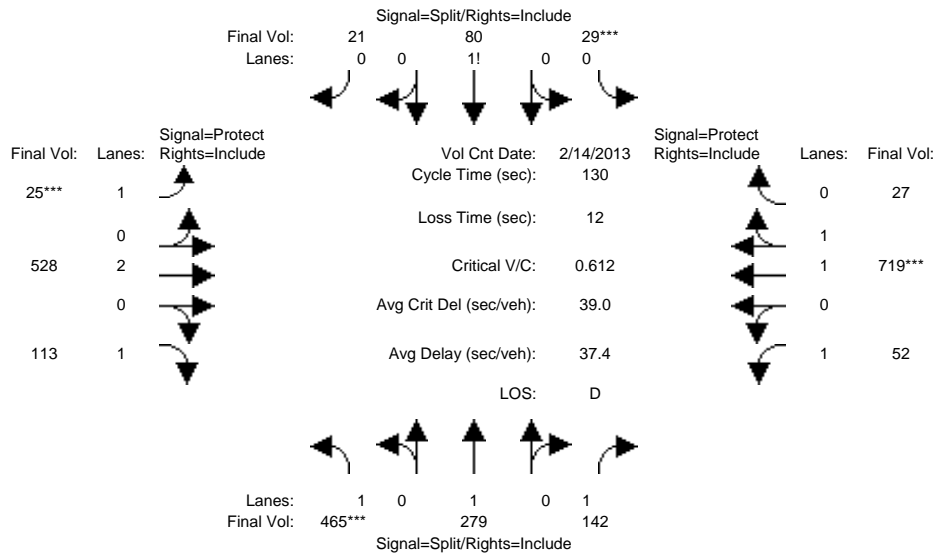
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3653: LINCOLN/SAN CARLOS



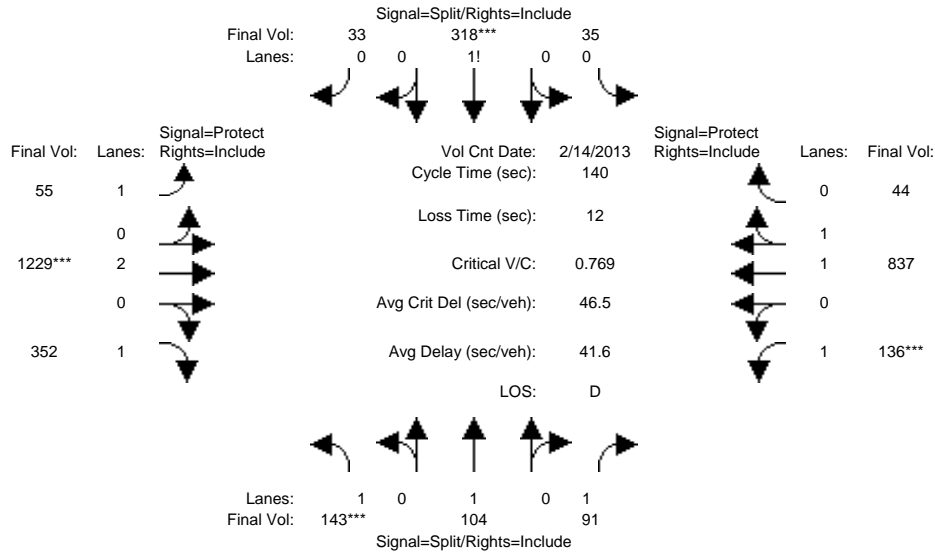
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	443	279	142	29	80	21	25	506	110	52	627	27
Growth 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:	443	279	142	29	80	21	25	506	110	52	627	27
Added Vol:	6	0	0	0	0	0	0	3	1	0	23	0
ATI:	16	0	0	0	0	0	0	19	2	0	69	0
Initial Fut:	465	279	142	29	80	21	25	528	113	52	719	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	279	142	29	80	21	25	528	113	52	719	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	279	142	29	80	21	25	528	113	52	719	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	465	279	142	29	80	21	25	528	113	52	719	27
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	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.22	0.62	0.16	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1750	1900	1750	390	1077	283	1750	3800	1750	1750	3566	134
Capacity Analysis Module:												
Vol/Sat:	0.27	0.15	0.08	0.07	0.07	0.07	0.01	0.14	0.06	0.03	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	54.5	54.5	54.5	15.2	15.2	15.2	7.0	34.8	34.8	13.5	41.3	41.3
Volume/Cap:	0.63	0.35	0.19	0.63	0.63	0.63	0.27	0.52	0.24	0.29	0.63	0.63
Delay/Veh:	31.7	26.0	24.0	61.1	61.1	61.1	60.5	40.9	37.5	54.7	39.0	39.0
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:	31.7	26.0	24.0	61.1	61.1	61.1	60.5	40.9	37.5	54.7	39.0	39.0
LOS by Move:	C	C	C	E	E	E	E	D	D	D	D	D
HCM2kAvgQ:	16	7	4	6	6	6	1	9	4	2	13	13

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3653: LINCOLN/SAN CARLOS



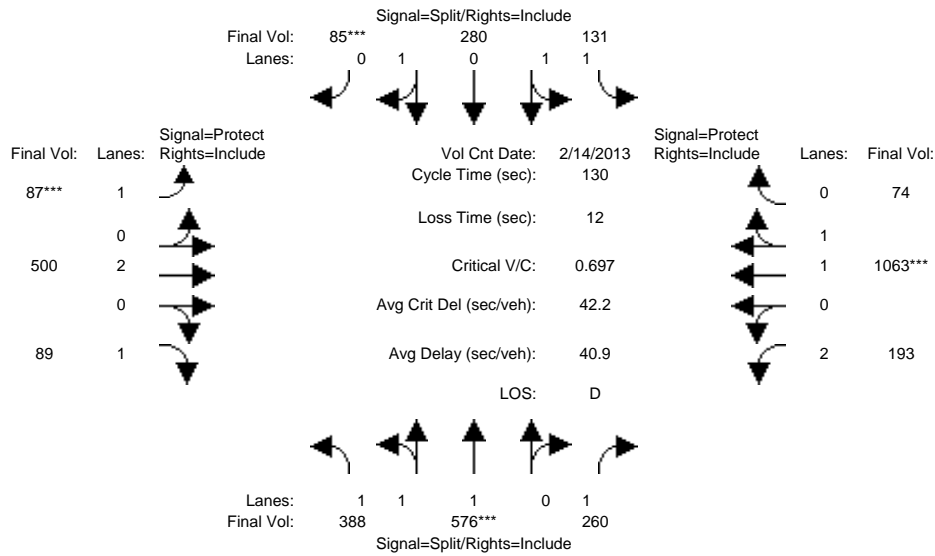
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	139	104	91	35	318	33	55	1141	332	136	809	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	104	91	35	318	33	55	1141	332	136	809	44
Added Vol:	2	0	0	0	0	0	0	22	5	0	7	0
ATI:	2	0	0	0	0	0	0	66	15	0	21	0
Initial Fut:	143	104	91	35	318	33	55	1229	352	136	837	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	104	91	35	318	33	55	1229	352	136	837	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	104	91	35	318	33	55	1229	352	136	837	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
Final Volume:	143	104	91	35	318	33	55	1229	352	136	837	44
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	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.09	0.82	0.09	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	159	1442	150	1750	3800	1750	1750	3515	185
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.22	0.22	0.22	0.03	0.32	0.20	0.08	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	14.9	14.9	14.9	40.1	40.1	40.1	12.7	58.9	58.9	14.1	60.3	60.3
Volume/Cap:	0.77	0.52	0.49	0.77	0.77	0.77	0.35	0.77	0.48	0.77	0.55	0.55
Delay/Veh:	78.5	61.5	61.0	52.8	52.8	52.8	61.1	37.1	29.9	79.7	30.2	30.2
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:	78.5	61.5	61.0	52.8	52.8	52.8	61.1	37.1	29.9	79.7	30.2	30.2
LOS by Move:	E	E	E	D	D	D	E	D	C	E	C	C
HCM2kAvgQ:	8	5	5	18	18	18	2	21	11	6	14	14

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Feb 2013 <<

Base Vol:	366	576	260	131	280	63	84	475	86	193	949	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	576	260	131	280	63	84	475	86	193	949	74
Added Vol:	6	0	0	0	0	6	1	4	1	0	29	0
ATI:	16	0	0	0	0	16	2	21	2	0	85	0
Initial Fut:	388	576	260	131	280	85	87	500	89	193	1063	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	576	260	131	280	85	87	500	89	193	1063	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	576	260	131	280	85	87	500	89	193	1063	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	576	260	131	280	85	87	500	89	193	1063	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.25	1.75	1.00	1.00	1.52	0.48	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	2192	3254	1750	1750	2838	861	1750	3800	1750	3150	3459	241

Capacity Analysis Module:

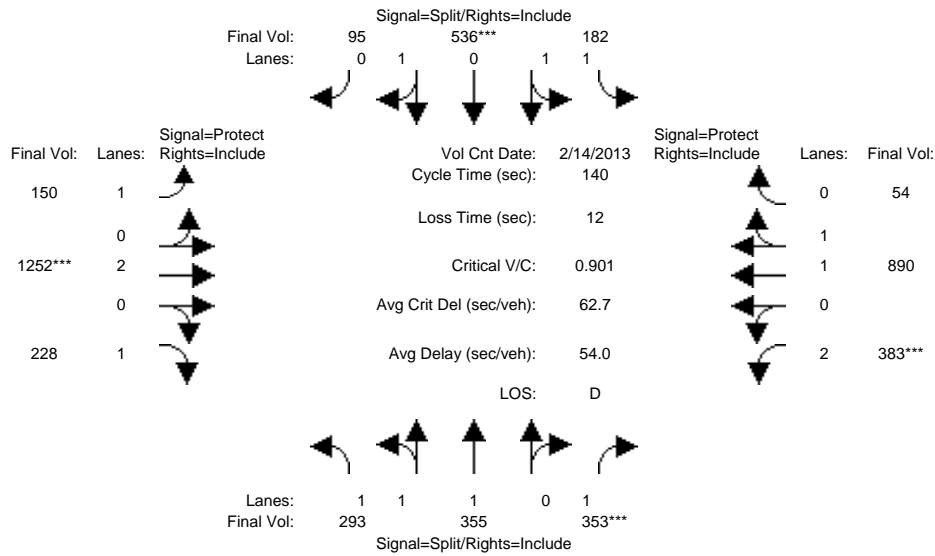
Vol/Sat:	0.18	0.18	0.15	0.07	0.10	0.10	0.05	0.13	0.05	0.06	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.0	33.0	33.0	18.4	18.4	18.4	9.3	45.4	45.4	21.2	57.3	57.3
Volume/Cap:	0.70	0.70	0.59	0.53	0.70	0.70	0.70	0.38	0.15	0.38	0.70	0.70
Delay/Veh:	45.5	45.5	44.5	52.3	56.2	56.2	74.9	31.9	29.1	49.0	30.7	30.7
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:	45.5	45.5	44.5	52.3	56.2	56.2	74.9	31.9	29.1	49.0	30.7	30.7
LOS by Move:	D	D	D	D	E	E	E	C	C	D	C	C
HCM2kAvgQ:	13	13	10	6	8	8	5	7	3	4	18	18

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



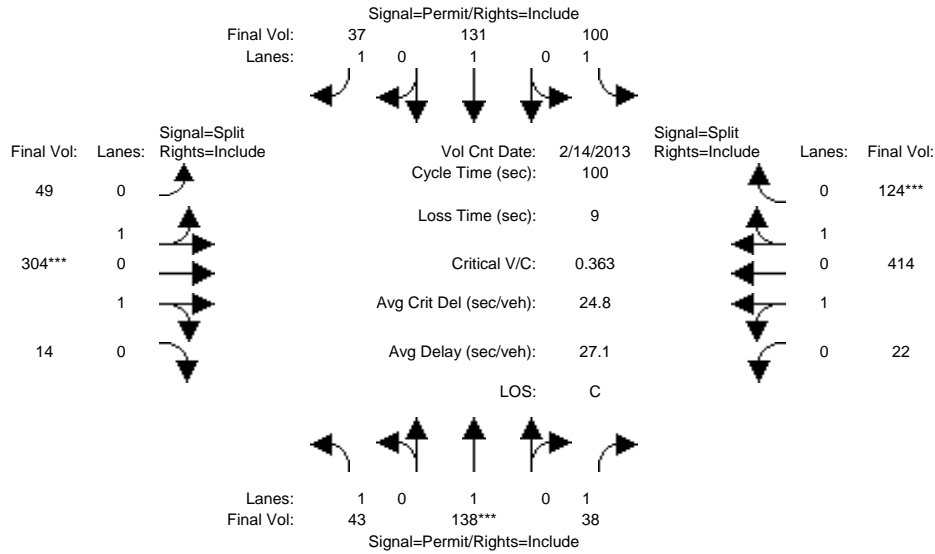
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	289	355	353	182	536	91	130	1144	208	383	858	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	355	353	182	536	91	130	1144	208	383	858	54
Added Vol:	2	0	0	0	0	2	5	27	5	0	9	0
ATI:	2	0	0	0	0	2	15	81	15	0	23	0
Initial Fut:	293	355	353	182	536	95	150	1252	228	383	890	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	355	353	182	536	95	150	1252	228	383	890	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	355	353	182	536	95	150	1252	228	383	890	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
Final Volume:	293	355	353	182	536	95	150	1252	228	383	890	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.40	1.60	1.00	1.00	1.69	0.31	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	2462	2984	1750	1750	3143	557	1750	3800	1750	3150	3488	212
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.20	0.10	0.17	0.17	0.09	0.33	0.13	0.12	0.26	0.26
Crit Moves:			****		****			****		****		
Green Time:	31.4	31.4	31.4	26.5	26.5	26.5	17.6	51.2	51.2	18.9	52.5	52.5
Volume/Cap:	0.53	0.53	0.90	0.55	0.90	0.90	0.68	0.90	0.36	0.90	0.68	0.68
Delay/Veh:	48.3	48.3	75.9	51.8	67.4	67.4	66.9	50.3	32.7	81.3	38.1	38.1
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:	48.3	48.3	75.9	51.8	67.4	67.4	66.9	50.3	32.7	81.3	38.1	38.1
LOS by Move:	D	D	E	D	E	E	E	D	C	F	D	D
HCM2kAvgQ:	9	9	19	8	17	17	8	29	8	11	17	17

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3701: MONROE/NEWHALL



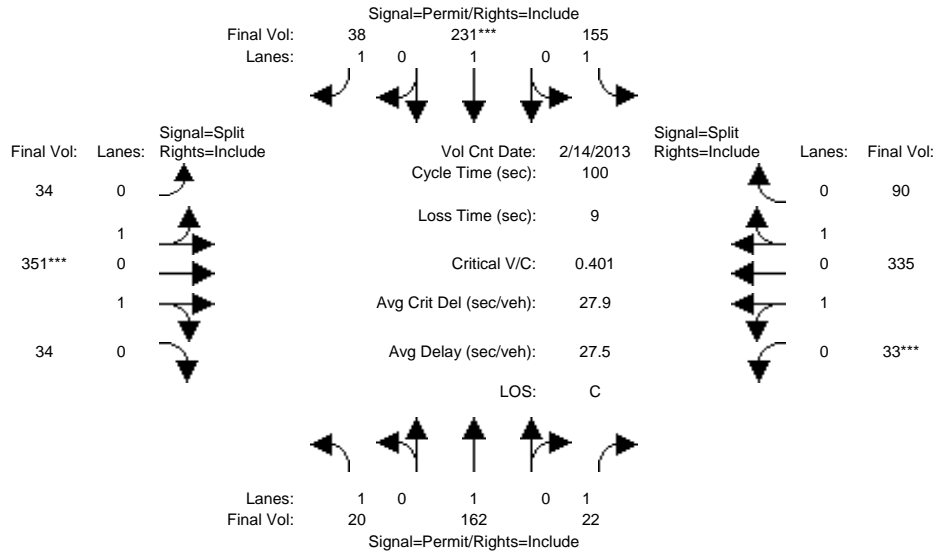
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	43	134	38	100	97	26	48	298	14	22	369	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	134	38	100	97	26	48	298	14	22	369	124
Added Vol:	0	1	0	0	9	3	0	2	0	0	12	0
ATI:	0	3	0	0	25	8	1	4	0	0	33	0
Initial Fut:	43	138	38	100	131	37	49	304	14	22	414	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	138	38	100	131	37	49	304	14	22	414	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	138	38	100	131	37	49	304	14	22	414	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	138	38	100	131	37	49	304	14	22	414	124
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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.27	1.66	0.07	0.08	1.48	0.44
Final Sat.:	1750	1900	1750	1750	1900	1750	481	2982	137	141	2661	797
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.02	0.06	0.07	0.02	0.10	0.10	0.10	0.16	0.16	0.16
Crit Moves:	****						****			****		
Green Time:	20.0	20.0	20.0	20.0	20.0	20.0	28.1	28.1	28.1	42.9	42.9	42.9
Volume/Cap:	0.12	0.36	0.11	0.29	0.34	0.11	0.36	0.36	0.36	0.36	0.36	0.36
Delay/Veh:	32.9	35.1	32.8	34.4	34.9	32.8	29.0	29.0	29.0	19.5	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	35.1	32.8	34.4	34.9	32.8	29.0	29.0	29.0	19.5	19.5	19.5
LOS by Move:	C	D	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	1	4	1	3	4	1	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3701: MONROE/NEWHALL



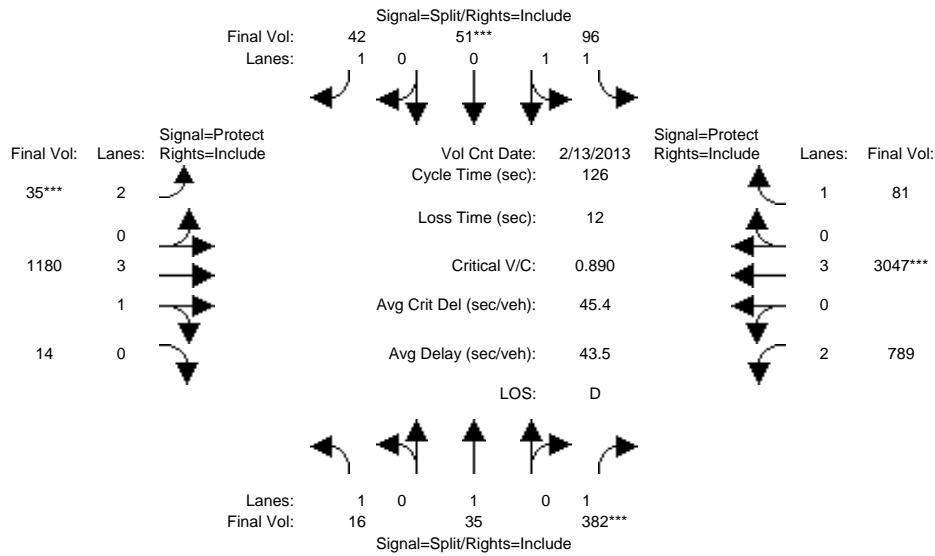
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	20	131	22	155	224	36	23	310	34	33	327	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	131	22	155	224	36	23	310	34	33	327	90
Added Vol:	0	8	0	0	3	1	3	11	0	0	3	0
ATI:	0	23	0	0	4	1	8	30	0	0	5	0
Initial Fut:	20	162	22	155	231	38	34	351	34	33	335	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	162	22	155	231	38	34	351	34	33	335	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	162	22	155	231	38	34	351	34	33	335	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	162	22	155	231	38	34	351	34	33	335	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.16	1.68	0.16	0.14	1.47	0.39
Final Sat.:	1750	1900	1750	1750	1900	1750	292	3016	292	259	2633	707
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.09	0.12	0.02	0.12	0.12	0.12	0.13	0.13	0.13
Crit Moves:				****			****			****		
Green Time:	30.3	30.3	30.3	30.3	30.3	30.3	29.0	29.0	29.0	31.7	31.7	31.7
Volume/Cap:	0.04	0.28	0.04	0.29	0.40	0.07	0.40	0.40	0.40	0.40	0.40	0.40
Delay/Veh:	24.6	26.8	24.6	27.0	28.1	24.9	28.8	28.8	28.8	27.0	27.0	27.0
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:	24.6	26.8	24.6	27.0	28.1	24.9	28.8	28.8	28.8	27.0	27.0	27.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	4	1	4	6	1	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 13 Feb 2013 <<

Base Vol:	16	35	344	96	49	33	34	973	14	550	2092	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	35	344	96	49	33	34	973	14	550	2092	81
Added Vol:	0	0	23	0	2	1	0	9	0	235	61	0
ATI:	0	0	15	0	0	8	1	198	0	4	894	0
Initial Fut:	16	35	382	96	51	42	35	1180	14	789	3047	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	35	382	96	51	42	35	1180	14	789	3047	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	35	382	96	51	42	35	1180	14	789	3047	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	35	382	96	51	42	35	1180	14	789	3047	81

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.32	0.68	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2318	1232	1750	3150	7412	88	3150	5700	1750

Capacity Analysis Module:

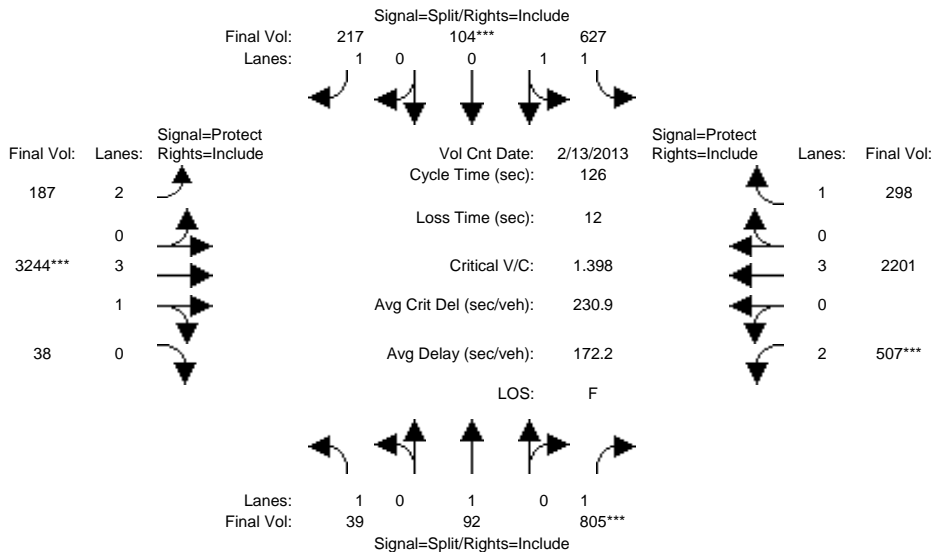
Vol/Sat:	0.01	0.02	0.22	0.04	0.04	0.02	0.01	0.16	0.16	0.25	0.53	0.05
Crit Moves:			****		****		****				****	
Green Time:	28.1	28.1	28.1	10.0	10.0	10.0	7.0	29.5	29.5	46.4	68.9	68.9
Volume/Cap:	0.04	0.08	0.98	0.52	0.52	0.30	0.20	0.68	0.68	0.68	0.98	0.08
Delay/Veh:	38.4	38.8	88.2	57.5	57.5	55.9	57.4	45.1	45.1	35.2	39.3	13.6
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:	38.4	38.8	88.2	57.5	57.5	55.9	57.4	45.1	45.1	35.2	39.3	13.6
LOS by Move:	D	D	F	E	E	E	E	D	D	D	D	B
HCM2kAvgQ:	1	1	21	4	4	2	1	12	12	16	45	2

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	90	576	627	103	216	178	2358	38	426	1967	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	90	576	627	103	216	178	2358	38	426	1967	298
Added Vol:	0	2	220	0	1	0	1	57	0	64	19	0
ATI:	0	0	9	0	0	1	8	829	0	17	215	0
Initial Fut:	39	92	805	627	104	217	187	3244	38	507	2201	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	92	805	627	104	217	187	3244	38	507	2201	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	92	805	627	104	217	187	3244	38	507	2201	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	92	805	627	104	217	187	3244	38	507	2201	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.72	0.28	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3045	505	1750	3150	7413	87	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.46	0.21	0.21	0.12	0.06	0.44	0.44	0.16	0.39	0.17
Crit Moves:			****					****			****	
Green Time:	41.5	41.5	41.5	18.6	18.6	18.6	7.2	39.5	39.5	14.5	46.8	46.8
Volume/Cap:	0.07	0.15	1.40	1.40	1.40	0.84	1.04	1.40	1.40	1.40	1.04	0.46
Delay/Veh:	29.0	29.9	231.6	244.0	244	73.6	137.5	225	224.8	250.7	70.6	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.9	231.6	244.0	244	73.6	137.5	225	224.8	250.7	70.6	30.5
LOS by Move:	C	C	F	F	F	E	F	F	F	F	E	C
HCM2kAvgQ:	1	2	65	31	31	11	8	62	62	24	37	9

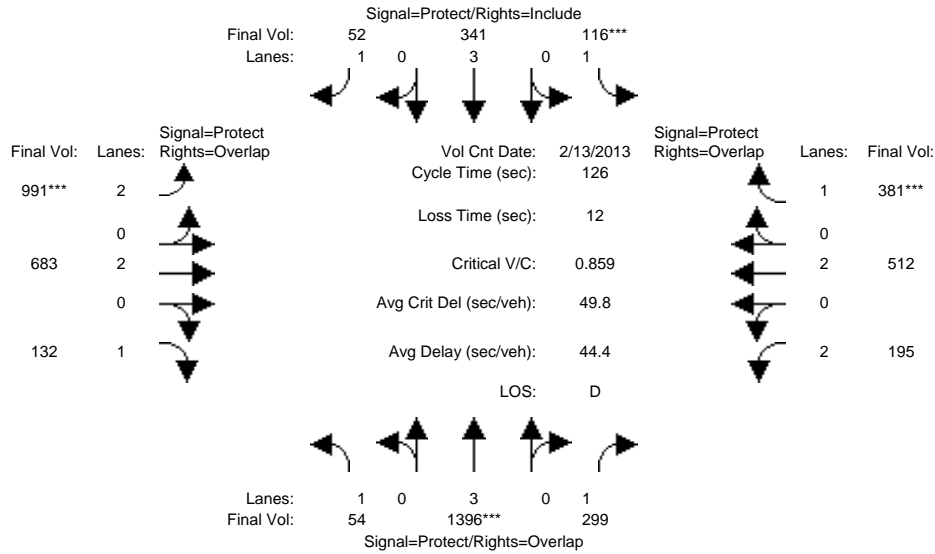
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 13 Feb 2013 <<

Base Vol:	54	1140	269	113	304	40	669	683	129	187	512	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1140	269	113	304	40	669	683	129	187	512	359
Added Vol:	0	46	0	1	6	3	79	0	0	0	0	6
ATI:	0	210	30	2	31	9	243	0	3	8	0	16
Initial Fut:	54	1396	299	116	341	52	991	683	132	195	512	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1396	299	116	341	52	991	683	132	195	512	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1396	299	116	341	52	991	683	132	195	512	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	1396	299	116	341	52	991	683	132	195	512	381

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

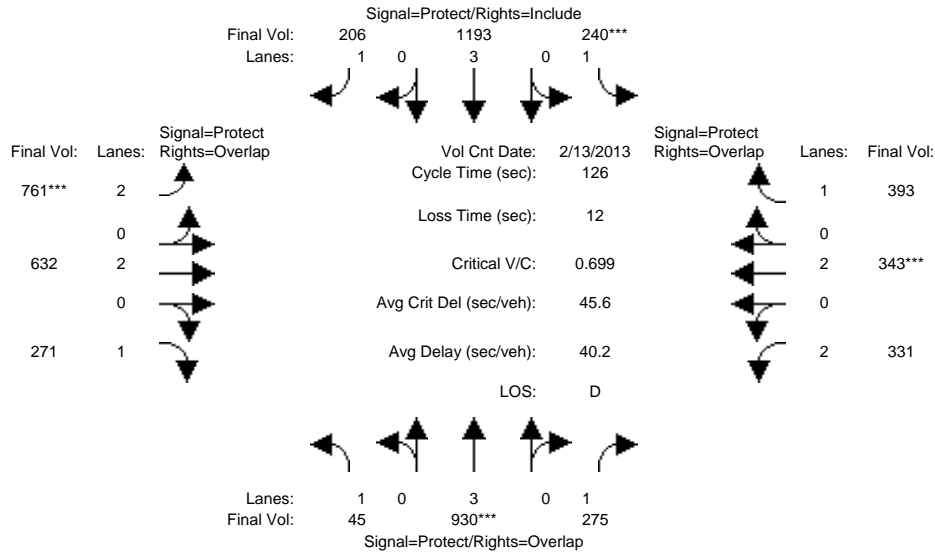
Vol/Sat:	0.03	0.24	0.17	0.07	0.06	0.03	0.31	0.18	0.08	0.06	0.13	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.8	35.9	53.4	9.7	26.8	26.8	46.1	50.8	69.6	17.5	22.2	31.9
Volume/Cap:	0.21	0.86	0.40	0.86	0.28	0.14	0.86	0.45	0.14	0.45	0.76	0.86
Delay/Veh:	47.5	47.5	25.6	96.4	41.6	40.4	43.6	27.5	13.7	50.5	54.6	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	47.5	25.6	96.4	41.6	40.4	43.6	27.5	13.7	50.5	54.6	60.3
LOS by Move:	D	D	C	F	D	D	D	C	B	D	D	E
HCM2kAvgQ:	2	20	9	5	3	2	22	9	3	5	11	18

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Feb 2013	<<							
Base Vol:	45	852	257	220	973	124	682	632	256	297	343	389
Growth Adj:	1.00	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	852	257	220	973	124	682	632	256	297	343	389
Added Vol:	0	14	0	5	43	22	21	0	0	0	0	2
ATI:	0	64	18	15	177	60	58	0	15	34	0	2
Initial Fut:	45	930	275	240	1193	206	761	632	271	331	343	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	930	275	240	1193	206	761	632	271	331	343	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	930	275	240	1193	206	761	632	271	331	343	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	930	275	240	1193	206	761	632	271	331	343	393

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750

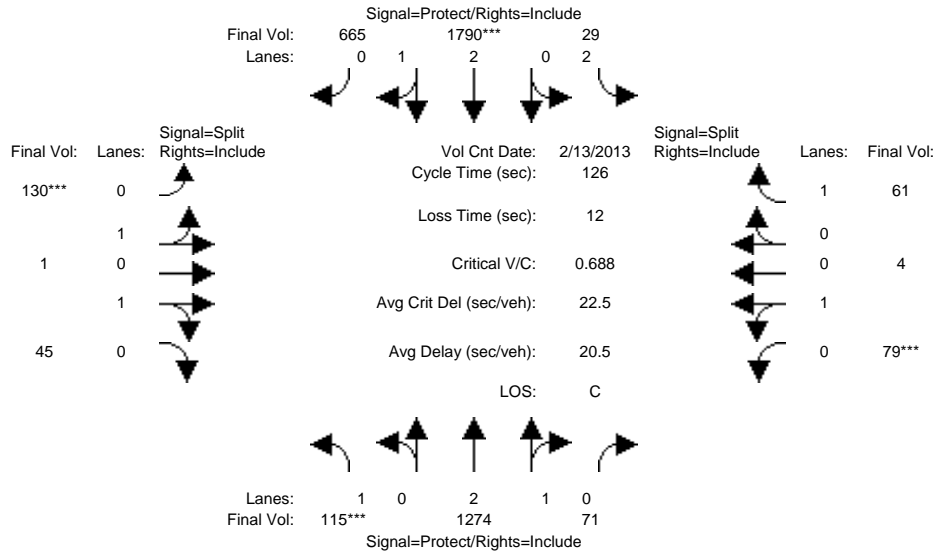
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.16	0.16	0.14	0.21	0.12	0.24	0.17	0.15	0.11	0.09	0.22
Crit Moves:		****		****			****				****	
Green Time:	11.4	29.4	52.6	24.7	42.8	42.8	43.6	36.7	48.0	23.2	16.3	41.0
Volume/Cap:	0.29	0.70	0.38	0.70	0.62	0.35	0.70	0.57	0.41	0.57	0.70	0.69
Delay/Veh:	54.5	45.9	25.7	53.4	35.3	31.5	37.6	38.7	28.9	48.3	56.9	40.6
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:	54.5	45.9	25.7	53.4	35.3	31.5	37.6	38.7	28.9	48.3	56.9	40.6
LOS by Move:	D	D	C	D	D	C	D	D	C	D	E	D
HCM2kAvgQ:	2	12	8	9	12	6	15	10	8	8	8	15

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3726: OLIN/WINCHESTER



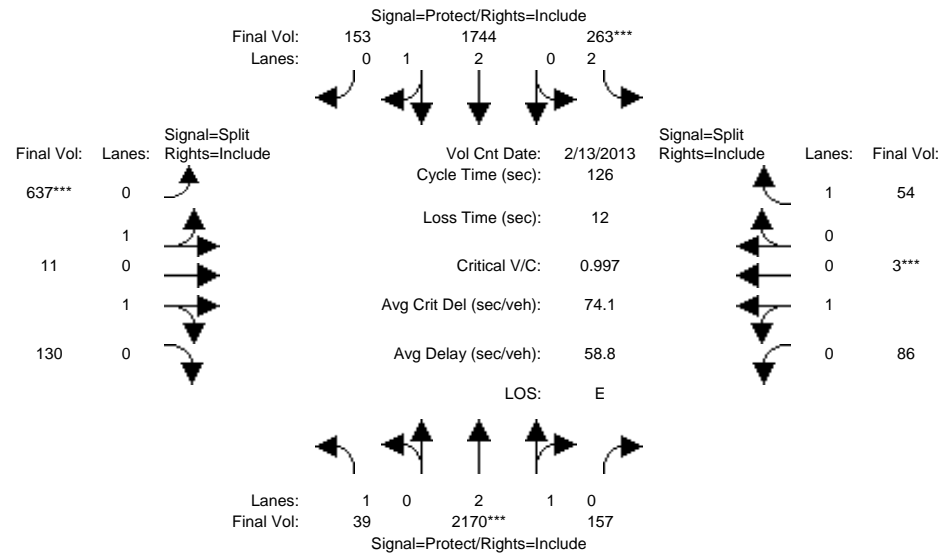
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	17	1098	71	29	971	11	9	1	26	79	4	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1098	71	29	971	11	9	1	26	79	4	61
Added Vol:	0	19	0	0	156	0	0	0	0	0	0	0
ATI:	98	157	0	0	663	654	121	0	19	0	0	0
Initial Fut:	115	1274	71	29	1790	665	130	1	45	79	4	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1274	71	29	1790	665	130	1	45	79	4	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1274	71	29	1790	665	130	1	45	79	4	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
Final Volume:	115	1274	71	29	1790	665	130	1	45	79	4	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	2.00	2.16	0.84	1.00	0.02	0.98	0.95	0.05	1.00
Final Sat.:	1750	5304	296	3150	4081	1516	1800	39	1761	1713	87	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.01	0.44	0.44	0.07	0.03	0.03	0.05	0.05	0.03
Crit Moves:	****			****			****			****		
Green Time:	11.9	73.9	73.9	17.1	79.1	79.1	13.0	13.0	13.0	10.0	10.0	10.0
Volume/Cap:	0.70	0.41	0.41	0.07	0.70	0.70	0.70	0.25	0.25	0.58	0.58	0.44
Delay/Veh:	67.8	14.3	14.3	47.6	16.2	16.2	63.0	52.2	52.2	61.9	61.9	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	14.3	14.3	47.6	16.2	16.2	63.0	52.2	52.2	61.9	61.9	57.5
LOS by Move:	E	B	B	D	B	B	E	D	D	E	E	E
HCM2kAvgQ:	5	9	9	1	22	22	6	2	2	4	4	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3726: OLIN/WINCHESTER



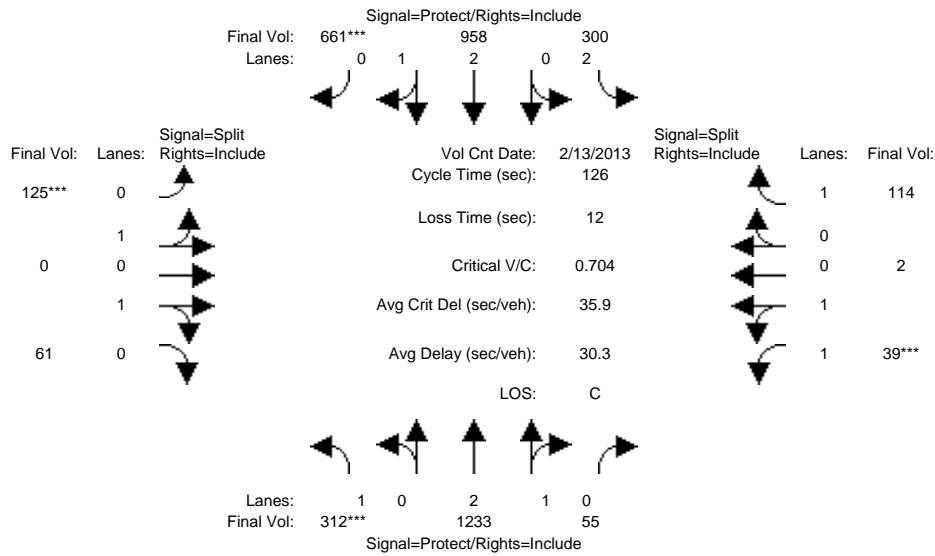
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	19	1406	156	263	1530	22	38	11	40	86	3	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1406	156	263	1530	22	38	11	40	86	3	54
Added Vol:	0	145	1	0	44	0	0	0	0	0	0	0
ATI:	20	619	0	0	170	131	599	0	90	0	0	0
Initial Fut:	39	2170	157	263	1744	153	637	11	130	86	3	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	2170	157	263	1744	153	637	11	130	86	3	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2170	157	263	1744	153	637	11	130	86	3	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	2170	157	263	1744	153	637	11	130	86	3	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	2.00	2.75	0.25	1.00	0.08	0.92	0.97	0.03	1.00
Final Sat.:	1750	5222	378	3150	5148	452	1800	140	1660	1739	61	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.08	0.34	0.34	0.35	0.08	0.08	0.05	0.05	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.6	50.7	50.7	10.2	52.3	52.3	43.1	43.1	43.1	10.0	10.0	10.0
Volume/Cap:	0.33	1.03	1.03	1.03	0.82	0.82	1.03	0.23	0.23	0.62	0.62	0.39
Delay/Veh:	57.6	65.9	65.9	123.3	35.0	35.0	83.1	29.6	29.6	64.4	64.4	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	65.9	65.9	123.3	35.0	35.0	83.1	29.6	29.6	64.4	64.4	56.9
LOS by Move:	E	E	E	F	C	C	F	C	C	E	E	E
HCM2kAvgQ:	1	33	33	10	24	24	34	4	4	5	5	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3727: OLSEN/WINCHESTER



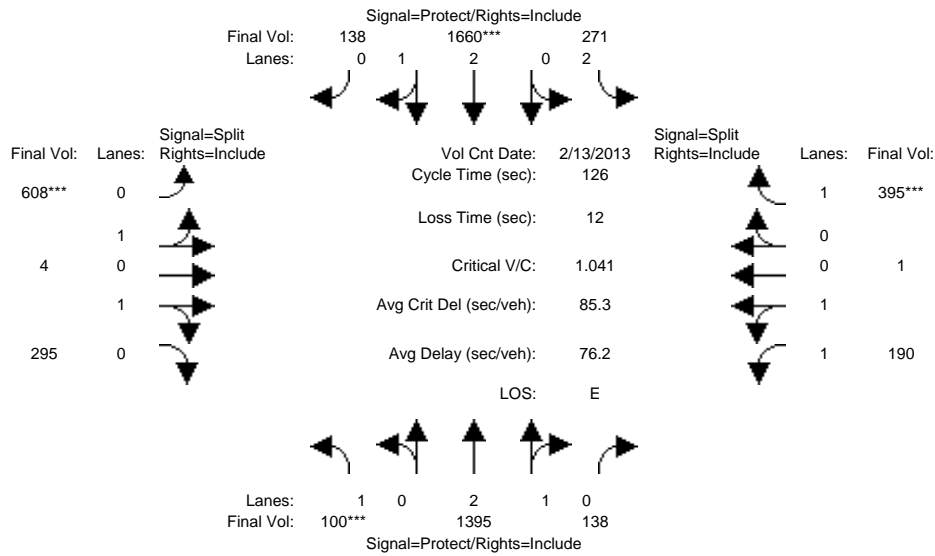
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	18	1091	55	214	860	7	4	0	5	39	2	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1091	55	214	860	7	4	0	5	39	2	102
Added Vol:	0	8	0	86	70	0	0	0	0	0	0	12
ATI:	294	134	0	0	28	654	121	0	56	0	0	0
Initial Fut:	312	1233	55	300	958	661	125	0	61	39	2	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	1233	55	300	958	661	125	0	61	39	2	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	1233	55	300	958	661	125	0	61	39	2	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	1233	55	300	958	661	125	0	61	39	2	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.95	1.00	0.95	0.93	0.95	0.92
Lanes:	1.00	2.87	0.13	2.00	2.00	1.00	1.00	0.00	1.00	1.90	0.10	1.00
Final Sat.:	1750	5361	239	3150	3800	1750	1800	0	1800	3377	173	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.10	0.25	0.38	0.07	0.00	0.03	0.01	0.01	0.07
Crit Moves:	****					****	****			****		
Green Time:	29.2	64.3	64.3	26.6	61.8	61.8	11.4	0.0	11.4	11.7	11.7	11.7
Volume/Cap:	0.77	0.45	0.45	0.45	0.51	0.77	0.77	0.00	0.38	0.12	0.12	0.70
Delay/Veh:	54.0	19.7	19.7	43.8	22.0	28.1	70.1	0.0	54.5	52.7	52.7	68.6
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:	54.0	19.7	19.7	43.8	22.0	28.1	70.1	0.0	54.5	52.7	52.7	68.6
LOS by Move:	D	B	B	D	C	C	E	A	D	D	D	E
HCM2kAvgQ:	14	11	11	6	12	22	7	0	3	1	1	6

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3727: OLSEN/WINCHESTER

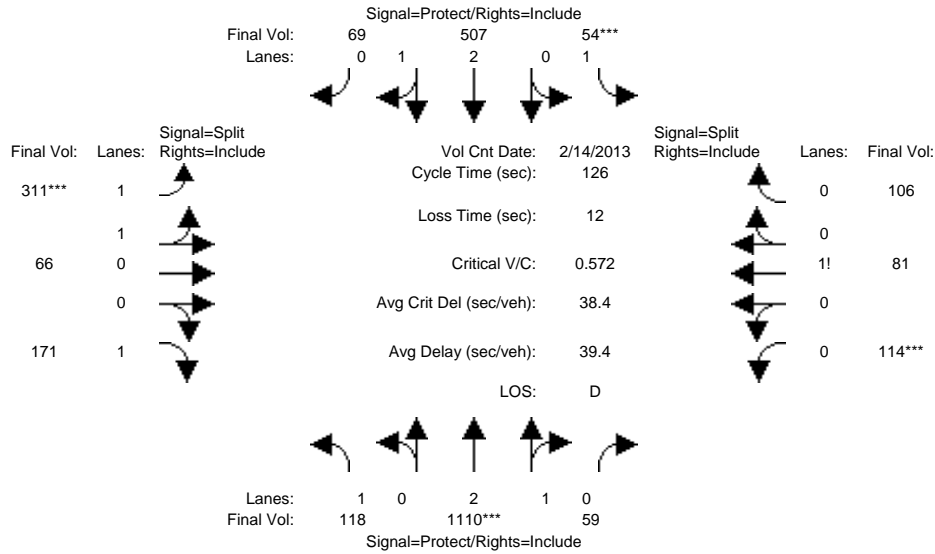


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	39	1289	138	246	1511	7	9	4	25	190	1	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1289	138	246	1511	7	9	4	25	190	1	315
Added Vol:	0	66	0	25	20	0	0	0	0	0	0	80
ATI:	61	40	0	0	129	131	599	0	270	0	0	0
Initial Fut:	100	1395	138	271	1660	138	608	4	295	190	1	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1395	138	271	1660	138	608	4	295	190	1	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1395	138	271	1660	138	608	4	295	190	1	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1395	138	271	1660	138	608	4	295	190	1	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.72	0.28	2.00	2.76	0.24	1.00	0.01	0.99	1.99	0.01	1.00
Final Sat.:	1750	5095	504	3150	5170	430	1800	24	1776	3531	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.09	0.32	0.32	0.34	0.17	0.17	0.05	0.05	0.23
Crit Moves:	****			****			****					****
Green Time:	7.0	34.9	34.9	11.0	38.8	38.8	40.9	40.9	40.9	27.3	27.3	27.3
Volume/Cap:	1.03	0.99	0.99	0.99	1.04	1.04	1.04	0.51	0.51	0.25	0.25	1.04
Delay/Veh:	158.7	65.6	65.6	108.6	77.0	77.0	84.5	34.8	34.8	41.0	41.0	106.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.7	65.6	65.6	108.6	77.0	77.0	84.5	34.8	34.8	41.0	41.0	106.8
LOS by Move:	F	E	E	F	E	E	F	C	C	D	D	F
HCM2kAvgQ:	8	26	26	7	28	28	33	10	10	3	3	23

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3737: PAYNE/WINCHESTER



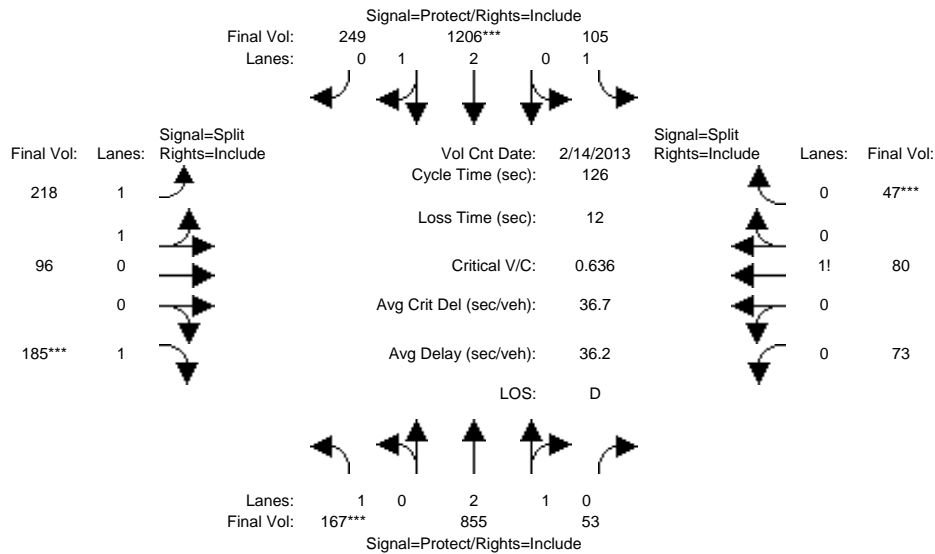
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	118	989	59	53	457	66	289	66	171	114	81	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	989	59	53	457	66	289	66	171	114	81	95
Added Vol:	0	29	0	0	4	1	6	0	0	0	0	3
ATI:	0	92	0	1	46	2	16	0	0	0	0	8
Initial Fut:	118	1110	59	54	507	69	311	66	171	114	81	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1110	59	54	507	69	311	66	171	114	81	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1110	59	54	507	69	311	66	171	114	81	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	1110	59	54	507	69	311	66	171	114	81	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.84	0.16	1.00	2.63	0.37	1.65	0.35	1.00	0.38	0.27	0.35
Final Sat.:	1750	5317	283	1750	4928	671	2928	621	1750	663	471	616
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.03	0.10	0.10	0.11	0.11	0.10	0.17	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.6	44.6	44.6	10.0	33.0	33.0	22.7	22.7	22.7	36.7	36.7	36.7
Volume/Cap:	0.39	0.59	0.59	0.39	0.39	0.39	0.59	0.59	0.54	0.59	0.59	0.59
Delay/Veh:	47.2	33.7	33.7	56.9	38.5	38.5	48.9	48.9	48.9	40.0	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	33.7	33.7	56.9	38.5	38.5	48.9	48.9	48.9	40.0	40.0	40.0
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	13	13	2	6	6	8	8	7	11	11	11

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3737: PAYNE/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	167	794	53	93	1081	228	213	96	185	73	80	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	794	53	93	1081	228	213	96	185	73	80	44
Added Vol:	0	9	0	3	27	5	2	0	0	0	0	1
ATI:	0	52	0	9	98	16	3	0	0	0	0	2
Initial Fut:	167	855	53	105	1206	249	218	96	185	73	80	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	855	53	105	1206	249	218	96	185	73	80	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	855	53	105	1206	249	218	96	185	73	80	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	855	53	105	1206	249	218	96	185	73	80	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.82	0.18	1.00	2.47	0.53	1.40	0.60	1.00	0.37	0.40	0.23
Final Sat.:	1750	5273	327	1750	4640	958	2464	1085	1750	639	700	411
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.06	0.26	0.26	0.09	0.09	0.11	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	18.9	47.3	47.3	23.1	51.5	51.5	20.9	20.9	20.9	22.6	22.6	22.6
Volume/Cap:	0.64	0.43	0.43	0.33	0.64	0.64	0.53	0.53	0.64	0.64	0.64	0.64
Delay/Veh:	55.4	29.5	29.5	45.3	30.4	30.4	49.0	49.0	53.6	52.1	52.1	52.1
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:	55.4	29.5	29.5	45.3	30.4	30.4	49.0	49.0	53.6	52.1	52.1	52.1
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	8	9	9	4	14	14	6	6	8	9	9	9

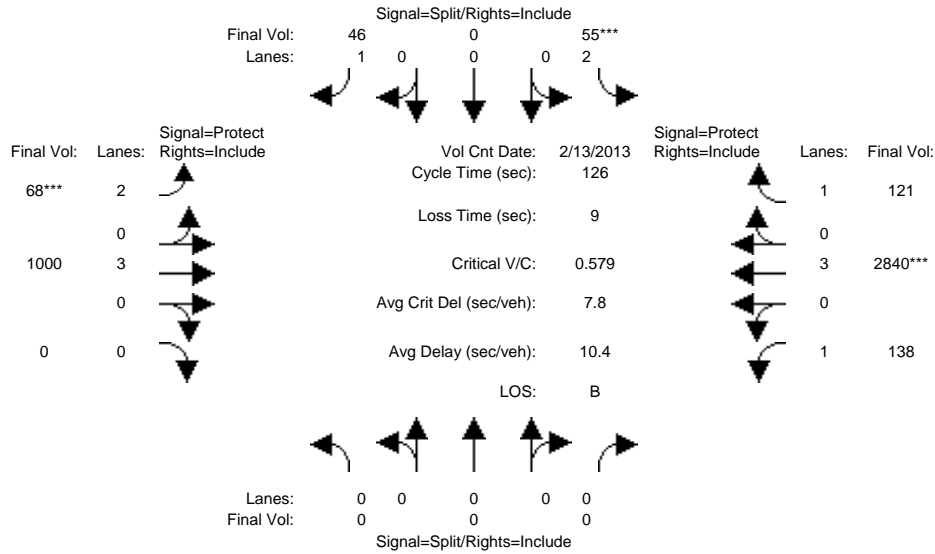
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3749: REDWOOD/STEVENS CREEK



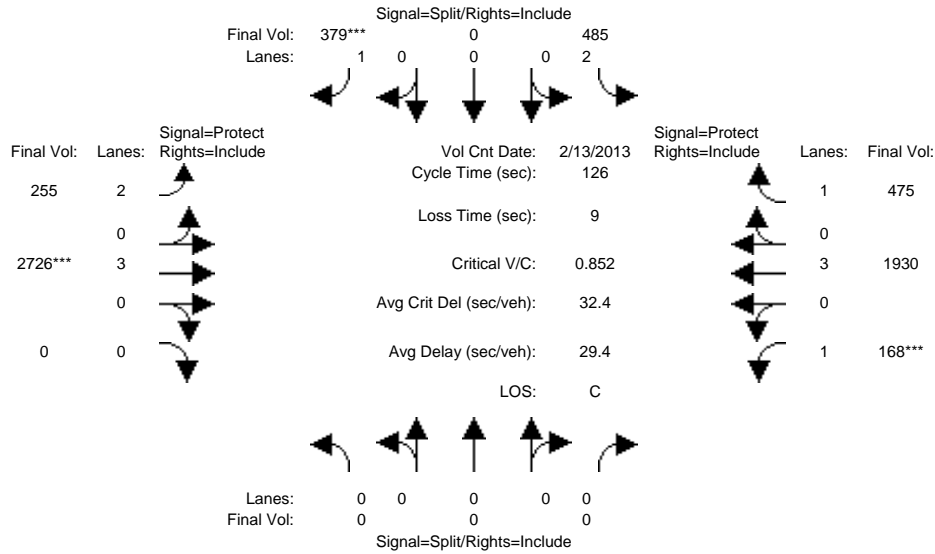
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	55	0	46	68	799	0	92	1922	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	46	68	799	0	92	1922	121
Added Vol:	0	0	0	0	0	0	0	2	0	46	16	0
ATI:	0	0	0	0	0	0	0	199	0	0	902	0
Initial Fut:	0	0	0	55	0	46	68	1000	0	138	2840	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	46	68	1000	0	138	2840	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	46	68	1000	0	138	2840	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	46	68	1000	0	138	2840	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.02	0.18	0.00	0.08	0.50	0.07
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	73.8	0.0	33.2	100	100.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.33	0.39	0.30	0.00	0.30	0.63	0.09
Delay/Veh:	0.0	0.0	0.0	54.8	0.0	56.2	58.9	13.2	0.0	37.5	5.6	2.9
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	54.8	0.0	56.2	58.9	13.2	0.0	37.5	5.6	2.9
LOS by Move:	A	A	A	D	A	E	E	B	A	D	A	A
HCM2kAvgQ:	0	0	0	1	0	2	2	6	0	5	15	1

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3749: REDWOOD/STEVENS CREEK



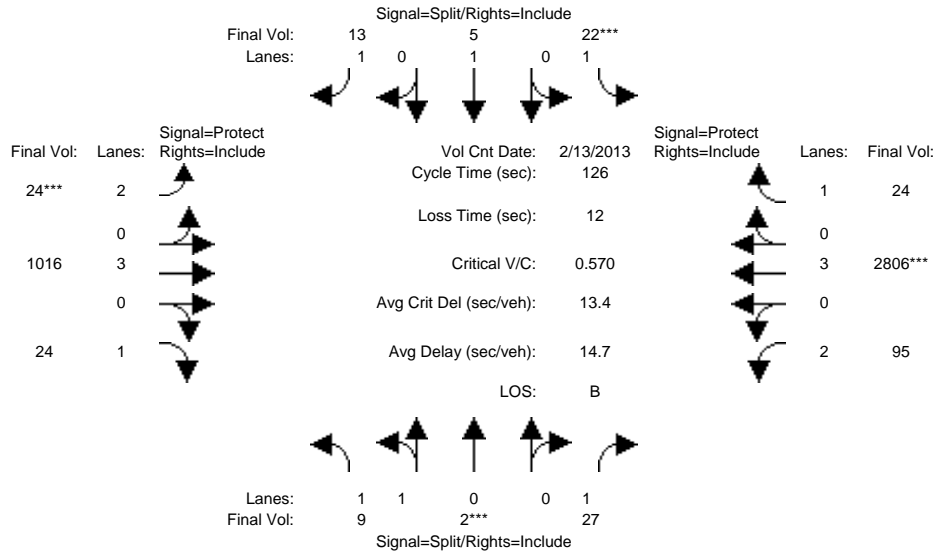
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	0	0	0	485	0	379	255	1875	0	155	1708	475
Growth Adj:	1.00	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	485	0	379	255	1875	0	155	1708	475
Added Vol:	0	0	0	0	0	0	0	14	0	13	6	0
ATI:	0	0	0	0	0	0	0	837	0	0	216	0
Initial Fut:	0	0	0	485	0	379	255	2726	0	168	1930	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	485	0	379	255	2726	0	168	1930	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	485	0	379	255	2726	0	168	1930	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	485	0	379	255	2726	0	168	1930	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.22	0.08	0.48	0.00	0.10	0.34	0.27
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	32.0	0.0	32.0	16.4	70.8	0.0	14.2	68.6	68.6
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.85	0.62	0.85	0.00	0.85	0.62	0.50
Delay/Veh:	0.0	0.0	0.0	42.7	0.0	59.3	54.8	25.6	0.0	83.0	20.2	18.4
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	42.7	0.0	59.3	54.8	25.6	0.0	83.0	20.2	18.4
LOS by Move:	A	A	A	D	A	E	D	C	A	F	C	B
HCM2kAvgQ:	0	0	0	10	0	18	5	29	0	9	17	12

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



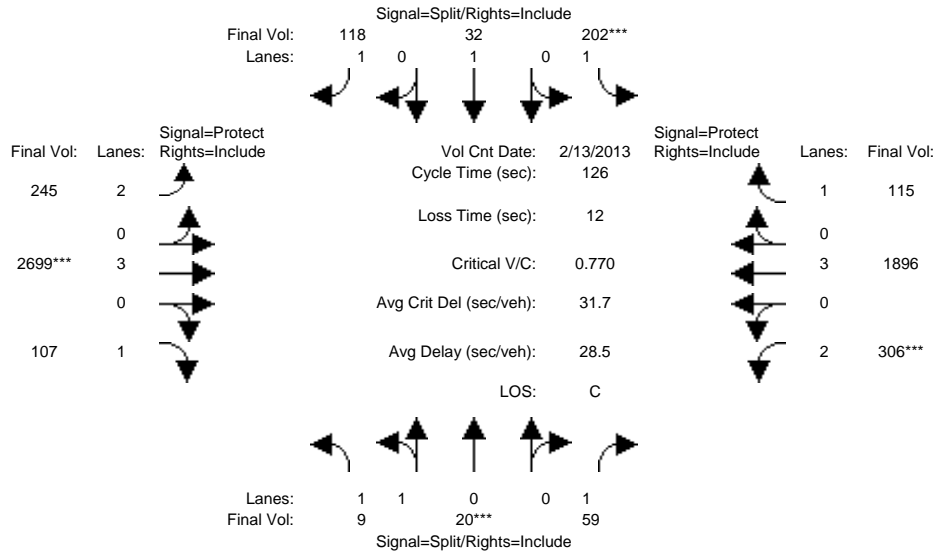
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	9	2	27	22	5	13	24	815	24	94	1889	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2	27	22	5	13	24	815	24	94	1889	24
Added Vol:	0	0	0	0	0	0	0	2	0	1	15	0
ATI:	0	0	0	0	0	0	0	199	0	0	902	0
Initial Fut:	9	2	27	22	5	13	24	1016	24	95	2806	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2	27	22	5	13	24	1016	24	95	2806	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2	27	22	5	13	24	1016	24	95	2806	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	2	27	22	5	13	24	1016	24	95	2806	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.64	0.36	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2904	645	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.18	0.01	0.03	0.49	0.01
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	71.7	71.7	22.3	87.0	87.0
Volume/Cap:	0.04	0.04	0.19	0.16	0.03	0.09	0.14	0.31	0.02	0.17	0.71	0.02
Delay/Veh:	53.6	53.6	54.9	54.6	53.6	54.1	57.0	14.3	11.9	44.1	12.5	6.1
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:	53.6	53.6	54.9	54.6	53.6	54.1	57.0	14.3	11.9	44.1	12.5	6.1
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	0	0	1	1	0	1	1	7	0	2	22	0

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 13 Feb 2013 <<											
Base Vol:	9	20	59	202	32	118	245	1848	106	304	1676	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	20	59	202	32	118	245	1848	106	304	1676	115
Added Vol:	0	0	0	0	0	0	0	14	1	2	4	0
ATI:	0	0	0	0	0	0	0	837	0	0	216	0
Initial Fut:	9	20	59	202	32	118	245	2699	107	306	1896	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	20	59	202	32	118	245	2699	107	306	1896	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	20	59	202	32	118	245	2699	107	306	1896	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	20	59	202	32	118	245	2699	107	306	1896	115

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

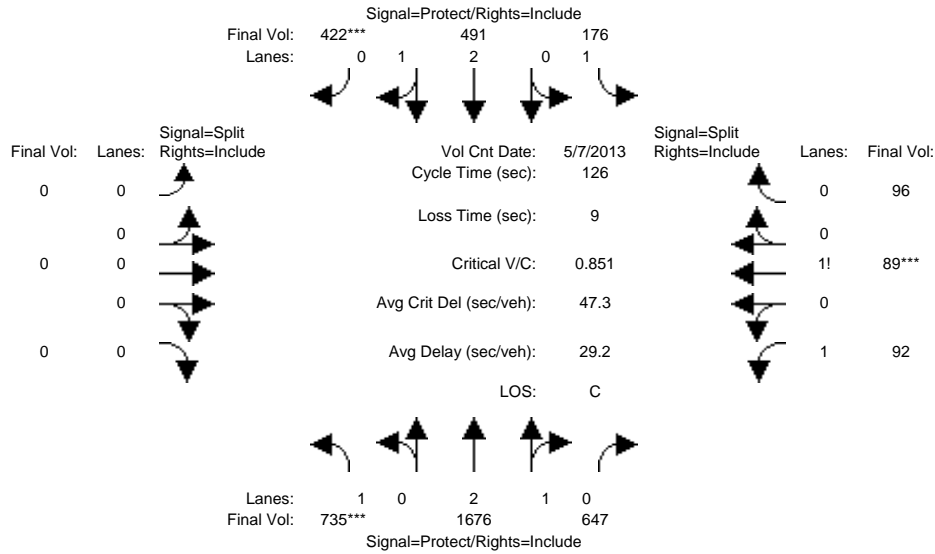
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.12	0.02	0.07	0.08	0.47	0.06	0.10	0.33	0.07
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	17.5	17.5	17.5	16.4	71.8	71.8	14.7	70.1	70.1
Volume/Cap:	0.06	0.13	0.42	0.83	0.12	0.49	0.60	0.83	0.11	0.83	0.60	0.12
Delay/Veh:	53.7	54.2	57.3	73.7	47.7	51.6	54.1	24.1	12.5	69.1	18.9	13.3
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:	53.7	54.2	57.3	73.7	47.7	51.6	54.1	24.1	12.5	69.1	18.9	13.3
LOS by Move:	D	D	E	E	D	D	D	C	B	E	B	B
HCM2kAvgQ:	0	1	3	11	1	5	5	26	2	7	16	2

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3829: TISCH/WINCHESTER



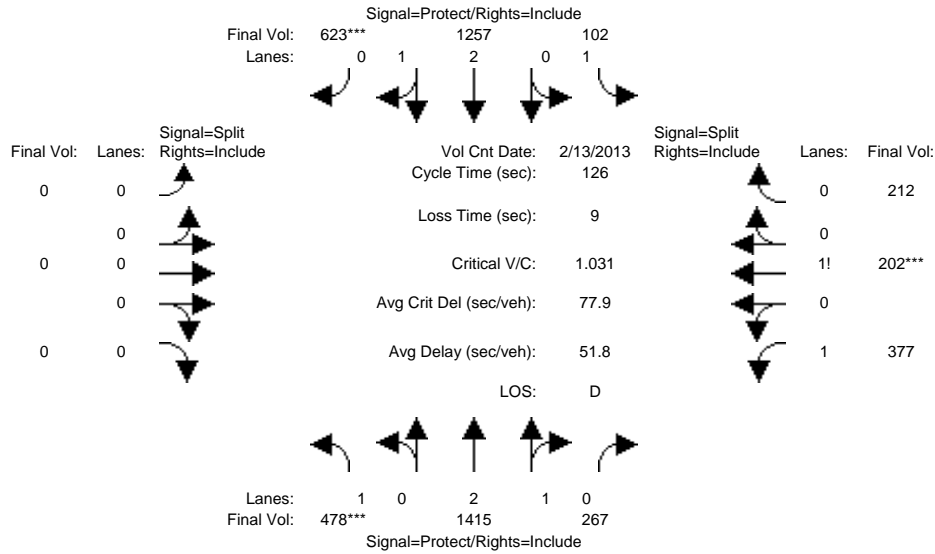
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2013 <<												
Base Vol:	708	1248	501	106	453	376	0	0	0	78	85	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	708	1248	501	106	453	376	0	0	0	78	85	89
Added Vol:	0	0	131	70	0	0	0	0	0	10	4	7
ATI:	27	428	15	0	38	46	0	0	0	4	0	0
Initial Fut:	735	1676	647	176	491	422	0	0	0	92	89	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	735	1676	647	176	491	422	0	0	0	92	89	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	735	1676	647	176	491	422	0	0	0	92	89	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	735	1676	647	176	491	422	0	0	0	92	89	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.13	0.87	1.00	2.00	1.00	0.00	0.00	0.00	1.21	0.38	0.41
Final Sat.:	1750	4038	1559	1750	3800	1750	0	0	0	2106	690	744
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.10	0.13	0.24	0.00	0.00	0.00	0.04	0.13	0.13
Crit Moves:	****					****					****	
Green Time:	62.2	78.8	78.8	19.1	35.7	35.7	0.0	0.0	0.0	19.1	19.1	19.1
Volume/Cap:	0.85	0.66	0.66	0.66	0.46	0.85	0.00	0.00	0.00	0.29	0.85	0.85
Delay/Veh:	35.9	15.6	15.6	56.6	37.3	49.3	0.0	0.0	0.0	47.6	70.8	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	15.6	15.6	56.6	37.3	49.3	0.0	0.0	0.0	47.6	70.8	70.8
LOS by Move:	D	B	B	E	D	D	A	A	A	D	E	E
HCM2kAvgQ:	26	18	18	8	8	19	0	0	0	3	12	12

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3829: TISCH/WINCHESTER



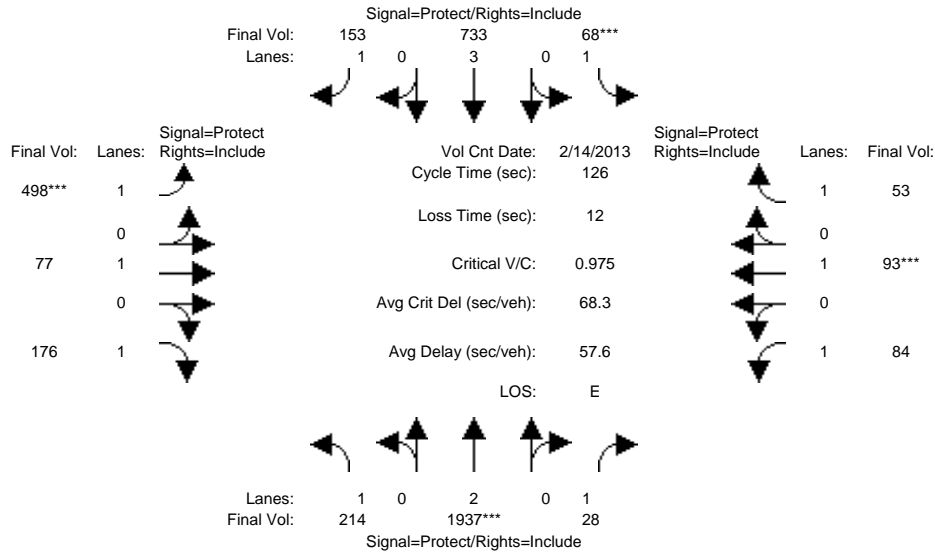
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Feb 2013 <<												
Base Vol:	463	1313	222	83	1022	460	0	0	0	290	150	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	1313	222	83	1022	460	0	0	0	290	150	147
Added Vol:	0	1	36	19	0	0	0	0	0	70	52	65
ATI:	15	101	9	0	235	163	0	0	0	17	0	0
Initial Fut:	478	1415	267	102	1257	623	0	0	0	377	202	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	478	1415	267	102	1257	623	0	0	0	377	202	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	1415	267	102	1257	623	0	0	0	377	202	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	478	1415	267	102	1257	623	0	0	0	377	202	212
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	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.51	0.49	1.00	2.00	1.00	0.00	0.00	0.00	1.32	0.33	0.35
Final Sat.:	1750	4710	889	1750	3799	1800	0	0	0	2308	598	628
Capacity Analysis Module:												
Vol/Sat:	0.27	0.30	0.30	0.06	0.33	0.35	0.00	0.00	0.00	0.16	0.34	0.34
Crit Moves:	****					****					****	
Green Time:	33.4	63.4	63.4	12.3	42.3	42.3	0.0	0.0	0.0	41.3	41.3	41.3
Volume/Cap:	1.03	0.60	0.60	0.60	0.99	1.03	0.00	0.00	0.00	0.50	1.03	1.03
Delay/Veh:	96.2	22.6	22.6	60.2	58.7	71.2	0.0	0.0	0.0	34.3	82.9	82.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.2	22.6	22.6	60.2	58.7	71.2	0.0	0.0	0.0	34.3	82.9	82.9
LOS by Move:	F	C	C	E	E	E	A	A	A	C	F	F
HCM2kAvgQ:	24	15	15	5	30	33	0	0	0	10	33	33

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #3836: WILLIAMS/WINCHESTER



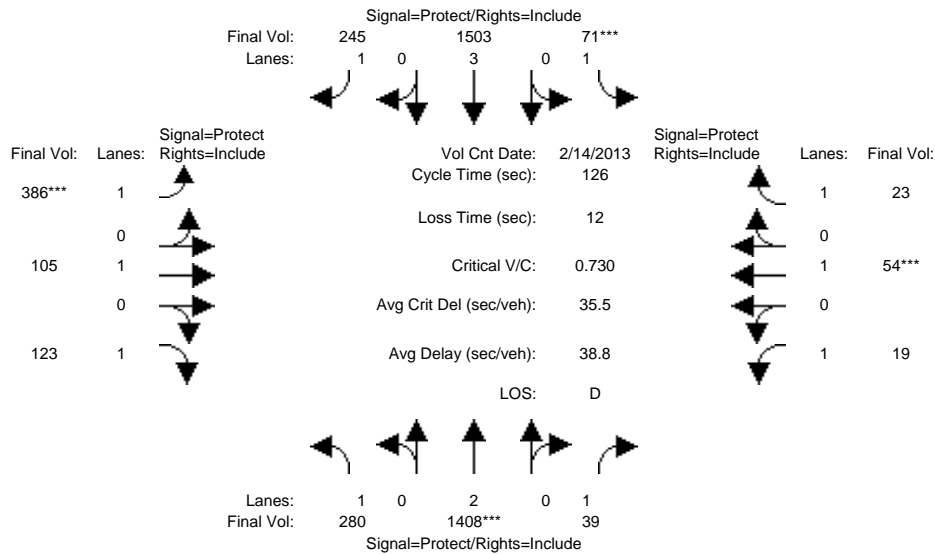
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	204	1792	28	67	695	146	367	62	160	84	89	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1792	28	67	695	146	367	62	160	84	89	42
Added Vol:	0	38	0	0	5	1	6	0	0	0	0	3
ATI:	10	107	0	1	33	6	125	15	16	0	4	8
Initial Fut:	214	1937	28	68	733	153	498	77	176	84	93	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1937	28	68	733	153	498	77	176	84	93	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1937	28	68	733	153	498	77	176	84	93	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	1937	28	68	733	153	498	77	176	84	93	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.51	0.02	0.04	0.13	0.09	0.28	0.04	0.10	0.05	0.05	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.8	62.2	62.2	7.0	35.5	35.5	34.8	28.8	28.8	15.9	10.0	10.0
Volume/Cap:	0.46	1.03	0.03	0.70	0.46	0.31	1.03	0.18	0.44	0.38	0.62	0.38
Delay/Veh:	39.2	61.3	16.4	78.7	37.5	36.0	95.0	39.2	42.4	51.6	63.6	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	61.3	16.4	78.7	37.5	36.0	95.0	39.2	42.4	51.6	63.6	56.8
LOS by Move:	D	E	B	E	D	D	F	D	D	D	E	E
HCM2kAvgQ:	7	45	1	4	8	5	28	2	6	4	5	2

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #3836: WILLIAMS/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2013 <<												
Base Vol:	239	1381	39	60	1360	207	320	96	109	19	37	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1381	39	60	1360	207	320	96	109	19	37	21
Added Vol:	0	11	0	3	35	5	2	0	0	0	0	1
ATI:	41	16	0	8	108	33	64	9	14	0	17	1
Initial Fut:	280	1408	39	71	1503	245	386	105	123	19	54	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1408	39	71	1503	245	386	105	123	19	54	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1408	39	71	1503	245	386	105	123	19	54	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	1408	39	71	1503	245	386	105	123	19	54	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.02	0.04	0.26	0.14	0.22	0.06	0.07	0.01	0.03	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.6	60.8	60.8	7.0	42.2	42.2	36.2	27.2	27.2	19.0	10.0	10.0
Volume/Cap:	0.79	0.77	0.05	0.73	0.79	0.42	0.77	0.26	0.33	0.07	0.36	0.17
Delay/Veh:	58.7	28.8	17.3	82.9	40.1	32.9	48.1	41.4	42.2	46.0	56.4	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	28.8	17.3	82.9	40.1	32.9	48.1	41.4	42.2	46.0	56.4	54.7
LOS by Move:	E	C	B	F	D	C	D	D	D	D	E	D
HCM2kAvgQ:	11	22	1	4	19	8	16	3	4	1	2	1

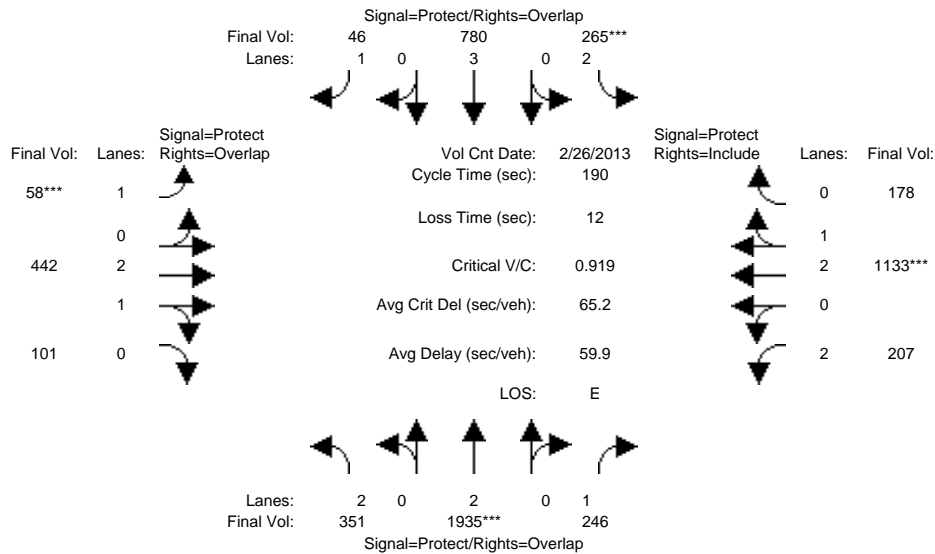
Note: Queue reported is the number of cars per lane.



Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #5405: SAN TOMAS/STEVENS CREEK



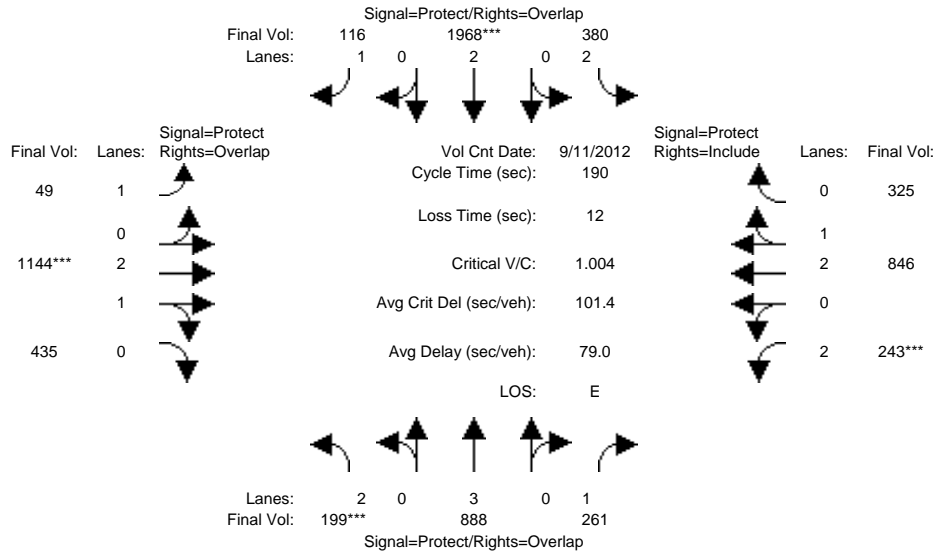
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2013 <<												
Base Vol:	341	2293	246	160	777	46	58	307	98	207	1111	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	2293	246	160	777	46	58	307	98	207	1111	158
Added Vol:	0	0	0	26	0	0	0	34	0	0	4	3
ATI:	10	10	0	79	3	0	0	101	3	0	18	17
Initial Fut:	351	2303	246	265	780	46	58	442	101	207	1133	178
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	1935	246	265	780	46	58	442	101	207	1133	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	1935	246	265	780	46	58	442	101	207	1133	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	351	1935	246	265	780	46	58	442	101	207	1133	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.42	0.58	2.00	2.58	0.42
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	4557	1041	3150	4839	760
Capacity Analysis Module:												
Vol/Sat:	0.11	0.51	0.14	0.08	0.14	0.03	0.03	0.10	0.10	0.07	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	55.0	105	127.6	17.4	67.6	74.6	7.0	33.0	88.0	22.4	48.4	48.4
Volume/Cap:	0.38	0.92	0.21	0.92	0.38	0.07	0.90	0.56	0.21	0.56	0.92	0.92
Delay/Veh:	54.2	45.6	12.0	118.2	45.8	36.0	168.5	72.5	30.3	81.0	78.8	78.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	45.6	12.0	118.2	45.8	36.0	168.5	72.5	30.3	81.0	78.8	78.8
LOS by Move:	D	D	B	F	D	D	F	E	C	F	E	E
HCM2kAvgQ:	9	49	5	10	11	2	4	10	6	7	28	28

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #5405: SAN TOMAS/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	91	10	14	104	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Sep 2012 <<

Base Vol:	193	882	261	355	2449	116	49	1114	424	243	721	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	882	261	355	2449	116	49	1114	424	243	721	229
Added Vol:	0	0	0	7	0	0	0	10	0	0	32	24
ATI:	6	6	0	18	11	0	0	20	11	0	93	72
Initial Fut:	199	888	261	380	2460	116	49	1144	435	243	846	325
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	888	261	380	1968	116	49	1144	435	243	846	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	888	261	380	1968	116	49	1144	435	243	846	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	199	888	261	380	1968	116	49	1144	435	243	846	325

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.14	0.86	2.00	2.14	0.86
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	4055	1542	3150	4044	1553

Capacity Analysis Module:

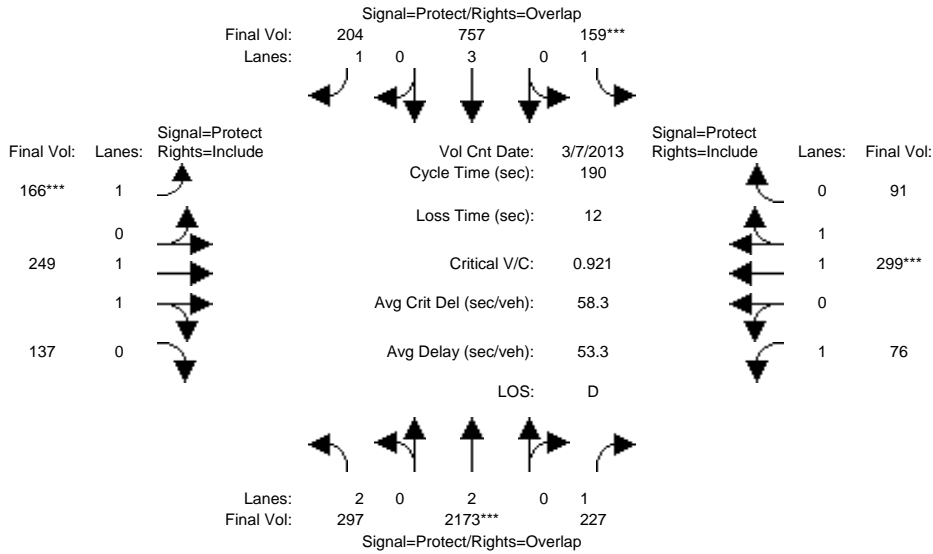
Vol/Sat:	0.06	0.16	0.15	0.12	0.52	0.07	0.03	0.28	0.28	0.08	0.21	0.21
Crit Moves:	****				****			****		****		
Green Time:	14.0	94.3	108.3	23.7	104	119.6	15.6	46.0	60.0	14.0	44.4	44.4
Volume/Cap:	0.86	0.31	0.26	0.97	0.95	0.11	0.34	1.17	0.89	1.05	0.90	0.90
Delay/Veh:	112.7	28.6	20.8	119.0	50.2	14.0	83.7	155	68.2	159.9	78.9	78.9
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:	112.7	28.6	20.8	119.0	50.2	14.0	83.7	155	68.2	159.9	78.9	78.9
LOS by Move:	F	C	C	F	D	B	F	F	E	F	E	E
HCM2kAvgQ:	7	10	8	13	50	3	3	40	31	12	26	26

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #5406: SAN TOMAS/MOORPARK



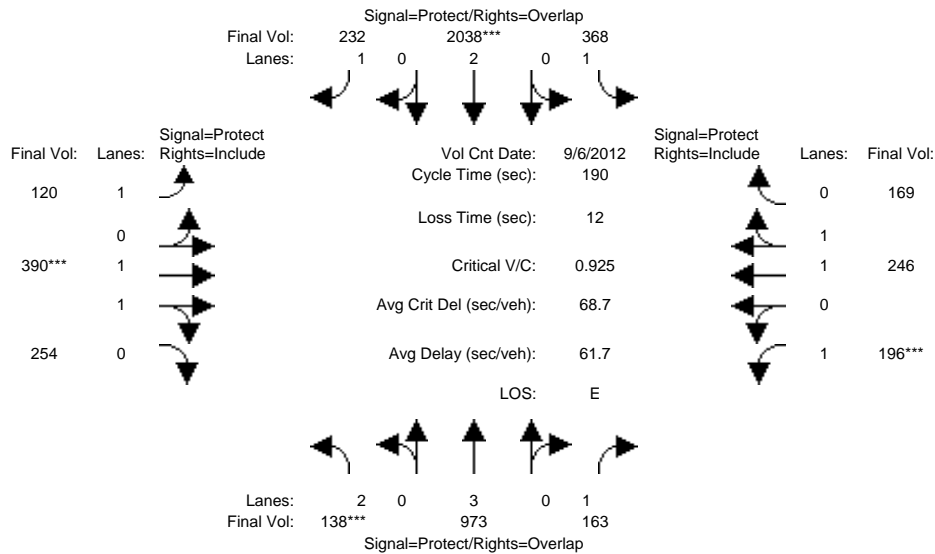
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2013 <<												
Base Vol:	285	2568	161	159	752	204	166	227	134	67	296	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	2568	161	159	752	204	166	227	134	67	296	91
Added Vol:	0	0	17	0	0	0	0	6	0	2	1	0
ATI:	12	19	49	0	5	0	0	16	3	7	2	0
Initial Fut:	297	2587	227	159	757	204	166	249	137	76	299	91
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	2173	227	159	757	204	166	249	137	76	299	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	2173	227	159	757	204	166	249	137	76	299	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
Final Volume:	297	2173	227	159	757	204	166	249	137	76	299	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.27	0.73	1.00	1.52	0.48
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	2386	1313	1750	2836	863
Capacity Analysis Module:												
Vol/Sat:	0.09	0.57	0.13	0.09	0.13	0.12	0.09	0.10	0.10	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	56.8	118	130.1	18.7	79.9	99.5	19.6	29.2	29.2	12.1	21.7	21.7
Volume/Cap:	0.32	0.92	0.19	0.92	0.32	0.22	0.92	0.68	0.68	0.68	0.92	0.92
Delay/Veh:	51.8	38.5	10.9	131.1	36.8	24.5	129.4	79.3	79.3	102.7	109	108.6
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:	51.8	38.5	10.9	131.1	36.8	24.5	129.4	79.3	79.3	102.7	109	108.6
LOS by Move:	D	D	B	F	D	C	F	E	E	F	F	F
HCM2kAvgQ:	8	59	5	11	9	7	13	12	12	6	15	15

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #5406: SAN TOMAS/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	71	10	14	111	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Sep 2012 <<											
Base Vol:	131	961	151	368	2525	232	120	386	241	135	226	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	961	151	368	2525	232	120	386	241	135	226	169
Added Vol:	0	0	5	0	0	0	0	2	0	16	5	0
ATI:	7	12	7	0	22	0	0	2	13	45	15	0
Initial Fut:	138	973	163	368	2547	232	120	390	254	196	246	169
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	973	163	368	2038	232	120	390	254	196	246	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	973	163	368	2038	232	120	390	254	196	246	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	973	163	368	2038	232	120	390	254	196	246	169

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	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.16	0.84
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	2240	1459	1750	2192	1506

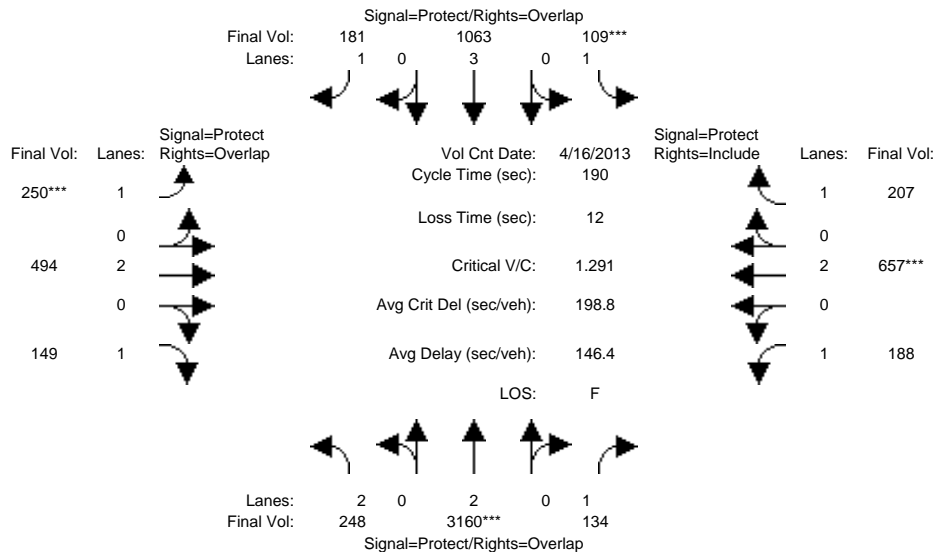
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.09	0.21	0.54	0.13	0.07	0.17	0.17	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	14.0	80.0	100.7	45.0	111	132.0	21.0	32.3	32.3	20.7	32.0	32.0
Volume/Cap:	0.59	0.41	0.18	0.89	0.92	0.19	0.62	1.03	1.03	1.03	0.67	0.67
Delay/Veh:	89.4	38.5	23.2	90.2	42.1	10.3	86.7	122	121.5	156.6	76.8	76.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	38.5	23.2	90.2	42.1	10.3	86.7	122	121.5	156.6	76.8	76.8
LOS by Move:	F	D	C	F	D	B	F	F	F	F	E	E
HCM2kAvgQ:	5	13	5	21	51	5	8	24	24	17	13	13

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



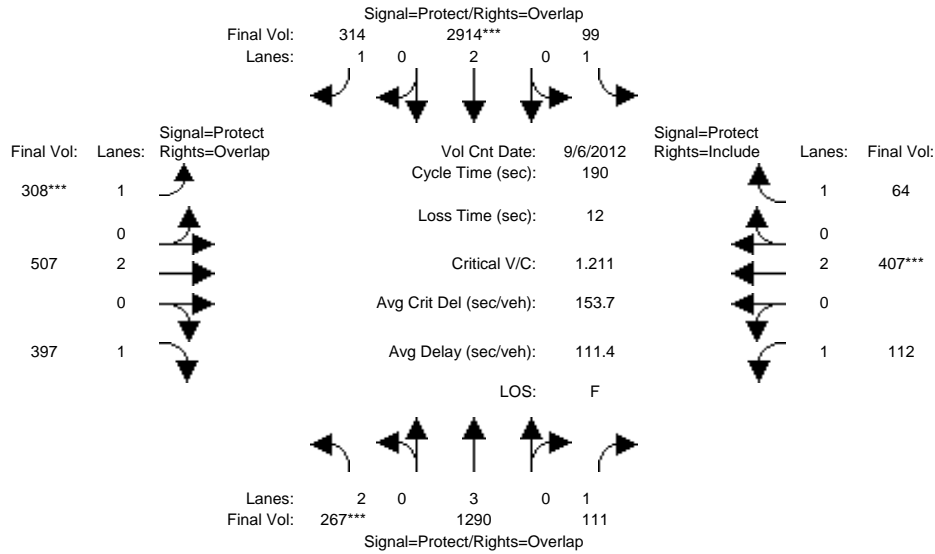
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2013 <<												
Base Vol:	246	3693	132	109	989	181	250	494	137	176	657	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	3693	132	109	989	181	250	494	137	176	657	207
Added Vol:	0	1	0	0	17	0	0	0	3	3	0	0
ATI:	2	24	2	0	57	0	0	0	9	9	0	0
Initial Fut:	248	3718	134	109	1063	181	250	494	149	188	657	207
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	3160	134	109	1063	181	250	494	149	188	657	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	3160	134	109	1063	181	250	494	149	188	657	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	3160	134	109	1063	181	250	494	149	188	657	207
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	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.83	0.08	0.06	0.19	0.10	0.14	0.13	0.09	0.11	0.17	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.3	119	139.3	14.0	116	136.0	20.4	24.7	42.0	20.4	24.7	24.7
Volume/Cap:	0.87	1.33	0.10	0.85	0.31	0.14	1.33	1.00	0.39	1.00	1.33	0.91
Delay/Veh:	108.1	187	7.4	124.3	18.0	8.6	264.8	123	63.6	150.3	244	117.6
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:	108.1	187	7.4	124.3	18.0	8.6	264.8	123	63.6	150.3	244	117.6
LOS by Move:	F	F	A	F	B	A	F	F	E	F	F	F
HCM2kAvgQ:	8	133	2	9	9	3	26	19	9	16	31	16

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Sep 2012	<<							
Base Vol:	256	1219	100	99	3613	314	308	507	394	109	407	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	1219	100	99	3613	314	308	507	394	109	407	64
Added Vol:	3	16	3	0	4	0	0	0	1	1	0	0
ATI:	8	55	8	0	26	0	0	0	2	2	0	0
Initial Fut:	267	1290	111	99	3643	314	308	507	397	112	407	64
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	1290	111	99	2914	314	308	507	397	112	407	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1290	111	99	2914	314	308	507	397	112	407	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	267	1290	111	99	2914	314	308	507	397	112	407	64

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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

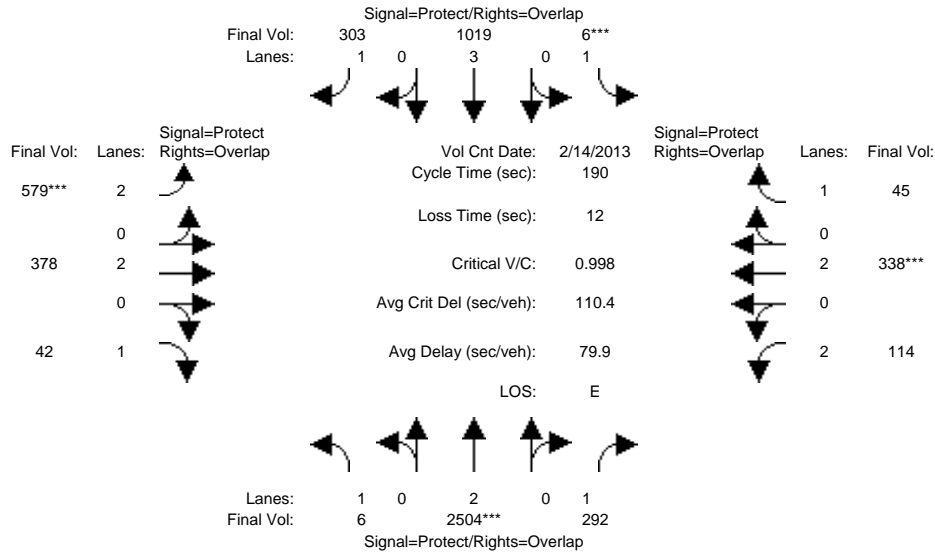
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.06	0.06	0.77	0.18	0.18	0.13	0.23	0.06	0.11	0.04
Crit Moves:	****				****		****				****	
Green Time:	14.0	118	133.0	15.9	120	147.3	27.5	29.1	43.1	15.1	16.7	16.7
Volume/Cap:	1.15	0.36	0.09	0.68	1.22	0.23	1.22	0.87	1.00	0.81	1.22	0.42
Delay/Veh:	193.7	25.5	15.1	96.6	137	5.9	209.1	92.0	118.5	114.0	208	83.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	193.7	25.5	15.1	96.6	137	5.9	209.1	92.0	118.5	114.0	208	83.8
LOS by Move:	F	C	B	F	F	A	F	F	F	F	F	F
HCM2kAvgQ:	13	16	4	7	114	5	29	17	30	9	19	4

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (AM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	104	10	14	100	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 14 Feb 2013 <<											
Base Vol:	6	2916	292	6	911	303	579	378	42	114	338	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2916	292	6	911	303	579	378	42	114	338	45
Added Vol:	0	3	0	0	26	0	0	0	0	0	0	0
ATI:	0	27	0	0	82	0	0	0	0	0	0	0
Initial Fut:	6	2946	292	6	1019	303	579	378	42	114	338	45
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2504	292	6	1019	303	579	378	42	114	338	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2504	292	6	1019	303	579	378	42	114	338	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	2504	292	6	1019	303	579	378	42	114	338	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750

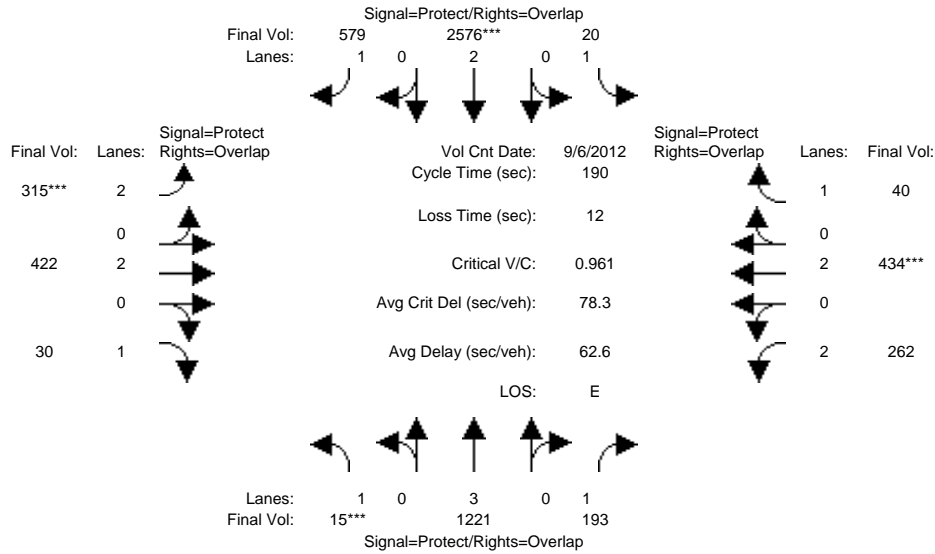
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.17	0.00	0.18	0.17	0.18	0.10	0.02	0.04	0.09	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.0	116	136.4	14.0	114	146.4	32.4	27.6	43.5	20.4	15.7	29.7
Volume/Cap:	0.04	1.08	0.23	0.05	0.30	0.22	1.08	0.69	0.10	0.34	1.08	0.16
Delay/Veh:	80.1	96.7	15.7	81.9	18.5	6.1	140.9	80.7	57.9	79.1	161	69.7
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:	80.1	96.7	15.7	81.9	18.5	6.1	140.9	80.7	57.9	79.1	161	69.7
LOS by Move:	F	F	B	F	B	A	F	F	E	E	F	E
HCM2kAvgQ:	0	81	10	0	9	5	25	11	2	4	12	3

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 and 17 Development

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative (PM)

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	107	10	14	109	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Sep 2012 <<

Base Vol:	15	1119	193	20	3184	579	315	422	30	262	434	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:	15	1119	193	20	3184	579	315	422	30	262	434	40
Added Vol:	0	24	0	0	7	0	0	0	0	0	0	0
ATI:	0	78	0	0	29	0	0	0	0	0	0	0
Initial Fut:	15	1221	193	20	3220	579	315	422	30	262	434	40
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1221	193	20	2576	579	315	422	30	262	434	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1221	193	20	2576	579	315	422	30	262	434	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1221	193	20	2576	579	315	422	30	262	434	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.01	0.21	0.11	0.01	0.68	0.33	0.10	0.11	0.02	0.08	0.11	0.02
Crit Moves:	****			****			****			****		
Green Time:	14.0	123	139.4	16.0	125	143.0	18.4	22.5	36.5	16.9	21.0	37.0
Volume/Cap:	0.12	0.33	0.15	0.14	1.03	0.44	1.03	0.94	0.09	0.94	1.03	0.12
Delay/Veh:	82.6	22.8	13.5	81.0	60.1	8.9	146.3	110	63.2	123.3	137	63.2
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:	82.6	22.8	13.5	81.0	60.1	8.9	146.3	110	63.2	123.3	137	63.2
LOS by Move:	F	C	B	F	E	A	F	F	E	F	F	E
HCM2kAvgQ:	1	15	6	1	76	12	13	13	2	10	15	2

Note: Queue reported is the number of cars per lane.



## **Appendix D**

### **Vehicle Queuing Calculations**

Winchester/ Stevens Creek  
 NBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 2.9  
 Percentile = 0.95 6

Winchester/ Stevens Creek  
 NBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 3.0  
 Percentile = 0.95 6

Winchester/ Stevens Creek  
 NBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 3.6  
 Percentile = 0.95 7

Winchester/ Stevens Creek  
 NBL  
 AM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 3.7  
 Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0538	0.0538	0
0.1572	0.2110	1
0.2297	0.4408	2
0.2238	0.6646	3
0.1635	0.8281	4
0.0956	0.9237	5
0.0466	0.9702	6
0.0194	0.9897	7
0.0071	0.9968	8
0.0023	0.9991	9
0.0007	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0476	0.0476	0
0.1449	0.1925	1
0.2207	0.4132	2
0.2240	0.6372	3
0.1705	0.8076	4
0.1038	0.9115	5
0.0527	0.9642	6
0.0229	0.9871	7
0.0087	0.9958	8
0.0030	0.9988	9
0.0009	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0263	0.0263	0
0.0956	0.1218	1
0.1739	0.2957	2
0.2110	0.5067	3
0.1920	0.6988	4
0.1398	0.8386	5
0.0848	0.9234	6
0.0441	0.9675	7
0.0201	0.9875	8
0.0081	0.9957	9
0.0030	0.9986	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0236	0.0236	0
0.0885	0.1122	1
0.1657	0.2779	2
0.2069	0.4848	3
0.1937	0.6785	4
0.1451	0.8236	5
0.0906	0.9142	6
0.0485	0.9626	7
0.0227	0.9853	8
0.0094	0.9947	9
0.0035	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Stevens Creek  
 NBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 5.3  
 Percentile = 0.95 9

Winchester/ Stevens Creek  
 NBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 6.5  
 Percentile = 0.95 11

Winchester/ Stevens Creek  
 NBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 6.8  
 Percentile = 0.95 11

Winchester/ Stevens Creek  
 NBL  
 PM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 7.9  
 Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0052	0.0052	0
0.0275	0.0328	1
0.0723	0.1051	2
0.1266	0.2317	3
0.1661	0.3978	4
0.1744	0.5722	5
0.1526	0.7248	6
0.1145	0.8392	7
0.0751	0.9144	8
0.0438	0.9582	9
0.0230	0.9812	10
0.0110	0.9922	11
0.0048	0.9970	12
0.0019	0.9989	13
0.0007	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0098	0.0113	1
0.0319	0.0432	2
0.0690	0.1122	3
0.1121	0.2243	4
0.1456	0.3698	5
0.1575	0.5274	6
0.1462	0.6736	7
0.1187	0.7922	8
0.0856	0.8779	9
0.0556	0.9335	10
0.0328	0.9663	11
0.0178	0.9841	12
0.0089	0.9929	13
0.0041	0.9971	14
0.0018	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0075	0.0086	1
0.0256	0.0343	2
0.0582	0.0925	3
0.0990	0.1915	4
0.1347	0.3262	5
0.1528	0.4791	6
0.1486	0.6277	7
0.1264	0.7541	8
0.0956	0.8497	9
0.0651	0.9147	10
0.0402	0.9550	11
0.0228	0.9778	12
0.0119	0.9897	13
0.0058	0.9955	14
0.0026	0.9982	15
0.0011	0.9993	16
0.0004	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0029	0.0033	1
0.0116	0.0149	2
0.0306	0.0455	3
0.0603	0.1058	4
0.0953	0.2011	5
0.1253	0.3264	6
0.1414	0.4678	7
0.1395	0.6073	8
0.1224	0.7296	9
0.0966	0.8262	10
0.0693	0.8955	11
0.0456	0.9411	12
0.0277	0.9688	13
0.0156	0.9845	14
0.0082	0.9927	15
0.0041	0.9967	16
0.0019	0.9986	17
0.0008	0.9994	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Stevens Creek  
WBL  
AM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 4.9  
Percentile = 0.95 9

Winchester/ Stevens Creek  
WBL  
AM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 5.9  
Percentile = 0.95 10

Winchester/ Stevens Creek  
WBL  
AM  
Background Conditions  
Avg. Queue Per Lane in Veh= 6.2  
Percentile = 0.95 11

Winchester/ Stevens Creek  
WBL  
AM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 7.2  
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0077	0.0077	0
0.0375	0.0452	1
0.0913	0.1365	2
0.1480	0.2845	3
0.1800	0.4645	4
0.1751	0.6396	5
0.1420	0.7816	6
0.0987	0.8803	7
0.0600	0.9404	8
0.0324	0.9728	9
0.0158	0.9886	10
0.0070	0.9956	11
0.0028	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0028	0.0028	0
0.0167	0.0195	1
0.0489	0.0684	2
0.0955	0.1639	3
0.1400	0.3039	4
0.1641	0.4680	5
0.1604	0.6284	6
0.1343	0.7627	7
0.0984	0.8611	8
0.0641	0.9252	9
0.0376	0.9628	10
0.0200	0.9828	11
0.0098	0.9926	12
0.0044	0.9970	13
0.0018	0.9989	14
0.0007	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0020	0.0020	0
0.0126	0.0147	1
0.0391	0.0538	2
0.0808	0.1346	3
0.1252	0.2598	4
0.1551	0.4149	5
0.1601	0.5750	6
0.1417	0.7167	7
0.1097	0.8265	8
0.0755	0.9020	9
0.0468	0.9488	10
0.0264	0.9751	11
0.0136	0.9888	12
0.0065	0.9952	13
0.0029	0.9981	14
0.0012	0.9993	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0056	0.0064	1
0.0200	0.0263	2
0.0476	0.0739	3
0.0852	0.1591	4
0.1219	0.2810	5
0.1455	0.4265	6
0.1487	0.5753	7
0.1331	0.7083	8
0.1058	0.8142	9
0.0758	0.8899	10
0.0493	0.9392	11
0.0294	0.9686	12
0.0162	0.9848	13
0.0083	0.9931	14
0.0039	0.9970	15
0.0018	0.9988	16
0.0007	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester/ Stevens Creek  
WBL  
PM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 9.4  
Percentile = 0.95 15

Winchester/ Stevens Creek  
WBL  
PM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 11.2  
Percentile = 0.95 17

Winchester/ Stevens Creek  
WBL  
PM  
Background Conditions  
Avg. Queue Per Lane in Veh= 12.2  
Percentile = 0.95 18

Winchester/ Stevens Creek  
WBL  
PM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 14.0  
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0008	0.0009	1
0.0037	0.0046	2
0.0117	0.0163	3
0.0273	0.0436	4
0.0513	0.0949	5
0.0801	0.1749	6
0.1072	0.2821	7
0.1256	0.4077	8
0.1308	0.5385	9
0.1226	0.6611	10
0.1044	0.7655	11
0.0816	0.8470	12
0.0588	0.9058	13
0.0394	0.9452	14
0.0246	0.9698	15
0.0144	0.9842	16
0.0079	0.9921	17
0.0041	0.9963	18
0.0020	0.9983	19
0.0010	0.9993	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0010	2
0.0032	0.0042	3
0.0090	0.0132	4
0.0201	0.0333	5
0.0375	0.0708	6
0.0600	0.1307	7
0.0840	0.2147	8
0.1045	0.3192	9
0.1170	0.4362	10
0.1192	0.5554	11
0.1112	0.6666	12
0.0958	0.7624	13
0.0767	0.8391	14
0.0572	0.8963	15
0.0401	0.9364	16
0.0264	0.9628	17
0.0164	0.9792	18
0.0097	0.9889	19
0.0054	0.9943	20
0.0029	0.9972	21
0.0015	0.9987	22
0.0007	0.9994	23
0.0003	0.9997	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0016	0.0020	3
0.0048	0.0068	4
0.0116	0.0185	5
0.0236	0.0421	6
0.0410	0.0830	7
0.0622	0.1453	8
0.0840	0.2293	9
0.1021	0.3314	10
0.1128	0.4442	11
0.1143	0.5585	12
0.1068	0.6653	13
0.0927	0.7580	14
0.0751	0.8331	15
0.0571	0.8902	16
0.0408	0.9310	17
0.0275	0.9585	18
0.0176	0.9761	19
0.0107	0.9868	20
0.0062	0.9930	21
0.0034	0.9965	22
0.0018	0.9983	23
0.0009	0.9992	24
0.0004	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0005	3
0.0013	0.0018	4
0.0038	0.0056	5
0.0088	0.0144	6
0.0176	0.0320	7
0.0307	0.0626	8
0.0477	0.1103	9
0.0667	0.1770	10
0.0847	0.2617	11
0.0987	0.3604	12
0.1061	0.4665	13
0.1060	0.5725	14
0.0988	0.6713	15
0.0863	0.7576	16
0.0710	0.8286	17
0.0551	0.8837	18
0.0406	0.9243	19
0.0284	0.9526	20
0.0189	0.9715	21
0.0120	0.9835	22
0.0073	0.9908	23
0.0042	0.9951	24
0.0024	0.9974	25
0.0013	0.9987	26
0.0007	0.9994	27
0.0003	0.9997	28
0.0002	0.9999	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Santana Row/ Stevens Creek  
WBL  
AM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 2.3  
Percentile = 0.95 5

Santana Row/ Stevens Creek  
WBL  
AM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 1.7  
Percentile = 0.95 4

Santana Row/ Stevens Creek  
WBL  
AM  
Background Conditions  
Avg. Queue Per Lane in Veh= 2.3  
Percentile = 0.95 5

Santana Row/ Stevens Creek  
WBL  
AM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 1.7  
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0958	0.0958	0
0.2248	0.3206	1
0.2635	0.5841	2
0.2060	0.7901	3
0.1208	0.9109	4
0.0566	0.9675	5
0.0221	0.9897	6
0.0074	0.9971	7
0.0022	0.9993	8
0.0006	0.9998	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1897	0.1897	0
0.3153	0.5050	1
0.2621	0.7671	2
0.1453	0.9123	3
0.0604	0.9727	4
0.0201	0.9928	5
0.0056	0.9983	6
0.0013	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0958	0.0958	0
0.2248	0.3206	1
0.2635	0.5841	2
0.2060	0.7901	3
0.1208	0.9109	4
0.0566	0.9675	5
0.0221	0.9897	6
0.0074	0.9971	7
0.0022	0.9993	8
0.0006	0.9998	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1897	0.1897	0
0.3153	0.5050	1
0.2621	0.7671	2
0.1453	0.9123	3
0.0604	0.9727	4
0.0201	0.9928	5
0.0056	0.9983	6
0.0013	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Santana Row/ Stevens Creek  
WBL  
PM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 6.9  
Percentile = 0.95 11

Santana Row/ Stevens Creek  
WBL  
PM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 5.4  
Percentile = 0.95 9

Santana Row/ Stevens Creek  
WBL  
PM  
Background Conditions  
Avg. Queue Per Lane in Veh= 6.9  
Percentile = 0.95 11

Santana Row/ Stevens Creek  
WBL  
PM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 5.4  
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0070	0.0080	1
0.0241	0.0321	2
0.0553	0.0874	3
0.0954	0.1828	4
0.1315	0.3143	5
0.1512	0.4655	6
0.1489	0.6144	7
0.1283	0.7427	8
0.0983	0.8410	9
0.0678	0.9088	10
0.0425	0.9513	11
0.0244	0.9757	12
0.0129	0.9886	13
0.0064	0.9950	14
0.0029	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0047	0.0047	0
0.0253	0.0300	1
0.0677	0.0978	2
0.1209	0.2187	3
0.1619	0.3806	4
0.1734	0.5539	5
0.1547	0.7087	6
0.1184	0.8270	7
0.0792	0.9063	8
0.0471	0.9534	9
0.0252	0.9786	10
0.0123	0.9909	11
0.0055	0.9964	12
0.0023	0.9987	13
0.0009	0.9995	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0070	0.0080	1
0.0241	0.0321	2
0.0553	0.0874	3
0.0954	0.1828	4
0.1315	0.3143	5
0.1512	0.4655	6
0.1489	0.6144	7
0.1283	0.7427	8
0.0983	0.8410	9
0.0678	0.9088	10
0.0425	0.9513	11
0.0244	0.9757	12
0.0129	0.9886	13
0.0064	0.9950	14
0.0029	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0047	0.0047	0
0.0253	0.0300	1
0.0677	0.0978	2
0.1209	0.2187	3
0.1619	0.3806	4
0.1734	0.5539	5
0.1547	0.7087	6
0.1184	0.8270	7
0.0792	0.9063	8
0.0471	0.9534	9
0.0252	0.9786	10
0.0123	0.9909	11
0.0055	0.9964	12
0.0023	0.9987	13
0.0009	0.9995	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Redwood/ Stevens Creek  
WBL  
AM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 1.8  
Percentile = 0.95 4

Redwood/ Stevens Creek  
WBL  
AM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 3.7  
Percentile = 0.95 7

Redwood/ Stevens Creek  
WBL  
AM  
Background Conditions  
Avg. Queue Per Lane in Veh= 3.2  
Percentile = 0.95 6

Redwood/ Stevens Creek  
WBL  
AM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 4.8  
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1620	0.1620	0
0.2949	0.4569	1
0.2683	0.7253	2
0.1628	0.8881	3
0.0741	0.9621	4
0.0270	0.9891	5
0.0082	0.9973	6
0.0021	0.9994	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0253	0.0253	0
0.0932	0.1185	1
0.1712	0.2897	2
0.2097	0.4994	3
0.1927	0.6920	4
0.1416	0.8336	5
0.0867	0.9204	6
0.0455	0.9659	7
0.0209	0.9868	8
0.0085	0.9954	9
0.0031	0.9985	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0400	0.0400	0
0.1287	0.1686	1
0.2071	0.3757	2
0.2223	0.5981	3
0.1790	0.7770	4
0.1153	0.8923	5
0.0619	0.9542	6
0.0285	0.9826	7
0.0115	0.9941	8
0.0041	0.9982	9
0.0013	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0080	0.0080	0
0.0386	0.0466	1
0.0932	0.1397	2
0.1500	0.2897	3
0.1811	0.4708	4
0.1749	0.6458	5
0.1408	0.7866	6
0.0972	0.8838	7
0.0587	0.9424	8
0.0315	0.9739	9
0.0152	0.9891	10
0.0067	0.9958	11
0.0027	0.9985	12
0.0010	0.9995	13
0.0003	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45



Redwood/ Stevens Creek  
WBL  
PM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 2.9  
Percentile = 0.95 6

Redwood/ Stevens Creek  
WBL  
PM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 3.4  
Percentile = 0.95 7

Redwood/ Stevens Creek  
WBL  
PM  
Background Conditions  
Avg. Queue Per Lane in Veh= 5.4  
Percentile = 0.95 9

Redwood/ Stevens Creek  
WBL  
PM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 5.9  
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0529	0.0529	0
0.1554	0.2083	1
0.2285	0.4368	2
0.2239	0.6607	3
0.1646	0.8252	4
0.0968	0.9220	5
0.0474	0.9694	6
0.0199	0.9893	7
0.0073	0.9967	8
0.0024	0.9991	9
0.0007	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0324	0.0324	0
0.1111	0.1435	1
0.1905	0.3340	2
0.2178	0.5518	3
0.1868	0.7386	4
0.1281	0.8667	5
0.0732	0.9400	6
0.0359	0.9759	7
0.0154	0.9913	8
0.0059	0.9971	9
0.0020	0.9991	10
0.0006	0.9998	11
0.0002	0.9999	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0044	0.0044	0
0.0239	0.0283	1
0.0648	0.0931	2
0.1172	0.2103	3
0.1590	0.3693	4
0.1725	0.5418	5
0.1560	0.6978	6
0.1209	0.8186	7
0.0820	0.9006	8
0.0494	0.9500	9
0.0268	0.9768	10
0.0132	0.9900	11
0.0060	0.9960	12
0.0025	0.9985	13
0.0010	0.9995	14
0.0003	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0028	0.0028	0
0.0164	0.0192	1
0.0483	0.0675	2
0.0947	0.1622	3
0.1392	0.3014	4
0.1637	0.4651	5
0.1604	0.6256	6
0.1348	0.7603	7
0.0990	0.8594	8
0.0647	0.9241	9
0.0381	0.9621	10
0.0203	0.9825	11
0.0100	0.9924	12
0.0045	0.9970	13
0.0019	0.9988	14
0.0007	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monroe/ Stevens Creek  
WBL  
AM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 5.1  
Percentile = 0.95 9

Monroe/ Stevens Creek  
WBL  
AM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 9.9  
Percentile = 0.95 15

Monroe/ Stevens Creek  
WBL  
AM  
Background Conditions  
Avg. Queue Per Lane in Veh= 9.6  
Percentile = 0.95 15

Monroe/ Stevens Creek  
WBL  
AM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 13.8  
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0059	0.0059	0
0.0304	0.0363	1
0.0780	0.1143	2
0.1333	0.2476	3
0.1708	0.4184	4
0.1752	0.5936	5
0.1497	0.7433	6
0.1097	0.8530	7
0.0703	0.9233	8
0.0400	0.9633	9
0.0205	0.9838	10
0.0096	0.9934	11
0.0041	0.9975	12
0.0016	0.9991	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0005	0.0005	1
0.0024	0.0030	2
0.0080	0.0109	3
0.0198	0.0308	4
0.0393	0.0701	5
0.0650	0.1351	6
0.0922	0.2273	7
0.1143	0.3416	8
0.1260	0.4677	9
0.1251	0.5927	10
0.1128	0.7056	11
0.0933	0.7988	12
0.0712	0.8700	13
0.0505	0.9205	14
0.0334	0.9539	15
0.0207	0.9746	16
0.0121	0.9867	17
0.0067	0.9933	18
0.0035	0.9968	19
0.0017	0.9986	20
0.0008	0.9994	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0007	1
0.0031	0.0038	2
0.0098	0.0136	3
0.0236	0.0372	4
0.0455	0.0827	5
0.0729	0.1556	6
0.1003	0.2559	7
0.1207	0.3766	8
0.1291	0.5056	9
0.1242	0.6298	10
0.1087	0.7385	11
0.0872	0.8257	12
0.0645	0.8902	13
0.0444	0.9346	14
0.0285	0.9631	15
0.0171	0.9802	16
0.0097	0.9899	17
0.0052	0.9951	18
0.0026	0.9977	19
0.0013	0.9990	20
0.0006	0.9996	21
0.0003	0.9999	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0005	0.0006	3
0.0016	0.0022	4
0.0044	0.0065	5
0.0100	0.0165	6
0.0196	0.0362	7
0.0338	0.0699	8
0.0516	0.1215	9
0.0710	0.1925	10
0.0888	0.2812	11
0.1017	0.3830	12
0.1076	0.4906	13
0.1058	0.5964	14
0.0970	0.6934	15
0.0834	0.7767	16
0.0675	0.8442	17
0.0516	0.8957	18
0.0373	0.9331	19
0.0257	0.9587	20
0.0168	0.9755	21
0.0105	0.9861	22
0.0063	0.9923	23
0.0036	0.9959	24
0.0020	0.9979	25
0.0010	0.9990	26
0.0005	0.9995	27
0.0003	0.9998	28
0.0001	0.9999	29
0.0001	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monroe/ Stevens Creek  
WBL  
PM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 4.9  
Percentile = 0.95 9

Monroe/ Stevens Creek  
WBL  
PM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 6.1  
Percentile = 0.95 10

Monroe/ Stevens Creek  
WBL  
PM  
Background Conditions  
Avg. Queue Per Lane in Veh= 7.5  
Percentile = 0.95 12

Monroe/ Stevens Creek  
WBL  
PM  
Background Plus Project Project Conditions  
Avg. Queue Per Lane in Veh= 8.6  
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0077	0.0077	0
0.0375	0.0452	1
0.0913	0.1365	2
0.1480	0.2845	3
0.1800	0.4645	4
0.1751	0.6396	5
0.1420	0.7816	6
0.0987	0.8803	7
0.0600	0.9404	8
0.0324	0.9728	9
0.0158	0.9886	10
0.0070	0.9956	11
0.0028	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0022	0.0022	0
0.0136	0.0158	1
0.0415	0.0573	2
0.0845	0.1419	3
0.1291	0.2709	4
0.1576	0.4286	5
0.1605	0.5890	6
0.1400	0.7291	7
0.1069	0.8359	8
0.0725	0.9085	9
0.0443	0.9528	10
0.0246	0.9774	11
0.0125	0.9899	12
0.0059	0.9958	13
0.0026	0.9983	14
0.0010	0.9994	15
0.0004	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0043	0.0049	1
0.0161	0.0210	2
0.0400	0.0609	3
0.0745	0.1354	4
0.1110	0.2464	5
0.1379	0.3843	6
0.1469	0.5312	7
0.1369	0.6681	8
0.1134	0.7815	9
0.0845	0.8661	10
0.0573	0.9234	11
0.0356	0.9590	12
0.0204	0.9794	13
0.0109	0.9902	14
0.0054	0.9956	15
0.0025	0.9982	16
0.0011	0.9993	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0016	0.0018	1
0.0069	0.0087	2
0.0198	0.0286	3
0.0425	0.0711	4
0.0729	0.1440	5
0.1042	0.2483	6
0.1277	0.3760	7
0.1369	0.5128	8
0.1304	0.6432	9
0.1118	0.7550	10
0.0872	0.8422	11
0.0623	0.9045	12
0.0411	0.9456	13
0.0252	0.9707	14
0.0144	0.9851	15
0.0077	0.9928	16
0.0039	0.9967	17
0.0019	0.9986	18
0.0008	0.9994	19
0.0004	0.9998	20
0.0001	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Olin  
 SBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 0.8  
 Percentile = 0.95 2

Winchester /Olin  
 SBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 0.5  
 Percentile = 0.95 2

Winchester /Olin  
 SBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 0.8  
 Percentile = 0.95 3

Winchester /Olin  
 SBL  
 AM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 0.5  
 Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4471	0.4471	0
0.3599	0.8070	1
0.1449	0.9519	2
0.0389	0.9907	3
0.0078	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6234	0.6234	0
0.2946	0.9180	1
0.0696	0.9876	2
0.0110	0.9986	3
0.0013	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4317	0.4317	0
0.3626	0.7943	1
0.1523	0.9467	2
0.0426	0.9893	3
0.0090	0.9983	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6020	0.6020	0
0.3055	0.9075	1
0.0775	0.9850	2
0.0131	0.9982	3
0.0017	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Olin  
 SBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 4.8  
 Percentile = 0.95 9

Winchester /Olin  
 SBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 4.5  
 Percentile = 0.95 8

Winchester /Olin  
 SBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 4.9  
 Percentile = 0.95 9

Winchester /Olin  
 SBL  
 PM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 4.6  
 Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0081	0.0081	0
0.0391	0.0472	1
0.0941	0.1414	2
0.1510	0.2923	3
0.1816	0.4740	4
0.1748	0.6488	5
0.1402	0.7891	6
0.0964	0.8855	7
0.0580	0.9435	8
0.0310	0.9745	9
0.0149	0.9894	10
0.0065	0.9959	11
0.0026	0.9985	12
0.0010	0.9995	13
0.0003	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0108	0.0108	0
0.0487	0.0595	1
0.1105	0.1700	2
0.1669	0.3368	3
0.1891	0.5259	4
0.1714	0.6974	5
0.1295	0.8269	6
0.0838	0.9107	7
0.0475	0.9582	8
0.0239	0.9821	9
0.0108	0.9930	10
0.0045	0.9975	11
0.0017	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0076	0.0076	0
0.0370	0.0446	1
0.0903	0.1349	2
0.1470	0.2819	3
0.1794	0.4613	4
0.1752	0.6366	5
0.1426	0.7792	6
0.0995	0.8786	7
0.0607	0.9393	8
0.0329	0.9722	9
0.0161	0.9883	10
0.0071	0.9954	11
0.0029	0.9984	12
0.0011	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0100	0.0100	0
0.0461	0.0562	1
0.1062	0.1624	2
0.1629	0.3253	3
0.1875	0.5128	4
0.1726	0.6853	5
0.1324	0.8177	6
0.0870	0.9047	7
0.0501	0.9548	8
0.0256	0.9804	9
0.0118	0.9922	10
0.0049	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Olin  
 WBT/L  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 1.8  
 Percentile = 0.95 4

Winchester /Olin  
 WBT/L  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 2.2  
 Percentile = 0.95 5

Winchester /Olin  
 WBT/L  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 2.5  
 Percentile = 0.95 5

Winchester /Olin  
 WBT/L  
 AM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 2.9  
 Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1738	0.1738	0
0.3041	0.4779	1
0.2661	0.7440	2
0.1552	0.8992	3
0.0679	0.9671	4
0.0238	0.9909	5
0.0069	0.9978	6
0.0017	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1142	0.1142	0
0.2478	0.3619	1
0.2688	0.6308	2
0.1945	0.8252	3
0.1055	0.9307	4
0.0458	0.9765	5
0.0166	0.9930	6
0.0051	0.9982	7
0.0014	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0833	0.0833	0
0.2071	0.2904	1
0.2573	0.5477	2
0.2131	0.7608	3
0.1324	0.8932	4
0.0658	0.9590	5
0.0273	0.9862	6
0.0097	0.9959	7
0.0030	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0547	0.0547	0
0.1590	0.2138	1
0.2310	0.4448	2
0.2237	0.6685	3
0.1625	0.8310	4
0.0944	0.9254	5
0.0457	0.9711	6
0.0190	0.9900	7
0.0069	0.9969	8
0.0022	0.9991	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Olin  
 WBT/L  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 2.2  
 Percentile = 0.95 5

Winchester /Olin  
 WBT/L  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 2.8  
 Percentile = 0.95 6

Winchester /Olin  
 WBT/L  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 2.5  
 Percentile = 0.95 5

Winchester /Olin  
 WBT/L  
 PM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 3.1  
 Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1103	0.1103	0
0.2431	0.3534	1
0.2680	0.6214	2
0.1970	0.8184	3
0.1086	0.9270	4
0.0479	0.9749	5
0.0176	0.9925	6
0.0055	0.9980	7
0.0015	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0587	0.0587	0
0.1665	0.2252	1
0.2360	0.4612	2
0.2230	0.6841	3
0.1580	0.8422	4
0.0896	0.9318	5
0.0423	0.9741	6
0.0171	0.9913	7
0.0061	0.9974	8
0.0019	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0833	0.0833	0
0.2071	0.2904	1
0.2573	0.5477	2
0.2131	0.7608	3
0.1324	0.8932	4
0.0658	0.9590	5
0.0273	0.9862	6
0.0097	0.9959	7
0.0030	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0444	0.0444	0
0.1382	0.1826	1
0.2153	0.3979	2
0.2236	0.6215	3
0.1741	0.7956	4
0.1085	0.9040	5
0.0563	0.9604	6
0.0251	0.9854	7
0.0098	0.9952	8
0.0034	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Olsen  
 SBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 0.4  
 Percentile = 0.95 2

Winchester /Olsen  
 SBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 2.9  
 Percentile = 0.95 6

Winchester /Olsen  
 SBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 3.0  
 Percentile = 0.95 6

Winchester /Olsen  
 SBL  
 AM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 5.3  
 Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6456	0.6456	0
0.2825	0.9281	1
0.0618	0.9899	2
0.0090	0.9989	3
0.0010	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0538	0.0538	0
0.1572	0.2110	1
0.2297	0.4408	2
0.2238	0.6646	3
0.1635	0.8281	4
0.0956	0.9237	5
0.0466	0.9702	6
0.0194	0.9897	7
0.0071	0.9968	8
0.0023	0.9991	9
0.0007	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0493	0.0493	0
0.1484	0.1977	1
0.2233	0.4210	2
0.2240	0.6450	3
0.1686	0.8136	4
0.1015	0.9151	5
0.0509	0.9660	6
0.0219	0.9879	7
0.0082	0.9961	8
0.0028	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0052	0.0052	0
0.0275	0.0328	1
0.0723	0.1051	2
0.1266	0.2317	3
0.1661	0.3978	4
0.1744	0.5722	5
0.1526	0.7248	6
0.1145	0.8392	7
0.0751	0.9144	8
0.0438	0.9582	9
0.0230	0.9812	10
0.0110	0.9922	11
0.0048	0.9970	12
0.0019	0.9989	13
0.0007	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45



Winchester /Olsen  
 SBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 1.1  
 Percentile = 0.95 3

Winchester /Olsen  
 SBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 3.3  
 Percentile = 0.95 6

Winchester /Olsen  
 SBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 2.6  
 Percentile = 0.95 6

Winchester /Olsen  
 SBL  
 PM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 4.7  
 Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3263	0.3263	0
0.3654	0.6917	1
0.2046	0.8964	2
0.0764	0.9728	3
0.0214	0.9941	4
0.0048	0.9989	5
0.0009	0.9998	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0379	0.0379	0
0.1241	0.1620	1
0.2030	0.3650	2
0.2214	0.5864	3
0.1812	0.7676	4
0.1186	0.8862	5
0.0647	0.9508	6
0.0302	0.9811	7
0.0124	0.9934	8
0.0045	0.9979	9
0.0015	0.9994	10
0.0004	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0724	0.0724	0
0.1902	0.2626	1
0.2496	0.5122	2
0.2184	0.7306	3
0.1433	0.8739	4
0.0752	0.9491	5
0.0329	0.9820	6
0.0123	0.9944	7
0.0041	0.9984	8
0.0012	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0087	0.0087	0
0.0413	0.0501	1
0.0980	0.1481	2
0.1550	0.3030	3
0.1837	0.4868	4
0.1743	0.6610	5
0.1377	0.7988	6
0.0933	0.8921	7
0.0553	0.9474	8
0.0292	0.9766	9
0.0138	0.9904	10
0.0060	0.9964	11
0.0024	0.9987	12
0.0009	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Olsen  
 WBT/L  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 0.8  
 Percentile = 0.95 2

Winchester /Olsen  
 WBT/L  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 0.1  
 Percentile = 0.95 1

Winchester /Olsen  
 WBT/L  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 1.4  
 Percentile = 0.95 3

Winchester /Olsen  
 WBT/L  
 AM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 0.7  
 Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4550	0.4550	0
0.3583	0.8133	1
0.1411	0.9544	2
0.0370	0.9914	3
0.0073	0.9987	4
0.0011	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8694	0.8694	0
0.1217	0.9911	1
0.0085	0.9996	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2554	0.2554	0
0.3486	0.6040	1
0.2379	0.8419	2
0.1083	0.9501	3
0.0369	0.9871	4
0.0101	0.9972	5
0.0023	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4880	0.4880	0
0.3501	0.8381	1
0.1256	0.9637	2
0.0300	0.9937	3
0.0054	0.9991	4
0.0008	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Olsen  
 WBT/L  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 2.7  
 Percentile = 0.95 6

Winchester /Olsen  
 WBT/L  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 2.0  
 Percentile = 0.95 5

Winchester /Olsen  
 WBT/L  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 4.0  
 Percentile = 0.95 8

Winchester /Olsen  
 WBT/L  
 PM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 3.3  
 Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0687	0.0687	0
0.1840	0.2528	1
0.2464	0.4992	2
0.2199	0.7190	3
0.1472	0.8662	4
0.0788	0.9451	5
0.0352	0.9802	6
0.0135	0.9937	7
0.0045	0.9982	8
0.0013	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1384	0.1384	0
0.2737	0.4121	1
0.2706	0.6828	2
0.1784	0.8612	3
0.0882	0.9494	4
0.0349	0.9842	5
0.0115	0.9957	6
0.0032	0.9990	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0176	0.0176	0
0.0710	0.0885	1
0.1434	0.2319	2
0.1933	0.4252	3
0.1953	0.6205	4
0.1579	0.7785	5
0.1064	0.8849	6
0.0614	0.9463	7
0.0310	0.9773	8
0.0139	0.9913	9
0.0056	0.9969	10
0.0021	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0353	0.0353	0
0.1182	0.1535	1
0.1975	0.3510	2
0.2200	0.5710	3
0.1838	0.7548	4
0.1229	0.8777	5
0.0685	0.9462	6
0.0327	0.9789	7
0.0137	0.9925	8
0.0051	0.9976	9
0.0017	0.9993	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Tisch  
 WB  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 2.6  
 Percentile = 0.95 5

Winchester /Tisch  
 WB  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 3.0  
 Percentile = 0.95 6

Winchester /Tisch  
 WB  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 4.4  
 Percentile = 0.95 8

Winchester /Tisch  
 WB  
 AM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 4.8  
 Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0763	0.0763	0
0.1964	0.2727	1
0.2526	0.5254	2
0.2166	0.7420	3
0.1393	0.8813	4
0.0717	0.9530	5
0.0307	0.9837	6
0.0113	0.9950	7
0.0036	0.9986	8
0.0010	0.9997	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0476	0.0476	0
0.1449	0.1925	1
0.2207	0.4132	2
0.2240	0.6372	3
0.1705	0.8076	4
0.1038	0.9115	5
0.0527	0.9642	6
0.0229	0.9871	7
0.0087	0.9958	8
0.0030	0.9988	9
0.0009	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0122	0.0122	0
0.0536	0.0658	1
0.1182	0.1840	2
0.1738	0.3577	3
0.1916	0.5493	4
0.1690	0.7182	5
0.1242	0.8424	6
0.0782	0.9206	7
0.0431	0.9638	8
0.0211	0.9849	9
0.0093	0.9942	10
0.0037	0.9980	11
0.0014	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0083	0.0083	0
0.0397	0.0479	1
0.0951	0.1430	2
0.1520	0.2950	3
0.1822	0.4772	4
0.1747	0.6519	5
0.1396	0.7915	6
0.0956	0.8871	7
0.0573	0.9445	8
0.0305	0.9750	9
0.0146	0.9897	10
0.0064	0.9960	11
0.0026	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Tisch

WB  
PM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 6.5  
Percentile = 0.95 11

Winchester /Tisch

WB  
PM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 10.2  
Percentile = 0.95 16

Winchester /Tisch

WB  
PM  
Background Conditions  
Avg. Queue Per Lane in Veh= 10.3  
Percentile = 0.95 16

Winchester /Tisch

WB  
PM  
Background Plus Project Conditions  
Avg. Queue Per Lane in Veh= 13.5  
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0098	0.0113	1
0.0319	0.0433	2
0.0691	0.1124	3
0.1121	0.2245	4
0.1456	0.3701	5
0.1576	0.5277	6
0.1461	0.6739	7
0.1186	0.7925	8
0.0856	0.8780	9
0.0556	0.9336	10
0.0328	0.9664	11
0.0177	0.9841	12
0.0089	0.9930	13
0.0041	0.9971	14
0.0018	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0019	0.0023	2
0.0064	0.0087	3
0.0164	0.0251	4
0.0336	0.0586	5
0.0572	0.1159	6
0.0837	0.1996	7
0.1071	0.3067	8
0.1219	0.4286	9
0.1248	0.5534	10
0.1161	0.6695	11
0.0991	0.7685	12
0.0780	0.8465	13
0.0570	0.9036	14
0.0389	0.9425	15
0.0249	0.9674	16
0.0150	0.9824	17
0.0085	0.9910	18
0.0046	0.9956	19
0.0024	0.9979	20
0.0011	0.9991	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0018	0.0022	2
0.0062	0.0085	3
0.0160	0.0245	4
0.0330	0.0575	5
0.0564	0.1139	6
0.0828	0.1967	7
0.1063	0.3030	8
0.1213	0.4243	9
0.1247	0.5490	10
0.1164	0.6654	11
0.0997	0.7651	12
0.0787	0.8438	13
0.0578	0.9016	14
0.0396	0.9411	15
0.0254	0.9665	16
0.0154	0.9819	17
0.0088	0.9907	18
0.0047	0.9954	19
0.0024	0.9978	20
0.0012	0.9990	21
0.0006	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0005	0.0007	3
0.0018	0.0025	4
0.0050	0.0075	5
0.0112	0.0187	6
0.0218	0.0405	7
0.0368	0.0773	8
0.0554	0.1328	9
0.0751	0.2078	10
0.0924	0.3003	11
0.1043	0.4046	12
0.1087	0.5134	13
0.1052	0.6185	14
0.0950	0.7135	15
0.0804	0.7939	16
0.0641	0.8580	17
0.0482	0.9062	18
0.0344	0.9406	19
0.0233	0.9639	20
0.0150	0.9789	21
0.0092	0.9881	22
0.0054	0.9936	23
0.0031	0.9966	24
0.0017	0.9983	25
0.0009	0.9992	26
0.0004	0.9996	27
0.0002	0.9998	28
0.0001	0.9999	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Tisch  
 SBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 1.6  
 Percentile = 0.95 4

Winchester /Tisch  
 SBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 4.4  
 Percentile = 0.95 8

Winchester /Tisch  
 SBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 3.7  
 Percentile = 0.95 7

Winchester /Tisch  
 SBL  
 AM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 6.2  
 Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2070	0.2070	0
0.3260	0.5330	1
0.2568	0.7898	2
0.1348	0.9246	3
0.0531	0.9777	4
0.0167	0.9944	5
0.0044	0.9988	6
0.0010	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0122	0.0122	0
0.0536	0.0658	1
0.1182	0.1840	2
0.1738	0.3577	3
0.1916	0.5493	4
0.1690	0.7182	5
0.1242	0.8424	6
0.0782	0.9206	7
0.0431	0.9638	8
0.0211	0.9849	9
0.0093	0.9942	10
0.0037	0.9980	11
0.0014	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0245	0.0245	0
0.0908	0.1153	1
0.1685	0.2837	2
0.2083	0.4921	3
0.1932	0.6853	4
0.1434	0.8287	5
0.0886	0.9173	6
0.0470	0.9643	7
0.0218	0.9861	8
0.0090	0.9951	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0021	0.0021	0
0.0130	0.0151	1
0.0401	0.0552	2
0.0823	0.1375	3
0.1267	0.2642	4
0.1561	0.4203	5
0.1603	0.5806	6
0.1411	0.7217	7
0.1086	0.8303	8
0.0743	0.9046	9
0.0458	0.9504	10
0.0256	0.9761	11
0.0132	0.9892	12
0.0062	0.9955	13
0.0027	0.9982	14
0.0011	0.9993	15
0.0004	0.9998	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Winchester /Tisch  
 SBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 2.0  
 Percentile = 0.95 4

Winchester /Tisch  
 SBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 2.7  
 Percentile = 0.95 6

Winchester /Tisch  
 SBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 2.9  
 Percentile = 0.95 6

Winchester /Tisch  
 SBL  
 PM  
 Background Plus Project Project Conditions  
 Avg. Queue Per Lane in Veh= 3.6  
 Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1409	0.1409	0
0.2761	0.4169	1
0.2706	0.6875	2
0.1768	0.8643	3
0.0866	0.9509	4
0.0340	0.9848	5
0.0111	0.9959	6
0.0031	0.9990	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0675	0.0675	0
0.1820	0.2496	1
0.2453	0.4949	2
0.2203	0.7152	3
0.1485	0.8637	4
0.0800	0.9437	5
0.0359	0.9796	6
0.0138	0.9934	7
0.0047	0.9981	8
0.0014	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0547	0.0547	0
0.1590	0.2138	1
0.2310	0.4448	2
0.2237	0.6685	3
0.1625	0.8310	4
0.0944	0.9254	5
0.0457	0.9711	6
0.0190	0.9900	7
0.0069	0.9969	8
0.0022	0.9991	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0282	0.0282	0
0.1005	0.1287	1
0.1794	0.3081	2
0.2135	0.5216	3
0.1906	0.7122	4
0.1361	0.8482	5
0.0810	0.9292	6
0.0413	0.9705	7
0.0184	0.9889	8
0.0073	0.9962	9
0.0026	0.9988	10
0.0008	0.9997	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

## **Appendix E**

### **Site Access Analysis**



# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 4/15/2014  
 Page No : 1

Groups Printed- Vehicles

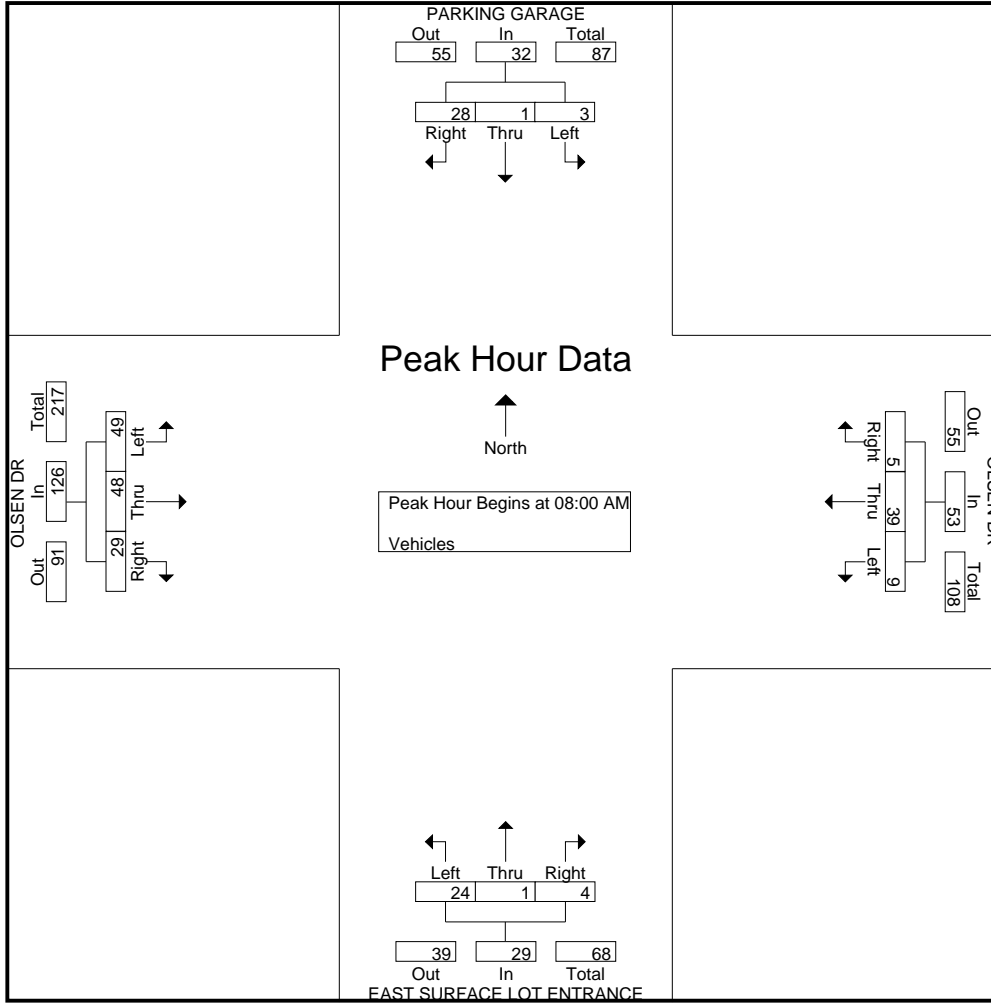
Start Time	PARKING GARAGE Southbound					OLSEN DR Westbound					EAST SURFACE LOT ENTRANCE Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	8	0	2	6	16	0	5	2	3	10	0	0	2	4	6	1	5	5	2	13	45
07:15 AM	4	0	1	5	10	3	4	2	9	18	3	0	4	7	14	1	3	1	1	6	48
07:30 AM	10	0	1	5	16	1	6	3	3	13	0	0	1	5	6	1	5	14	4	24	59
07:45 AM	7	0	0	9	16	0	15	2	13	30	1	0	7	7	15	5	8	9	3	25	86
Total	29	0	4	25	58	4	30	9	28	71	4	0	14	23	41	8	21	29	10	68	238
08:00 AM	4	0	0	4	8	0	13	7	19	39	2	1	10	17	30	3	16	8	2	29	106
08:15 AM	10	0	1	3	14	1	10	1	6	18	0	0	5	9	14	3	12	8	3	26	72
08:30 AM	7	0	0	4	11	2	10	1	11	24	1	0	8	6	15	3	13	15	2	33	83
08:45 AM	7	1	2	10	20	2	6	0	11	19	1	0	1	5	7	20	7	18	4	49	95
Total	28	1	3	21	53	5	39	9	47	100	4	1	24	37	66	29	48	49	11	137	356
Grand Total	57	1	7	46	111	9	69	18	75	171	8	1	38	60	107	37	69	78	21	205	594
Apprch %	51.4	0.9	6.3	41.4		5.3	40.4	10.5	43.9		7.5	0.9	35.5	56.1		18	33.7	38	10.2		
Total %	9.6	0.2	1.2	7.7	18.7	1.5	11.6	3	12.6	28.8	1.3	0.2	6.4	10.1	18	6.2	11.6	13.1	3.5	34.5	

Start Time	PARKING GARAGE Southbound				OLSEN DR Westbound				EAST SURFACE LOT ENTRANCE Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	0	0	4	0	13	7	20	2	1	10	13	3	16	8	27	64
08:15 AM	10	0	1	11	1	10	1	12	0	0	5	5	3	12	8	23	51
08:30 AM	7	0	0	7	2	10	1	13	1	0	8	9	3	13	15	31	60
08:45 AM	7	1	2	10	2	6	0	8	1	0	1	2	20	7	18	45	65
Total Volume	28	1	3	32	5	39	9	53	4	1	24	29	29	48	49	126	240
% App. Total	87.5	3.1	9.4		9.4	73.6	17		13.8	3.4	82.8		23	38.1	38.9		
PHF	.700	.250	.375	.727	.625	.750	.321	.663	.500	.250	.600	.558	.363	.750	.681	.700	.923

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 4/15/2014  
 Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 4/15/2014  
 Page No : 1

Groups Printed- Vehicles

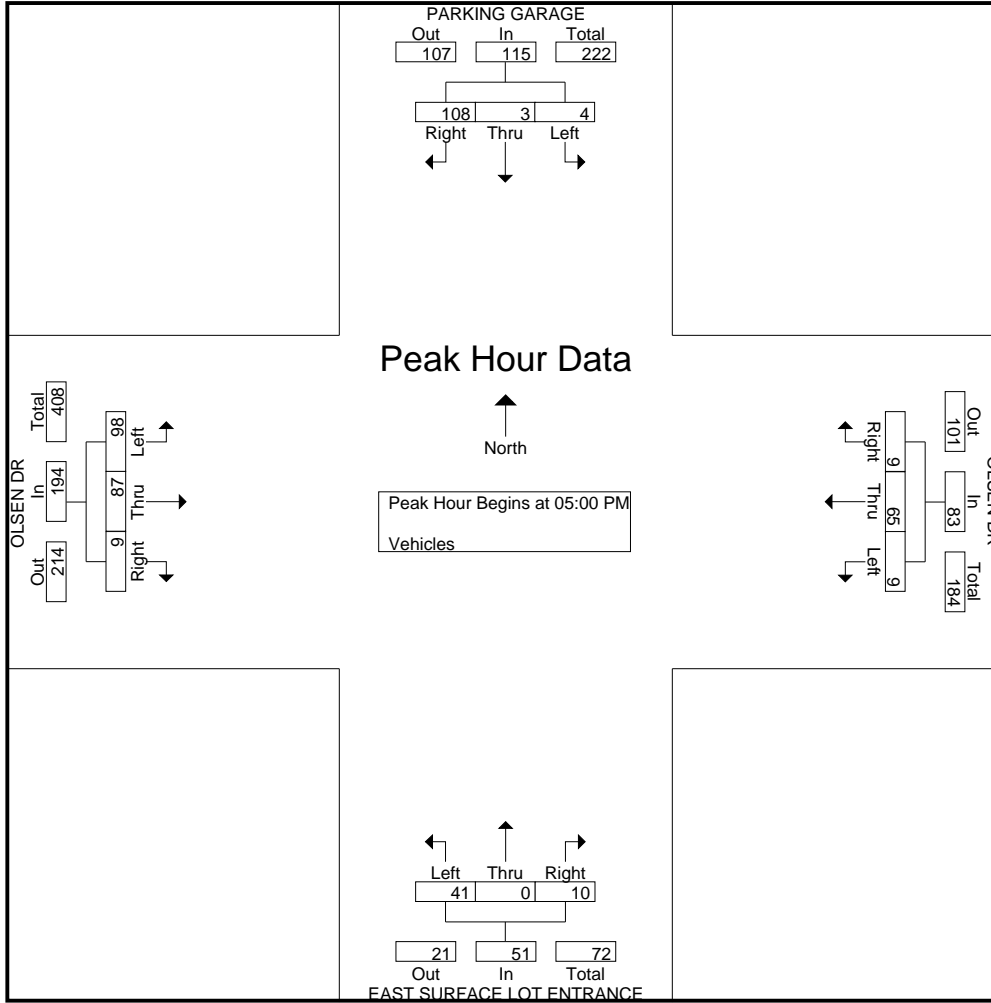
Start Time	PARKING GARAGE Southbound					OLSEN DR Westbound					EAST SURFACE LOT ENTRANCE Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	32	1	3	31	67	1	13	3	8	25	4	0	24	13	41	4	20	17	6	47	180
04:15 PM	26	0	3	13	42	3	18	1	8	30	4	0	7	8	19	2	10	11	7	30	121
04:30 PM	22	0	3	21	46	2	21	1	4	28	0	0	10	12	22	2	20	5	4	31	127
04:45 PM	24	0	3	23	50	3	14	2	8	27	1	0	10	14	25	0	16	21	1	38	140
Total	104	1	12	88	205	9	66	7	28	110	9	0	51	47	107	8	66	54	18	146	568
05:00 PM	38	0	3	24	65	3	23	1	9	36	2	0	12	17	31	2	22	17	4	45	177
05:15 PM	24	0	0	33	57	2	12	3	14	31	4	0	13	15	32	4	22	21	0	47	167
05:30 PM	24	2	1	17	44	2	13	2	11	28	1	0	9	14	24	0	22	30	5	57	153
05:45 PM	22	1	0	33	56	2	17	3	9	31	3	0	7	16	26	3	21	30	9	63	176
Total	108	3	4	107	222	9	65	9	43	126	10	0	41	62	113	9	87	98	18	212	673
Grand Total	212	4	16	195	427	18	131	16	71	236	19	0	92	109	220	17	153	152	36	358	1241
Apprch %	49.6	0.9	3.7	45.7		7.6	55.5	6.8	30.1		8.6	0	41.8	49.5		4.7	42.7	42.5	10.1		
Total %	17.1	0.3	1.3	15.7	34.4	1.5	10.6	1.3	5.7	19	1.5	0	7.4	8.8	17.7	1.4	12.3	12.2	2.9	28.8	

Start Time	PARKING GARAGE Southbound				OLSEN DR Westbound				EAST SURFACE LOT ENTRANCE Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	38	0	3	41	3	23	1	27	2	0	12	14	2	22	17	41	123
05:15 PM	24	0	0	24	2	12	3	17	4	0	13	17	4	22	21	47	105
05:30 PM	24	2	1	27	2	13	2	17	1	0	9	10	0	22	30	52	106
05:45 PM	22	1	0	23	2	17	3	22	3	0	7	10	3	21	30	54	109
Total Volume	108	3	4	115	9	65	9	83	10	0	41	51	9	87	98	194	443
% App. Total	93.9	2.6	3.5		10.8	78.3	10.8		19.6	0	80.4		4.6	44.8	50.5		
PHF	.711	.375	.333	.701	.750	.707	.750	.769	.625	.000	.788	.750	.563	.989	.817	.898	.900

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 4/15/2014  
 Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 4/15/2014  
 Page No : 1

Groups Printed- Vehicles

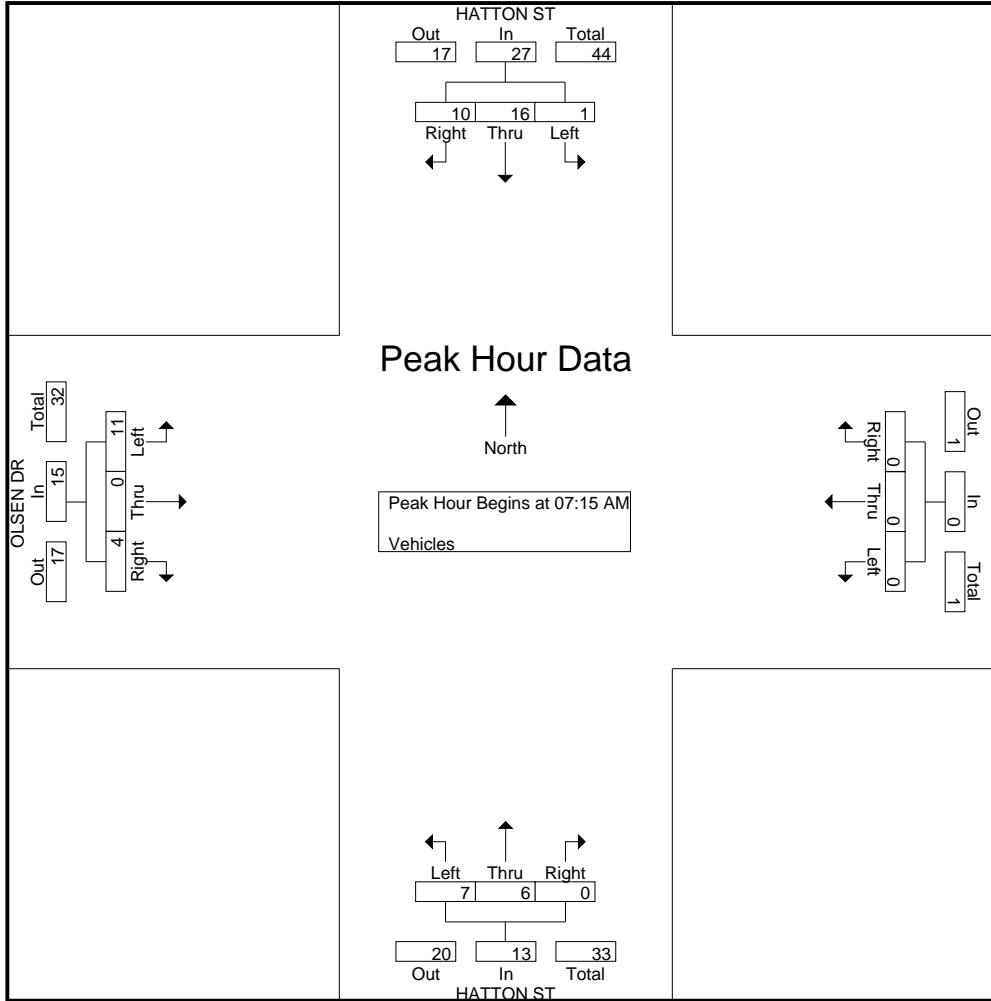
Start Time	HATTON ST Southbound					Westbound					HATTON ST Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	1	0	2	4	0	0	0	0	0	0	5	0	1	6	2	0	1	3	6	16
07:15 AM	1	5	1	3	10	0	0	0	0	0	0	1	0	2	3	1	0	4	2	7	20
07:30 AM	2	7	0	4	13	0	0	0	0	0	0	2	1	0	3	0	0	3	1	4	20
07:45 AM	2	3	0	11	16	0	0	0	0	0	0	0	3	5	8	2	0	1	2	5	29
Total	6	16	1	20	43	0	0	0	0	0	0	8	4	8	20	5	0	9	8	22	85
08:00 AM	5	1	0	8	14	0	0	0	0	0	0	3	3	4	10	1	0	3	0	4	28
08:15 AM	1	4	0	5	10	0	0	0	0	0	0	1	0	1	2	0	0	4	0	4	16
08:30 AM	0	5	0	9	14	0	0	0	0	0	0	0	1	2	3	1	0	1	0	2	19
08:45 AM	2	3	0	3	8	0	0	0	0	0	0	4	1	1	6	1	0	3	0	4	18
Total	8	13	0	25	46	0	0	0	0	0	0	8	5	8	21	3	0	11	0	14	81
Grand Total	14	29	1	45	89	0	0	0	0	0	0	16	9	16	41	8	0	20	8	36	166
Apprch %	15.7	32.6	1.1	50.6		0	0	0	0	0	0	39	22	39		22.2	0	55.6	22.2		
Total %	8.4	17.5	0.6	27.1	53.6	0	0	0	0	0	0	9.6	5.4	9.6	24.7	4.8	0	12	4.8	21.7	

Start Time	HATTON ST Southbound				Westbound				HATTON ST Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	5	1	7	0	0	0	0	0	1	0	1	1	0	4	5	13
07:30 AM	2	7	0	9	0	0	0	0	0	2	1	3	0	0	3	3	15
07:45 AM	2	3	0	5	0	0	0	0	0	0	3	3	2	0	1	3	11
08:00 AM	5	1	0	6	0	0	0	0	0	3	3	6	1	0	3	4	16
Total Volume	10	16	1	27	0	0	0	0	0	6	7	13	4	0	11	15	55
% App. Total	37	59.3	3.7		0	0	0		0	46.2	53.8		26.7	0	73.3		
PHF	.500	.571	.250	.750	.000	.000	.000	.000	.000	.500	.583	.542	.500	.000	.688	.750	.859

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 4/15/2014  
 Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 4/15/2014  
 Page No : 1

Groups Printed- Vehicles

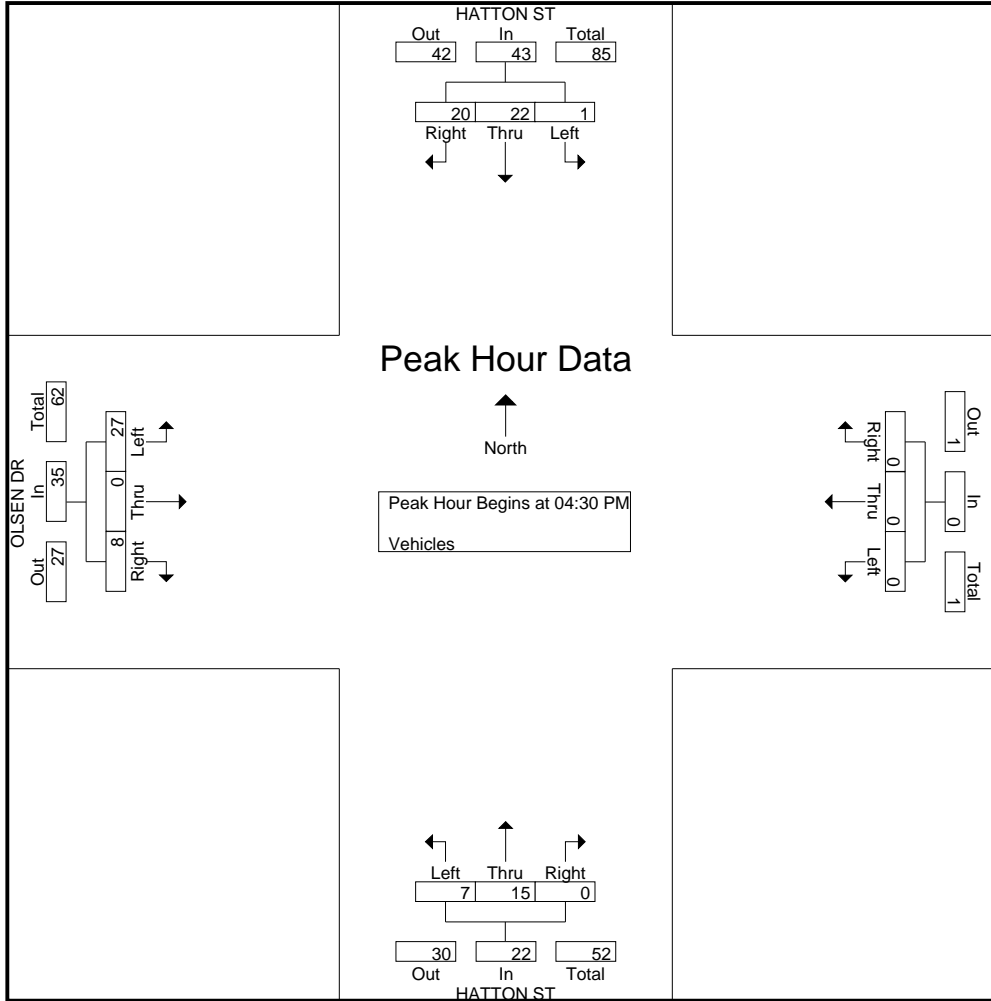
Start Time	HATTON ST Southbound					Westbound					HATTON ST Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	2	5	0	0	7	0	0	0	0	0	0	0	2	3	5	1	0	11	1	13	25
04:15 PM	4	4	0	2	10	0	0	0	0	0	0	4	1	5	10	3	0	6	2	11	31
04:30 PM	7	6	0	1	14	0	0	0	0	0	0	2	2	4	1	0	7	2	10	28	
04:45 PM	3	6	1	0	10	0	0	0	0	0	0	5	2	7	3	0	4	2	9	26	
Total	16	21	1	3	41	0	0	0	0	0	0	11	7	26	8	0	28	7	43	110	
05:00 PM	3	5	0	1	9	0	0	0	0	0	0	2	1	6	2	0	6	0	8	23	
05:15 PM	7	5	0	1	13	0	0	0	0	0	0	6	2	12	2	0	10	0	12	37	
05:30 PM	4	5	0	1	10	0	0	0	0	0	0	1	1	8	0	0	6	4	10	28	
05:45 PM	6	3	0	3	12	0	0	0	0	0	0	5	1	9	2	0	5	3	10	31	
Total	20	18	0	6	44	0	0	0	0	0	0	14	5	35	6	0	27	7	40	119	
Grand Total	36	39	1	9	85	0	0	0	0	0	0	25	12	61	14	0	55	14	83	229	
Apprch %	42.4	45.9	1.2	10.6		0	0	0	0	0	0	41	19.7	39.3	16.9	0	66.3	16.9			
Total %	15.7	17	0.4	3.9	37.1	0	0	0	0	0	0	10.9	5.2	26.6	6.1	0	24	6.1	36.2		

Start Time	HATTON ST Southbound				Westbound				HATTON ST Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	6	0	13	0	0	0	0	0	2	2	4	1	0	7	8	25
04:45 PM	3	6	1	10	0	0	0	0	0	5	2	7	3	0	4	7	24
05:00 PM	3	5	0	8	0	0	0	0	0	2	1	3	2	0	6	8	19
05:15 PM	7	5	0	12	0	0	0	0	0	6	2	8	2	0	10	12	32
Total Volume	20	22	1	43	0	0	0	0	0	15	7	22	8	0	27	35	100
% App. Total	46.5	51.2	2.3		0	0	0		0	68.2	31.8		22.9	0	77.1		
PHF	.714	.917	.250	.827	.000	.000	.000	.000	.000	.625	.875	.688	.667	.000	.675	.729	.781

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 4/15/2014  
 Page No : 2





# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 4/15/2014  
 Page No : 1

## Groups Printed- Vehicles

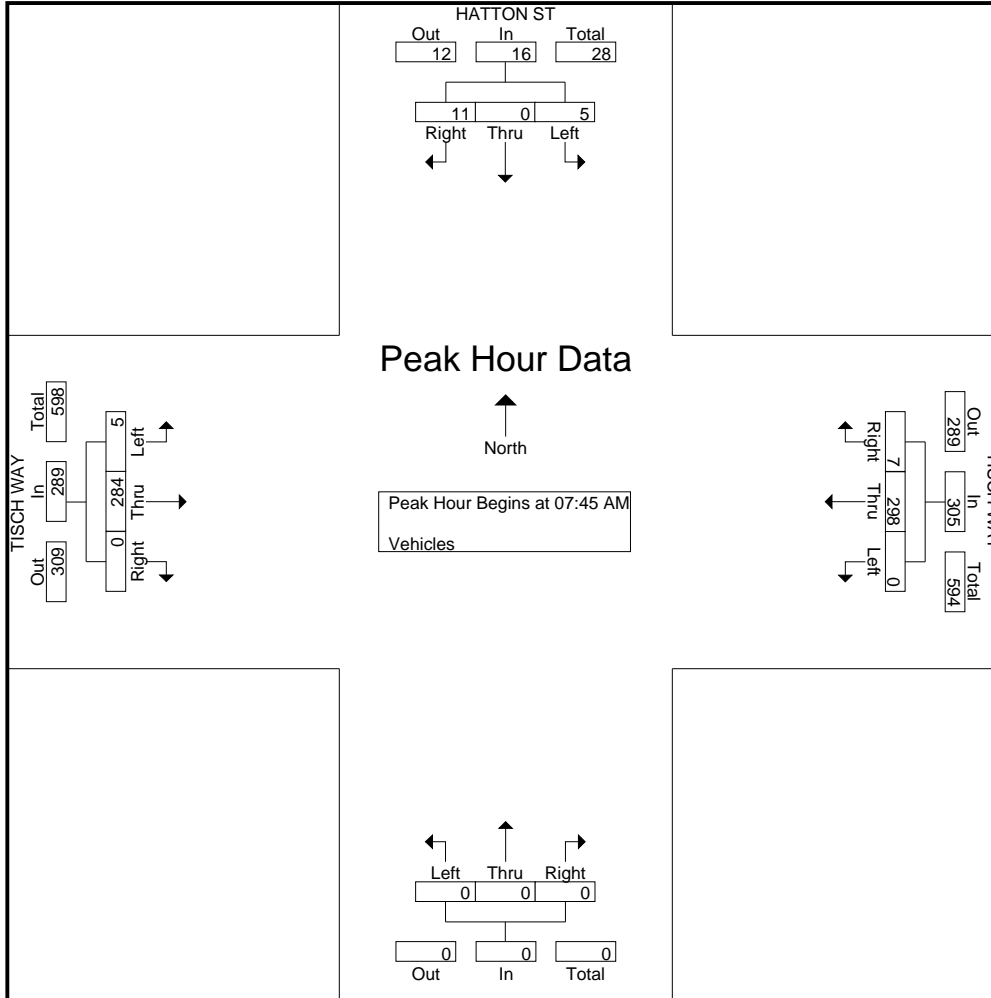
Start Time	HATTON ST Southbound					TISCH WAY Westbound					Northbound					TISCH WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	1	2	4	1	36	0	0	37	0	0	0	0	0	0	34	2	0	36	77
07:15 AM	4	0	0	1	5	0	34	0	0	34	0	0	0	0	0	0	48	0	0	48	87
07:30 AM	5	0	1	3	9	2	67	0	0	69	0	0	0	0	0	0	64	1	0	65	143
07:45 AM	3	0	3	0	6	3	90	0	0	93	0	0	0	0	0	0	73	1	0	74	173
Total	13	0	5	6	24	6	227	0	0	233	0	0	0	0	0	0	219	4	0	223	480
08:00 AM	1	0	1	1	3	3	74	0	0	77	0	0	0	0	0	0	74	3	0	77	157
08:15 AM	3	0	1	1	5	0	67	0	0	67	0	0	0	0	0	0	67	1	0	68	140
08:30 AM	4	0	0	0	4	1	67	0	0	68	0	0	0	0	0	0	70	0	0	70	142
08:45 AM	5	0	1	1	7	1	54	0	0	55	0	0	0	0	0	0	67	4	0	71	133
Total	13	0	3	3	19	5	262	0	0	267	0	0	0	0	0	0	278	8	0	286	572
Grand Total	26	0	8	9	43	11	489	0	0	500	0	0	0	0	0	0	497	12	0	509	1052
Apprch %	60.5	0	18.6	20.9		2.2	97.8	0	0		0	0	0	0		0	97.6	2.4	0		
Total %	2.5	0	0.8	0.9	4.1	1	46.5	0	0	47.5	0	0	0	0	0	0	47.2	1.1	0	48.4	

Start Time	HATTON ST Southbound				TISCH WAY Westbound				Northbound				TISCH WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	0	3	6	3	90	0	93	0	0	0	0	0	73	1	74	173
08:00 AM	1	0	1	2	3	74	0	77	0	0	0	0	0	74	3	77	156
08:15 AM	3	0	1	4	0	67	0	67	0	0	0	0	0	67	1	68	139
08:30 AM	4	0	0	4	1	67	0	68	0	0	0	0	0	70	0	70	142
Total Volume	11	0	5	16	7	298	0	305	0	0	0	0	0	284	5	289	610
% App. Total	68.8	0	31.2		2.3	97.7	0		0	0	0		0	98.3	1.7		
PHF	.688	.000	.417	.667	.583	.828	.000	.820	.000	.000	.000	.000	.000	.959	.417	.938	.882

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 4/15/2014  
 Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377- 2988

[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 3PM FINAL

Site Code : 00000003

Start Date : 4/15/2014

Page No : 1

Groups Printed- Vehicles

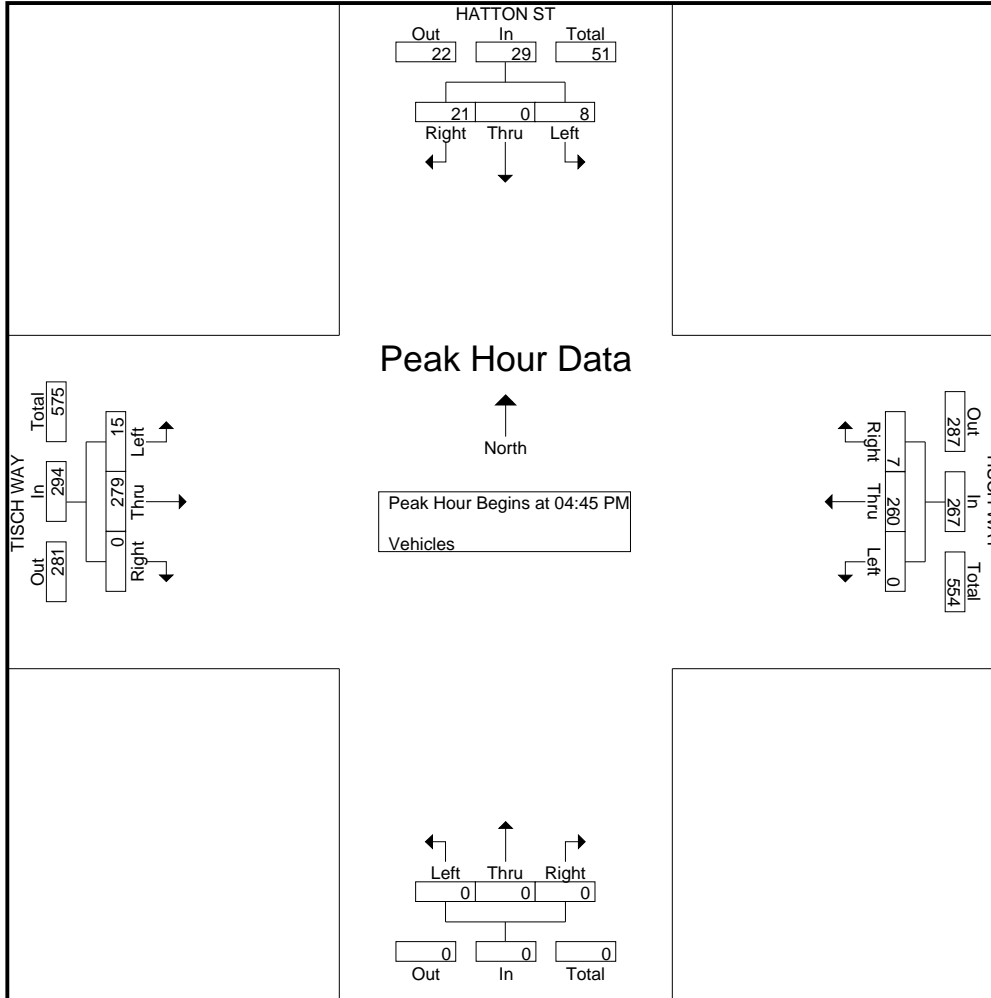
Start Time	HATTON ST Southbound					TISCH WAY Westbound					Northbound					TISCH WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	0	2	5	10	2	54	0	0	56	0	0	0	0	0	0	59	1	0	60	126
04:15 PM	2	0	3	3	8	0	52	0	0	52	0	0	0	0	0	0	57	3	0	60	120
04:30 PM	5	0	1	5	11	0	50	0	0	50	0	0	0	0	0	0	69	3	0	72	133
04:45 PM	7	0	4	5	16	2	60	0	0	62	0	0	0	0	0	0	75	6	0	81	159
Total	17	0	10	18	45	4	216	0	0	220	0	0	0	0	0	0	260	13	0	273	538
05:00 PM	5	0	1	1	7	1	69	0	0	70	0	0	0	0	0	0	80	2	0	82	159
05:15 PM	5	0	2	5	12	4	66	0	0	70	0	0	0	0	0	0	59	5	0	64	146
05:30 PM	4	0	1	6	11	0	65	0	0	65	0	0	0	0	0	0	65	2	0	67	143
05:45 PM	4	0	1	2	7	6	55	0	0	61	0	0	0	0	0	0	66	1	0	67	135
Total	18	0	5	14	37	11	255	0	0	266	0	0	0	0	0	0	270	10	0	280	583
Grand Total	35	0	15	32	82	15	471	0	0	486	0	0	0	0	0	0	530	23	0	553	1121
Apprch %	42.7	0	18.3	39		3.1	96.9	0	0		0	0	0	0		0	95.8	4.2	0		
Total %	3.1	0	1.3	2.9	7.3	1.3	42	0	0	43.4	0	0	0	0	0	0	47.3	2.1	0	49.3	

Start Time	HATTON ST Southbound				TISCH WAY Westbound				Northbound				TISCH WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	0	4	11	2	60	0	62	0	0	0	0	0	75	6	81	154
05:00 PM	5	0	1	6	1	69	0	70	0	0	0	0	0	80	2	82	158
05:15 PM	5	0	2	7	4	66	0	70	0	0	0	0	0	59	5	64	141
05:30 PM	4	0	1	5	0	65	0	65	0	0	0	0	0	65	2	67	137
Total Volume	21	0	8	29	7	260	0	267	0	0	0	0	0	279	15	294	590
% App. Total	72.4	0	27.6		2.6	97.4	0		0	0	0		0	94.9	5.1		
PHF	.750	.000	.500	.659	.438	.942	.000	.954	.000	.000	.000	.000	.000	.872	.625	.896	.934

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 4/15/2014  
 Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 4AM FINAL  
 Site Code : 00000004  
 Start Date : 4/15/2014  
 Page No : 1

Groups Printed- Vehicles

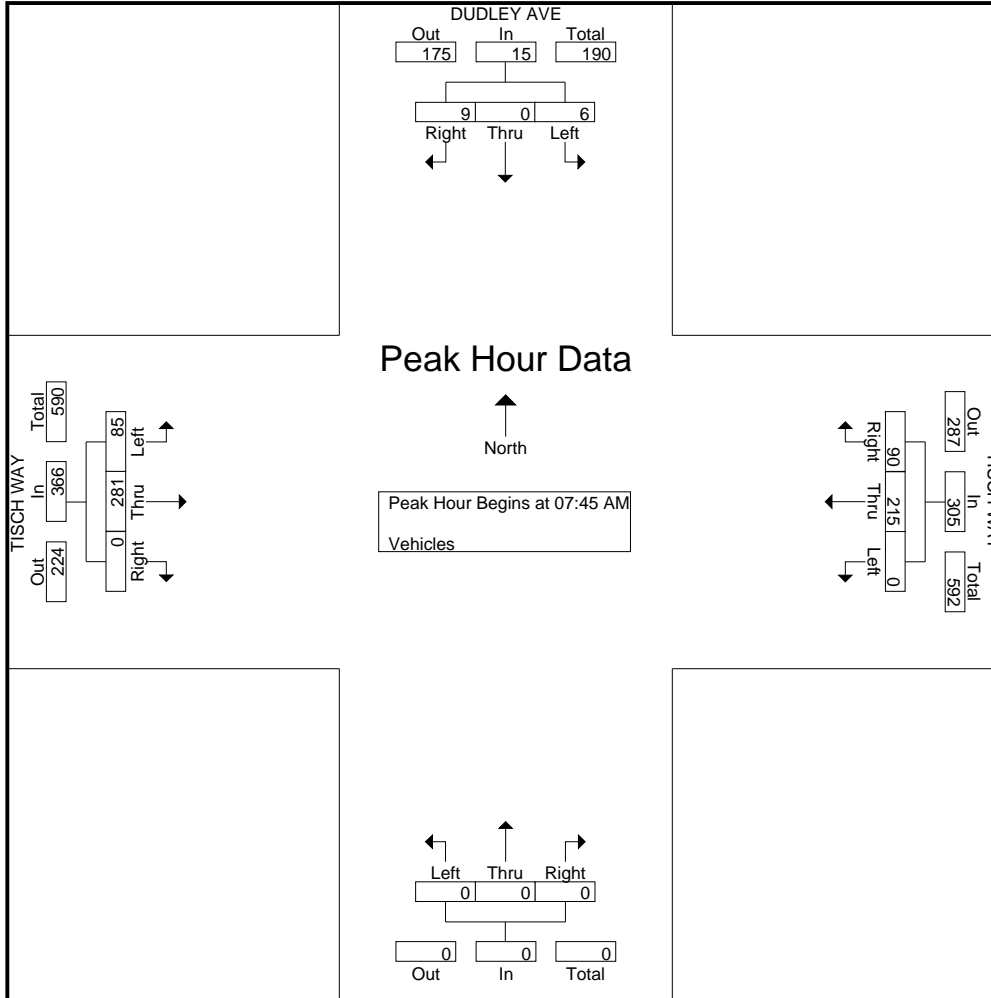
Start Time	DUDLEY AVE Southbound					TISCH WAY Westbound					Northbound					TISCH WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	6	6	3	34	0	0	37	0	0	0	0	0	0	36	3	0	39	82
07:15 AM	1	0	0	3	4	5	32	0	0	37	0	0	0	0	0	0	48	3	2	53	94
07:30 AM	0	0	1	3	4	13	61	0	0	74	0	0	0	0	0	0	65	14	0	79	157
07:45 AM	0	0	0	1	1	20	73	0	0	93	0	0	0	0	0	0	74	22	0	96	190
Total	1	0	1	13	15	41	200	0	0	241	0	0	0	0	0	0	223	42	2	267	523
08:00 AM	4	0	2	1	7	24	50	0	0	74	0	0	0	0	0	0	74	23	0	97	178
08:15 AM	2	0	3	4	9	26	42	0	0	68	0	0	0	0	0	0	66	19	0	85	162
08:30 AM	3	0	1	0	4	20	50	0	0	70	0	0	0	0	0	0	67	21	0	88	162
08:45 AM	3	0	0	1	4	11	50	0	0	61	0	0	0	0	0	0	74	24	0	98	163
Total	12	0	6	6	24	81	192	0	0	273	0	0	0	0	0	0	281	87	0	368	665
Grand Total	13	0	7	19	39	122	392	0	0	514	0	0	0	0	0	0	504	129	2	635	1188
Apprch %	33.3	0	17.9	48.7		23.7	76.3	0	0		0	0	0	0	0	0	79.4	20.3	0.3		
Total %	1.1	0	0.6	1.6	3.3	10.3	33	0	0	43.3	0	0	0	0	0	0	42.4	10.9	0.2	53.5	

Start Time	DUDLEY AVE Southbound				TISCH WAY Westbound				Northbound				TISCH WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	20	<b>73</b>	0	<b>93</b>	0	0	0	0	0	<b>74</b>	22	96	<b>189</b>
08:00 AM	<b>4</b>	0	2	<b>6</b>	24	50	0	74	0	0	0	0	0	74	<b>23</b>	<b>97</b>	177
08:15 AM	2	0	<b>3</b>	5	<b>26</b>	42	0	68	0	0	0	0	0	66	19	85	158
08:30 AM	3	0	1	4	20	50	0	70	0	0	0	0	0	67	21	88	162
Total Volume	9	0	6	15	90	215	0	305	0	0	0	0	0	281	85	366	686
% App. Total	60	0	40		29.5	70.5	0		0	0	0		0	76.8	23.2		
PHF	.563	.000	.500	.625	.865	.736	.000	.820	.000	.000	.000	.000	.000	.949	.924	.943	.907

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 4AM FINAL  
 Site Code : 00000004  
 Start Date : 4/15/2014  
 Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 4PM FINAL  
 Site Code : 00000004  
 Start Date : 4/15/2014  
 Page No : 1

Groups Printed- Vehicles

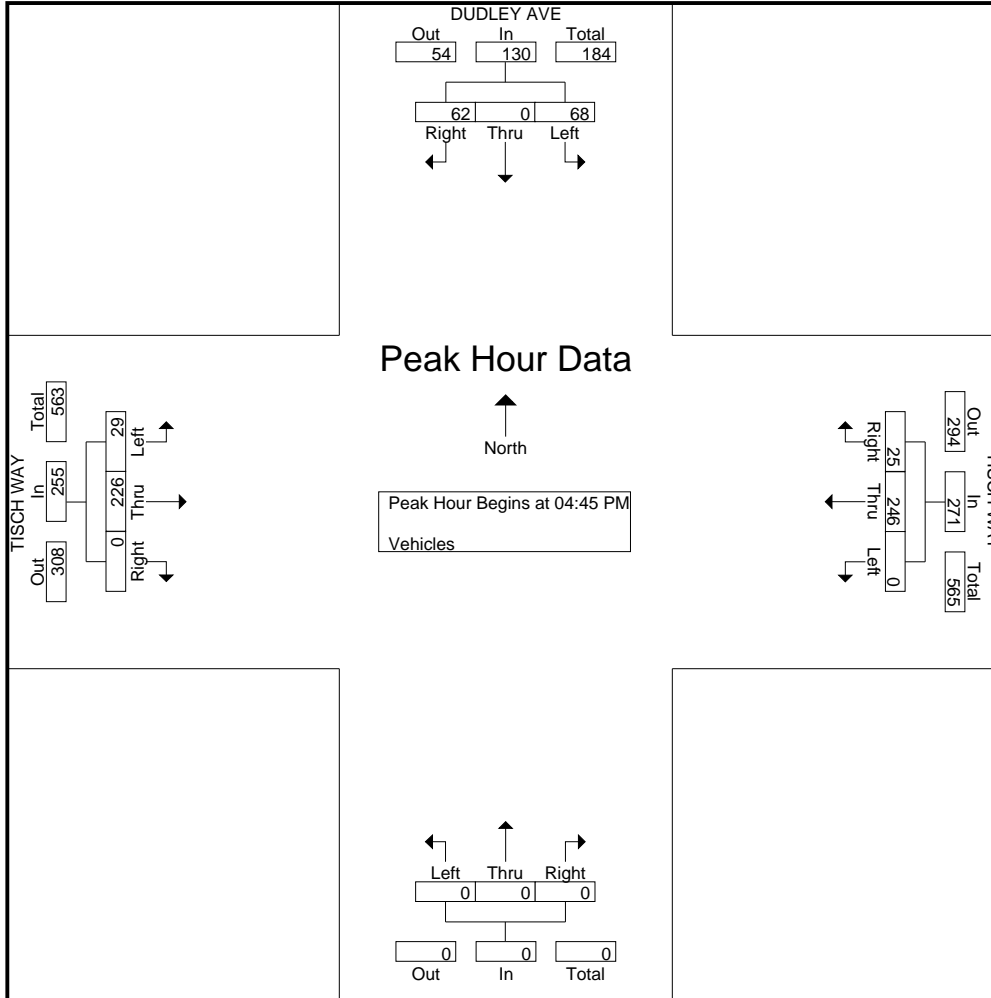
Start Time	DUDLEY AVE Southbound					TISCH WAY Westbound					Northbound					TISCH WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	0	12	2	31	6	52	0	0	58	0	0	0	0	0	0	48	15	0	63	152
04:15 PM	11	0	13	1	25	9	45	0	0	54	0	0	0	0	0	0	48	5	0	53	132
04:30 PM	14	0	9	2	25	7	48	0	0	55	0	0	0	0	0	0	62	8	0	70	150
04:45 PM	11	0	17	4	32	6	62	0	0	68	0	0	0	0	0	0	65	5	0	70	170
Total	53	0	51	9	113	28	207	0	0	235	0	0	0	0	0	0	223	33	0	256	604
05:00 PM	28	0	26	2	56	8	58	0	0	66	0	0	0	0	0	0	57	10	0	67	189
05:15 PM	7	0	9	1	17	7	61	0	0	68	0	0	0	0	0	0	54	11	0	65	150
05:30 PM	16	0	16	2	34	4	65	0	0	69	0	0	0	0	0	0	50	3	0	53	156
05:45 PM	25	0	12	2	39	4	55	0	0	59	0	0	0	0	0	0	56	10	0	66	164
Total	76	0	63	7	146	23	239	0	0	262	0	0	0	0	0	0	217	34	0	251	659
Grand Total	129	0	114	16	259	51	446	0	0	497	0	0	0	0	0	0	440	67	0	507	1263
Apprch %	49.8	0	44	6.2		10.3	89.7	0	0		0	0	0	0	0	0	86.8	13.2	0		
Total %	10.2	0	9	1.3	20.5	4	35.3	0	0	39.4	0	0	0	0	0	0	34.8	5.3	0	40.1	

Start Time	DUDLEY AVE Southbound				TISCH WAY Westbound				Northbound				TISCH WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	0	17	28	6	62	0	68	0	0	0	0	0	65	5	70	166
05:00 PM	28	0	26	54	8	58	0	66	0	0	0	0	0	57	10	67	187
05:15 PM	7	0	9	16	7	61	0	68	0	0	0	0	0	54	11	65	149
05:30 PM	16	0	16	32	4	65	0	69	0	0	0	0	0	50	3	53	154
Total Volume	62	0	68	130	25	246	0	271	0	0	0	0	0	226	29	255	656
% App. Total	47.7	0	52.3		9.2	90.8	0		0	0	0	0	0	88.6	11.4		
PHF	.554	.000	.654	.602	.781	.946	.000	.982	.000	.000	.000	.000	.000	.869	.659	.911	.877

# Traffic Data Service

Campbell, CA  
 (408) 377- 2988  
 tdsbay@cs.com

File Name : 4PM FINAL  
 Site Code : 00000004  
 Start Date : 4/15/2014  
 Page No : 2





# Traffic Data Service

Campbell, CA  
 (408) 377-2988  
 tdsbay@cs.com

File Name : 29AM FINAL  
 Site Code : 00000029  
 Start Date : 2/27/2013  
 Page No : 1

## Groups Printed- Vehicles

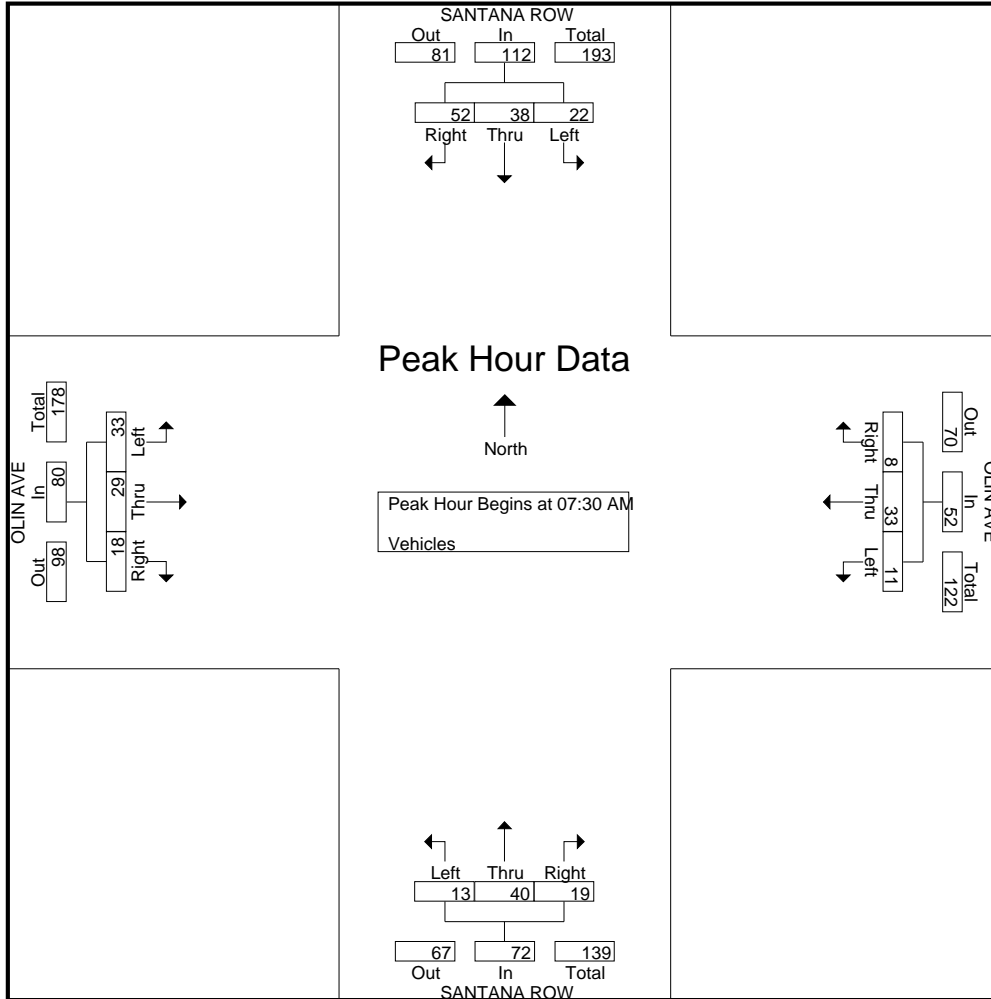
Start Time	SANTANA ROW Southbound					OLIN AVE Westbound					SANTANA ROW Northbound					OLIN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	5	5	2	5	17	2	4	2	3	11	9	1	1	2	13	1	3	4	5	13	54
07:15 AM	10	7	1	1	19	1	14	2	7	24	3	7	4	6	20	0	0	5	8	13	76
07:30 AM	12	15	6	9	42	2	8	4	7	21	2	6	3	8	19	5	6	3	9	23	105
07:45 AM	15	9	4	2	30	2	10	5	4	21	6	13	5	4	28	4	7	7	9	27	106
Total	42	36	13	17	108	7	36	13	21	77	20	27	13	20	80	10	16	19	31	76	341
08:00 AM	12	9	7	4	32	2	6	1	8	17	4	5	2	6	17	3	9	12	11	35	101
08:15 AM	13	5	5	5	28	2	9	1	4	16	7	16	3	7	33	6	7	11	13	37	114
08:30 AM	10	14	5	5	34	1	4	4	8	17	6	8	2	5	21	2	5	3	8	18	90
08:45 AM	15	11	2	9	37	1	7	3	6	17	9	10	2	6	27	1	6	8	11	26	107
Total	50	39	19	23	131	6	26	9	26	67	26	39	9	24	98	12	27	34	43	116	412
Grand Total	92	75	32	40	239	13	62	22	47	144	46	66	22	44	178	22	43	53	74	192	753
Apprch %	38.5	31.4	13.4	16.7		9	43.1	15.3	32.6		25.8	37.1	12.4	24.7		11.5	22.4	27.6	38.5		
Total %	12.2	10	4.2	5.3	31.7	1.7	8.2	2.9	6.2	19.1	6.1	8.8	2.9	5.8	23.6	2.9	5.7	7	9.8	25.5	

Start Time	SANTANA ROW Southbound				OLIN AVE Westbound				SANTANA ROW Northbound				OLIN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	15	6	33	2	8	4	14	2	6	3	11	5	6	3	14	72
07:45 AM	15	9	4	28	2	10	5	17	6	13	5	24	4	7	7	18	87
08:00 AM	12	9	7	28	2	6	1	9	4	5	2	11	3	9	12	24	72
08:15 AM	13	5	5	23	2	9	1	12	7	16	3	26	6	7	11	24	85
Total Volume	52	38	22	112	8	33	11	52	19	40	13	72	18	29	33	80	316
% App. Total	46.4	33.9	19.6		15.4	63.5	21.2		26.4	55.6	18.1		22.5	36.2	41.2		
PHF	.867	.633	.786	.848	1.00	.825	.550	.765	.679	.625	.650	.692	.750	.806	.688	.833	.908

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
*tdsbay@cs.com*

File Name : 29AM FINAL  
Site Code : 00000029  
Start Date : 2/27/2013  
Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377-2988  
 tdsbay@cs.com

File Name : 29PM FINAL  
 Site Code : 00000029  
 Start Date : 3/5/2013  
 Page No : 1

## Groups Printed- Vehicles

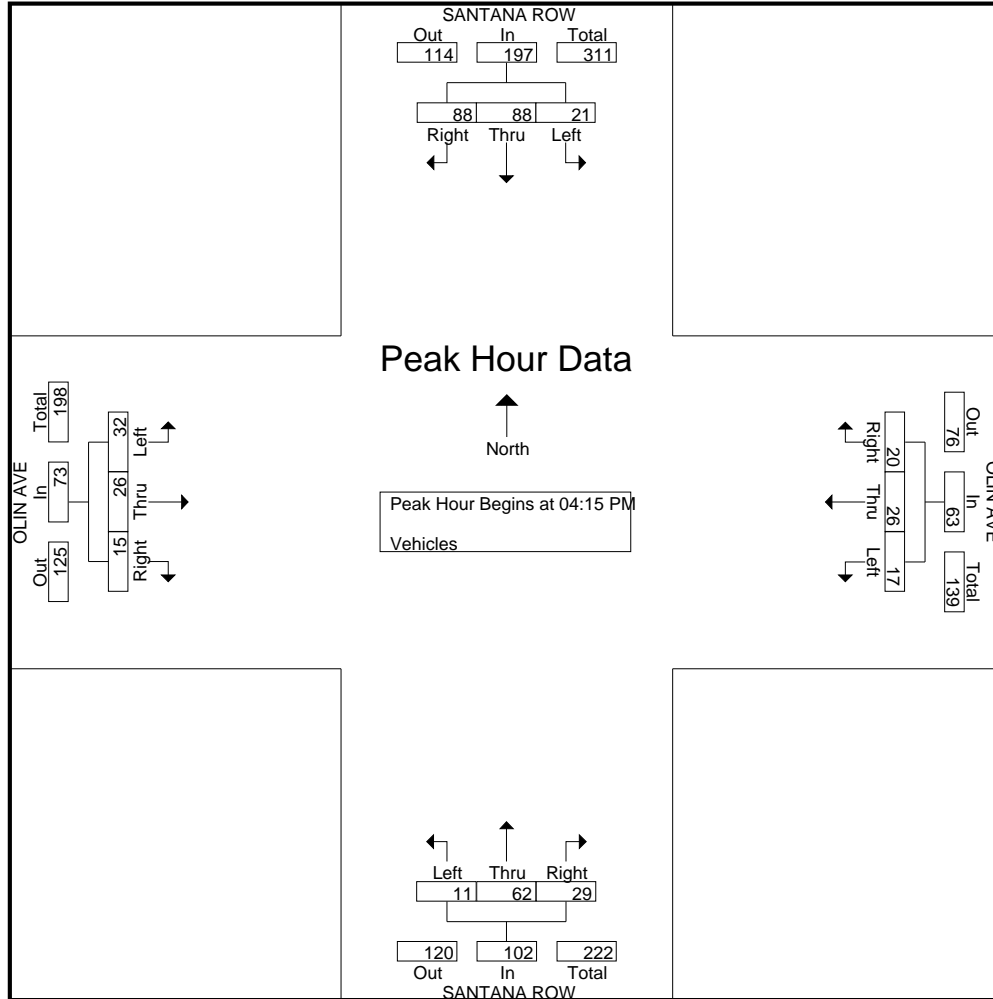
Start Time	SANTANA ROW Southbound					OLIN AVE Westbound					SANTANA ROW Northbound					OLIN AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	13	9	2	35	59	3	5	5	62	75	7	13	3	12	35	3	2	11	67	83	252
04:15 PM	23	20	3	30	76	2	7	5	37	51	6	19	4	18	47	3	6	4	45	58	232
04:30 PM	17	25	3	53	98	8	3	5	63	79	7	14	5	26	52	5	9	10	77	101	330
04:45 PM	24	23	6	46	99	9	7	3	54	73	11	14	2	20	47	6	7	8	60	81	300
Total	77	77	14	164	332	22	22	18	216	278	31	60	14	76	181	17	24	33	249	323	1114
05:00 PM	24	20	9	37	90	1	9	4	52	66	5	15	0	30	50	1	4	10	65	80	286
05:15 PM	14	12	5	43	74	4	11	7	37	59	6	7	3	21	37	7	6	7	50	70	240
05:30 PM	26	13	5	37	81	2	6	6	47	61	8	19	2	9	38	3	6	7	63	79	259
05:45 PM	29	23	7	31	90	1	12	8	47	68	8	21	7	26	62	8	3	14	97	122	342
Total	93	68	26	148	335	8	38	25	183	254	27	62	12	86	187	19	19	38	275	351	1127
Grand Total	170	145	40	312	667	30	60	43	399	532	58	122	26	162	368	36	43	71	524	674	2241
Apprch %	25.5	21.7	6	46.8		5.6	11.3	8.1	75		15.8	33.2	7.1	44		5.3	6.4	10.5	77.7		
Total %	7.6	6.5	1.8	13.9	29.8	1.3	2.7	1.9	17.8	23.7	2.6	5.4	1.2	7.2	16.4	1.6	1.9	3.2	23.4	30.1	

Start Time	SANTANA ROW Southbound				OLIN AVE Westbound				SANTANA ROW Northbound				OLIN AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	23	20	3	46	2	7	5	14	6	19	4	29	3	6	4	13	102
04:30 PM	17	25	3	45	8	3	5	16	7	14	5	26	5	9	10	24	111
04:45 PM	24	23	6	53	9	7	3	19	11	14	2	27	6	7	8	21	120
05:00 PM	24	20	9	53	1	9	4	14	5	15	0	20	1	4	10	15	102
Total Volume	88	88	21	197	20	26	17	63	29	62	11	102	15	26	32	73	435
% App. Total	44.7	44.7	10.7		31.7	41.3	27		28.4	60.8	10.8		20.5	35.6	43.8		
PHF	.917	.880	.583	.929	.556	.722	.850	.829	.659	.816	.550	.879	.625	.722	.800	.760	.906

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
*tdsbay@cs.com*

File Name : 29PM FINAL  
Site Code : 00000029  
Start Date : 3/5/2013  
Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377-2988  
 tdsbay@cs.com

File Name : 30AM FINAL  
 Site Code : 00000030  
 Start Date : 2/27/2013  
 Page No : 1

## Groups Printed- Vehicles

Start Time	SANTANA ROW Southbound					OLSEN DR Westbound					DRIVEWAY Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	1	4	1	10	0	4	0	0	4	0	2	0	0	2	0	2	5	2	9	25
07:15 AM	10	0	1	0	11	0	0	0	1	1	0	2	1	0	3	0	1	14	1	16	31
07:30 AM	14	2	7	5	28	0	0	0	6	6	0	3	1	6	10	0	2	5	7	14	58
07:45 AM	13	2	7	2	24	3	3	0	3	9	0	4	1	2	7	2	3	15	7	27	67
Total	41	5	19	8	73	3	7	0	10	20	0	11	3	8	22	2	8	39	17	66	181
08:00 AM	8	2	2	2	14	1	1	0	7	9	0	1	2	2	5	2	4	10	5	21	49
08:15 AM	7	1	6	2	16	4	2	0	3	9	0	2	0	3	5	0	0	18	6	24	54
08:30 AM	13	0	5	0	18	2	0	0	2	4	0	2	0	2	4	0	2	9	9	20	46
08:45 AM	14	2	3	3	22	1	3	0	1	5	0	0	1	1	2	1	1	17	6	25	54
Total	42	5	16	7	70	8	6	0	13	27	0	5	3	8	16	3	7	54	26	90	203
Grand Total	83	10	35	15	143	11	13	0	23	47	0	16	6	16	38	5	15	93	43	156	384
Apprch %	58	7	24.5	10.5		23.4	27.7	0	48.9		0	42.1	15.8	42.1		3.2	9.6	59.6	27.6		
Total %	21.6	2.6	9.1	3.9	37.2	2.9	3.4	0	6	12.2	0	4.2	1.6	4.2	9.9	1.3	3.9	24.2	11.2	40.6	

Start Time	SANTANA ROW Southbound				OLSEN DR Westbound				DRIVEWAY Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	14	2	7	23	0	0	0	0	0	3	1	4	0	2	5	7	34
07:45 AM	13	2	7	22	3	3	0	6	0	4	1	5	2	3	15	20	53
08:00 AM	8	2	2	12	1	1	0	2	0	1	2	3	2	4	10	16	33
08:15 AM	7	1	6	14	4	2	0	6	0	2	0	2	0	0	18	18	40
Total Volume	42	7	22	71	8	6	0	14	0	10	4	14	4	9	48	61	160
% App. Total	59.2	9.9	31		57.1	42.9	0		0	71.4	28.6		6.6	14.8	78.7		
PHF	.750	.875	.786	.772	.500	.500	.000	.583	.000	.625	.500	.700	.500	.563	.667	.763	.755

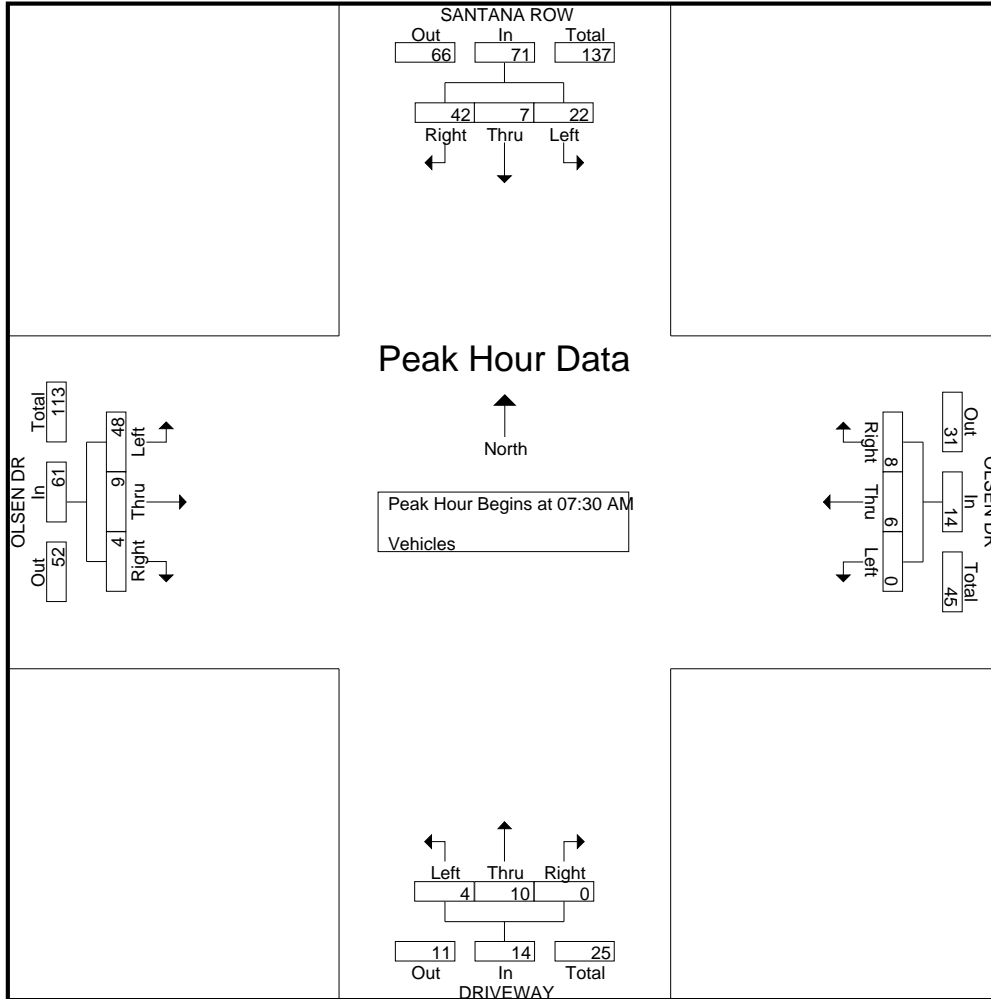
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
*tdsbay@cs.com*

File Name : 30AM FINAL  
Site Code : 00000030  
Start Date : 2/27/2013  
Page No : 2



# Traffic Data Service

Campbell, CA  
 (408) 377-2988  
 tdsbay@cs.com

File Name : 30PM FINAL  
 Site Code : 00000030  
 Start Date : 3/5/2013  
 Page No : 1

## Groups Printed- Vehicles

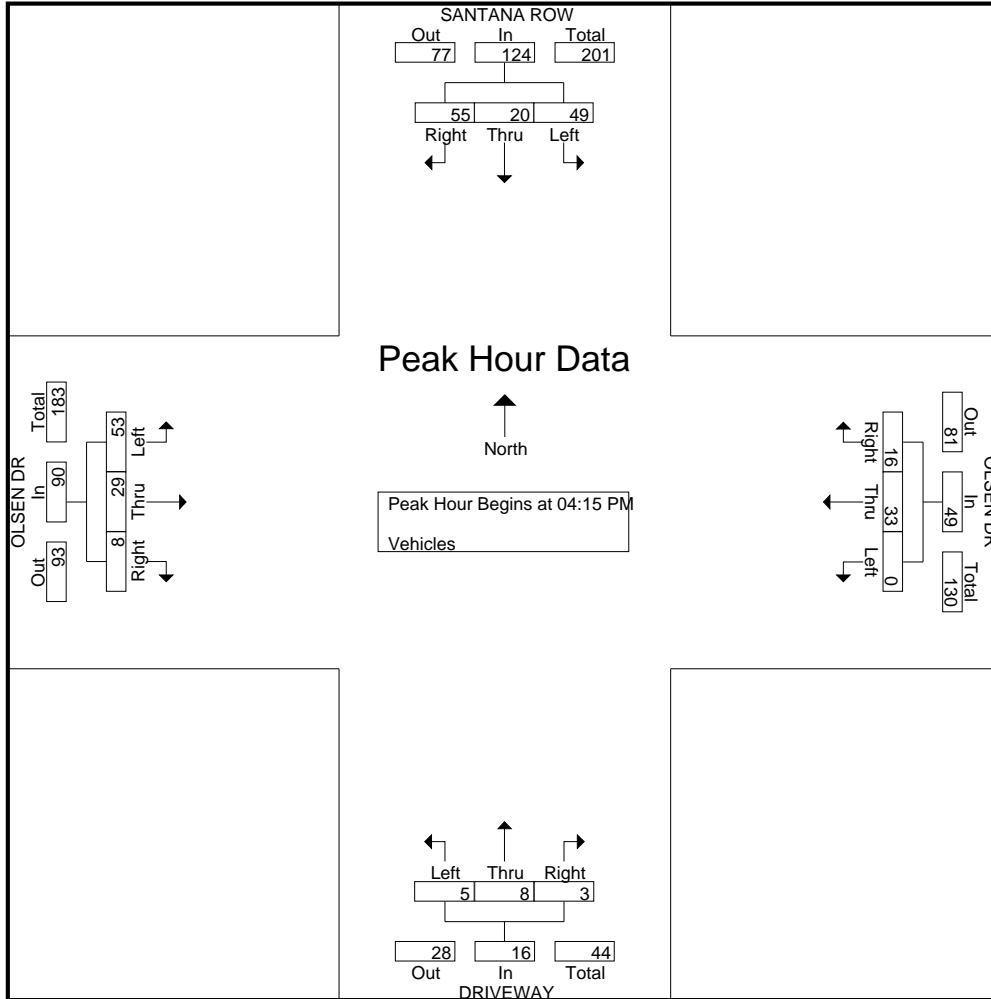
Start Time	SANTANA ROW Southbound					OLSEN DR Westbound					DRIVEWAY Northbound					OLSEN DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	11	5	10	22	48	6	4	0	21	31	0	1	0	3	4	2	4	9	18	33	116
04:15 PM	15	4	11	21	51	5	14	0	36	55	0	0	3	17	20	1	10	18	18	47	173
04:30 PM	13	8	12	25	58	5	9	0	24	38	2	4	1	4	11	1	4	12	25	42	149
04:45 PM	12	6	16	20	54	4	2	0	27	33	1	3	1	11	16	4	10	10	30	54	157
Total	51	23	49	88	211	20	29	0	108	157	3	8	5	35	51	8	28	49	91	176	595
05:00 PM	15	2	10	25	52	2	8	0	32	42	0	1	0	8	9	2	5	13	15	35	138
05:15 PM	9	6	13	14	42	3	3	1	24	31	0	0	1	9	10	2	2	5	11	20	103
05:30 PM	11	6	7	13	37	8	5	0	28	41	0	2	1	4	7	2	10	23	12	47	132
05:45 PM	15	7	17	19	58	5	6	0	31	42	0	2	1	19	22	0	14	19	23	56	178
Total	50	21	47	71	189	18	22	1	115	156	0	5	3	40	48	6	31	60	61	158	551
Grand Total	101	44	96	159	400	38	51	1	223	313	3	13	8	75	99	14	59	109	152	334	1146
Apprch %	25.2	11	24	39.8		12.1	16.3	0.3	71.2		3	13.1	8.1	75.8		4.2	17.7	32.6	45.5		
Total %	8.8	3.8	8.4	13.9	34.9	3.3	4.5	0.1	19.5	27.3	0.3	1.1	0.7	6.5	8.6	1.2	5.1	9.5	13.3	29.1	

Start Time	SANTANA ROW Southbound				OLSEN DR Westbound				DRIVEWAY Northbound				OLSEN DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	15	4	11	30	5	14	0	19	0	0	3	3	1	10	18	29	81
04:30 PM	13	8	12	33	5	9	0	14	2	4	1	7	1	4	12	17	71
04:45 PM	12	6	16	34	4	2	0	6	1	3	1	5	4	10	10	24	69
05:00 PM	15	2	10	27	2	8	0	10	0	1	0	1	2	5	13	20	58
Total Volume	55	20	49	124	16	33	0	49	3	8	5	16	8	29	53	90	279
% App. Total	44.4	16.1	39.5		32.7	67.3	0		18.8	50	31.2		8.9	32.2	58.9		
PHF	.917	.625	.766	.912	.800	.589	.000	.645	.375	.500	.417	.571	.500	.725	.736	.776	.861

# Traffic Data Service

Campbell, CA  
(408) 377-2988  
*tdsbay@cs.com*

File Name : 30PM FINAL  
Site Code : 00000030  
Start Date : 3/5/2013  
Page No : 2





## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-1210 -- English (ENU)**

**Datasets:**

**Site:** [2] BAYWOOD AVE SOUTH OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Vbin]** Speed bin totals
- 2 [Total]** Number in time step
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Tuesday, February 12, 2013**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6	20.1	83.3	24.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	18.6	100.0	28.2	-
0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.2	100.0	12.1	-
0500	0	0	2	1	2	5	1	0	0	0	0	0	0	0	0	0	11	17.2	72.7	22.6	26.6
0600	0	0	3	2	3	8	1	0	0	0	0	0	0	0	0	0	17	20.6	70.6	23.4	29.1
0700	0	0	0	1	10	16	4	1	0	0	0	0	0	0	0	0	32	20.4	90.6	26.1	29.8
0800	0	0	1	3	14	14	5	2	0	0	0	0	0	0	0	0	39	21.3	74.4	25.5	30.0
0900	0	1	3	3	15	6	3	1	0	0	0	0	0	0	0	0	32	19.2	75.0	22.6	28.4
1000	0	0	0	6	18	11	0	0	0	0	0	0	0	0	0	0	35	17.2	85.7	23.0	26.8
1100	0	0	4	9	20	13	2	0	0	0	0	0	0	0	0	0	48	17.0	75.0	22.3	26.4
1200	0	1	7	17	12	9	1	0	0	0	0	0	0	0	0	0	47	13.4	63.8	20.2	27.1
1300	0	1	6	13	29	8	3	0	0	0	0	0	0	0	0	0	60	15.4	71.7	21.6	26.4
1400	0	1	6	11	25	12	2	1	0	0	0	0	0	0	0	0	58	17.2	75.9	21.8	25.9
1500	1	0	5	20	20	20	3	0	0	0	0	0	0	0	0	0	69	17.9	65.2	21.9	27.7
1600	0	2	7	15	36	18	1	0	0	0	0	0	0	0	0	0	79	16.8	75.9	21.5	25.9
1700	0	0	12	18	46	15	1	0	0	0	0	0	0	0	0	0	92	16.8	73.9	21.1	25.5
1800	0	1	8	17	36	13	2	0	0	0	0	0	0	0	0	0	77	17.9	71.4	21.3	25.9
1900	0	0	10	18	24	10	1	0	0	0	0	0	0	0	0	0	63	14.3	68.3	20.3	25.5
2000	0	0	5	13	30	19	1	1	0	0	0	0	0	0	0	0	69	17.0	75.4	22.3	26.6
2100	0	1	2	8	28	25	3	0	0	0	0	0	0	0	0	0	67	19.5	80.6	23.9	28.2
2200	0	0	0	1	7	17	5	0	0	0	0	0	0	0	0	0	30	22.1	93.3	26.8	30.0
2300	0	0	0	1	10	9	2	0	0	0	0	0	0	0	0	0	22	19.7	86.4	25.6	29.3
<b>07-19</b>	<b>1</b>	<b>7</b>	<b>59</b>	<b>133</b>	<b>281</b>	<b>155</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>668</b>	<b>17.4</b>	<b>70.1</b>	<b>22.1</b>	<b>26.8</b>
<b>06-22</b>	<b>1</b>	<b>8</b>	<b>79</b>	<b>174</b>	<b>366</b>	<b>217</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>884</b>	<b>18.1</b>	<b>70.0</b>	<b>22.1</b>	<b>26.8</b>
<b>06-00</b>	<b>1</b>	<b>8</b>	<b>79</b>	<b>176</b>	<b>383</b>	<b>243</b>	<b>40</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>936</b>	<b>18.1</b>	<b>70.0</b>	<b>22.3</b>	<b>27.3</b>
<b>00-00</b>	<b>1</b>	<b>8</b>	<b>82</b>	<b>178</b>	<b>387</b>	<b>253</b>	<b>41</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>956</b>	<b>18.1</b>	<b>69.7</b>	<b>22.4</b>	<b>27.3</b>

Peak step 17:00 (92) AM Peak step 11:00 (48) PM Peak step 17:00 (92)

**\* Grand Total**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	1	8	82	178	387	253	41	6	0	0	0	0	0	0	0	0	956	18.1	69.7	22.4	27.3

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-1211 -- English (ENU)**

**Datasets:**

**Site:** [2] BAYWOOD AVE SOUTH OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Vbin]** Speed bin totals
- 2 [Total]** Number in time step
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Tuesday, February 12, 2013**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 85	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11.0	100.0	19.3	-
0100	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16.3	100.0	24.4	-
0200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.8	100.0	19.9	-
0300	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	17.2	100.0	24.1	-
0400	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.3	100.0	18.2	-
0500	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5	12.8	100.0	17.8	-
0600	0	1	3	9	7	7	1	0	0	0	0	0	0	0	0	0	0	28	14.3	60.7	20.5	27.3
0700	0	3	10	22	8	1	0	0	0	0	0	0	0	0	0	0	0	44	11.0	81.8	16.7	20.6
0800	0	1	12	29	16	7	2	0	0	0	0	0	0	0	0	0	0	67	13.9	76.1	18.8	23.7
0900	0	1	6	7	16	11	0	1	0	0	0	0	0	0	0	0	0	42	13.6	69.0	21.8	27.5
1000	0	0	4	12	17	3	1	0	0	0	0	0	0	0	0	0	0	37	14.5	81.1	20.8	23.9
1100	0	1	12	12	12	8	1	0	0	0	0	0	0	0	0	0	0	46	15.2	56.5	19.4	25.1
1200	0	1	16	25	20	6	1	0	0	0	0	0	0	0	0	0	0	69	12.5	73.9	18.5	23.7
1300	0	3	12	23	21	5	0	0	0	0	0	0	0	0	0	0	0	64	12.8	78.1	18.5	22.6
1400	0	0	16	19	17	9	1	0	0	0	0	0	0	0	0	0	0	62	12.5	74.2	19.3	25.1
1500	0	5	10	14	17	4	0	0	0	0	0	0	0	0	0	0	0	50	12.5	64.0	18.3	23.3
1600	0	7	8	31	22	9	0	0	0	0	0	0	0	0	0	0	0	77	15.4	72.7	18.8	24.2
1700	0	1	12	25	26	12	1	0	0	0	0	0	0	0	0	0	0	77	13.9	70.1	20.0	25.1
1800	0	3	14	29	20	7	0	0	0	0	0	0	0	0	0	0	0	73	14.5	72.6	18.5	23.5
1900	0	1	7	9	8	8	1	1	0	0	0	0	0	0	0	0	0	35	11.4	54.3	20.6	27.3
2000	0	0	3	5	18	3	1	0	0	0	0	0	0	0	0	0	0	30	16.3	83.3	21.5	24.8
2100	0	0	3	4	8	5	1	0	0	0	0	0	0	0	0	0	0	21	18.3	71.4	21.8	27.1
2200	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7	18.6	100.0	24.5	-
2300	0	0	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	6	21.3	83.3	24.8	-
07-19	0	26	132	248	212	82	7	1	0	0	0	0	0	0	0	0	0	708	12.8	68.2	19.0	24.2
06-22	0	28	148	275	253	105	11	2	0	0	0	0	0	0	0	0	0	822	13.9	66.9	19.3	24.6
06-00	0	28	149	276	258	110	12	2	0	0	0	0	0	0	0	0	0	835	14.3	66.2	19.4	24.8
00-00	0	28	151	281	262	113	12	2	0	0	0	0	0	0	0	0	0	849	13.9	66.3	19.4	24.8

Peak step 16:00 (77) AM Peak step 8:00 (67) PM Peak step 16:00 (77)

**\* Grand Total**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 85	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	0	28	151	281	262	113	12	2	0	0	0	0	0	0	0	0	0	849	13.9	66.3	19.4	24.8

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-1214 -- English (ENU)**

**Datasets:**

**Site:** [3] MONROE ST NORTH OF SCOTT ST  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Vbin]** Speed bin totals
- 2 [Total]** Number in time step
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Tuesday, February 12, 2013**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10	23.9	90.0	30.8	-
0100	0	0	0	0	0	2	3	0	1	1	0	0	0	0	0	0	0	7	24.6	71.4	35.3	-
0200	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	21.7	100.0	28.7	-
0300	0	0	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0	10	29.1	100.0	33.2	-
0400	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7	25.7	100.0	31.2	-
0500	0	0	1	0	0	8	36	17	4	0	0	0	0	0	0	0	0	66	27.7	84.8	33.2	36.7
0600	0	1	0	2	3	24	47	20	2	0	0	0	0	0	0	0	0	99	27.3	77.8	31.4	35.8
0700	1	0	1	4	7	69	118	29	4	0	0	0	0	0	0	0	0	233	26.2	82.8	31.0	34.7
0800	0	1	2	2	13	83	144	44	5	0	0	0	0	0	0	0	0	294	26.4	83.7	31.2	35.1
0900	0	0	0	2	8	45	95	39	7	2	0	0	0	0	0	0	0	198	27.1	81.3	32.3	36.2
1000	0	0	0	1	3	36	92	29	2	0	0	0	0	0	0	0	0	163	26.8	85.9	32.0	35.6
1100	0	1	2	1	8	46	66	19	0	0	0	0	0	0	0	0	0	143	26.4	79.0	30.6	34.9
1200	0	0	0	4	22	62	91	17	2	0	0	0	0	0	0	0	0	198	24.2	78.8	29.9	33.8
1300	0	1	0	4	10	80	99	26	2	0	0	0	0	0	0	0	0	222	26.2	83.3	30.5	34.2
1400	0	0	1	6	14	59	93	35	4	0	0	0	0	0	0	0	0	212	25.9	78.8	31.0	35.3
1500	0	0	0	3	17	99	123	35	4	0	0	0	0	0	0	0	0	281	24.8	79.7	30.7	34.7
1600	0	0	1	4	23	92	109	20	1	0	0	0	0	0	0	0	0	250	25.7	81.2	30.0	34.0
1700	0	0	1	7	27	116	125	21	0	0	0	0	0	0	0	0	0	297	24.8	81.1	29.3	33.3
1800	0	0	0	3	7	75	107	23	4	0	0	0	0	0	0	0	0	219	25.9	87.2	31.1	34.7
1900	0	0	0	1	10	38	71	18	0	0	0	0	0	0	0	0	0	138	25.9	82.6	31.0	34.4
2000	0	0	0	4	4	27	39	27	1	0	0	0	0	0	0	0	0	102	26.6	79.4	31.5	36.2
2100	0	0	0	0	8	28	38	18	0	0	0	0	0	0	0	0	0	92	26.6	78.3	31.4	35.6
2200	0	0	0	1	2	19	31	9	2	0	0	0	0	0	0	0	0	64	25.7	84.4	31.5	34.9
2300	0	0	1	0	1	7	7	4	0	0	0	0	0	0	0	0	0	20	23.0	70.0	29.9	36.2
07-19	1	3	8	41	159	862	1262	337	35	2	0	0	0	0	0	0	0	2710	25.9	80.3	30.7	34.7
06-22	1	4	8	48	184	979	1457	420	38	2	0	0	0	0	0	0	0	3141	26.2	79.9	30.8	34.9
06-00	1	4	9	49	187	1005	1495	433	40	2	0	0	0	0	0	0	0	3225	26.2	79.8	30.8	34.9
00-00	1	4	10	49	187	1024	1551	455	45	3	0	0	0	0	0	0	0	3329	26.2	79.8	30.9	34.9

Peak step 17:00 (297) AM Peak step 8:00 (294) PM Peak step 17:00 (297)

**\* Grand Total**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	1	4	10	49	187	1024	1551	455	45	3	0	0	0	0	0	0	0	3329	26.2	79.8	30.9	34.9

## Traffic Data Service -- Campbell, CA

### Speed Report

**CustomList-1215 -- English (ENU)****Datasets:**

**Site:** [3] MONROE ST NORTH OF SCOTT ST  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

**0 [Time]** 24-hour time (0000 - 2359)  
**1 [Vbin]** Speed bin totals  
**2 [Total]** Number in time step  
**3 [vPace]** Speed at start of pace  
**4 [Pace%]** Percent in pace  
**5 [Mean]** Average speed  
**6 [Vpp]** Percentile speed

**\* Tuesday, February 12, 2013**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	1	0	5	3	2	0	0	0	0	0	0	0	0	11	21.7	72.7	29.1	31.5
0100	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24.2	100.0	29.2	-
0200	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6	20.1	83.3	27.7	-
0300	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	24.8	100.0	33.3	-
0400	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	8	22.8	100.0	30.3	-
0500	0	0	0	0	1	9	5	3	3	0	0	0	0	0	0	0	21	23.0	66.7	31.5	38.3
0600	0	0	0	3	21	60	40	12	2	0	0	0	0	0	0	0	138	23.0	77.5	29.1	32.9
0700	1	1	1	23	46	61	36	6	5	1	0	0	0	0	0	0	181	21.9	60.8	26.5	32.2
0800	0	2	15	35	60	70	71	5	3	0	0	0	0	0	0	0	261	21.5	56.3	25.7	32.2
0900	0	0	6	11	27	81	46	9	0	0	0	0	0	0	0	0	180	23.7	74.4	27.4	32.0
1000	0	0	1	11	44	66	44	16	2	0	0	0	0	0	0	0	184	21.3	63.6	27.9	34.0
1100	0	0	4	6	37	75	42	13	1	0	0	0	0	0	0	0	178	20.8	70.8	27.8	32.9
1200	0	2	3	11	43	70	59	14	1	0	0	0	0	0	0	0	203	24.2	68.0	27.8	33.3
1300	0	0	1	1	18	63	74	12	3	0	0	0	0	0	0	0	172	24.4	80.8	29.9	33.1
1400	0	0	1	10	28	60	58	26	2	0	0	0	0	0	0	0	185	26.2	67.6	29.3	34.7
1500	0	1	1	11	28	80	79	16	2	0	0	0	0	0	0	0	218	23.7	75.7	28.7	32.9
1600	0	0	4	11	53	91	68	14	1	0	0	0	0	0	0	0	242	23.0	71.9	27.7	32.9
1700	0	5	8	22	59	97	48	9	3	1	0	0	0	0	0	0	252	20.4	63.9	26.0	32.2
1800	0	0	4	10	51	97	49	8	1	0	0	0	0	0	0	0	220	21.7	74.5	27.2	31.5
1900	0	0	1	7	31	64	47	8	0	0	0	0	0	0	0	0	158	22.8	76.6	28.0	32.2
2000	0	0	0	3	22	47	31	9	0	0	0	0	0	0	0	0	112	23.3	79.5	28.4	32.2
2100	0	0	1	1	10	33	32	4	1	1	0	0	0	0	0	0	83	24.2	84.3	29.4	33.8
2200	0	1	0	0	5	22	20	5	0	0	0	0	0	0	0	0	53	24.6	84.9	29.6	34.0
2300	0	0	0	0	0	8	11	1	0	0	0	0	0	0	0	0	20	24.6	95.0	30.9	33.1
07-19	1	11	49	162	494	911	674	148	24	2	0	0	0	0	0	0	2476	23.3	66.5	27.5	32.9
06-22	1	11	51	176	578	1115	824	181	27	3	0	0	0	0	0	0	2967	23.3	68.3	27.7	32.9
06-00	1	12	51	176	583	1145	855	187	27	3	0	0	0	0	0	0	3040	23.3	68.6	27.8	32.9
00-00	1	12	51	177	586	1167	873	192	30	3	0	0	0	0	0	0	3092	23.3	68.7	27.8	32.9

Peak step 8:00 (261) AM Peak step 8:00 (261) PM Peak step 17:00 (252)

**\* Grand Total**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	1	12	51	177	586	1167	873	192	30	3	0	0	0	0	0	0	3092	23.3	68.7	27.8	32.9

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-1208 -- English (ENU)**

**Datasets:**

**Site:** [1] REDWOOD AVE SOUTH OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Vbin]** Speed bin totals
- 2 [Total]** Number in time step
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Tuesday, February 12, 2013**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17.2	100.0	26.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	14.5	100.0	22.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.8	100.0	11.6	-
0500	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.5	100.0	18.5	-
0600	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6.3	100.0	16.2	-
0700	0	1	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	13	13.2	69.2	19.0	23.0
0800	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	9	14.3	88.9	21.8	-
0900	0	0	0	3	2	1	2	0	0	0	0	0	0	0	0	0	0	8	16.8	75.0	24.3	-
1000	0	0	3	2	2	2	1	0	0	0	0	0	0	0	0	0	0	10	12.3	60.0	20.7	-
1100	0	0	1	8	2	3	0	0	0	0	0	0	0	0	0	0	0	14	11.2	71.4	19.5	25.1
1200	0	0	2	4	4	2	1	0	0	0	0	0	0	0	0	0	0	13	13.2	69.2	20.9	28.0
1300	0	1	1	5	11	3	1	0	0	0	0	0	0	0	0	0	0	22	17.7	77.3	21.8	26.4
1400	0	0	6	3	9	2	3	0	0	0	0	0	0	0	0	0	0	23	12.1	56.5	20.9	29.8
1500	0	0	1	5	3	2	0	0	0	0	0	0	0	0	0	0	0	11	16.1	90.9	20.6	23.7
1600	0	0	1	5	4	2	1	0	0	0	0	0	0	0	0	0	0	13	11.2	69.2	20.8	27.5
1700	0	0	3	5	5	2	0	0	0	0	0	0	0	0	0	0	0	15	15.2	73.3	19.2	23.7
1800	0	1	0	4	4	6	1	0	0	0	0	0	0	0	0	0	0	16	19.9	62.5	23.2	28.2
1900	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	10	10.5	70.0	18.8	-
2000	0	0	2	3	2	5	0	0	0	0	0	0	0	0	0	0	0	12	17.9	83.3	22.2	26.6
2100	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8	13.9	87.5	21.4	-
2200	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	14.3	100.0	21.3	-
2300	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	15.2	100.0	21.4	-
07-19	0	3	20	51	55	28	10	0	0	0	0	0	0	0	0	0	0	167	13.9	64.1	21.0	27.5
06-22	0	3	25	61	63	36	10	0	0	0	0	0	0	0	0	0	0	198	13.9	64.1	20.9	27.1
06-00	0	3	25	63	65	37	10	0	0	0	0	0	0	0	0	0	0	203	13.9	64.0	21.0	27.1
00-00	0	3	26	64	67	39	10	0	0	0	0	0	0	0	0	0	0	209	15.4	63.6	21.0	27.1

Peak step 14:00 (23) AM Peak step 11:00 (14) PM Peak step 14:00 (23)

**\* Grand Total**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	0	3	26	64	67	39	10	0	0	0	0	0	0	0	0	0	0	209	15.4	63.6	21.0	27.1

## Traffic Data Service -- Campbell, CA Speed Report

### CustomList-1209 -- English (ENU)

**Datasets:**

**Site:** [1] REDWOOD AVE SOUTH OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Vbin]** Speed bin totals
- 2 [Total]** Number in time step
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Tuesday, February 12, 2013**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 85	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	13.4	100.0	20.9	-
0100	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9.8	100.0	19.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4.5	100.0	14.3	-
0600	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.3	100.0	18.2	-
0700	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2.2	50.0	17.4	-
0800	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	8	13.9	62.5	21.6	-
0900	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	5	17.0	60.0	23.1	-
1000	0	0	1	4	8	3	1	0	0	0	0	0	0	0	0	0	0	17	15.4	76.5	22.4	25.3
1100	0	0	3	2	8	5	1	0	0	0	0	0	0	0	0	0	0	19	17.7	73.7	22.1	27.1
1200	0	0	4	6	6	4	0	0	0	0	0	0	0	0	0	0	0	20	12.5	65.0	20.2	26.4
1300	0	0	1	2	11	0	1	0	0	0	0	0	0	0	0	0	0	15	14.1	86.7	21.9	23.9
1400	0	1	4	3	2	3	1	0	0	0	0	0	0	0	0	0	0	14	9.8	50.0	19.5	28.2
1500	0	0	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	12	19.0	91.7	22.7	24.6
1600	0	0	2	6	7	2	1	0	0	0	0	0	0	0	0	0	0	18	14.1	72.2	21.4	24.6
1700	0	1	1	4	9	4	3	0	0	0	0	0	0	0	0	0	0	22	15.7	72.7	22.7	26.8
1800	0	1	3	4	5	11	2	1	0	0	0	0	0	0	0	0	0	27	17.7	59.3	23.0	28.2
1900	0	0	2	7	4	4	1	0	0	0	0	0	0	0	0	0	0	18	15.7	77.8	20.6	25.5
2000	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	9	14.5	77.8	22.6	-
2100	0	0	1	0	5	1	1	0	0	0	0	0	0	0	0	0	0	8	20.6	87.5	23.2	-
2200	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8.5	66.7	19.2	-
2300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3.8	100.0	13.7	-
<b>07-19</b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>36</b>	<b>69</b>	<b>37</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>17.7</b>	<b>63.5</b>	<b>21.8</b>	<b>27.3</b>
<b>06-22</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>46</b>	<b>83</b>	<b>43</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>	<b>17.0</b>	<b>64.1</b>	<b>21.8</b>	<b>27.1</b>
<b>06-00</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>47</b>	<b>83</b>	<b>44</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>17.0</b>	<b>63.8</b>	<b>21.7</b>	<b>27.1</b>
<b>00-00</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>49</b>	<b>84</b>	<b>44</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>17.0</b>	<b>64.0</b>	<b>21.6</b>	<b>27.1</b>

Peak step 18:00 (27) AM Peak step 11:00 (19) PM Peak step 18:00 (27)

**\* Grand Total**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 85	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	0	3	30	49	84	44	14	1	0	0	0	0	0	0	0	0	0	225	17.0	64.0	21.6	27.1

# Traffic Data Service -- Campbell, CA

## Speed Report

### CustomList-1207 -- English (ENU)

#### Datasets:

Site: [4] TISCH WAY EAST OF WINCHESTER BLVD  
Data type: Axle sensors - Paired (Class/Speed/Count)

#### Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
Speed range: 0 - 100 mph.  
Direction: East (bound)  
Name: Default Profile  
Scheme: Vehicle classification (Scheme F)  
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

#### Column Legend:

- 0 [Time] 24-hour time (0000 - 2359)
- 1 [Vbin] Speed bin totals
- 2 [Total] Number in time step
- 3 [vPace] Speed at start of pace
- 4 [Pace%] Percent in pace
- 5 [Mean] Average speed
- 6 [Vpp] Percentile speed

#### \* Tuesday, February 12, 2013

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5	22.6	80.0	29.1	-
0100	0	0	0	0	2	0	1	1	2	0	0	0	0	0	0	0	0	6	21.7	50.0	33.2	-
0200	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	25.5	75.0	30.5	-
0300	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	9	27.7	88.9	35.6	-
0400	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	8	26.8	100.0	32.8	-
0500	0	0	0	0	0	3	21	30	9	0	0	0	0	0	0	0	0	63	30.6	88.9	36.0	39.8
0600	0	0	0	0	8	13	49	36	7	0	0	0	0	0	0	0	0	113	28.0	79.6	33.4	37.1
0700	0	0	0	2	21	61	112	57	12	0	0	0	0	0	0	0	0	265	27.3	72.8	31.9	36.5
0800	0	0	1	0	22	95	185	73	12	1	0	0	0	0	0	0	0	389	27.3	80.2	32.0	36.0
0900	1	0	0	5	18	68	107	61	10	0	0	0	0	0	0	0	0	270	27.7	68.1	31.7	37.1
1000	0	0	0	2	20	57	66	39	5	0	0	0	0	0	0	0	0	189	27.5	67.2	31.2	36.7
1100	0	0	1	4	14	30	49	27	4	0	0	0	0	0	0	0	0	129	24.4	63.6	30.8	37.4
1200	0	0	0	0	11	64	80	36	4	0	0	0	0	0	0	0	0	195	26.8	76.4	31.5	35.6
1300	0	0	1	2	13	46	85	45	12	1	0	0	0	0	0	0	0	205	27.7	70.7	32.1	36.9
1400	0	0	0	15	18	53	84	31	3	0	0	0	0	0	0	0	0	204	25.3	69.1	30.1	34.9
1500	0	0	0	5	15	41	108	49	3	1	0	0	0	0	0	0	0	222	26.8	76.1	31.8	36.0
1600	0	0	1	1	15	65	85	41	4	0	0	0	0	0	0	0	0	212	27.1	75.0	31.3	35.6
1700	0	0	0	3	22	67	89	36	2	1	0	0	0	0	0	0	0	220	27.1	75.9	30.8	35.1
1800	0	0	0	4	9	66	80	32	5	0	0	0	0	0	0	0	0	196	25.3	77.0	31.2	35.6
1900	0	0	1	3	9	34	53	22	3	0	0	0	0	0	0	0	0	125	26.2	72.8	31.3	36.0
2000	0	0	0	0	4	19	34	15	4	0	0	0	0	0	0	0	0	76	29.1	73.7	32.4	37.6
2100	0	0	0	0	2	16	27	8	4	0	0	0	0	0	0	0	0	57	26.8	82.5	32.3	36.2
2200	0	0	1	0	2	6	29	7	1	1	0	0	0	0	0	0	0	47	26.6	83.0	32.1	36.2
2300	0	0	0	0	0	7	4	7	0	0	0	0	0	0	0	0	0	18	29.1	94.4	33.3	37.6
07-19	1	0	4	43	198	713	1130	527	76	4	0	0	0	0	0	0	0	2696	27.1	72.0	31.4	36.0
06-22	1	0	5	46	221	795	1293	608	94	4	0	0	0	0	0	0	0	3067	27.1	72.3	31.6	36.2
06-00	1	0	6	46	223	808	1326	622	95	5	0	0	0	0	0	0	0	3132	27.1	72.4	31.6	36.2
00-00	1	0	6	48	225	811	1365	659	107	5	0	0	0	0	0	0	0	3227	27.1	72.2	31.7	36.5

Peak step 8:00 (389) AM Peak step 8:00 (389) PM Peak step 15:00 (222)

#### \* Grand Total

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	1	0	6	48	225	811	1365	659	107	5	0	0	0	0	0	0	0	3227	27.1	72.2	31.7	36.5

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-1206 -- English (ENU)**

**Datasets:**

**Site:** [4] TISCH WAY EAST OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Vbin]** Speed bin totals
- 2 [Total]** Number in time step
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Tuesday, February 12, 2013**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 85	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	1	0	0	0	5	2	1	0	0	0	0	0	0	0	0	9	30.2	88.9	32.8	-
0100	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	8	24.4	75.0	30.9	-
0200	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	5	24.2	80.0	30.7	-
0300	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	29.3	100.0	36.6	-
0400	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8	28.0	100.0	33.9	-
0500	0	0	0	1	1	2	1	5	2	1	1	1	0	0	0	0	0	15	29.3	53.3	37.1	45.0
0600	0	0	0	1	3	8	27	12	6	2	1	0	0	0	0	0	0	60	26.8	68.3	33.7	39.1
0700	0	0	1	4	3	20	59	46	9	2	0	0	0	0	0	0	144	28.6	75.7	33.5	37.8	
0800	1	0	3	1	7	22	53	41	6	1	0	0	0	0	0	0	135	29.3	72.6	32.7	37.8	
0900	1	0	1	1	10	30	40	15	8	0	1	0	0	0	0	0	107	24.6	69.2	31.2	36.2	
1000	0	0	0	2	11	42	54	23	5	0	0	0	0	0	0	0	137	26.4	75.9	31.1	35.3	
1100	0	0	3	7	22	47	71	36	6	0	0	0	0	0	0	0	192	27.1	64.1	30.7	36.2	
1200	0	1	1	9	23	68	87	31	1	1	0	0	0	0	0	0	222	25.7	70.3	29.9	34.9	
1300	0	0	1	6	31	45	66	34	9	0	0	0	0	0	0	0	192	25.9	64.1	30.5	35.8	
1400	0	0	0	9	31	58	77	38	10	0	0	0	0	0	0	0	223	26.8	66.4	30.6	36.2	
1500	0	0	1	6	17	46	102	44	3	0	0	0	0	0	0	0	219	28.2	75.3	31.4	36.0	
1600	0	0	1	14	24	58	97	50	13	1	0	0	0	0	0	0	258	28.4	64.3	31.2	36.5	
1700	0	0	4	11	48	121	129	38	10	0	0	0	0	0	0	0	361	25.1	69.5	29.8	34.4	
1800	0	0	0	7	32	90	94	36	3	3	0	0	0	0	0	0	265	26.4	71.7	30.1	35.1	
1900	0	0	1	7	16	61	57	29	6	0	0	0	0	0	0	0	177	25.1	68.4	30.4	35.6	
2000	0	0	0	0	8	39	59	11	4	2	0	0	0	0	0	0	123	24.8	80.5	31.6	34.7	
2100	0	0	0	2	6	29	52	14	6	1	0	0	0	0	0	0	110	25.1	74.5	31.4	35.6	
2200	0	0	1	0	5	28	29	14	4	0	0	0	0	0	0	0	81	25.7	74.1	31.0	35.6	
2300	0	0	0	0	3	2	10	2	0	0	0	0	0	0	0	0	17	27.5	82.4	31.2	34.2	
07-19	2	1	16	77	259	647	929	432	83	8	1	0	0	0	0	0	2455	27.1	67.1	30.8	36.2	
06-22	2	1	17	87	292	784	1124	498	105	13	2	0	0	0	0	0	2925	27.1	67.6	30.9	36.2	
06-00	2	1	18	87	300	814	1163	514	109	13	2	0	0	0	0	0	3023	26.8	67.7	30.9	36.2	
00-00	2	1	19	88	303	820	1181	525	113	14	3	1	0	0	0	0	3070	26.8	67.5	31.0	36.2	

Peak step 17:00 (361) AM Peak step 11:00 (192) PM Peak step 17:00 (361)

**\* Grand Total**

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 85	Total	vPace 10	Pace% 10	Mean	Vpp 85
--	2	1	19	88	303	820	1181	525	113	14	3	1	0	0	0	0	0	3070	26.8	67.5	31.0	36.2



## Traffic Data Service -- Campbell, CA Event Counts

**EventCount-2763 -- English (ENU)**

**Datasets:**

**Site:** [7] ALYSSUM LN E OF WINCHESTER BLVD  
**Input A:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.  
**Input B:** 2 - East bound. - Lane= 0, Added to totals. (/2.000)  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Name:** Default Profile  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014=283, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	1	0	0	2	1	6	10	17	17	22	24	22	21	24	25	22	16	21	18	8	4	4	
1	0	0	0	0	0	0	1	1	4	6	4	5	6	2	6	5	8	4	6	7	5	0	0	0
0	1	1	0	0	0	0	4	1	5	2	9	5	7	5	2	9	3	5	4	3	1	3	1	0
0	0	0	0	0	0	1	0	3	4	4	5	7	3	10	7	9	3	5	8	4	1	1	2	0
0	0	0	0	0	2	0	1	5	4	5	4	7	6	4	9	2	8	2	3	4	1	0	1	1

AM Peak 1045 - 1145 (23), AM PHF=0.63 PM Peak 1545 - 1645 (32), PM PHF=0.88

**\* Friday, March 14, 2014=393, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	1	0	1	3	9	12	25	21	35	27	30	22	22	28	30	29	29	29	21	15	8	
0	0	0	0	0	0	1	0	2	9	5	6	4	11	5	5	5	6	4	7	5	8	3	3	1
0	0	0	1	0	0	1	6	7	6	4	15	9	10	7	6	7	3	10	10	10	9	5	2	0
0	0	0	0	0	0	0	2	0	5	5	5	5	4	4	10	10	13	8	8	10	1	4	1	0
1	0	0	0	0	1	1	1	3	5	7	9	9	5	6	1	6	8	7	4	4	3	3	2	2

AM Peak 1100 - 1200 (35), AM PHF=0.59 PM Peak 1730 - 1830 (35), PM PHF=0.67

**\* Saturday, March 15, 2014=397, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	7	1	0	0	5	4	3	4	14	28	12	29	38	37	28	34	21	23	26	36	22	9	16	
1	1	0	0	0	2	1	1	0	2	7	1	8	8	10	10	4	3	2	7	13	3	6	8	1
0	4	1	0	0	1	2	1	2	3	4	4	5	11	9	6	9	9	10	6	8	11	2	5	2
0	2	0	0	0	0	1	0	0	5	10	2	8	8	10	7	3	3	5	9	11	4	0	0	3
2	0	0	0	0	2	0	1	2	5	7	5	8	11	8	5	18	6	6	4	4	4	1	3	1

AM Peak 1000 - 1100 (28), AM PHF=0.72 PM Peak 1315 - 1415 (40), PM PHF=0.91

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2770 -- English (ENU)**

**Datasets:**

**Site:** [11] BAYWOOD AVE S OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	16.8	100.0	22.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14.8	100.0	24.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11.2	100.0	21.1	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18.3	100.0	28.3	-
0600	12	0	0	0	0	8	3	1	0	0	0	0	0	0	0	0	0	17.9	91.7	24.0	25.9
0700	33	0	1	0	2	25	5	0	0	0	0	0	0	0	0	0	0	16.6	93.9	22.2	24.8
0800	42	0	0	0	12	20	10	0	0	0	0	0	0	0	0	0	0	17.4	83.3	22.4	27.1
0900	43	0	0	0	4	21	17	1	0	0	0	0	0	0	0	0	0	19.9	90.7	24.0	27.3
1000	24	0	0	3	3	8	8	2	0	0	0	0	0	0	0	0	0	17.4	70.8	22.6	26.8
1100	20	0	0	1	10	8	1	0	0	0	0	0	0	0	0	0	0	15.9	95.0	19.7	23.5
1200	48	0	0	0	10	24	11	3	0	0	0	0	0	0	0	0	0	16.3	81.3	23.1	27.7
1300	52	0	1	2	16	21	10	2	0	0	0	0	0	0	0	0	0	16.6	76.9	21.4	25.9
1400	46	0	0	0	6	28	10	2	0	0	0	0	0	0	0	0	0	19.5	87.0	23.5	26.2
1500	86	0	1	1	25	34	21	4	0	0	0	0	0	0	0	0	0	16.8	82.6	22.6	26.6
1600	73	0	1	1	22	31	13	5	0	0	0	0	0	0	0	0	0	16.3	80.8	22.2	25.9
1700	62	0	0	0	10	31	19	2	0	0	0	0	0	0	0	0	0	17.7	88.7	23.4	26.6
1800	51	1	0	1	19	21	8	0	1	0	0	0	0	0	0	0	0	16.6	84.3	21.5	25.7
1900	52	0	0	0	12	31	9	0	0	0	0	0	0	0	0	0	0	17.0	96.2	22.0	24.8
2000	73	0	0	0	17	47	7	2	0	0	0	0	0	0	0	0	0	15.9	89.0	22.1	24.2
2100	61	0	0	0	16	41	4	0	0	0	0	0	0	0	0	0	0	15.9	100.0	21.3	23.5
2200	65	0	0	0	13	30	20	2	0	0	0	0	0	0	0	0	0	17.7	92.3	23.3	26.6
2300	18	0	0	1	3	6	7	1	0	0	0	0	0	0	0	0	0	17.4	83.3	23.0	25.7
<b>07-19</b>	<b>580</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>139</b>	<b>272</b>	<b>133</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>81.7</b>	<b>22.5</b>	<b>26.6</b>
<b>06-22</b>	<b>778</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>184</b>	<b>399</b>	<b>156</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>83.9</b>	<b>22.4</b>	<b>26.2</b>
<b>06-00</b>	<b>861</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>200</b>	<b>435</b>	<b>183</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>84.2</b>	<b>22.4</b>	<b>26.2</b>
<b>00-00</b>	<b>869</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>201</b>	<b>440</b>	<b>185</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>84.2</b>	<b>22.5</b>	<b>26.2</b>

Peak step 15:00 (86) AM Peak step 9:00 (43) PM Peak step 15:00 (86)

**\* Friday, March 14, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12.5	100.0	20.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	100.0	15.1	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	100.0	20.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	100.0	19.2	-
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10.7	100.0	19.8	-
0600	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	10.7	100.0	18.0	-
0700	19	0	0	1	5	12	1	0	0	0	0	0	0	0	0	0	0	0	14.8	89.5	20.9	23.9
0800	23	0	0	2	5	8	7	1	0	0	0	0	0	0	0	0	0	0	16.8	73.9	21.9	26.6
0900	31	0	0	1	4	12	11	3	0	0	0	0	0	0	0	0	0	0	19.0	74.2	24.0	28.9
1000	22	0	0	1	8	9	4	0	0	0	0	0	0	0	0	0	0	0	16.8	95.5	21.2	25.1
1100	37	0	1	5	18	9	4	0	0	0	0	0	0	0	0	0	0	0	16.1	81.1	18.9	24.2
1200	49	0	0	1	16	21	10	1	0	0	0	0	0	0	0	0	0	0	17.4	87.8	22.4	26.2
1300	64	0	0	6	27	28	3	0	0	0	0	0	0	0	0	0	0	0	13.9	90.6	19.9	22.8
1400	81	0	1	0	25	36	15	4	0	0	0	0	0	0	0	0	0	0	17.4	84.0	22.3	26.6
1500	108	0	2	2	31	51	17	5	0	0	0	0	0	0	0	0	0	0	15.7	77.8	22.0	26.6
1600	79	0	3	3	21	41	8	3	0	0	0	0	0	0	0	0	0	0	16.1	79.7	20.9	24.6
1700	90	0	0	2	21	40	27	0	0	0	0	0	0	0	0	0	0	0	16.8	83.3	22.6	26.4
1800	102	0	2	3	27	56	13	1	0	0	0	0	0	0	0	0	0	0	16.6	86.3	21.4	24.8
1900	103	0	1	15	34	49	3	1	0	0	0	0	0	0	0	0	0	0	14.5	84.5	19.4	22.8
2000	91	0	1	6	37	46	1	0	0	0	0	0	0	0	0	0	0	0	13.0	93.4	19.4	21.5
2100	82	0	0	2	44	32	3	1	0	0	0	0	0	0	0	0	0	0	15.2	93.9	19.9	23.3
2200	66	0	0	4	30	29	2	0	1	0	0	0	0	0	0	0	0	0	13.4	90.9	19.8	22.4
2300	22	0	1	0	7	11	3	0	0	0	0	0	0	0	0	0	0	0	18.1	86.4	21.0	24.6
<b>07-19</b>	<b>705</b>	<b>0</b>	<b>9</b>	<b>27</b>	<b>208</b>	<b>323</b>	<b>120</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>80.6</b>	<b>21.6</b>	<b>25.7</b>
<b>06-22</b>	<b>988</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>327</b>	<b>452</b>	<b>127</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>80.9</b>	<b>21.0</b>	<b>24.8</b>
<b>06-00</b>	<b>1076</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>364</b>	<b>492</b>	<b>132</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>81.2</b>	<b>20.9</b>	<b>24.8</b>
<b>00-00</b>	<b>1085</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>370</b>	<b>495</b>	<b>132</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>81.3</b>	<b>20.9</b>	<b>24.8</b>

Peak step 15:00 (108) AM Peak step 11:00 (37) PM Peak step 15:00 (108)

**\* Saturday, March 15, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	22	0	0	0	7	12	3	0	0	0	0	0	0	0	0	0	0	0	15.9	90.9	22.0	24.4
0100	13	0	0	0	5	6	1	1	0	0	0	0	0	0	0	0	0	0	14.8	84.6	22.4	24.6
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.7	100.0	14.8	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	100.0	12.5	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	100.0	17.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0700	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	15.2	100.0	22.9	-
0800	13	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	13.0	92.3	19.4	22.6
0900	12	0	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	14.5	83.3	19.0	22.8
1000	32	0	1	1	7	19	3	1	0	0	0	0	0	0	0	0	0	0	15.2	84.4	21.2	24.4
1100	53	0	0	5	24	19	5	0	0	0	0	0	0	0	0	0	0	0	14.1	86.8	19.8	23.3
1200	84	0	0	3	24	43	13	1	0	0	0	0	0	0	0	0	0	0	15.7	84.5	21.4	25.1
1300	94	0	1	3	24	53	11	2	0	0	0	0	0	0	0	0	0	0	17.7	86.2	21.6	24.4
1400	103	0	2	7	20	56	17	0	1	0	0	0	0	0	0	0	0	0	16.6	81.6	21.5	25.7
1500	97	0	0	1	33	55	8	0	0	0	0	0	0	0	0	0	0	0	15.7	94.8	21.3	24.2
1600	112	0	2	2	41	55	11	1	0	0	0	0	0	0	0	0	0	0	15.7	88.4	20.8	24.2
1700	130	0	2	7	47	57	15	1	1	0	0	0	0	0	0	0	0	0	17.2	85.4	20.8	24.6
1800	120	0	5	15	49	44	6	1	0	0	0	0	0	0	0	0	0	0	13.9	81.7	19.2	23.3
1900	106	0	0	4	42	52	7	1	0	0	0	0	0	0	0	0	0	0	15.7	91.5	20.6	23.7
2000	93	0	0	2	31	49	11	0	0	0	0	0	0	0	0	0	0	0	16.8	90.3	21.3	24.4
2100	117	5	0	6	40	56	9	1	0	0	0	0	0	0	0	0	0	0	13.9	82.9	19.8	23.0
2200	76	0	1	5	24	41	5	0	0	0	0	0	0	0	0	0	0	0	14.3	86.8	20.4	23.3
2300	60	0	0	0	14	40	5	1	0	0	0	0	0	0	0	0	0	0	15.4	93.3	22.0	23.7
<b>07-19</b>	<b>853</b>	<b>0</b>	<b>13</b>	<b>46</b>	<b>281</b>	<b>412</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>83.1</b>	<b>20.8</b>	<b>24.4</b>
<b>06-22</b>	<b>1169</b>	<b>5</b>	<b>13</b>	<b>58</b>	<b>394</b>	<b>569</b>	<b>119</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>83.8</b>	<b>20.7</b>	<b>24.2</b>
<b>06-00</b>	<b>1305</b>	<b>5</b>	<b>14</b>	<b>63</b>	<b>432</b>	<b>650</b>	<b>129</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>84.2</b>	<b>20.8</b>	<b>24.2</b>
<b>00-00</b>	<b>1343</b>	<b>5</b>	<b>14</b>	<b>65</b>	<b>445</b>	<b>668</b>	<b>133</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>84.2</b>	<b>20.8</b>	<b>24.2</b>

Peak step 17:00 (130) AM Peak step 11:00 (53) PM Peak step 17:00 (130)

**\* Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
--	3297	6	30	130	1016	1603	450	58	4	0	0	0	0	0	0	0	0	0	16.8	82.6	21.3	25.1

In profile: Vehicles = 3297 / 6818 (48.36%)

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2771 -- English (ENU)**

**Datasets:**

**Site:** [11] BAYWOOD AVE S OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.0	100.0	20.1	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	100.0	20.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.1	100.0	20.1	-
0500	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	17.0	75.0	24.4	-
0600	21	0	0	0	1	8	10	2	0	0	0	0	0	0	0	0	0	0	20.4	90.5	25.2	28.0
0700	31	0	1	0	0	3	13	11	2	1	0	0	0	0	0	0	0	0	24.2	80.6	29.4	34.0
0800	26	0	0	0	0	1	8	7	6	4	0	0	0	0	0	0	0	0	28.9	61.5	33.5	38.7
0900	43	0	0	0	1	10	19	9	4	0	0	0	0	0	0	0	0	0	20.6	81.4	27.4	32.0
1000	37	0	0	0	2	13	15	7	0	0	0	0	0	0	0	0	0	0	21.9	86.5	26.3	30.6
1100	37	0	0	2	4	17	7	7	0	0	0	0	0	0	0	0	0	0	20.4	73.0	23.6	30.0
1200	58	0	0	0	6	19	23	8	2	0	0	0	0	0	0	0	0	0	21.3	74.1	25.6	30.2
1300	49	0	1	1	1	13	21	10	1	1	0	0	0	0	0	0	0	0	22.4	75.5	26.8	32.2
1400	38	0	0	0	2	11	15	10	0	0	0	0	0	0	0	0	0	0	22.4	86.8	27.2	31.3
1500	46	0	1	0	1	10	26	7	1	0	0	0	0	0	0	0	0	0	22.6	89.1	26.8	30.6
1600	53	0	0	2	0	20	26	4	0	1	0	0	0	0	0	0	0	0	19.0	86.8	25.0	27.7
1700	75	0	0	0	2	22	34	14	3	0	0	0	0	0	0	0	0	0	22.4	81.3	27.0	30.9
1800	60	1	0	0	4	12	25	15	3	0	0	0	0	0	0	0	0	0	21.5	75.0	27.5	31.3
1900	54	0	0	0	0	10	34	7	3	0	0	0	0	0	0	0	0	0	22.4	88.9	27.5	30.4
2000	39	0	0	0	3	21	12	2	1	0	0	0	0	0	0	0	0	0	19.0	84.6	24.6	28.4
2100	24	0	0	0	0	3	12	7	1	1	0	0	0	0	0	0	0	0	22.4	79.2	29.0	32.2
2200	11	0	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	23.3	100.0	29.8	31.5
2300	7	0	0	0	0	1	2	3	0	1	0	0	0	0	0	0	0	0	24.8	71.4	31.2	-
<b>07-19</b>	<b>553</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>23</b>	<b>151</b>	<b>232</b>	<b>109</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.4</b>	<b>74.5</b>	<b>26.9</b>	<b>31.3</b>
<b>06-22</b>	<b>691</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>27</b>	<b>193</b>	<b>300</b>	<b>127</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>76.0</b>	<b>26.8</b>	<b>31.3</b>
<b>06-00</b>	<b>709</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>27</b>	<b>195</b>	<b>306</b>	<b>136</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>75.7</b>	<b>26.9</b>	<b>31.3</b>
<b>00-00</b>	<b>717</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>28</b>	<b>200</b>	<b>307</b>	<b>137</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>75.3</b>	<b>26.9</b>	<b>31.3</b>

Peak step 17:00 (75) AM Peak step 9:00 (43) PM Peak step 17:00 (75)

\* Friday, March 14, 2014

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	17.7	100.0	27.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18.6	100.0	28.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	18.6	100.0	23.7	-
0500	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	16.6	66.7	32.7	-
0600	29	1	0	1	0	7	14	3	2	1	0	0	0	0	0	0	0	0	20.8	79.3	26.4	30.6
0700	28	0	0	0	0	8	18	2	0	0	0	0	0	0	0	0	0	0	21.5	96.4	26.1	28.6
0800	30	0	1	0	2	8	9	9	1	0	0	0	0	0	0	0	0	0	23.0	76.7	26.9	32.2
0900	55	0	0	0	1	17	26	7	1	2	1	0	0	0	0	0	0	0	20.6	83.6	27.6	30.4
1000	44	0	0	0	6	11	23	4	0	0	0	0	0	0	0	0	0	0	19.2	79.5	25.5	29.1
1100	67	0	0	0	2	31	28	4	0	2	0	0	0	0	0	0	0	0	19.7	88.1	25.8	28.6
1200	72	0	0	1	7	27	28	7	1	1	0	0	0	0	0	0	0	0	22.4	79.2	25.4	29.3
1300	68	0	1	3	7	22	31	4	0	0	0	0	0	0	0	0	0	0	18.8	82.4	24.4	28.4
1400	53	0	0	1	4	25	20	3	0	0	0	0	0	0	0	0	0	0	19.5	88.7	24.4	27.7
1500	70	0	1	4	4	12	38	11	0	0	0	0	0	0	0	0	0	0	21.3	75.7	25.8	30.2
1600	98	1	0	1	8	38	36	13	1	0	0	0	0	0	0	0	0	0	19.2	78.6	25.0	29.1
1700	100	0	0	1	13	30	43	12	1	0	0	0	0	0	0	0	0	0	21.9	76.0	25.7	29.5
1800	128	0	4	6	16	36	53	12	1	0	0	0	0	0	0	0	0	0	20.8	72.7	24.1	29.3
1900	82	1	3	2	20	28	27	1	0	0	0	0	0	0	0	0	0	0	19.0	74.4	21.8	27.5
2000	72	0	1	2	14	29	22	4	0	0	0	0	0	0	0	0	0	0	18.1	76.4	22.9	27.5
2100	45	0	0	0	2	13	23	2	1	3	0	1	0	0	0	0	0	0	19.2	82.2	27.5	29.5
2200	25	0	0	1	2	7	10	4	0	1	0	0	0	0	0	0	0	0	18.8	76.0	26.1	30.0
2300	8	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	19.2	75.0	26.9	-
<b>07-19</b>	<b>813</b>	<b>1</b>	<b>7</b>	<b>17</b>	<b>70</b>	<b>265</b>	<b>353</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>77.4</b>	<b>25.3</b>	<b>29.5</b>
<b>06-22</b>	<b>1041</b>	<b>3</b>	<b>11</b>	<b>22</b>	<b>106</b>	<b>342</b>	<b>439</b>	<b>98</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>75.7</b>	<b>25.0</b>	<b>29.3</b>
<b>06-00</b>	<b>1074</b>	<b>3</b>	<b>11</b>	<b>23</b>	<b>109</b>	<b>351</b>	<b>452</b>	<b>104</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>75.4</b>	<b>25.1</b>	<b>29.3</b>
<b>00-00</b>	<b>1084</b>	<b>3</b>	<b>11</b>	<b>23</b>	<b>109</b>	<b>355</b>	<b>457</b>	<b>104</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>75.6</b>	<b>25.1</b>	<b>29.3</b>

Peak step 18:00 (128) AM Peak step 11:00 (67) PM Peak step 18:00 (128)

\* Saturday, March 15, 2014

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.7	100.0	24.5	-
0100	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	17.9	100.0	26.7	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	100.0	26.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0600	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	17.0	100.0	25.1	-
0700	13	0	0	0	0	8	4	0	1	0	0	0	0	0	0	0	0	0	23.7	92.3	30.1	32.4
0800	25	0	0	0	0	1	11	6	4	1	2	0	0	0	0	0	0	0	25.1	72.0	32.4	38.5
0900	24	0	0	0	0	3	17	2	1	0	1	0	0	0	0	0	0	0	21.5	91.7	28.0	29.1
1000	45	0	0	3	7	15	15	4	1	0	0	0	0	0	0	0	0	0	19.7	66.7	24.2	29.5
1100	74	0	1	1	3	24	32	13	0	0	0	0	0	0	0	0	0	0	21.5	83.8	25.7	30.6
1200	80	1	0	1	2	42	29	4	1	0	0	0	0	0	0	0	0	0	20.4	92.5	24.5	28.0
1300	72	0	2	2	5	27	30	6	0	0	0	0	0	0	0	0	0	0	19.9	80.6	24.5	29.3
1400	66	0	0	2	2	18	34	8	2	0	0	0	0	0	0	0	0	0	21.9	81.8	26.2	29.1
1500	74	0	0	0	2	18	36	18	0	0	0	0	0	0	0	0	0	0	21.5	83.8	27.5	30.9
1600	76	0	0	0	4	23	41	8	0	0	0	0	0	0	0	0	0	0	19.0	88.2	25.9	28.4
1700	91	0	0	0	3	22	47	14	3	2	0	0	0	0	0	0	0	0	21.3	82.4	27.2	30.2
1800	85	0	2	0	15	50	13	5	0	0	0	0	0	0	0	0	0	0	17.2	83.5	22.3	26.6
1900	89	1	0	5	7	35	37	3	1	0	0	0	0	0	0	0	0	0	19.5	83.1	23.6	27.5
2000	38	0	0	1	3	11	21	2	0	0	0	0	0	0	0	0	0	0	20.6	86.8	24.8	28.4
2100	52	0	0	0	5	23	21	3	0	0	0	0	0	0	0	0	0	0	18.3	86.5	24.1	28.0
2200	31	0	1	0	2	17	9	2	0	0	0	0	0	0	0	0	0	0	21.0	90.3	23.7	26.8
2300	13	0	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	19.7	100.0	25.8	28.2
<b>07-19</b>	<b>725</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>43</b>	<b>243</b>	<b>313</b>	<b>92</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>77.7</b>	<b>25.8</b>	<b>30.0</b>
<b>06-22</b>	<b>907</b>	<b>2</b>	<b>5</b>	<b>15</b>	<b>58</b>	<b>314</b>	<b>393</b>	<b>100</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>78.7</b>	<b>25.4</b>	<b>29.5</b>
<b>06-00</b>	<b>951</b>	<b>2</b>	<b>6</b>	<b>15</b>	<b>60</b>	<b>336</b>	<b>410</b>	<b>102</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>79.3</b>	<b>25.4</b>	<b>29.5</b>
<b>00-00</b>	<b>957</b>	<b>2</b>	<b>6</b>	<b>15</b>	<b>60</b>	<b>337</b>	<b>415</b>	<b>102</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>79.4</b>	<b>25.4</b>	<b>29.5</b>

Peak step 17:00 (91) AM Peak step 11:00 (74) PM Peak step 17:00 (91)

\* Grand Total

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 100	vPace 10	Pace% 10	Mean	Vpp 85
--	2758	6	20	43	197	892	1179	343	49	23	5	1	0	0	0	0	0	0	20.8	76.0	25.7	30.0

In profile: Vehicles = 2758 / 6818 (40.45%)

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2774 -- English (ENU)**

**Datasets:**

**Site:** [13] CLOVER AVE BETWEEN HEMLOCK AVE AND STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 10 15	Vbin 20 25	Vbin 30 35	Vbin 40 45	Vbin 50 55	Vbin 60 65	Vbin 70 75	Vbin 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	3	0	1	2	0	0	0	0	0	0	0	0	10.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	11.1	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	26.9	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	22.9	-
0500	2	0	0	1	1	0	0	0	0	0	0	0	21.9	-
0600	11	0	1	1	4	5	0	0	0	0	0	0	23.7	27.5
0700	7	0	1	1	3	0	1	0	0	0	0	0	19.6	-
0800	17	0	1	2	7	6	1	0	0	0	0	0	23.0	28.2
0900	30	0	1	1	11	8	8	1	0	0	0	0	21.3	29.1
1000	23	0	1	0	4	6	9	3	0	0	0	0	23.6	29.1
1100	21	0	1	2	3	9	6	0	0	0	0	0	21.5	25.1
1200	15	0	0	2	4	6	2	1	0	0	0	0	20.9	27.3
1300	37	0	0	2	11	11	10	3	0	0	0	0	22.3	26.4
1400	26	0	1	2	5	10	6	2	0	0	0	0	22.1	28.4
1500	21	0	0	1	3	12	4	1	0	0	0	0	22.9	28.0
1600	22	0	0	0	6	8	5	2	1	0	0	0	23.6	28.2
1700	21	0	0	2	1	10	7	1	0	0	0	0	23.5	27.3
1800	18	0	0	2	8	5	2	1	0	0	0	0	21.1	24.6
1900	22	0	0	4	7	3	5	3	0	0	0	0	21.6	29.3
2000	6	0	0	1	3	2	0	0	0	0	0	0	19.3	-
2100	8	0	1	1	2	2	1	1	0	0	0	0	19.7	-
2200	9	0	0	2	3	1	3	0	0	0	0	0	20.0	-
2300	5	0	0	3	0	1	1	0	0	0	0	0	17.7	-
<b>07-19</b>	<b>258</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>57</b>	<b>95</b>	<b>65</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.3</b>	<b>28.0</b>
<b>06-22</b>	<b>305</b>	<b>0</b>	<b>7</b>	<b>24</b>	<b>70</b>	<b>106</b>	<b>76</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.1</b>	<b>28.0</b>
<b>06-00</b>	<b>319</b>	<b>0</b>	<b>7</b>	<b>29</b>	<b>73</b>	<b>108</b>	<b>80</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>27.7</b>
<b>00-00</b>	<b>327</b>	<b>0</b>	<b>8</b>	<b>32</b>	<b>74</b>	<b>110</b>	<b>81</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>27.7</b>

Peak step 13:00 (37) AM Peak step 9:00 (30) PM Peak step 13:00 (37)

\* Friday, March 14, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	23.3	100.0	28.5	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	100.0	17.8	-
0400	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8.9	50.0	23.9	-
0500	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	21.5	100.0	25.9	-
0600	6	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	19.0	66.7	23.2	-
0700	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	13.0	80.0	22.0	-
0800	23	0	0	0	0	12	8	3	0	0	0	0	0	0	0	0	0	0	20.6	95.7	25.7	29.5
0900	21	0	1	2	4	7	7	0	0	0	0	0	0	0	0	0	0	0	17.4	66.7	21.9	27.3
1000	20	0	0	0	1	8	10	1	0	0	0	0	0	0	0	0	0	0	19.5	90.0	25.3	28.6
1100	23	0	0	6	5	8	3	1	0	0	0	0	0	0	0	0	0	0	12.8	65.2	20.0	25.9
1200	18	0	0	3	1	2	9	3	0	0	0	0	0	0	0	0	0	0	22.4	77.8	24.4	27.7
1300	20	0	0	2	4	8	6	0	0	0	0	0	0	0	0	0	0	0	17.0	75.0	22.4	26.6
1400	24	0	0	1	1	9	10	2	1	0	0	0	0	0	0	0	0	0	20.8	87.5	25.0	28.2
1500	25	0	0	1	0	6	17	1	0	0	0	0	0	0	0	0	0	0	19.7	92.0	25.7	28.2
1600	19	0	0	2	3	8	4	2	0	0	0	0	0	0	0	0	0	0	18.6	68.4	23.2	28.4
1700	24	0	0	0	2	14	7	1	0	0	0	0	0	0	0	0	0	0	17.0	91.7	23.7	26.2
1800	22	0	1	2	10	7	2	0	0	0	0	0	0	0	0	0	0	0	15.2	81.8	19.5	23.3
1900	16	0	0	0	2	6	7	1	0	0	0	0	0	0	0	0	0	0	20.4	87.5	24.4	28.2
2000	15	0	0	4	5	3	3	0	0	0	0	0	0	0	0	0	0	0	13.2	73.3	20.1	26.6
2100	15	0	2	3	2	4	3	0	1	0	0	0	0	0	0	0	0	0	12.5	53.3	19.8	26.6
2200	6	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	14.5	83.3	21.8	-
2300	9	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10.1	88.9	16.7	-
07-19	244	0	2	19	33	91	84	14	1	0	0	0	0	0	0	0	0	0	21.0	73.0	23.3	28.0
06-22	296	0	4	26	44	105	100	15	2	0	0	0	0	0	0	0	0	0	21.0	70.3	23.1	28.0
06-00	311	0	4	30	50	109	101	15	2	0	0	0	0	0	0	0	0	0	21.0	68.5	22.8	28.0
00-00	321	0	4	30	52	112	104	17	2	0	0	0	0	0	0	0	0	0	21.0	68.2	22.9	28.2

Peak step 15:00 (25) AM Peak step 8:00 (23) PM Peak step 15:00 (25)

\* Saturday, March 15, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	3	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4.5	66.7	17.1	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	100.0	18.0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	100.0	25.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	100.0	21.9	-
0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.5	100.0	31.3	-
0700	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	20.1	66.7	25.2	-
0800	8	0	0	3	1	0	3	1	0	0	0	0	0	0	0	0	0	0	8.9	50.0	20.9	-
0900	14	0	0	0	5	5	2	2	0	0	0	0	0	0	0	0	0	0	15.2	78.6	23.2	25.3
1000	19	0	0	2	2	8	5	1	1	0	0	0	0	0	0	0	0	0	20.1	73.7	24.1	29.1
1100	23	0	1	1	3	10	7	1	0	0	0	0	0	0	0	0	0	0	18.8	82.6	22.3	27.3
1200	22	0	0	5	6	3	5	3	0	0	0	0	0	0	0	0	0	0	9.6	50.0	21.5	28.2
1300	29	0	0	3	4	13	7	1	1	0	0	0	0	0	0	0	0	0	15.9	75.9	22.8	25.7
1400	24	1	0	3	3	7	9	1	0	0	0	0	0	0	0	0	0	0	18.6	79.2	22.3	26.4
1500	19	0	0	3	5	7	2	2	0	0	0	0	0	0	0	0	0	0	13.2	68.4	21.2	25.5
1600	20	0	0	5	6	4	4	1	0	0	0	0	0	0	0	0	0	0	8.5	55.0	20.3	26.8
1700	26	0	2	3	5	7	8	1	0	0	0	0	0	0	0	0	0	0	16.6	61.5	21.2	27.1
1800	27	0	0	4	8	10	5	0	0	0	0	0	0	0	0	0	0	0	17.9	74.1	20.8	24.8
1900	18	0	0	1	4	7	6	0	0	0	0	0	0	0	0	0	0	0	17.2	83.3	22.7	27.1
2000	15	0	0	4	3	5	3	0	0	0	0	0	0	0	0	0	0	0	12.3	73.3	19.7	25.5
2100	5	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	15.2	80.0	19.2	-
2200	12	0	0	3	2	5	2	0	0	0	0	0	0	0	0	0	0	0	12.3	66.7	19.6	23.9
2300	8	0	0	3	0	1	3	1	0	0	0	0	0	0	0	0	0	0	10.7	50.0	21.8	-
07-19	234	1	3	32	49	74	58	15	2	0	0	0	0	0	0	0	0	0	17.7	63.2	21.9	27.3
06-22	273	1	4	37	57	88	68	16	2	0	0	0	0	0	0	0	0	0	17.7	64.8	21.8	27.3
06-00	293	1	4	43	59	94	73	17	2	0	0	0	0	0	0	0	0	0	17.7	63.5	21.7	27.3
00-00	301	1	5	44	62	94	76	17	2	0	0	0	0	0	0	0	0	0	17.7	63.5	21.7	27.3

Peak step 13:00 (29) AM Peak step 11:00 (23) PM Peak step 13:00 (29)

\* Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
--	949	1	17	106	188	316	261	55	5	0	0	0	0	0	0	0	0	0	18.6	63.6	22.2	27.7

In profile: Vehicles = 949 / 2438 (38.93%)

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2775 -- English (ENU)**

**Datasets:**

**Site:** [13] CLOVER AVE BETWEEN HEMLOCK AVE AND STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	2.2	66.7	17.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	100.0	11.5	-
0600	7	0	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	21.3	57.1	20.2	-
0700	5	0	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	8.7	60.0	20.0	-
0800	16	0	1	2	2	6	2	3	0	0	0	0	0	0	0	0	0	17.9	62.5	23.0	31.8
0900	20	0	2	2	6	5	4	1	0	0	0	0	0	0	0	0	0	15.7	60.0	20.2	26.4
1000	22	0	1	2	9	5	3	2	0	0	0	0	0	0	0	0	0	14.8	63.6	21.1	28.6
1100	20	0	0	2	4	6	6	0	2	0	0	0	0	0	0	0	0	19.2	75.0	23.7	28.0
1200	22	0	0	5	6	6	2	2	1	0	0	0	0	0	0	0	0	12.3	63.6	20.7	28.9
1300	40	0	0	7	6	15	9	3	0	0	0	0	0	0	0	0	0	19.2	65.0	22.1	27.5
1400	33	0	0	1	5	11	12	4	0	0	0	0	0	0	0	0	0	17.9	78.8	24.3	28.0
1500	34	0	0	0	3	10	14	5	2	0	0	0	0	0	0	0	0	19.5	70.6	26.3	30.4
1600	35	0	0	2	6	14	9	4	0	0	0	0	0	0	0	0	0	18.3	74.3	23.1	28.0
1700	28	0	0	3	4	10	7	3	1	0	0	0	0	0	0	0	0	21.7	64.3	23.6	29.8
1800	43	0	1	0	5	21	12	4	0	0	0	0	0	0	0	0	0	16.8	81.4	23.6	28.2
1900	28	0	0	1	5	10	10	1	1	0	0	0	0	0	0	0	0	18.3	71.4	24.0	28.2
2000	14	0	0	0	1	3	7	2	0	1	0	0	0	0	0	0	0	21.0	85.7	27.1	30.0
2100	21	0	1	0	4	5	10	0	1	0	0	0	0	0	0	0	0	20.1	71.4	24.4	29.8
2200	8	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	13.2	62.5	23.1	-
2300	4	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	12.8	50.0	25.7	-
<b>07-19</b>	<b>318</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>58</b>	<b>110</b>	<b>80</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>62.6</b>	<b>23.0</b>	<b>28.9</b>
<b>06-22</b>	<b>388</b>	<b>0</b>	<b>8</b>	<b>28</b>	<b>69</b>	<b>130</b>	<b>108</b>	<b>36</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>62.4</b>	<b>23.3</b>	<b>29.1</b>
<b>06-00</b>	<b>400</b>	<b>0</b>	<b>8</b>	<b>29</b>	<b>71</b>	<b>134</b>	<b>111</b>	<b>37</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>62.3</b>	<b>23.3</b>	<b>29.1</b>
<b>00-00</b>	<b>404</b>	<b>0</b>	<b>8</b>	<b>32</b>	<b>71</b>	<b>134</b>	<b>112</b>	<b>37</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>61.6</b>	<b>23.2</b>	<b>29.1</b>

Peak step 18:00 (43) AM Peak step 10:00 (22) PM Peak step 18:00 (43)



\* Friday, March 14, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18.1	100.0	28.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.5	100.0	19.2	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	100.0	10.8	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0600	7	0	0	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	17.4	85.7	23.6	-
0700	6	0	1	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	18.6	50.0	20.8	-
0800	13	0	1	1	1	4	3	3	0	0	0	0	0	0	0	0	0	0	17.9	61.5	23.6	32.2
0900	19	0	0	3	3	7	4	1	1	0	0	0	0	0	0	0	0	0	15.9	63.2	22.3	28.2
1000	9	0	0	1	3	3	1	0	0	1	0	0	0	0	0	0	0	0	16.3	77.8	22.3	-
1100	28	0	2	3	9	7	4	3	0	0	0	0	0	0	0	0	0	0	13.4	60.7	20.9	28.9
1200	26	0	0	2	6	6	9	3	0	0	0	0	0	0	0	0	0	0	19.7	69.2	24.0	29.1
1300	36	0	0	1	6	18	7	4	0	0	0	0	0	0	0	0	0	0	20.8	77.8	23.4	28.4
1400	51	0	1	0	6	24	13	5	2	0	0	0	0	0	0	0	0	0	17.2	78.4	24.1	27.5
1500	38	0	0	2	7	11	10	4	4	0	0	0	0	0	0	0	0	0	18.3	63.2	25.2	30.4
1600	49	0	1	3	7	19	13	5	0	1	0	0	0	0	0	0	0	0	17.2	69.4	23.3	27.5
1700	36	0	0	0	10	14	4	7	1	0	0	0	0	0	0	0	0	0	14.5	66.7	24.2	31.8
1800	32	0	2	1	6	12	8	2	1	0	0	0	0	0	0	0	0	0	19.0	71.9	22.8	27.3
1900	29	0	0	1	7	11	5	5	0	0	0	0	0	0	0	0	0	0	17.2	75.9	23.8	30.4
2000	27	0	0	2	8	10	4	2	1	0	0	0	0	0	0	0	0	0	16.1	74.1	22.6	27.5
2100	15	0	0	0	3	7	5	0	0	0	0	0	0	0	0	0	0	0	17.7	100.0	22.8	26.8
2200	14	0	0	1	1	7	4	1	0	0	0	0	0	0	0	0	0	0	19.9	78.6	23.7	28.2
2300	9	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	17.2	77.8	25.4	-
07-19	343	0	8	18	65	125	78	38	9	2	0	0	0	0	0	0	0	0	18.3	64.7	23.4	29.3
06-22	421	0	8	22	83	155	96	45	10	2	0	0	0	0	0	0	0	0	17.7	67.0	23.4	29.1
06-00	444	0	8	23	86	165	102	48	10	2	0	0	0	0	0	0	0	0	17.7	67.1	23.4	29.1
00-00	448	0	8	24	87	166	103	48	10	2	0	0	0	0	0	0	0	0	17.7	66.7	23.4	29.1

Peak step 14:00 (51) AM Peak step 11:00 (28) PM Peak step 14:00 (51)

\* Saturday, March 15, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5	66.7	13.7	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17.0	100.0	27.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	100.0	28.1	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.1	100.0	24.0	-
0600	4	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0.4	50.0	18.4	-
0700	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	17.7	80.0	20.4	-
0800	7	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	11.4	71.4	19.5	-
0900	10	0	0	2	2	2	3	1	0	0	0	0	0	0	0	0	0	0	21.9	60.0	21.8	-
1000	23	0	0	0	4	13	3	3	0	0	0	0	0	0	0	0	0	0	15.4	82.6	23.8	28.6
1100	14	0	0	0	1	10	2	1	0	0	0	0	0	0	0	0	0	0	15.9	85.7	23.5	25.7
1200	27	0	1	2	1	13	7	3	0	0	0	0	0	0	0	0	0	0	17.2	74.1	23.4	27.1
1300	40	0	2	1	5	20	11	1	0	0	0	0	0	0	0	0	0	0	19.2	80.0	22.4	26.6
1400	37	0	1	5	10	11	7	3	0	0	0	0	0	0	0	0	0	0	14.1	62.2	21.5	28.2
1500	36	0	0	3	14	5	10	4	0	0	0	0	0	0	0	0	0	0	14.1	55.6	22.7	29.3
1600	29	0	1	1	2	11	9	5	0	0	0	0	0	0	0	0	0	0	20.4	79.3	24.1	30.0
1700	32	0	1	2	8	16	2	3	0	0	0	0	0	0	0	0	0	0	14.5	75.0	21.6	24.6
1800	24	0	1	3	5	8	6	1	0	0	0	0	0	0	0	0	0	0	18.6	66.7	20.8	26.8
1900	29	0	0	2	7	12	7	1	0	0	0	0	0	0	0	0	0	0	17.4	75.9	21.9	26.4
2000	21	0	0	2	5	10	3	1	0	0	0	0	0	0	0	0	0	0	15.4	76.2	21.7	25.3
2100	21	0	0	1	5	6	6	3	0	0	0	0	0	0	0	0	0	0	17.2	71.4	23.4	28.2
2200	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	11.9	80.0	21.4	-
2300	9	0	0	0	1	2	4	0	2	0	0	0	0	0	0	0	0	0	19.2	77.8	27.2	-
07-19	284	0	7	21	56	113	62	25	0	0	0	0	0	0	0	0	0	0	18.6	66.2	22.4	28.0
06-22	359	0	8	27	73	142	79	30	0	0	0	0	0	0	0	0	0	0	18.1	66.3	22.3	27.7
06-00	373	0	8	27	77	145	84	30	2	0	0	0	0	0	0	0	0	0	18.6	66.2	22.4	28.0
00-00	379	0	9	28	78	146	86	30	2	0	0	0	0	0	0	0	0	0	18.6	66.2	22.4	28.0

Peak step 13:00 (40) AM Peak step 10:00 (23) PM Peak step 13:00 (40)

\* Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
--	1231	0	25	84	236	446	301	115	21	3	0	0	0	0	0	0	0	0	18.3	64.5	23.0	28.6

In profile: Vehicles = 1231 / 2438 (50.49%)

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2772 -- English (ENU)

**Datasets:**

**Site:** [12] HATTON RD BETWEEN OLSEN DR AND TISCH WY  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=157, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	1	1	11	10	10	5	12	8	11	5	12	8	8	22	8	10	9	5	1	0
0	0	0	0	0	1	0	2	3	3	0	3	2	1	1	1	2	1	6	3	2	0	2	1	0
0	0	0	0	0	0	0	3	1	4	3	4	3	5	1	4	2	0	5	2	3	3	1	0	0
0	0	0	0	0	0	1	2	2	0	2	1	1	2	0	2	3	3	6	1	1	2	2	0	0
0	0	0	0	0	0	0	4	4	3	0	4	2	3	3	5	1	4	5	2	4	4	0	0	0

AM Peak 0830 - 0930 (13), AM PHF=0.81 PM Peak 1800 - 1900 (22), PM PHF=0.92

**\* Friday, March 14, 2014 - Total=185, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	1	2	9	2	9	5	6	13	13	8	11	6	22	19	25	16	11	3	4	0
0	0	0	0	0	1	1	4	1	6	2	2	1	2	4	3	2	5	9	9	4	3	1	0	0
0	0	0	0	0	0	0	0	0	2	1	1	3	1	0	3	2	4	5	11	4	4	1	1	0
0	0	0	0	0	0	0	4	0	0	1	2	3	5	1	1	2	5	3	4	6	3	1	3	2
0	0	0	0	0	0	1	1	1	1	1	1	6	5	3	4	0	8	2	1	2	1	0	0	0

AM Peak 0645 - 0745 (9), AM PHF=0.56 PM Peak 1730 - 1830 (27), PM PHF=0.75

**\* Saturday, March 15, 2014 - Total=221, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	0	0	0	1	4	7	3	10	9	13	15	30	12	20	17	30	27	13	7	0	0	0
0	0	0	0	0	0	0	0	0	1	5	3	3	2	6	5	2	4	8	8	5	4	0	0	0
0	1	0	0	0	0	0	0	0	0	0	2	3	6	8	0	6	5	8	11	3	2	0	0	0
2	0	0	0	0	0	1	4	5	0	4	1	3	3	6	5	10	5	7	4	2	1	0	0	0
0	0	0	0	0	0	0	0	2	2	1	3	4	4	10	2	2	3	7	4	3	0	0	0	0

AM Peak 1145 - 1245 (12), AM PHF=1.00 PM Peak 1830 - 1930 (33), PM PHF=0.75

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2773 -- English (ENU)

**Datasets:**

**Site:** [12] HATTON RD BETWEEN OLSEN DR AND TISCH WY  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=231, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	0	1	1	5	11	13	6	7	17	16	18	15	17	13	21	16	11	12	16	8	4	
2	0	0	0	0	0	0	1	2	0	2	0	4	4	5	5	3	5	2	5	1	5	3	2	0
0	0	0	0	0	0	2	2	4	1	2	3	3	2	3	0	2	5	5	4	5	5	3	0	0
1	0	0	0	1	0	1	6	4	2	3	6	3	5	4	6	5	6	4	2	5	3	2	1	0
0	0	0	0	0	1	2	2	3	3	0	8	6	7	3	6	3	5	5	0	1	3	0	1	0

AM Peak 1115 - 1215 (21), AM PHF=0.66 PM Peak 1700 - 1800 (21), PM PHF=0.88

**\* Friday, March 14, 2014 - Total=363, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	2	0	1	0	2	3	10	15	13	12	14	14	26	24	39	24	38	33	22	34	25	7	5	
0	2	0	0	0	0	1	0	3	3	5	2	1	2	5	10	3	10	7	7	11	9	2	2	0
0	0	0	0	0	1	1	3	3	4	1	3	3	3	6	14	8	12	9	7	10	8	3	1	3
0	0	0	1	0	1	0	5	3	2	3	2	3	14	7	6	7	8	6	4	6	5	2	2	3
0	0	0	0	0	0	1	2	6	4	3	7	7	7	6	9	6	8	11	4	7	3	0	0	1

AM Peak 0830 - 0930 (16), AM PHF=0.67 PM Peak 1500 - 1600 (39), PM PHF=0.70

**\* Saturday, March 15, 2014 - Total=382, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	1	0	1	0	0	1	1	5	13	9	15	19	25	27	37	38	43	47	56	29	8	0	0	
0	0	0	1	0	0	0	0	0	2	2	1	6	6	8	10	8	9	11	16	13	4	0	0	0
3	1	0	0	0	0	0	1	1	7	1	5	6	6	5	9	10	13	10	24	4	4	0	0	0
3	0	0	0	0	0	0	0	2	1	4	6	1	6	7	12	13	9	12	10	8	0	0	0	0
1	0	0	0	0	0	1	0	2	3	2	3	6	7	7	6	7	12	14	6	4	0	0	0	0

AM Peak 1130 - 1230 (21), AM PHF=0.88 PM Peak 1830 - 1930 (66), PM PHF=0.69

# Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2777 -- English (ENU)**

**Datasets:**

**Site:** [14] HEMLOCK AVE BETWEEN MONROE ST AND CLOVER AVE  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12.5	100.0	21.3	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	15.9	100.0	23.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	11.2	66.7	17.4	-
0600	6	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	13.0	100.0	20.0	-
0700	13	0	0	2	8	3	0	0	0	0	0	0	0	0	0	0	0	12.8	92.3	18.3	21.3
0800	18	0	0	2	6	9	1	0	0	0	0	0	0	0	0	0	0	14.1	88.9	20.3	23.5
0900	25	0	2	6	13	4	0	0	0	0	0	0	0	0	0	0	0	11.4	84.0	16.5	19.5
1000	26	0	0	1	14	9	2	0	0	0	0	0	0	0	0	0	0	15.2	96.2	19.7	24.2
1100	28	0	1	1	12	9	5	0	0	0	0	0	0	0	0	0	0	15.4	82.1	20.6	24.8
1200	29	0	1	4	14	8	1	1	0	0	0	0	0	0	0	0	0	13.4	86.2	18.7	22.8
1300	46	0	0	4	20	19	3	0	0	0	0	0	0	0	0	0	0	13.2	84.8	19.9	22.8
1400	40	0	0	1	18	18	3	0	0	0	0	0	0	0	0	0	0	14.1	92.5	20.2	22.4
1500	48	0	1	3	27	15	2	0	0	0	0	0	0	0	0	0	0	13.6	91.7	18.5	20.8
1600	46	1	2	8	24	9	2	0	0	0	0	0	0	0	0	0	0	11.9	89.1	17.2	20.4
1700	52	0	1	7	30	12	2	0	0	0	0	0	0	0	0	0	0	12.3	86.5	18.2	20.8
1800	55	0	1	7	28	19	0	0	0	0	0	0	0	0	0	0	0	12.8	96.4	18.2	20.6
1900	37	0	0	7	15	14	1	0	0	0	0	0	0	0	0	0	0	13.2	86.5	18.7	22.1
2000	21	0	0	0	13	7	0	1	0	0	0	0	0	0	0	0	0	13.6	95.2	20.2	22.1
2100	21	0	0	0	10	9	2	0	0	0	0	0	0	0	0	0	0	14.5	90.5	20.0	21.5
2200	9	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	15.4	88.9	19.5	-
2300	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	13.2	100.0	19.6	-
<b>07-19</b>	<b>426</b>	<b>1</b>	<b>9</b>	<b>46</b>	<b>214</b>	<b>134</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>84.3</b>	<b>18.8</b>	<b>22.1</b>
<b>06-22</b>	<b>511</b>	<b>1</b>	<b>9</b>	<b>53</b>	<b>256</b>	<b>166</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>85.1</b>	<b>18.9</b>	<b>22.1</b>
<b>06-00</b>	<b>524</b>	<b>1</b>	<b>9</b>	<b>54</b>	<b>262</b>	<b>171</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>85.1</b>	<b>18.9</b>	<b>22.1</b>
<b>00-00</b>	<b>531</b>	<b>1</b>	<b>9</b>	<b>55</b>	<b>262</b>	<b>176</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>84.9</b>	<b>18.9</b>	<b>22.1</b>

Peak step 18:00 (55) AM Peak step 11:00 (28) PM Peak step 18:00 (55)

\* Friday, March 14, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vFace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	12.3	100.0	20.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9.2	100.0	16.2	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	100.0	8.5	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9.2	100.0	19.2	-
0600	8	0	2	0	3	3	0	0	0	0	0	0	0	0	0	0	0	11.4	75.0	17.6	-
0700	12	0	0	2	3	6	0	1	0	0	0	0	0	0	0	0	0	12.3	83.3	20.0	22.1
0800	19	0	0	1	13	3	1	1	0	0	0	0	0	0	0	0	0	12.5	89.5	19.3	20.8
0900	19	0	0	1	12	3	3	0	0	0	0	0	0	0	0	0	0	15.2	89.5	19.7	23.3
1000	20	0	0	8	7	5	0	0	0	0	0	0	0	0	0	0	0	10.7	85.0	17.1	20.6
1100	43	0	0	4	28	6	4	0	1	0	0	0	0	0	0	0	0	13.2	83.7	19.4	23.0
1200	44	0	0	5	17	14	8	0	0	0	0	0	0	0	0	0	0	13.2	77.3	20.4	24.8
1300	46	0	2	4	24	13	3	0	0	0	0	0	0	0	0	0	0	13.6	84.8	19.1	22.8
1400	70	0	1	7	32	25	5	0	0	0	0	0	0	0	0	0	0	14.5	82.9	19.2	23.0
1500	57	0	0	5	28	18	5	1	0	0	0	0	0	0	0	0	0	13.6	80.7	19.7	23.5
1600	56	0	0	3	31	20	2	0	0	0	0	0	0	0	0	0	0	12.8	92.9	19.2	21.7
1700	59	0	0	5	30	22	2	0	0	0	0	0	0	0	0	0	0	13.9	94.9	19.0	21.5
1800	53	0	2	7	29	11	4	0	0	0	0	0	0	0	0	0	0	12.3	77.4	18.1	22.1
1900	41	0	0	3	21	15	2	0	0	0	0	0	0	0	0	0	0	14.8	90.2	19.8	23.0
2000	32	0	1	2	19	9	1	0	0	0	0	0	0	0	0	0	0	13.9	87.5	18.7	21.3
2100	19	0	0	4	9	5	1	0	0	0	0	0	0	0	0	0	0	12.8	89.5	18.1	21.7
2200	14	0	0	0	9	4	1	0	0	0	0	0	0	0	0	0	0	16.3	100.0	19.5	20.8
2300	10	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	12.3	100.0	18.2	-
<b>07-19</b>	<b>498</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>254</b>	<b>146</b>	<b>37</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>82.1</b>	<b>19.2</b>	<b>22.8</b>	
<b>06-22</b>	<b>598</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>306</b>	<b>178</b>	<b>41</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>82.4</b>	<b>19.1</b>	<b>22.6</b>	
<b>06-00</b>	<b>622</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>321</b>	<b>185</b>	<b>42</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>82.8</b>	<b>19.1</b>	<b>22.6</b>	
<b>00-00</b>	<b>630</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>324</b>	<b>188</b>	<b>42</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>82.7</b>	<b>19.1</b>	<b>22.6</b>	

Peak step 14:00 (70) AM Peak step 11:00 (43) PM Peak step 14:00 (70)

\* Saturday, March 15, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vFace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	4	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	9.2	75.0	21.1	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6.5	100.0	14.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	13.6	100.0	23.3	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11.6	100.0	21.5	-
0600	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7.6	100.0	13.8	-
0700	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	10.7	80.0	19.5	-
0800	13	0	0	2	8	1	0	2	0	0	0	0	0	0	0	0	0	9.8	76.9	19.3	21.0
0900	15	0	0	6	7	2	0	0	0	0	0	0	0	0	0	0	0	10.5	93.3	16.7	19.0
1000	26	0	0	2	18	5	1	0	0	0	0	0	0	0	0	0	0	13.4	96.2	18.7	20.8
1100	39	0	0	9	15	11	4	0	0	0	0	0	0	0	0	0	0	13.2	79.5	18.8	22.6
1200	32	0	0	0	17	14	1	0	0	0	0	0	0	0	0	0	0	14.8	96.9	19.8	22.1
1300	55	0	1	2	28	21	2	1	0	0	0	0	0	0	0	0	0	15.0	90.9	19.7	21.9
1400	63	0	0	8	34	16	5	0	0	0	0	0	0	0	0	0	0	13.0	85.7	19.1	22.8
1500	31	0	1	7	15	6	2	0	0	0	0	0	0	0	0	0	0	11.4	87.1	18.1	20.8
1600	61	2	4	12	25	16	2	0	0	0	0	0	0	0	0	0	0	13.4	77.0	17.3	21.0
1700	65	0	4	14	28	17	1	1	0	0	0	0	0	0	0	0	0	13.0	76.9	17.7	21.7
1800	70	2	8	22	24	9	4	1	0	0	0	0	0	0	0	0	0	8.7	72.9	16.0	21.5
1900	31	0	0	1	13	9	6	2	0	0	0	0	0	0	0	0	0	15.9	80.6	21.5	25.5
<b>07-19</b>	<b>475</b>	<b>4</b>	<b>18</b>	<b>84</b>	<b>222</b>	<b>119</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>77.7</b>	<b>18.1</b>	<b>22.1</b>	
<b>06-22</b>	<b>509</b>	<b>4</b>	<b>18</b>	<b>87</b>	<b>236</b>	<b>128</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>76.8</b>	<b>18.3</b>	<b>22.4</b>	
<b>06-00</b>	<b>509</b>	<b>4</b>	<b>18</b>	<b>87</b>	<b>236</b>	<b>128</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>76.8</b>	<b>18.3</b>	<b>22.4</b>	
<b>00-00</b>	<b>518</b>	<b>4</b>	<b>18</b>	<b>88</b>	<b>240</b>	<b>131</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>76.4</b>	<b>18.4</b>	<b>22.4</b>	

Peak step 18:00 (70) AM Peak step 11:00 (39) PM Peak step 18:00 (70)

\* Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vFace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	1679	5	36	206	826	495	97	13	1	0	0	0	0	0	0	0	0	13.6	81.4	18.8	22.4

In profile: Vehicles = 1679 / 3394 (49.47%)

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2776 -- English (ENU)**

**Datasets:**

**Site:** [14] HEMLOCK AVE BETWEEN MONROE ST AND CLOVER AVE  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12.1	100.0	21.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	10.3	100.0	16.5	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11.4	100.0	21.3	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7.8	100.0	17.9	-
0500	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	7.8	100.0	16.3	-
0600	11	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	14.3	100.0	19.0	20.4
0700	10	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	13.2	100.0	18.9	-
0800	34	0	0	3	17	13	1	0	0	0	0	0	0	0	0	0	0	14.5	88.2	19.9	23.0
0900	44	1	0	5	25	12	1	0	0	0	0	0	0	0	0	0	0	13.2	86.4	18.2	21.9
1000	36	0	0	1	23	12	0	0	0	0	0	0	0	0	0	0	0	14.5	97.2	19.5	22.1
1100	30	0	1	0	20	8	1	0	0	0	0	0	0	0	0	0	0	14.1	93.3	19.1	22.6
1200	24	0	0	2	10	11	1	0	0	0	0	0	0	0	0	0	0	13.2	95.8	19.6	21.7
1300	40	0	0	2	17	16	5	0	0	0	0	0	0	0	0	0	0	13.9	85.0	20.9	23.7
1400	40	0	0	4	16	17	3	0	0	0	0	0	0	0	0	0	0	15.7	87.5	19.7	22.4
1500	34	0	0	2	18	12	1	1	0	0	0	0	0	0	0	0	0	14.5	91.2	19.7	23.7
1600	31	1	1	6	15	8	0	0	0	0	0	0	0	0	0	0	0	11.0	74.2	17.0	20.8
1700	34	0	0	4	19	8	2	1	0	0	0	0	0	0	0	0	0	14.3	79.4	19.0	21.9
1800	24	0	1	10	7	6	0	0	0	0	0	0	0	0	0	0	0	11.9	87.5	16.7	21.0
1900	33	0	2	4	15	12	0	0	0	0	0	0	0	0	0	0	0	12.8	87.9	17.9	21.7
2000	6	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	13.6	83.3	17.6	-
2100	13	0	0	1	8	4	0	0	0	0	0	0	0	0	0	0	0	12.1	100.0	18.3	21.0
2200	11	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	11.9	100.0	18.0	19.0
2300	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	16.1	80.0	19.9	-
<b>07-19</b>	<b>381</b>	<b>2</b>	<b>3</b>	<b>40</b>	<b>192</b>	<b>127</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>84.8</b>	<b>19.1</b>	<b>22.8</b>
<b>06-22</b>	<b>444</b>	<b>2</b>	<b>6</b>	<b>47</b>	<b>225</b>	<b>147</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>84.7</b>	<b>19.0</b>	<b>22.6</b>
<b>06-00</b>	<b>460</b>	<b>2</b>	<b>6</b>	<b>50</b>	<b>233</b>	<b>151</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>84.3</b>	<b>18.9</b>	<b>22.6</b>
<b>00-00</b>	<b>470</b>	<b>2</b>	<b>6</b>	<b>52</b>	<b>237</b>	<b>155</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>84.3</b>	<b>18.9</b>	<b>22.6</b>

Peak step 9:00 (44) AM Peak step 9:00 (44) PM Peak step 13:00 (40)

\* Friday, March 14, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	15.0	100.0	22.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	66.7	12.8	-
0500	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11.6	100.0	19.5	-
0600	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	13.0	100.0	20.4	-
0700	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	13.4	85.7	20.7	-
0800	43	0	0	1	20	18	4	0	0	0	0	0	0	0	0	0	0	0	16.1	90.7	20.5	22.8
0900	35	0	2	1	19	9	4	0	0	0	0	0	0	0	0	0	0	0	13.6	80.0	19.2	22.8
1000	31	0	2	5	15	9	0	0	0	0	0	0	0	0	0	0	0	0	12.5	93.5	17.4	20.8
1100	31	0	0	4	18	6	2	1	0	0	0	0	0	0	0	0	0	0	13.6	83.9	19.3	23.5
1200	36	0	0	1	20	12	3	0	0	0	0	0	0	0	0	0	0	0	15.4	94.4	19.8	23.5
1300	36	0	1	4	17	12	2	0	0	0	0	0	0	0	0	0	0	0	13.6	83.3	19.1	23.5
1400	41	0	1	2	20	17	1	0	0	0	0	0	0	0	0	0	0	0	15.2	92.7	19.6	22.6
1500	42	0	0	5	15	17	5	0	0	0	0	0	0	0	0	0	0	0	13.0	83.3	19.9	22.8
1600	24	0	0	2	11	10	1	0	0	0	0	0	0	0	0	0	0	0	13.9	91.7	19.3	22.1
1700	42	0	1	4	23	11	2	1	0	0	0	0	0	0	0	0	0	0	13.2	85.7	19.1	21.9
1800	36	1	2	7	22	4	0	0	0	0	0	0	0	0	0	0	0	0	12.1	88.9	16.5	19.7
1900	30	0	1	5	14	10	0	0	0	0	0	0	0	0	0	0	0	0	14.8	86.7	18.1	21.9
2000	18	0	0	3	10	4	1	0	0	0	0	0	0	0	0	0	0	0	12.3	88.9	18.2	21.5
2100	22	0	0	4	11	5	2	0	0	0	0	0	0	0	0	0	0	0	11.6	86.4	18.3	21.5
2200	7	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11.4	100.0	16.6	-
2300	13	0	1	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	8.1	84.6	16.8	17.9
<b>07-19</b>	<b>404</b>	<b>1</b>	<b>9</b>	<b>37</b>	<b>202</b>	<b>128</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>84.9</b>	<b>19.1</b>	<b>22.6</b>
<b>06-22</b>	<b>480</b>	<b>1</b>	<b>10</b>	<b>49</b>	<b>238</b>	<b>152</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>84.4</b>	<b>19.0</b>	<b>22.4</b>
<b>06-00</b>	<b>500</b>	<b>1</b>	<b>11</b>	<b>53</b>	<b>251</b>	<b>153</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>84.0</b>	<b>18.9</b>	<b>22.1</b>
<b>00-00</b>	<b>510</b>	<b>1</b>	<b>13</b>	<b>53</b>	<b>255</b>	<b>157</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>83.7</b>	<b>18.9</b>	<b>22.4</b>

Peak step 8:00 (43) AM Peak step 8:00 (43) PM Peak step 15:00 (42)

\* Saturday, March 15, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	100.0	19.5	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	100.0	15.8	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	100.0	16.7	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	100.0	19.7	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.2	100.0	25.2	-
0500	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	100.0	15.7	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0700	8	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	13.6	87.5	20.6	-
0800	17	0	0	3	6	6	1	1	0	0	0	0	0	0	0	0	0	0	12.1	76.5	19.4	21.9
0900	27	0	0	2	15	10	0	0	0	0	0	0	0	0	0	0	0	0	13.0	100.0	18.8	20.8
1000	26	0	0	5	12	8	1	0	0	0	0	0	0	0	0	0	0	0	12.1	88.5	18.2	21.0
1100	33	0	0	5	10	14	4	0	0	0	0	0	0	0	0	0	0	0	13.4	81.8	19.9	23.0
1200	27	0	0	2	14	10	1	0	0	0	0	0	0	0	0	0	0	0	15.0	88.9	19.7	22.6
1300	48	0	0	6	27	12	3	0	0	0	0	0	0	0	0	0	0	0	13.2	91.7	19.2	22.6
1400	48	0	5	2	24	16	1	0	0	0	0	0	0	0	0	0	0	0	14.8	83.3	18.1	21.7
1500	26	0	2	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	9.8	88.5	15.0	18.6
1600	45	2	5	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	8.7	77.8	14.5	18.3
1700	45	1	2	11	20	11	0	0	0	0	0	0	0	0	0	0	0	0	11.6	84.4	17.1	20.6
1800	57	1	6	15	26	8	1	0	0	0	0	0	0	0	0	0	0	0	12.5	73.7	15.9	19.9
1900	25	0	0	1	14	10	0	0	0	0	0	0	0	0	0	0	0	0	13.4	96.0	18.9	21.7
<b>07-19</b>	<b>407</b>	<b>4</b>	<b>20</b>	<b>78</b>	<b>187</b>	<b>104</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>78.6</b>	<b>17.6</b>	<b>21.7</b>
<b>06-22</b>	<b>432</b>	<b>4</b>	<b>20</b>	<b>79</b>	<b>201</b>	<b>114</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>79.4</b>	<b>17.7</b>	<b>21.7</b>
<b>06-00</b>	<b>432</b>	<b>4</b>	<b>20</b>	<b>79</b>	<b>201</b>	<b>114</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>79.4</b>	<b>17.7</b>	<b>21.7</b>
<b>00-00</b>	<b>443</b>	<b>4</b>	<b>20</b>	<b>82</b>	<b>207</b>	<b>115</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>79.2</b>	<b>17.7</b>	<b>21.9</b>

Peak step 18:00 (57) AM Peak step 11:00 (33) PM Peak step 18:00 (57)

\* Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
--	1423	7	39	187	699	427	59	5	0	0	0	0	0	0	0	0	0	0	13.6	81.9	18.5	22.1

In profile: Vehicles = 1423 / 3394 (41.93%)

## Traffic Data Service -- Campbell, CA Event Counts

**EventCount-2764 -- English (ENU)**

**Datasets:**

**Site:** [8] MARKET RW S OF STEVENS CREEK BLVD  
**Input A:** 1 - North bound. - Lane= 0, Added to totals. (/2.000)  
**Input B:** 3 - South bound. - Lane= 0, Excluded from totals.  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Name:** Default Profile  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014=408, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>12</b>	<b>21</b>	<b>23</b>	<b>35</b>	<b>40</b>	<b>33</b>	<b>28</b>	<b>29</b>	<b>21</b>	<b>19</b>	<b>51</b>	<b>19</b>	<b>27</b>	<b>21</b>	<b>11</b>	
0	1	0	0	0	0	2	3	2	3	2	6	12	8	10	10	6	1	1	6	5	6	5	2	1
1	0	0	0	0	0	0	2	0	2	3	5	6	12	3	10	4	6	5	15	6	7	10	3	2
0	1	1	0	0	0	1	0	2	5	11	7	6	13	13	6	13	6	6	16	5	7	3	1	3
2	0	0	0	0	0	1	0	2	2	5	5	11	8	8	3	7	8	8	15	4	7	4	5	2

AM Peak 1130 - 1230 (30), AM PHF=0.61 PM Peak 1900 - 2000 (51), PM PHF=0.80

**\* Friday, March 14, 2014=520, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>27</b>	<b>29</b>	<b>30</b>	<b>48</b>	<b>47</b>	<b>51</b>	<b>34</b>	<b>36</b>	<b>41</b>	<b>38</b>	<b>29</b>	<b>42</b>	<b>24</b>	<b>9</b>	
1	1	0	0	0	0	0	1	6	1	12	7	8	9	11	17	11	8	16	8	10	7	9	1	10
2	1	1	0	0	1	0	0	1	5	7	7	9	12	11	14	7	12	7	11	8	16	4	0	1
3	1	0	0	0	0	0	0	2	1	3	5	7	14	15	12	9	12	10	13	6	7	7	4	2
2	1	0	0	1	1	0	1	4	2	6	10	6	14	10	9	7	6	8	6	6	13	5	4	1

AM Peak 1145 - 1245 (34), AM PHF=0.84 PM Peak 1430 - 1530 (55), PM PHF=0.83

**\* Saturday, March 15, 2014=608, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>14</b>	<b>21</b>	<b>29</b>	<b>20</b>	<b>40</b>	<b>45</b>	<b>41</b>	<b>71</b>	<b>57</b>	<b>63</b>	<b>29</b>	<b>38</b>	<b>65</b>	<b>30</b>	<b>14</b>	
10	0	1	0	0	2	0	1	0	4	4	6	6	9	10	7	16	18	13	8	13	13	11	4	4
1	2	0	1	0	1	0	2	1	5	6	10	3	10	13	14	26	13	12	4	9	21	8	6	3
2	2	0	0	0	0	0	1	1	5	7	3	5	7	11	14	14	14	12	13	11	5	15	8	3
1	3	0	0	0	0	0	3	2	0	5	10	7	14	12	7	16	14	26	6	12	17	3	1	1

AM Peak 1100 - 1200 (29), AM PHF=0.71 PM Peak 1615 - 1715 (73), PM PHF=0.72



## Traffic Data Service -- Campbell, CA Event Counts

**EventCount-2765 -- English (ENU)**

**Datasets:**

**Site:** [8] MARKET RW S OF STEVENS CREEK BLVD  
**Input A:** 1 - North bound. - Lane= 0, Excluded from totals.  
**Input B:** 3 - South bound. - Lane= 0, Added to totals. (/2.000)  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Name:** Default Profile  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014=838, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>27</b>	<b>46</b>	<b>48</b>	<b>61</b>	<b>54</b>	<b>41</b>	<b>72</b>	<b>64</b>	<b>82</b>	<b>120</b>	<b>92</b>	<b>48</b>	<b>24</b>	<b>10</b>	<b>7</b>	
1	2	0	0	0	0	0	1	3	5	8	12	16	15	9	21	18	15	20	24	19	6	2	2	0
0	3	0	0	0	1	2	1	8	4	12	16	13	20	9	15	11	27	26	23	10	8	3	4	1
1	0	0	0	1	3	1	3	0	8	14	8	10	8	10	14	18	17	35	29	14	6	1	0	1
1	0	0	0	0	1	3	4	3	10	12	12	22	11	13	23	17	23	39	16	5	4	4	1	1

AM Peak 1030 - 1130 (54), AM PHF=0.84 PM Peak 1815 - 1915 (124), PM PHF=0.79

**\* Friday, March 14, 2014=1111, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>13</b>	<b>32</b>	<b>43</b>	<b>59</b>	<b>70</b>	<b>52</b>	<b>66</b>	<b>68</b>	<b>89</b>	<b>115</b>	<b>132</b>	<b>151</b>	<b>96</b>	<b>50</b>	<b>49</b>	<b>11</b>	
0	0	0	0	0	0	0	2	2	4	8	11	20	8	16	14	21	24	34	37	32	15	22	2	0
1	0	0	0	0	0	0	0	5	7	10	12	20	13	15	11	21	31	31	33	25	8	13	6	2
1	0	0	0	1	1	1	2	3	7	11	17	11	13	10	15	17	18	37	39	22	12	9	1	3
1	0	0	0	0	1	2	4	3	14	14	19	19	18	25	28	30	42	30	42	18	15	5	2	1

AM Peak 1130 - 1230 (76), AM PHF=0.95 PM Peak 1900 - 2000 (151), PM PHF=0.90

**\* Saturday, March 15, 2014=1185, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>7</b>	<b>13</b>	<b>28</b>	<b>52</b>	<b>46</b>	<b>73</b>	<b>104</b>	<b>100</b>	<b>103</b>	<b>94</b>	<b>104</b>	<b>125</b>	<b>140</b>	<b>89</b>	<b>48</b>	<b>21</b>	<b>12</b>	
0	0	3	0	0	0	2	1	2	2	9	11	20	24	28	26	27	27	29	28	16	14	10	4	2
2	2	0	0	1	0	0	1	2	13	10	9	16	25	23	15	21	31	33	46	26	15	4	3	0
3	0	0	1	0	2	4	2	1	6	15	12	18	20	25	35	23	19	31	34	20	13	4	4	0
1	1	1	0	0	0	5	3	8	7	18	14	19	35	24	27	23	27	32	32	27	6	3	1	1

AM Peak 1145 - 1245 (68), AM PHF=0.85 PM Peak 1845 - 1945 (140), PM PHF=0.76

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2745 -- English (ENU)**

**Datasets:**

**Site:** [1] MONROE ST BETWEEN SCOTT ST AND HEMLOCK AVE  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

**0 [Time]** 24-hour time (0000 - 2359)  
**1 [Total]** Number in time step  
**2 [Vbin]** Speed bin totals  
**3 [vPace]** Speed at start of pace  
**4 [Pace%]** Percent in pace  
**5 [Mean]** Average speed  
**6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 10 15	Vbin 20 25	Vbin 30 35	Vbin 40 45	Vbin 50 55	Vbin 60 65	Vbin 70 75	Vbin 80 85	Vbin 90 95	vPace 10	Pace% 10	Mean	Vpp 85
0000	13	0	0	0	3	6	3	1	0	0	0	0	0	25.9	35.8
0100	4	0	0	0	1	2	1	0	0	0	0	0	0	26.4	-
0200	9	0	0	0	6	2	1	0	0	0	0	0	0	21.3	-
0300	6	0	0	0	0	2	4	0	0	0	0	0	0	29.1	-
0400	9	0	0	0	3	2	4	0	0	0	0	0	0	26.8	-
0500	37	0	1	0	12	22	2	0	0	0	0	0	0	25.3	34.0
0600	114	0	2	1	31	64	15	0	0	0	0	0	0	25.5	34.7
0700	234	0	0	3	14	74	123	16	4	0	0	0	0	25.3	34.0
0800	330	0	1	5	16	116	146	45	1	0	0	0	0	26.6	34.7
0900	247	0	0	1	19	79	129	18	1	0	0	0	0	25.5	33.8
1000	181	0	1	1	13	63	90	13	0	0	0	0	0	24.4	33.8
1100	191	0	1	3	8	76	79	23	1	0	0	0	0	25.3	34.4
1200	201	0	0	0	9	77	92	22	1	0	0	0	0	25.7	34.2
1300	189	0	0	1	10	85	79	13	1	0	0	0	0	24.2	33.3
1400	208	0	0	1	16	68	103	19	1	0	0	0	0	25.9	33.8
1500	242	0	2	1	11	100	109	17	2	0	0	0	0	24.4	33.1
1600	258	0	1	6	16	85	114	34	2	0	0	0	0	25.9	34.4
1700	269	0	2	1	7	85	150	23	1	0	0	0	0	25.1	34.2
1800	207	0	2	3	14	93	84	9	2	0	0	0	0	24.6	32.9
1900	165	0	0	1	9	81	66	8	0	0	0	0	0	25.1	32.9
2000	116	0	0	1	8	40	55	12	0	0	0	0	0	25.3	33.6
2100	69	0	0	0	6	24	29	9	1	0	0	0	0	25.9	34.7
2200	71	0	2	1	4	22	34	7	1	0	0	0	0	25.7	34.0
2300	33	0	0	2	4	13	10	4	0	0	0	0	0	24.2	33.8
<b>07-19</b>	<b>2757</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>26</b>	<b>153</b>	<b>1001</b>	<b>1298</b>	<b>252</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.5</b>	<b>34.0</b>
<b>06-22</b>	<b>3221</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>29</b>	<b>177</b>	<b>1177</b>	<b>1512</b>	<b>296</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.3</b>	<b>34.0</b>
<b>06-00</b>	<b>3325</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>32</b>	<b>185</b>	<b>1212</b>	<b>1556</b>	<b>307</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.3</b>	<b>34.0</b>
<b>00-00</b>	<b>3403</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>32</b>	<b>185</b>	<b>1237</b>	<b>1592</b>	<b>322</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.3</b>	<b>34.0</b>

Peak step 8:00 (330) AM Peak step 8:00 (330) PM Peak step 17:00 (269)

\* Friday, March 14, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	19.2	100.0	27.4	-
0100	9	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	21.3	100.0	28.7	-
0200	7	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	25.3	85.7	30.1	-
0300	4	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	23.3	75.0	31.0	-
0400	14	0	0	0	0	1	2	7	4	0	0	0	0	0	0	0	0	28.6	78.6	32.3	38.5
0500	44	0	0	0	0	2	14	25	2	0	1	0	0	0	0	0	0	24.4	90.9	31.0	33.3
0600	104	0	0	1	1	2	24	62	12	2	0	0	0	0	0	0	0	27.5	88.5	31.4	34.2
0700	230	0	0	0	1	11	81	112	23	2	0	0	0	0	0	0	0	25.9	85.7	30.7	34.0
0800	290	0	0	3	0	16	83	152	32	4	0	0	0	0	0	0	0	25.9	84.8	31.0	34.4
0900	249	0	0	1	1	6	79	129	31	2	0	0	0	0	0	0	0	25.7	85.9	31.3	34.7
1000	167	0	0	1	2	11	66	69	18	0	0	0	0	0	0	0	0	26.2	84.4	30.3	33.8
1100	184	0	0	0	4	15	65	80	19	1	0	0	0	0	0	0	0	25.9	81.5	30.1	34.2
1200	236	0	0	0	1	10	90	113	21	1	0	0	0	0	0	0	0	25.5	87.7	30.7	33.8
1300	242	0	0	3	3	20	99	101	14	2	0	0	0	0	0	0	0	25.1	83.9	29.6	33.1
1400	239	0	0	0	4	11	83	119	19	3	0	0	0	0	0	0	0	25.5	85.8	30.6	33.8
1500	250	0	0	1	2	5	90	134	18	0	0	0	0	0	0	0	0	25.9	92.0	30.6	33.6
1600	276	0	0	0	2	8	90	142	32	2	0	0	0	0	0	0	0	26.4	86.2	31.2	34.7
1700	287	0	0	0	1	9	81	164	31	1	0	0	0	0	0	0	0	26.2	89.2	31.2	34.4
1800	214	0	0	1	6	24	99	71	11	1	1	0	0	0	0	0	0	23.9	81.8	29.1	32.9
1900	190	0	1	2	2	17	77	78	13	0	0	0	0	0	0	0	0	23.9	82.6	29.3	32.7
2000	104	0	0	0	0	11	46	36	11	0	0	0	0	0	0	0	0	25.1	79.8	30.0	34.2
2100	95	0	1	0	0	8	35	40	10	1	0	0	0	0	0	0	0	25.3	81.1	30.4	34.4
2200	71	0	0	0	1	3	22	39	6	0	0	0	0	0	0	0	0	24.8	85.9	30.8	34.0
2300	57	0	0	1	1	6	21	21	7	0	0	0	0	0	0	0	0	23.9	77.2	29.7	33.8
<b>07-19</b>	<b>2864</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>27</b>	<b>146</b>	<b>1006</b>	<b>1386</b>	<b>269</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>85.1</b>	<b>30.6</b>	<b>34.0</b>
<b>06-22</b>	<b>3357</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>30</b>	<b>184</b>	<b>1188</b>	<b>1602</b>	<b>315</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>84.5</b>	<b>30.5</b>	<b>34.0</b>
<b>06-00</b>	<b>3485</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>32</b>	<b>193</b>	<b>1231</b>	<b>1662</b>	<b>328</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>84.3</b>	<b>30.5</b>	<b>34.0</b>
<b>00-00</b>	<b>3568</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>32</b>	<b>200</b>	<b>1257</b>	<b>1703</b>	<b>336</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>84.2</b>	<b>30.5</b>	<b>34.0</b>

Peak step 8:00 (290) AM Peak step 8:00 (290) PM Peak step 17:00 (287)

\* Saturday, March 15, 2014

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	20	0	0	0	0	0	9	10	0	1	0	0	0	0	0	0	0	25.1	95.0	30.9	33.3
0100	16	0	0	0	0	2	5	6	3	0	0	0	0	0	0	0	0	23.9	75.0	30.8	35.3
0200	9	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	23.9	88.9	31.0	-
0300	10	0	0	0	0	2	6	0	2	0	0	0	0	0	0	0	0	19.9	80.0	28.5	-
0400	9	0	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	25.3	88.9	31.8	-
0500	16	0	0	0	0	0	3	10	3	0	0	0	0	0	0	0	0	26.8	100.0	32.4	36.2
0600	36	0	0	1	0	0	9	20	5	1	0	0	0	0	0	0	0	26.8	88.9	31.3	35.1
0700	75	0	0	0	2	3	31	28	11	0	0	0	0	0	0	0	0	26.4	81.3	30.1	33.6
0800	123	0	1	0	4	13	41	53	9	2	0	0	0	0	0	0	0	24.6	77.2	29.4	33.8
0900	141	0	0	1	1	3	53	62	21	0	0	0	0	0	0	0	0	26.2	87.9	31.0	34.7
1000	148	0	0	0	0	6	67	61	14	0	0	0	0	0	0	0	0	24.2	88.5	30.4	33.3
1100	175	0	1	1	1	9	61	88	14	0	0	0	0	0	0	0	0	26.4	85.7	30.3	33.8
1200	167	0	0	0	1	6	69	78	11	1	1	0	0	0	0	0	0	25.1	88.6	30.5	34.0
1300	190	0	0	0	3	9	80	80	17	1	0	0	0	0	0	0	0	24.8	83.7	30.1	34.0
1400	184	0	0	1	1	15	68	84	13	2	0	0	0	0	0	0	0	24.6	83.2	30.1	34.0
1500	200	0	0	2	3	10	70	101	13	1	0	0	0	0	0	0	0	25.3	87.0	30.3	33.8
1600	210	0	0	0	1	5	72	109	20	3	0	0	0	0	0	0	0	26.2	89.0	31.1	34.2
1700	215	0	0	1	1	9	83	105	15	1	0	0	0	0	0	0	0	25.1	87.9	30.5	34.0
1800	186	0	0	2	2	20	89	61	12	0	0	0	0	0	0	0	0	23.5	83.9	29.0	32.9
1900	160	0	1	0	1	13	79	61	5	0	0	0	0	0	0	0	0	24.2	88.8	28.9	32.2
2000	97	0	1	0	1	10	38	41	6	0	0	0	0	0	0	0	0	23.5	84.5	29.3	32.4
2100	103	0	0	0	0	9	51	32	11	0	0	0	0	0	0	0	0	24.8	82.5	29.9	33.8
2200	72	0	0	1	3	8	29	26	5	0	0	0	0	0	0	0	0	24.2	80.6	28.9	33.1
2300	43	0	0	0	0	5	12	21	5	0	0	0	0	0	0	0	0	24.6	79.1	30.2	34.4
<b>07-19</b>	<b>2014</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>20</b>	<b>108</b>	<b>784</b>	<b>910</b>	<b>170</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.1</b>	<b>84.5</b>	<b>30.3</b>	<b>34.0</b>
<b>06-22</b>	<b>2410</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>22</b>	<b>140</b>	<b>961</b>	<b>1064</b>	<b>197</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.1</b>	<b>84.4</b>	<b>30.1</b>	<b>33.8</b>
<b>06-00</b>	<b>2525</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>25</b>	<b>153</b>	<b>1002</b>	<b>1111</b>	<b>207</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.1</b>	<b>84.0</b>	<b>30.1</b>	<b>33.8</b>
<b>00-00</b>	<b>2605</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>25</b>	<b>157</b>	<b>1033</b>	<b>1144</b>	<b>217</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25.1</b>	<b>83.9</b>	<b>30.1</b>	<b>33.8</b>

Peak step 17:00 (215) AM Peak step 11:00 (175) PM Peak step 17:00 (215)

\* Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
--	9576	0	8	37	89	542	3527	4439	875	56	3	0	0	0	0	0	0	25.5	83.7	30.4	34.0

In profile: Vehicles = 9576 / 21753 (44.02%)

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2746 -- English (ENU)**

**Datasets:**

**Site:** [1] MONROE ST BETWEEN SCOTT ST AND HEMLOCK AVE  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 10 15	Vbin 20 25	Vbin 30 35	Vbin 40 45	Vbin 50 55	Vbin 60 65	Vbin 70 75	Vbin 80 85	Vbin 90 95	Vbin 100	vPace 10	Pace% 10	Mean	Vpp 85			
0000	16	0	0	0	1	8	4	2	0	1	0	0	0	0	0	25.1	75.0	31.9	38.0
0100	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	26.2	100.0	35.0	-
0200	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	16.6	100.0	25.2	-
0300	4	0	0	0	0	2	0	1	1	0	0	0	0	0	0	17.2	50.0	33.3	-
0400	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	24.2	100.0	31.0	-
0500	14	0	0	1	0	1	3	6	2	0	1	0	0	0	0	27.7	78.6	31.0	35.8
0600	55	0	0	0	2	21	27	4	1	0	0	0	0	0	0	24.8	87.3	31.0	34.0
0700	198	0	6	3	21	50	65	41	12	0	0	0	0	0	0	22.1	61.6	26.0	31.8
0800	267	0	2	12	32	48	79	72	19	3	0	0	0	0	0	23.9	56.9	26.7	33.6
0900	223	1	0	4	4	48	80	61	24	1	0	0	0	0	0	23.3	69.1	28.5	33.6
1000	178	0	1	2	5	22	63	55	26	3	1	0	0	0	0	25.5	68.5	29.9	35.1
1100	163	1	0	2	4	18	60	57	15	6	0	0	0	0	0	25.5	72.4	29.6	34.4
1200	211	0	0	1	5	29	69	73	28	5	1	0	0	0	0	24.4	69.7	29.9	35.3
1300	175	0	1	3	9	23	54	66	18	1	0	0	0	0	0	25.5	70.9	29.0	34.2
1400	221	0	2	2	2	32	73	87	17	4	2	0	0	0	0	24.2	72.9	29.5	33.6
1500	213	0	0	1	1	23	69	93	20	5	0	1	0	0	0	25.5	76.5	30.5	34.4
1600	233	0	1	1	8	41	71	77	30	4	0	0	0	0	0	23.9	66.1	29.4	34.9
1700	262	1	1	6	23	45	94	69	19	4	0	0	0	0	0	22.6	64.1	27.6	33.3
1800	242	0	0	8	14	51	95	51	21	2	0	0	0	0	0	22.4	68.6	27.4	33.1
1900	181	0	0	2	15	41	57	46	16	4	0	0	0	0	0	23.5	64.1	27.9	34.0
2000	152	0	0	0	4	25	62	44	15	2	0	0	0	0	0	23.0	75.0	29.1	34.0
2100	106	0	0	0	1	10	41	34	16	4	0	0	0	0	0	23.7	71.7	30.7	36.0
2200	66	0	0	0	1	8	20	22	10	5	0	0	0	0	0	23.5	66.7	31.0	36.2
2300	36	0	0	0	0	3	11	15	7	0	0	0	0	0	0	26.2	80.6	30.8	35.3
<b>07-19</b>	<b>2586</b>	<b>3</b>	<b>14</b>	<b>45</b>	<b>128</b>	<b>430</b>	<b>872</b>	<b>802</b>	<b>249</b>	<b>38</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>65.4</b>	<b>28.6</b>	<b>34.0</b>
<b>06-22</b>	<b>3080</b>	<b>3</b>	<b>14</b>	<b>47</b>	<b>148</b>	<b>508</b>	<b>1053</b>	<b>953</b>	<b>300</b>	<b>49</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>65.7</b>	<b>28.7</b>	<b>34.0</b>
<b>06-00</b>	<b>3182</b>	<b>3</b>	<b>14</b>	<b>47</b>	<b>149</b>	<b>519</b>	<b>1084</b>	<b>990</b>	<b>317</b>	<b>54</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>65.7</b>	<b>28.8</b>	<b>34.2</b>
<b>00-00</b>	<b>3227</b>	<b>3</b>	<b>14</b>	<b>48</b>	<b>149</b>	<b>522</b>	<b>1102</b>	<b>1003</b>	<b>324</b>	<b>55</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>65.8</b>	<b>28.8</b>	<b>34.2</b>

Peak step 8:00 (267) AM Peak step 8:00 (267) PM Peak step 17:00 (262)

\* Friday, March 14, 2014

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	16	0	0	0	0	1	8	6	1	0	0	0	0	0	0	0	0	23.9	87.5	30.1	33.6
0100	7	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	25.3	71.4	29.4	-
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	22.6	100.0	29.7	-
0300	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	25.9	80.0	30.7	-
0400	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	21.3	100.0	27.6	-
0500	23	0	0	0	1	3	6	8	5	0	0	0	0	0	0	0	0	24.8	65.2	30.3	35.8
0600	58	0	0	0	2	0	22	28	5	1	0	0	0	0	0	0	0	24.8	86.2	30.7	34.2
0700	185	0	0	4	14	31	73	46	16	1	0	0	0	0	0	0	0	24.4	65.9	27.9	33.6
0800	270	0	3	10	31	46	98	59	20	3	0	0	0	0	0	0	0	24.2	60.0	26.7	33.3
0900	194	0	0	5	10	26	60	63	26	2	2	0	0	0	0	0	0	25.5	64.9	29.2	35.1
1000	154	0	0	1	2	20	44	61	19	6	0	1	0	0	0	0	0	23.7	69.5	30.4	35.3
1100	171	0	0	1	4	24	53	65	19	4	1	0	0	0	0	0	0	24.2	70.2	29.9	34.4
1200	194	0	0	1	4	24	69	70	24	2	0	0	0	0	0	0	0	24.4	72.2	29.7	34.2
1300	214	0	0	1	12	31	68	69	29	3	1	0	0	0	0	0	0	24.8	64.5	29.4	34.9
1400	244	0	0	2	6	37	85	78	31	4	1	0	0	0	0	0	0	23.5	68.4	29.4	34.4
1500	226	0	0	2	10	33	66	78	30	7	0	0	0	0	0	0	0	23.3	65.9	29.9	35.6
1600	238	1	0	0	17	32	77	67	37	5	2	0	0	0	0	0	0	25.3	63.0	29.4	35.1
1700	299	0	2	3	24	45	92	94	31	8	0	0	0	0	0	0	0	24.4	61.9	28.6	34.4
1800	225	1	4	9	11	45	68	58	26	2	1	0	0	0	0	0	0	23.3	58.2	27.6	34.4
1900	206	0	2	4	10	36	79	56	14	3	0	2	0	0	0	0	0	24.4	69.4	28.3	34.0
2000	176	1	4	1	10	38	54	52	14	2	0	0	0	0	0	0	0	22.4	62.5	27.7	33.6
2100	129	0	2	0	1	17	49	49	9	2	0	0	0	0	0	0	0	23.7	78.3	29.4	33.6
2200	74	0	0	2	2	6	24	26	10	3	0	1	0	0	0	0	0	23.9	70.3	30.0	35.6
2300	63	0	0	0	0	12	28	18	3	2	0	0	0	0	0	0	0	22.4	84.1	29.2	32.2
07-19	2614	2	9	39	145	394	853	808	308	47	8	1	0	0	0	0	0	24.2	64.3	28.9	34.7
06-22	3183	3	17	44	168	485	1057	993	350	55	8	3	0	0	0	0	0	24.4	65.2	28.9	34.4
06-00	3320	3	17	46	170	503	1109	1037	363	60	8	4	0	0	0	0	0	24.2	65.5	28.9	34.4
00-00	3379	3	17	46	171	511	1129	1059	371	60	8	4	0	0	0	0	0	24.2	65.6	28.9	34.4

Peak step 17:00 (299) AM Peak step 8:00 (270) PM Peak step 17:00 (299)

\* Saturday, March 15, 2014

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	22	0	0	0	0	3	6	8	4	0	1	0	0	0	0	0	0	26.4	81.8	30.7	35.3
0100	8	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	24.6	62.5	31.7	-
0200	16	0	0	0	1	3	3	5	4	0	0	0	0	0	0	0	0	22.1	68.8	30.2	36.9
0300	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	25.7	100.0	29.6	-
0400	8	0	0	0	0	0	5	2	0	0	1	0	0	0	0	0	0	24.2	87.5	31.4	-
0500	8	0	0	0	2	1	0	3	2	0	0	0	0	0	0	0	0	26.8	62.5	28.7	-
0600	14	0	0	1	0	1	3	4	5	0	0	0	0	0	0	0	0	26.8	71.4	31.1	36.7
0700	46	0	0	0	2	8	9	16	9	2	0	0	0	0	0	0	0	25.3	58.7	30.6	35.6
0800	116	0	0	1	1	9	33	42	23	7	0	0	0	0	0	0	0	26.2	69.8	31.7	36.7
0900	94	0	0	2	3	7	20	28	29	5	0	0	0	0	0	0	0	27.3	61.7	31.8	38.0
1000	119	0	0	0	0	11	44	37	19	8	0	0	0	0	0	0	0	24.6	69.7	31.2	36.0
1100	144	0	0	0	6	14	38	62	22	2	0	0	0	0	0	0	0	25.1	70.8	30.6	34.9
1200	159	0	0	0	4	12	52	59	22	7	2	1	0	0	0	0	0	23.9	71.1	31.2	36.2
1300	186	0	1	2	8	18	66	66	22	3	0	0	0	0	0	0	0	26.8	73.7	29.6	34.7
1400	209	0	1	1	2	33	69	65	32	5	0	1	0	0	0	0	0	23.7	67.0	30.0	35.6
1500	214	0	0	3	4	30	58	80	30	9	0	0	0	0	0	0	0	23.9	66.8	30.3	35.8
1600	197	0	0	2	1	19	63	74	32	6	0	0	0	0	0	0	0	25.5	71.1	30.9	36.0
1700	182	0	0	0	3	19	59	70	23	7	1	0	0	0	0	0	0	25.5	72.5	30.6	35.3
1800	236	0	0	1	6	39	88	68	30	4	0	0	0	0	0	0	0	23.5	68.2	29.3	34.9
1900	192	0	1	0	6	26	68	64	24	3	0	0	0	0	0	0	0	24.2	68.8	29.5	34.7
2000	127	0	0	0	3	12	55	45	8	4	0	0	0	0	0	0	0	24.2	79.5	29.6	33.3
2100	118	0	1	0	7	18	46	39	7	0	0	0	0	0	0	0	0	23.5	74.6	28.5	33.3
2200	84	0	0	0	1	4	29	33	15	2	0	0	0	0	0	0	0	24.6	75.0	30.9	36.0
2300	58	0	0	0	0	5	21	23	7	1	0	1	0	0	0	0	0	25.5	79.3	30.8	34.7
07-19	1902	0	2	12	40	219	599	667	293	65	3	2	0	0	0	0	0	25.5	67.9	30.5	35.8
06-22	2353	0	4	13	56	276	771	819	337	72	3	2	0	0	0	0	0	25.5	68.2	30.3	35.3
06-00	2495	0	4	13	57	285	821	875	359	75	3	3	0	0	0	0	0	25.5	68.6	30.3	35.3
00-00	2560	0	4	13	60	293	839	896	371	76	5	3	0	0	0	0	0	25.5	68.4	30.3	35.6

Peak step 18:00 (236) AM Peak step 11:00 (144) PM Peak step 18:00 (236)

\* Grand Total

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
--	9166	6	35	107	380	1326	3070	2958	1066	191	19	8	0	0	0	0	0	24.2	66.2	29.3	34.7

In profile: Vehicles = 9166 / 21753 (42.14%)

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2753 -- English (ENU)

**Datasets:**

**Site:** [4] OLIN AVE E OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=2585, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	11	4	3	22	30	38	63	121	104	82	193	179	146	127	140	173	250	264	248	155	102	63	52	
8	5	3	1	2	9	11	17	23	26	28	41	50	54	35	20	38	61	57	71	48	33	21	13	10
4	4	0	1	5	6	7	10	38	25	14	33	44	31	27	47	34	70	79	68	40	20	14	13	2
1	2	1	1	7	3	8	17	26	27	19	49	47	41	28	34	48	61	62	60	40	31	15	16	1
2	0	0	0	8	12	12	19	34	26	21	70	38	20	37	39	53	58	66	49	27	18	13	10	2

AM Peak 1130 - 1230 (213), AM PHF=0.76 PM Peak 1815 - 1915 (278), PM PHF=0.88

**\* Friday, March 14, 2014 - Total=3219, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	3	4	1	13	32	39	73	108	130	106	223	222	159	194	228	227	263	311	276	211	162	151	68	
10	0	1	0	2	8	7	12	27	29	22	43	63	44	45	68	49	52	81	70	77	43	39	19	9
2	1	2	1	4	5	5	13	24	29	20	46	49	22	55	53	55	79	71	84	52	32	41	17	15
1	1	0	0	2	9	8	25	21	27	24	59	64	41	47	52	61	67	76	59	32	39	34	15	9
2	1	1	0	5	10	19	23	36	45	40	75	46	52	47	55	62	65	83	63	50	48	37	17	6

AM Peak 1145 - 1245 (251), AM PHF=0.84 PM Peak 1830 - 1930 (313), PM PHF=0.93

**\* Saturday, March 15, 2014 - Total=3233, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	30	10	6	3	15	25	71	62	117	135	168	226	225	226	224	269	275	304	271	186	166	108	72	
9	9	6	0	1	2	2	17	8	26	28	30	56	56	64	63	68	64	98	69	48	51	33	21	14
15	5	2	2	2	3	5	14	15	20	32	34	46	39	42	61	85	66	71	72	43	43	30	23	15
9	8	2	3	0	3	6	12	18	31	29	50	50	61	53	49	52	68	69	59	46	41	25	20	9
6	8	0	1	0	7	12	28	21	40	46	54	74	69	67	51	64	77	66	71	49	31	20	8	8

AM Peak 1130 - 1230 (206), AM PHF=0.92 PM Peak 1745 - 1845 (315), PM PHF=0.80

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2755 -- English (ENU)

**Datasets:**

**Site:** [4] OLIN AVE E OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=2213, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	14	5	2	7	11	47	99	114	102	87	127	132	130	140	141	118	139	133	153	154	142	107	77	
11	4	1	2	0	2	5	25	24	27	13	30	26	35	35	33	37	39	35	31	48	36	27	30	9
7	5	4	0	1	0	13	20	36	21	19	31	29	34	37	30	31	30	44	38	37	34	38	15	9
5	2	0	0	6	2	13	32	31	32	27	31	32	30	35	36	25	32	28	41	40	33	24	12	15
9	3	0	0	0	7	16	22	23	22	28	35	45	31	33	42	25	38	26	43	29	39	18	20	10

AM Peak 1100 - 1200 (127), AM PHF=0.91 PM Peak 1915 - 2015 (170), PM PHF=0.89

**\* Friday, March 14, 2014 - Total=2970, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	22	10	2	3	9	40	95	118	107	109	151	173	163	186	199	161	221	215	210	184	200	210	139	
9	9	4	1	0	2	8	16	33	35	22	35	49	36	40	57	31	57	52	50	56	49	57	32	24
9	9	1	1	0	2	7	24	35	20	23	35	32	32	53	42	33	60	45	59	50	54	52	31	31
15	1	0	0	3	3	13	31	27	29	38	39	46	48	45	53	55	57	62	47	34	37	45	38	23
10	3	5	0	0	2	12	24	23	23	26	42	46	47	48	47	42	47	56	54	44	60	56	38	18

AM Peak 1145 - 1245 (169), AM PHF=0.86 PM Peak 1830 - 1930 (227), PM PHF=0.92

**\* Saturday, March 15, 2014 - Total=3251, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
96	72	36	9	4	4	8	20	62	82	133	147	164	178	192	200	255	273	265	266	214	258	188	125	
24	20	19	2	1	1	2	3	16	19	23	30	39	44	47	55	54	62	76	71	54	62	56	37	21
31	21	5	2	1	1	1	5	18	14	37	31	30	37	47	36	78	72	64	69	59	69	56	35	31
23	13	9	3	0	2	2	5	12	24	36	42	49	47	54	56	59	61	53	57	53	62	37	21	27
18	18	3	2	2	0	3	7	16	25	37	44	46	50	44	53	64	78	72	69	48	65	39	32	26

AM Peak 1145 - 1245 (162), AM PHF=0.83 PM Peak 1715 - 1815 (287), PM PHF=0.92

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2756 -- English (ENU)

**Datasets:**

**Site:** [4] OLIN AVE E OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=2587, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	11	4	3	22	30	39	63	122	106	82	194	181	145	126	141	174	247	254	252	155	102	66	53	
8	5	3	1	2	9	11	17	23	27	27	39	50	55	33	22	39	60	55	70	49	32	21	13	10
4	4	0	1	5	6	7	10	38	25	13	36	43	29	27	47	34	71	75	70	39	21	17	13	2
1	2	1	1	7	3	8	17	27	28	21	49	48	41	28	34	48	59	58	63	40	31	15	16	1
2	0	0	0	8	12	13	19	34	26	21	70	40	20	38	38	53	57	66	49	27	18	13	11	2

AM Peak 1130 - 1230 (212), AM PHF=0.76 PM Peak 1815 - 1915 (269), PM PHF=0.90

**\* Friday, March 14, 2014 - Total=3216, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	3	4	1	13	32	39	75	104	133	104	228	223	160	191	224	226	259	308	276	215	167	149	67	
10	0	1	0	2	8	7	12	25	31	22	45	62	44	47	66	49	53	82	65	76	45	38	19	9
2	1	2	1	4	5	5	13	23	29	20	45	51	22	56	54	56	74	71	90	53	35	40	17	14
1	1	0	0	2	9	8	28	21	28	23	60	64	43	44	51	58	67	76	58	36	41	34	14	10
2	1	1	0	5	10	19	22	35	45	39	78	46	51	44	53	63	65	79	63	50	46	37	17	6

AM Peak 1145 - 1245 (255), AM PHF=0.82 PM Peak 1830 - 1930 (310), PM PHF=0.86

**\* Saturday, March 15, 2014 - Total=3253, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
39	30	10	6	3	15	25	71	63	118	136	176	225	228	221	219	273	273	303	280	189	167	111	72	
9	9	6	0	1	2	2	17	8	26	28	31	54	57	61	62	69	71	98	76	51	52	33	21	15
14	5	2	2	2	3	5	14	15	20	33	35	45	39	41	58	85	68	72	70	45	40	31	23	13
10	8	2	3	0	3	6	12	18	32	29	53	51	62	52	48	52	63	71	59	44	41	25	20	8
6	8	0	1	0	7	12	28	22	40	46	57	75	70	67	51	67	71	62	75	49	34	22	8	8

AM Peak 1130 - 1230 (209), AM PHF=0.92 PM Peak 1745 - 1845 (312), PM PHF=0.80



## Traffic Data Service -- Campbell, CA Event Counts

### EventCount-2749 -- English (ENU)

**Datasets:**

**Site:** [3] OLSEN DR E OF WINCHESTER BLVD  
**Input A:** 4 - West bound. - Lane= 0, Added to totals. (/2.000)  
**Input B:** 2 - East bound. - Lane= 0, Excluded from totals.  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Name:** Default Profile  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014=4169, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>60</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>37</b>	<b>83</b>	<b>98</b>	<b>93</b>	<b>134</b>	<b>163</b>	<b>189</b>	<b>379</b>	<b>333</b>	<b>245</b>	<b>281</b>	<b>252</b>	<b>287</b>	<b>339</b>	<b>347</b>	<b>393</b>	<b>284</b>	<b>137</b>	
23	4	2	0	0	1	8	23	20	28	22	39	47	88	99	66	78	69	92	74	76	102	106	48	37
11	6	1	1	0	6	8	14	28	20	31	44	39	97	84	63	65	76	52	92	99	90	78	34	59
17	1	2	3	0	2	10	18	31	21	40	40	40	94	76	56	69	65	60	91	76	98	53	34	25
9	3	2	1	3	2	12	28	21	24	41	41	64	100	75	61	69	43	84	83	97	104	48	21	10

AM Peak 1115 - 1215 (171), AM PHF=0.92 PM Peak 2115 - 2215 (397), PM PHF=0.94

**\* Friday, March 14, 2014=5281, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>131</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>41</b>	<b>93</b>	<b>129</b>	<b>111</b>	<b>165</b>	<b>170</b>	<b>257</b>	<b>460</b>	<b>348</b>	<b>365</b>	<b>351</b>	<b>336</b>	<b>377</b>	<b>396</b>	<b>360</b>	<b>450</b>	<b>357</b>	<b>336</b>	
37	14	4	1	0	1	4	30	37	22	35	36	50	98	77	88	94	81	95	106	111	109	97	96	61
59	3	2	0	1	4	12	8	27	20	43	40	69	125	90	74	105	84	97	101	87	107	103	76	72
25	5	2	0	2	3	10	28	41	41	31	50	52	133	90	93	87	95	95	92	80	111	80	87	57
10	2	2	1	0	6	15	28	25	30	56	45	86	105	91	111	67	77	90	97	83	124	79	77	42

AM Peak 1145 - 1245 (216), AM PHF=0.78 PM Peak 1300 - 1400 (460), PM PHF=0.86

**\* Saturday, March 15, 2014=5730, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>231</b>	<b>87</b>	<b>28</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>26</b>	<b>59</b>	<b>103</b>	<b>144</b>	<b>220</b>	<b>241</b>	<b>387</b>	<b>368</b>	<b>424</b>	<b>453</b>	<b>424</b>	<b>516</b>	<b>461</b>	<b>358</b>	<b>473</b>	<b>343</b>	<b>353</b>	
61	30	18	3	4	0	4	3	11	13	28	49	44	102	79	107	103	109	129	138	98	123	90	98	72
72	18	6	5	1	0	6	6	13	27	34	63	60	125	106	92	123	103	112	123	100	96	101	83	63
57	22	3	2	0	0	4	8	17	36	39	62	60	83	91	119	107	104	130	110	70	121	80	98	43
42	17	1	1	2	0	1	9	19	28	44	46	78	78	92	107	120	109	146	91	91	134	73	75	30

AM Peak 0000 - 0100 (231), AM PHF=0.80 PM Peak 1830 - 1930 (536), PM PHF=0.92

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2759 -- English (ENU)

**Datasets:**

**Site:** [6] PARKING GARAGE ENTRANCE E OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=1891, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	1	1	1	4	6	9	33	59	45	41	91	103	126	119	108	101	176	171	203	182	171	93	37	
4	0	1	0	0	0	3	7	13	14	7	21	23	36	27	30	23	36	39	55	52	56	44	11	7
4	1	0	0	1	0	1	6	16	16	9	21	24	26	30	31	29	51	45	53	37	34	22	10	2
1	0	0	1	0	4	0	6	18	5	11	32	23	37	38	20	21	45	42	39	43	43	14	5	6
1	0	0	0	3	2	5	14	12	10	14	17	33	27	24	27	28	44	45	56	50	38	13	11	8

AM Peak 1130 - 1230 (96), AM PHF=0.75 PM Peak 1900 - 2000 (203), PM PHF=0.91

**\* Friday, March 14, 2014 - Total=2039, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	3	1	0	2	2	14	29	49	35	33	90	132	102	52	87	113	145	229	270	249	148	133	98	
7	2	0	0	0	0	2	6	11	8	10	15	29	32	12	22	25	30	62	59	74	51	27	41	7
2	0	0	0	0	0	1	3	14	10	5	22	33	23	10	21	31	28	54	65	59	33	50	21	14
6	1	0	0	1	1	5	9	10	7	8	26	34	27	16	27	33	37	55	74	64	41	32	15	7
8	0	1	0	1	1	6	11	14	10	10	27	36	20	14	17	24	50	58	72	52	23	24	21	2

AM Peak 1145 - 1245 (123), AM PHF=0.90 PM Peak 1915 - 2015 (285), PM PHF=0.96

**\* Saturday, March 15, 2014 - Total=2156, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	9	3	1	2	4	8	12	25	28	74	98	140	155	180	180	121	122	142	255	227	123	127	90	
7	1	2	1	1	0	1	2	4	3	10	10	32	43	45	59	28	32	22	75	49	43	44	30	14
14	4	0	0	0	1	1	2	4	7	11	20	29	41	34	48	23	40	28	58	60	20	41	24	15
7	1	1	0	0	2	3	1	3	5	22	30	38	29	48	48	26	20	45	65	58	32	25	20	8
2	3	0	0	1	1	3	7	14	13	31	38	41	42	53	25	44	30	47	57	60	28	17	16	9

AM Peak 1145 - 1245 (137), AM PHF=0.90 PM Peak 1900 - 2000 (255), PM PHF=0.85

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2758 -- English (ENU)

**Datasets:**

**Site:** [6] PARKING GARAGE ENTRANCE E OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=1917, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
<b>56</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>19</b>	<b>39</b>	<b>18</b>	<b>38</b>	<b>89</b>	<b>99</b>	<b>135</b>	<b>110</b>	<b>117</b>	<b>116</b>	<b>161</b>	<b>136</b>	<b>181</b>	<b>163</b>	<b>178</b>	<b>131</b>	<b>101</b>
27	6	4	0	0	0	4	3	10	6	4	24	<b>23</b>	28	27	30	28	40	32	<b>50</b>	44	57	44	30
10	4	1	0	3	0	0	3	7	6	9	18	<b>25</b>	35	27	27	32	41	32	<b>45</b>	37	33	30	18
10	0	1	3	1	0	1	6	12	3	13	<b>24</b>	19	44	31	34	29	45	39	<b>35</b>	34	42	29	25
9	0	0	0	1	0	1	7	10	3	12	<b>23</b>	32	28	25	26	27	35	33	<b>51</b>	48	46	28	28

AM Peak 1130 - 1230 (95), AM PHF=0.95 PM Peak 1900 - 2000 (181), PM PHF=0.89

**\* Friday, March 14, 2014 - Total=1423, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
<b>63</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>8</b>	<b>22</b>	<b>12</b>	<b>35</b>	<b>25</b>	<b>69</b>	<b>58</b>	<b>34</b>	<b>58</b>	<b>83</b>	<b>94</b>	<b>131</b>	<b>172</b>	<b>180</b>	<b>107</b>	<b>131</b>	<b>98</b>
17	12	1	2	0	1	4	2	2	0	10	7	17	17	9	13	17	23	31	35	<b>53</b>	38	26	34
13	1	1	1	0	0	2	2	7	3	8	5	17	12	7	13	20	22	35	40	<b>52</b>	20	44	22
16	2	3	0	2	1	1	2	7	4	6	7	13	18	11	20	24	20	40	<b>53</b>	41	31	36	19
17	2	1	0	1	1	4	2	6	5	11	6	22	11	7	12	22	29	25	<b>44</b>	34	18	25	23

AM Peak 0000 - 0100 (63), AM PHF=0.93 PM Peak 1930 - 2030 (202), PM PHF=0.95

**\* Saturday, March 15, 2014 - Total=1537, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
<b>65</b>	<b>37</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>12</b>	<b>27</b>	<b>43</b>	<b>57</b>	<b>79</b>	<b>122</b>	<b>122</b>	<b>89</b>	<b>88</b>	<b>115</b>	<b>173</b>	<b>179</b>	<b>94</b>	<b>110</b>	<b>81</b>
15	7	5	3	0	1	1	3	1	4	1	5	14	14	30	34	16	27	16	46	<b>40</b>	29	36	18
19	14	2	2	0	2	0	2	1	3	4	10	14	22	27	37	16	31	24	43	<b>37</b>	12	36	25
19	10	3	2	3	0	1	1	1	3	10	10	12	19	34	32	17	14	38	44	<b>57</b>	29	16	16
12	6	2	0	1	1	1	2	3	2	12	18	17	24	31	19	40	16	37	40	<b>45</b>	24	22	22

AM Peak 0000 - 0100 (65), AM PHF=0.86 PM Peak 2000 - 2100 (179), PM PHF=0.79

# Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2768 -- English (ENU)**

**Datasets:**

**Site:** [10] REDWOOD AVE S OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** North (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14.1	100.0	24.0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.9	100.0	25.8	-
0500	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	26.6	100.0	36.6	-
0600	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	14.8	100.0	23.2	-
0700	10	0	1	1	1	6	0	1	0	0	0	0	0	0	0	0	0	12.3	70.0	20.3	-
0800	20	0	0	2	10	5	2	1	0	0	0	0	0	0	0	0	0	13.9	85.0	19.9	23.7
0900	23	0	1	5	8	8	1	0	0	0	0	0	0	0	0	0	0	11.9	69.6	18.1	23.0
1000	18	0	2	3	10	2	1	0	0	0	0	0	0	0	0	0	0	8.7	77.8	16.4	18.6
1100	25	0	2	7	10	5	1	0	0	0	0	0	0	0	0	0	0	12.1	80.0	16.6	20.4
1200	21	0	0	4	7	7	2	1	0	0	0	0	0	0	0	0	0	11.0	76.2	19.8	24.2
1300	15	0	1	4	3	5	2	0	0	0	0	0	0	0	0	0	0	13.0	60.0	18.4	23.9
1400	17	0	0	1	5	7	4	0	0	0	0	0	0	0	0	0	0	13.2	76.5	21.3	25.7
1500	19	0	0	0	3	7	6	2	1	0	0	0	0	0	0	0	0	18.1	78.9	25.0	28.0
1600	14	0	2	1	1	6	2	2	0	0	0	0	0	0	0	0	0	19.2	64.3	21.7	29.1
1700	18	1	1	2	5	6	2	0	1	0	0	0	0	0	0	0	0	13.2	61.1	19.7	23.5
1800	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8.5	100.0	14.9	-
1900	11	0	0	2	2	4	2	1	0	0	0	0	0	0	0	0	0	11.0	72.7	21.0	25.3
2000	16	0	1	0	8	5	2	0	0	0	0	0	0	0	0	0	0	15.9	87.5	19.7	23.5
2100	5	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	12.1	80.0	22.1	-
2200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	17.9	100.0	25.2	-
2300	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	14.8	66.7	25.4	-
<b>07-19</b>	<b>203</b>	<b>1</b>	<b>11</b>	<b>30</b>	<b>65</b>	<b>64</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>66.0</b>	<b>19.5</b>	<b>25.1</b>
<b>06-22</b>	<b>238</b>	<b>1</b>	<b>12</b>	<b>32</b>	<b>77</b>	<b>78</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>66.4</b>	<b>19.7</b>	<b>25.1</b>
<b>06-00</b>	<b>244</b>	<b>1</b>	<b>12</b>	<b>32</b>	<b>78</b>	<b>81</b>	<b>28</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>66.4</b>	<b>19.8</b>	<b>25.1</b>
<b>00-00</b>	<b>247</b>	<b>1</b>	<b>12</b>	<b>32</b>	<b>78</b>	<b>82</b>	<b>29</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>66.0</b>	<b>19.9</b>	<b>25.5</b>

Peak step 11:00 (25) AM Peak step 11:00 (25) PM Peak step 12:00 (21)

**\* Friday, March 14, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.8	100.0	20.5	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.3	100.0	22.4	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
0500	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	13.0	50.0	28.4	-	
0600	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	15.0	100.0	20.5	-	
0700	7	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0	13.2	57.1	19.4	-	
0800	12	0	0	1	2	5	2	1	1	0	0	0	0	0	0	0	0	15.9	75.0	22.9	25.7	
0900	11	0	0	2	3	4	2	0	0	0	0	0	0	0	0	0	0	15.4	72.7	19.8	24.6	
1000	18	0	1	1	4	7	2	3	0	0	0	0	0	0	0	0	0	13.4	61.1	22.0	29.3	
1100	24	0	0	5	10	4	3	2	0	0	0	0	0	0	0	0	0	10.7	70.8	19.5	25.9	
1200	32	0	2	8	6	8	7	1	0	0	0	0	0	0	0	0	0	17.9	56.3	19.5	26.4	
1300	27	0	0	7	6	7	3	4	0	0	0	0	0	0	0	0	0	12.5	59.3	21.2	26.6	
1400	18	0	0	0	4	9	4	1	0	0	0	0	0	0	0	0	0	17.7	83.3	23.0	27.5	
1500	23	0	0	0	7	7	7	1	1	0	0	0	0	0	0	0	0	17.4	69.6	23.4	28.9	
1600	19	0	2	2	8	5	2	0	0	0	0	0	0	0	0	0	0	11.2	73.7	17.4	20.8	
1700	27	0	1	4	4	8	9	1	0	0	0	0	0	0	0	0	0	17.9	74.1	21.5	26.2	
1800	20	0	1	1	7	9	2	0	0	0	0	0	0	0	0	0	0	14.1	85.0	20.0	23.3	
1900	24	1	0	1	5	9	6	2	0	0	0	0	0	0	0	0	0	18.6	75.0	22.6	28.0	
2000	24	0	2	3	5	9	5	0	0	0	0	0	0	0	0	0	0	16.8	75.0	20.0	24.8	
2100	12	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	15.0	100.0	19.5	20.8	
2200	11	0	0	2	3	4	2	0	0	0	0	0	0	0	0	0	0	11.9	63.6	20.3	24.4	
2300	11	0	0	0	4	3	4	0	0	0	0	0	0	0	0	0	0	16.6	81.8	22.1	25.7	
07-19	238	0	8	32	62	76	44	14	2	0	0	0	0	0	0	0	0	17.9	61.8	20.8	26.6	
06-22	301	1	10	36	81	99	56	16	2	0	0	0	0	0	0	0	0	17.9	63.1	20.8	26.6	
06-00	323	1	10	38	88	106	62	16	2	0	0	0	0	0	0	0	0	17.9	62.8	20.9	26.6	
00-00	328	1	10	38	89	109	62	17	2	0	0	0	0	0	0	0	0	17.9	62.8	20.9	26.6	

Peak step 12:00 (32) AM Peak step 11:00 (24) PM Peak step 12:00 (32)

**\* Saturday, March 15, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
0000	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	21.3	100.0	27.7	-	
0100	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	18.3	100.0	26.3	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16.3	100.0	26.3	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
0700	5	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	12.5	80.0	17.0	-	
0800	6	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	15.9	50.0	23.0	-	
0900	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	18.6	83.3	26.3	-	
1000	13	0	1	1	1	5	4	1	0	0	0	0	0	0	0	0	0	18.1	69.2	22.5	27.5	
1100	11	0	1	1	1	1	5	2	0	0	0	0	0	0	0	0	0	23.9	72.7	23.3	28.4	
1200	18	0	0	0	6	2	9	0	1	0	0	0	0	0	0	0	0	17.4	72.2	23.5	27.3	
1300	28	0	0	2	7	8	8	2	1	0	0	0	0	0	0	0	0	16.6	75.0	23.1	26.4	
1400	31	0	0	3	6	12	10	0	0	0	0	0	0	0	0	0	0	18.6	77.4	22.1	25.7	
1500	40	0	0	2	3	16	10	5	4	0	0	0	0	0	0	0	0	18.8	70.0	25.4	30.9	
1600	50	0	5	6	10	15	12	2	0	0	0	0	0	0	0	0	0	19.2	56.0	20.3	27.5	
1700	34	0	2	1	7	12	8	4	0	0	0	0	0	0	0	0	0	16.3	64.7	22.1	28.0	
1800	35	0	0	1	13	11	8	2	0	0	0	0	0	0	0	0	0	16.6	71.4	22.5	27.7	
1900	48	0	0	8	15	16	8	1	0	0	0	0	0	0	0	0	0	16.1	66.7	20.1	25.9	
2000	31	0	3	1	7	10	6	3	1	0	0	0	0	0	0	0	0	15.9	58.1	22.4	29.8	
2100	23	0	0	5	8	6	3	1	0	0	0	0	0	0	0	0	0	12.3	65.2	19.5	25.1	
2200	14	0	0	0	0	8	5	1	0	0	0	0	0	0	0	0	0	19.0	92.9	24.7	28.6	
2300	10	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	13.4	80.0	22.2	-	
07-19	277	0	10	18	58	86	79	20	6	0	0	0	0	0	0	0	0	18.8	63.9	22.6	28.0	
06-22	379	0	13	32	88	118	96	25	7	0	0	0	0	0	0	0	0	17.9	60.9	22.1	28.0	
06-00	403	0	13	32	92	130	102	27	7	0	0	0	0	0	0	0	0	16.6	61.5	22.2	28.0	
00-00	412	0	13	32	92	132	108	28	7	0	0	0	0	0	0	0	0	17.9	61.7	22.3	28.0	

Peak step 16:00 (50) AM Peak step 10:00 (13) PM Peak step 16:00 (50)

**\* Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100					
--	987	2	35	102	259	323	199	55	12	0	0	0	0	0	0	0	0	16.3	61.4	21.2	27.1	

In profile: Vehicles = 987 / 1952 (50.56%)

# Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2769 -- English (ENU)**

**Datasets:**

**Site:** [10] REDWOOD AVE S OF STEVENS CREEK BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** South (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	21.3	100.0	31.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	100.0	12.4	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10.1	100.0	20.1	-
0600	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	14.1	100.0	20.9	-
0700	9	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	15.2	77.8	20.8	-
0800	21	0	0	5	10	3	1	2	0	0	0	0	0	0	0	0	0	9.8	71.4	19.1	23.5
0900	21	0	1	8	3	4	3	2	0	0	0	0	0	0	0	0	0	9.2	57.1	18.8	27.1
1000	23	0	3	11	5	1	2	1	0	0	0	0	0	0	0	0	0	8.9	78.3	15.1	24.8
1100	21	0	3	5	5	4	2	2	0	0	0	0	0	0	0	0	0	9.4	57.1	18.5	27.1
1200	16	0	2	2	4	6	2	0	0	0	0	0	0	0	0	0	0	15.4	68.8	19.4	24.6
1300	13	0	0	1	6	4	0	2	0	0	0	0	0	0	0	0	0	13.2	76.9	21.0	23.0
1400	8	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	16.6	62.5	25.0	-
1500	16	0	0	1	3	8	4	0	0	0	0	0	0	0	0	0	0	18.1	81.3	22.0	26.8
1600	23	0	1	0	9	6	6	1	0	0	0	0	0	0	0	0	0	14.8	65.2	21.7	27.7
1700	21	0	0	0	7	10	2	2	0	0	0	0	0	0	0	0	0	15.4	85.7	22.1	25.3
1800	20	0	0	0	3	8	6	3	0	0	0	0	0	0	0	0	0	16.8	80.0	24.7	28.6
1900	15	0	0	0	4	1	4	6	0	0	0	0	0	0	0	0	0	24.4	66.7	26.9	32.4
2000	20	0	1	2	7	6	4	0	0	0	0	0	0	0	0	0	0	14.1	70.0	19.8	25.7
2100	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4.5	50.0	25.1	-
2200	8	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	14.1	62.5	21.8	-
2300	6	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	25.5	66.7	30.4	-
<b>07-19</b>	<b>212</b>	<b>0</b>	<b>10</b>	<b>35</b>	<b>59</b>	<b>59</b>	<b>32</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>57.1</b>	<b>20.3</b>	<b>27.1</b>
<b>06-22</b>	<b>252</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>71</b>	<b>68</b>	<b>40</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>56.3</b>	<b>20.7</b>	<b>27.5</b>
<b>06-00</b>	<b>266</b>	<b>0</b>	<b>11</b>	<b>39</b>	<b>73</b>	<b>73</b>	<b>42</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>56.0</b>	<b>21.0</b>	<b>28.0</b>
<b>00-00</b>	<b>269</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>73</b>	<b>74</b>	<b>42</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>55.8</b>	<b>21.0</b>	<b>28.0</b>

Peak step 10:00 (23) AM Peak step 10:00 (23) PM Peak step 16:00 (23)

\* Friday, March 14, 2014

Table with columns: Time, Total, Vbin (0-75), vPace, Pace%, Mean, Vpp. Rows include hourly data from 0000 to 2300 and summary rows for 07-19, 06-22, 06-00, and 00-00.

Peak step 12:00 (30) AM Peak step 8:00 (14) PM Peak step 12:00 (30)

\* Saturday, March 15, 2014

Table with columns: Time, Total, Vbin (0-75), vPace, Pace%, Mean, Vpp. Rows include hourly data from 0000 to 2300 and summary rows for 07-19, 06-22, 06-00, and 00-00.

Peak step 16:00 (25) AM Peak step 9:00 (11) PM Peak step 16:00 (25)

\* Grand Total

Summary table with columns: Time, Total, Vbin (0-75), vPace, Pace%, Mean, Vpp. Shows overall totals for the period.

In profile: Vehicles = 773 / 1952 (39.60%)

## Traffic Data Service -- Campbell, CA Event Counts

**EventCount-2766 -- English (ENU)**

**Datasets:**

**Site:** [9] SANTANA ROW S OF STEVENS CREEK BLVD  
**Input A:** 1 - North bound. - Lane= 0, Added to totals. (/2.000)  
**Input B:** 3 - South bound. - Lane= 0, Excluded from totals.  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Name:** Default Profile  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014=2554, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>49</b>	<b>19</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>38</b>	<b>67</b>	<b>62</b>	<b>77</b>	<b>106</b>	<b>127</b>	<b>124</b>	<b>178</b>	<b>158</b>	<b>186</b>	<b>167</b>	<b>153</b>	<b>154</b>	<b>164</b>	<b>188</b>	<b>230</b>	<b>176</b>	<b>108</b>	
16	9	1	4	2	2	8	18	13	18	22	37	33	43	45	43	55	41	46	39	38	72	40	26	18
13	5	2	1	2	5	6	12	17	23	29	26	29	49	38	56	40	36	48	36	45	63	54	26	26
8	4	0	0	0	5	7	18	11	17	17	37	24	41	33	36	32	27	35	50	49	40	48	31	19
12	1	0	1	2	1	17	19	22	19	38	28	39	45	42	52	41	50	26	39	57	56	35	25	10

AM Peak 1045 - 1145 (137), AM PHF=0.90 PM Peak 2030 - 2130 (240), PM PHF=0.83

**\* Friday, March 14, 2014=3016, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>73</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>29</b>	<b>58</b>	<b>77</b>	<b>97</b>	<b>121</b>	<b>124</b>	<b>166</b>	<b>184</b>	<b>284</b>	<b>261</b>	<b>182</b>	<b>161</b>	<b>132</b>	<b>179</b>	<b>199</b>	<b>208</b>	<b>232</b>	<b>197</b>	
18	12	3	1	0	0	6	18	20	22	24	36	43	34	63	79	45	48	29	30	39	38	58	57	42
26	7	3	1	2	2	4	11	27	23	23	33	28	48	63	71	42	31	30	54	65	55	64	27	52
19	4	3	3	0	4	7	15	12	24	37	31	41	43	77	62	47	40	39	42	42	58	45	54	32
10	1	1	0	4	5	12	14	18	28	38	25	55	60	81	50	49	42	35	54	54	57	66	60	19

AM Peak 1030 - 1130 (143), AM PHF=0.95 PM Peak 1430 - 1530 (308), PM PHF=0.95

**\* Saturday, March 15, 2014=2941, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>144</b>	<b>65</b>	<b>25</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>14</b>	<b>35</b>	<b>66</b>	<b>73</b>	<b>105</b>	<b>89</b>	<b>125</b>	<b>141</b>	<b>156</b>	<b>191</b>	<b>191</b>	<b>230</b>	<b>192</b>	<b>212</b>	<b>177</b>	<b>269</b>	<b>203</b>	<b>212</b>	
42	21	8	3	1	3	2	5	13	18	20	24	36	30	34	43	47	50	48	60	38	73	40	52	44
52	16	7	4	6	3	2	9	12	15	26	18	31	30	48	42	69	61	52	61	29	53	45	62	38
32	11	6	3	1	3	2	11	17	30	29	22	32	44	35	56	39	61	42	37	52	78	51	48	30
19	17	4	1	3	1	8	10	24	10	31	25	26	37	40	50	37	60	51	55	59	66	68	51	22

AM Peak 0000 - 0100 (144), AM PHF=0.70 PM Peak 2100 - 2200 (269), PM PHF=0.86



## Traffic Data Service -- Campbell, CA Event Counts

**EventCount-2767 -- English (ENU)**

**Datasets:**

**Site:** [9] SANTANA ROW S OF STEVENS CREEK BLVD  
**Input A:** 1 - North bound. - Lane= 0, Excluded from totals.  
**Input B:** 3 - South bound. - Lane= 0, Added to totals. (/2.000)  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Name:** Default Profile  
**Scheme:** Count events divided by setup divisor  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014=5813, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>32</b>	<b>17</b>	<b>10</b>	<b>13</b>	<b>23</b>	<b>49</b>	<b>99</b>	<b>144</b>	<b>196</b>	<b>204</b>	<b>270</b>	<b>406</b>	<b>438</b>	<b>317</b>	<b>304</b>	<b>385</b>	<b>401</b>	<b>491</b>	<b>545</b>	<b>485</b>	<b>386</b>	<b>307</b>	<b>206</b>	<b>91</b>	
13	8	3	6	3	9	30	34	41	54	50	76	<b>103</b>	79	88	90	88	118	<b>134</b>	121	113	86	67	25	11
2	4	3	4	1	12	13	33	47	32	59	117	<b>103</b>	84	76	105	92	124	<b>142</b>	128	104	77	57	26	11
9	4	0	0	4	12	23	25	51	56	80	90	<b>129</b>	76	75	92	117	144	<b>130</b>	112	98	74	42	29	11
8	1	4	3	15	16	34	52	57	62	83	<b>124</b>	104	79	66	99	105	106	<b>139</b>	125	71	70	41	11	15

AM Peak 1145 - 1245 (458), AM PHF=0.89 PM Peak 1800 - 1900 (545), PM PHF=0.96

**\* Friday, March 14, 2014=7061, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>48</b>	<b>18</b>	<b>16</b>	<b>13</b>	<b>17</b>	<b>80</b>	<b>105</b>	<b>146</b>	<b>195</b>	<b>216</b>	<b>347</b>	<b>448</b>	<b>462</b>	<b>407</b>	<b>416</b>	<b>457</b>	<b>457</b>	<b>530</b>	<b>551</b>	<b>575</b>	<b>555</b>	<b>477</b>	<b>323</b>	<b>209</b>	
11	5	7	4	3	19	24	27	52	48	75	101	<b>131</b>	110	106	95	108	158	142	<b>165</b>	147	112	67	67	39
11	4	3	6	4	11	21	27	39	51	86	<b>129</b>	88	110	106	118	115	110	129	<b>143</b>	128	118	76	47	27
11	5	2	1	4	13	22	39	42	56	70	<b>96</b>	119	84	108	101	110	142	128	<b>140</b>	157	131	98	57	29
15	4	4	2	6	37	38	53	63	61	116	<b>123</b>	125	103	98	144	126	121	<b>154</b>	127	123	116	82	38	21

AM Peak 1115 - 1215 (478), AM PHF=0.92 PM Peak 1845 - 1945 (601), PM PHF=0.91

**\* Saturday, March 15, 2014=7193, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>116</b>	<b>59</b>	<b>25</b>	<b>14</b>	<b>18</b>	<b>10</b>	<b>28</b>	<b>83</b>	<b>160</b>	<b>239</b>	<b>307</b>	<b>407</b>	<b>454</b>	<b>471</b>	<b>490</b>	<b>485</b>	<b>431</b>	<b>527</b>	<b>518</b>	<b>578</b>	<b>567</b>	<b>567</b>	<b>401</b>	<b>242</b>	
39	17	8	6	3	2	3	20	29	52	55	90	<b>114</b>	112	104	112	115	130	121	140	<b>158</b>	150	111	78	41
27	13	6	3	5	2	5	7	29	50	88	98	<b>105</b>	110	121	140	110	127	117	<b>127</b>	121	138	99	63	38
29	14	8	3	4	4	5	25	45	60	75	98	<b>114</b>	120	124	125	110	133	133	<b>139</b>	143	137	94	49	31
21	15	3	2	6	2	15	31	57	78	90	<b>121</b>	122	130	141	109	96	138	148	<b>173</b>	146	143	98	53	24

AM Peak 1145 - 1245 (453), AM PHF=0.94 PM Peak 1915 - 2015 (596), PM PHF=0.86

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2757 -- English (ENU)

**Datasets:**

**Site:** [5] TATUM LN E OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=195, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	0	0	4	7	8	9	15	4	8	13	13	11	14	20	12	17	14	5	9	5	4	
3	0	0	0	0	1	2	2	2	0	2	3	4	2	2	3	3	3	4	4	2	4	1	0	1
0	0	0	0	0	1	3	4	4	7	0	2	4	3	1	3	5	6	10	1	0	3	2	1	0
0	0	0	0	0	2	1	1	3	4	1	1	2	3	5	4	1	0	2	6	1	2	0	2	0
0	0	0	0	0	0	2	1	0	4	1	2	3	5	3	4	11	3	1	3	2	0	2	1	1

AM Peak 0915 - 1015 (17), AM PHF=0.61 PM Peak 1630 - 1730 (21), PM PHF=0.48

**\* Friday, March 14, 2014 - Total=331, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	1	0	1	0	8	6	14	12	14	17	16	27	20	14	31	26	39	21	12	17	18	14	
1	0	0	0	0	0	1	1	1	3	4	4	5	7	3	3	14	8	9	6	3	3	6	3	2
0	0	1	0	0	0	3	1	4	2	2	7	3	11	1	6	4	7	7	5	2	8	4	3	1
0	1	0	0	0	0	2	1	3	4	4	4	4	3	10	2	10	7	12	4	7	3	6	2	5
1	0	0	0	1	0	2	3	6	3	4	2	4	6	6	3	3	4	11	6	0	3	2	6	2

AM Peak 1030 - 1130 (19), AM PHF=0.68 PM Peak 1800 - 1900 (39), PM PHF=0.81

**\* Saturday, March 15, 2014 - Total=300, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	4	2	0	0	2	4	5	8	9	10	13	17	25	23	23	9	21	14	28	26	21	11	15	
2	1	2	0	0	1	0	2	1	1	4	1	2	6	7	5	0	2	4	8	9	5	7	6	2
1	1	0	0	0	0	2	2	2	1	1	3	7	6	4	7	4	3	4	10	4	7	1	5	2
5	1	0	0	0	0	1	0	1	1	2	4	5	5	5	5	1	10	1	6	8	4	3	0	2
2	1	0	0	0	1	1	1	4	6	3	5	3	8	7	6	4	6	5	4	5	5	0	4	1

AM Peak 1145 - 1245 (19), AM PHF=0.68 PM Peak 1845 - 1945 (29), PM PHF=0.72

## Traffic Data Service -- Campbell, CA Vehicle Counts

### VehicleCount-2754 -- English (ENU)

**Datasets:**

**Site:** [5] TATUM LN E OF WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**\* Thursday, March 13, 2014 - Total=1006, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	8	1	0	7	2	10	17	24	23	34	56	62	73	66	66	64	79	80	88	70	64	47	46	
9	6	0	0	0	0	1	4	5	4	9	8	18	22	15	17	17	13	13	28	21	17	18	11	5
5	2	1	0	5	1	1	5	10	9	10	12	12	22	19	22	14	25	26	19	13	11	10	13	7
1	0	0	0	0	1	1	4	7	8	6	20	16	17	17	9	18	17	12	20	22	18	11	5	5
4	0	0	0	2	0	7	4	2	2	9	16	16	12	15	18	15	24	29	21	14	18	8	17	17

AM Peak 1115 - 1215 (66), AM PHF=0.82 PM Peak 1845 - 1945 (96), PM PHF=0.83

**\* Friday, March 14, 2014 - Total=2290, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	2	4	1	1	3	13	12	16	30	42	107	127	156	90	121	147	173	204	229	187	183	179	229	
5	0	1	1	0	1	0	4	5	5	11	14	25	48	21	27	37	43	59	57	44	66	46	59	36
7	1	2	0	0	0	2	0	4	9	12	35	31	36	22	23	42	37	52	60	44	47	47	53	21
5	0	0	0	0	1	5	2	5	7	10	35	32	33	28	29	36	45	47	65	53	39	39	66	30
17	1	1	0	1	1	6	6	2	9	9	23	39	39	19	42	32	48	46	47	46	31	47	51	24

AM Peak 1115 - 1215 (118), AM PHF=0.84 PM Peak 1900 - 2000 (229), PM PHF=0.88

**\* Saturday, March 15, 2014 - Total=2336, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
111	76	19	1	1	1	8	7	22	27	71	116	141	171	158	166	74	74	112	230	215	152	174	209	
36	20	12	0	0	1	2	1	4	3	14	27	33	43	36	53	18	19	16	61	59	40	31	53	45
21	17	3	0	0	0	2	2	6	4	13	34	26	34	48	41	17	10	16	59	52	32	47	49	25
30	17	1	1	1	0	3	2	6	5	17	29	40	34	27	45	13	23	35	67	47	36	53	58	30
24	22	3	0	0	0	1	2	6	15	27	26	42	60	47	27	26	22	45	43	57	44	43	49	26

AM Peak 1145 - 1245 (125), AM PHF=0.78 PM Peak 1845 - 1945 (232), PM PHF=0.87

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2748 -- English (ENU)**

**Datasets:**

**Site:** [2] TISCH WY BETWEEN DUDLEY AVE AND WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** East (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	vPace 10	Pace% 10	Mean	Vpp 85
0000	12	0	0	0	0	1	0	6	3	1	1	0	0	0	0	0	0	29.8	75.0	35.5	39.6
0100	6	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	0	22.1	66.7	35.3	-
0200	6	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	26.8	100.0	30.4	-
0300	7	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	33.1	85.7	36.8	-
0400	7	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	31.1	85.7	37.6	-
0500	34	0	0	2	0	0	6	7	16	3	0	0	0	0	0	0	0	28.4	70.6	33.9	39.6
0600	110	0	0	2	0	2	7	30	46	20	3	0	0	0	0	0	0	31.3	72.7	35.8	41.2
0700	236	0	1	4	8	1	37	104	69	11	1	0	0	0	0	0	0	28.9	77.1	32.8	37.8
0800	428	1	3	17	28	23	79	150	105	21	1	0	0	0	0	0	0	28.9	62.9	30.8	37.4
0900	257	1	0	6	18	11	38	103	71	8	1	0	0	0	0	0	0	28.0	70.8	31.5	37.1
1000	191	0	1	5	9	7	29	64	59	11	6	0	0	0	0	0	0	28.6	66.0	32.6	38.3
1100	180	0	0	4	5	4	21	71	63	12	0	0	0	0	0	0	0	30.0	75.0	33.1	38.3
1200	177	0	1	3	2	6	20	67	62	14	2	0	0	0	0	0	0	29.3	76.3	33.7	38.0
1300	210	0	0	8	7	8	28	92	50	16	1	0	0	0	0	0	0	27.5	68.6	32.3	38.0
1400	206	1	0	5	4	13	25	88	56	12	2	0	0	0	0	0	0	28.0	72.8	32.4	37.1
1500	212	0	0	5	3	4	28	100	63	8	1	0	0	0	0	0	0	28.2	80.7	32.9	37.4
1600	200	0	0	6	4	6	38	77	59	9	1	0	0	0	0	0	0	29.5	69.0	32.4	37.8
1700	204	0	0	4	5	10	23	79	67	16	0	0	0	0	0	0	0	29.1	72.5	33.0	38.3
1800	205	0	0	0	2	1	33	102	59	6	1	1	0	0	0	0	0	27.7	87.8	33.4	36.9
1900	150	0	0	1	1	1	28	63	49	7	0	0	0	0	0	0	0	27.7	77.3	33.4	37.6
2000	114	0	0	1	1	2	17	56	29	7	1	0	0	0	0	0	0	28.9	78.1	33.2	38.5
2100	81	0	0	0	1	2	21	34	19	3	1	0	0	0	0	0	0	26.8	77.8	32.6	36.5
2200	56	0	0	2	0	2	8	18	20	5	1	0	0	0	0	0	0	28.4	73.2	33.7	38.5
2300	30	0	0	0	0	1	4	13	7	2	2	1	0	0	0	0	0	27.7	70.0	34.7	40.9
<b>07-19</b>	<b>2706</b>	<b>3</b>	<b>6</b>	<b>67</b>	<b>95</b>	<b>94</b>	<b>399</b>	<b>1097</b>	<b>783</b>	<b>144</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>71.5</b>	<b>32.4</b>	<b>37.6</b>
<b>06-22</b>	<b>3161</b>	<b>3</b>	<b>6</b>	<b>71</b>	<b>98</b>	<b>101</b>	<b>472</b>	<b>1280</b>	<b>926</b>	<b>181</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>71.8</b>	<b>32.6</b>	<b>37.8</b>
<b>06-00</b>	<b>3247</b>	<b>3</b>	<b>6</b>	<b>73</b>	<b>98</b>	<b>104</b>	<b>484</b>	<b>1311</b>	<b>953</b>	<b>188</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>71.8</b>	<b>32.6</b>	<b>37.8</b>
<b>00-00</b>	<b>3319</b>	<b>3</b>	<b>6</b>	<b>75</b>	<b>98</b>	<b>105</b>	<b>496</b>	<b>1332</b>	<b>979</b>	<b>195</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>71.7</b>	<b>32.7</b>	<b>37.8</b>

Peak step 8:00 (428) AM Peak step 8:00 (428) PM Peak step 15:00 (212)

**\* Friday, March 14, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				85
0000	17	0	0	0	0	0	3	6	5	2	1	0	0	0	0	0	0	29.3	76.5	35.5	39.1
0100	8	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	25.1	75.0	32.4	-
0200	4	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	25.5	75.0	37.1	-
0300	5	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	25.9	60.0	37.5	-
0400	11	0	0	0	0	0	0	3	5	1	2	0	0	0	0	0	0	29.8	72.7	38.0	43.8
0500	32	0	0	0	0	0	2	18	9	1	2	0	0	0	0	0	0	28.4	90.6	35.3	37.4
0600	110	0	0	1	1	2	7	39	48	11	0	1	0	0	0	0	0	29.3	80.0	34.9	38.9
0700	239	0	0	5	7	8	41	94	66	15	3	0	0	0	0	0	0	28.9	72.0	32.6	38.0
0800	362	0	2	10	23	9	67	126	100	21	3	1	0	0	0	0	0	27.5	66.6	31.8	38.0
0900	297	1	3	8	20	15	29	117	86	15	3	0	0	0	0	0	0	30.0	68.7	31.6	37.6
1000	178	0	0	11	5	12	19	69	54	7	1	0	0	0	0	0	0	29.5	70.8	31.6	36.9
1100	173	0	1	9	7	5	31	65	47	8	0	0	0	0	0	0	0	28.4	68.2	31.4	37.1
1200	240	0	0	3	12	18	40	103	50	14	0	0	0	0	0	0	0	28.2	68.3	31.7	37.6
1300	242	1	1	8	4	15	46	94	62	10	1	0	0	0	0	0	0	28.0	72.7	31.7	37.1
1400	238	0	0	6	5	10	40	107	57	11	2	0	0	0	0	0	0	29.3	74.8	32.1	36.7
1500	210	0	0	0	2	0	23	100	71	13	1	0	0	0	0	0	0	29.5	81.9	34.2	38.3
1600	226	0	0	2	0	3	30	108	65	14	3	1	0	0	0	0	0	27.7	80.5	33.8	37.6
1700	231	0	0	4	5	6	28	92	75	19	0	2	0	0	0	0	0	28.6	74.5	33.5	38.3
1800	199	0	1	3	6	6	25	94	47	16	1	0	0	0	0	0	0	28.0	75.4	32.7	37.6
1900	186	0	0	0	4	4	37	72	55	12	2	0	0	0	0	0	0	27.7	76.9	33.3	37.6
2000	121	0	0	0	2	4	24	46	39	4	1	1	0	0	0	0	0	29.1	72.7	33.3	38.0
2100	96	0	0	0	0	4	16	46	23	5	0	2	0	0	0	0	0	28.9	77.1	33.3	37.8
2200	74	0	0	0	1	0	8	29	31	5	0	0	0	0	0	0	0	29.1	82.4	34.4	38.0
2300	57	0	0	1	2	2	10	27	10	3	1	1	0	0	0	0	0	28.4	71.9	32.2	37.6
07-19	2835	2	8	69	96	107	419	1169	780	163	18	4	0	0	0	0	0	28.6	71.5	32.4	37.6
06-22	3348	2	8	70	103	121	503	1372	945	195	21	8	0	0	0	0	0	28.9	72.0	32.6	37.8
06-00	3479	2	8	71	106	123	521	1428	986	203	22	9	0	0	0	0	0	28.9	72.1	32.6	37.8
00-00	3556	2	8	71	106	123	531	1460	1008	209	27	11	0	0	0	0	0	28.9	72.2	32.7	37.8

Peak step 8:00 (362) AM Peak step 8:00 (362) PM Peak step 13:00 (242)

**\* Saturday, March 15, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				85
0000	21	0	0	0	0	1	2	12	4	0	2	0	0	0	0	0	0	29.3	81.0	34.0	38.5
0100	13	0	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	28.2	84.6	35.1	38.0
0200	8	0	0	0	0	0	3	2	1	1	0	1	0	0	0	0	0	27.5	75.0	34.5	-
0300	8	0	0	0	0	1	0	5	2	0	0	0	0	0	0	0	0	27.3	87.5	32.5	-
0400	6	0	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	24.4	83.3	34.2	-
0500	14	0	0	0	0	0	0	6	5	2	1	0	0	0	0	0	0	30.0	85.7	36.6	39.8
0600	32	0	0	1	0	0	2	12	12	5	0	0	0	0	0	0	0	30.4	78.1	35.0	39.6
0700	74	0	0	0	0	1	17	20	27	8	1	0	0	0	0	0	0	28.4	68.9	34.3	39.4
0800	140	0	0	2	2	4	19	59	42	11	1	0	0	0	0	0	0	27.3	72.1	33.4	38.0
0900	130	0	0	0	2	1	14	45	48	18	2	0	0	0	0	0	0	30.4	79.2	35.2	40.0
1000	138	0	0	0	0	3	8	54	63	6	4	0	0	0	0	0	0	29.8	86.2	35.2	38.5
1100	152	0	0	0	0	3	23	44	64	16	2	0	0	0	0	0	0	29.5	73.7	35.2	39.1
1200	167	0	0	1	0	0	14	62	79	9	2	0	0	0	0	0	0	30.0	85.0	35.2	38.7
1300	192	0	0	3	0	2	14	74	74	19	4	1	1	0	0	0	0	30.4	78.6	35.3	39.6
1400	208	0	0	0	0	5	26	82	76	15	4	0	0	0	0	0	0	29.8	77.9	34.5	38.7
1500	199	0	0	0	0	0	20	84	78	17	0	0	0	0	0	0	0	30.6	83.4	34.9	38.7
1600	199	0	0	4	2	7	18	79	68	16	5	0	0	0	0	0	0	29.8	74.4	34.0	38.9
1700	194	0	1	1	2	3	35	86	56	9	1	0	0	0	0	0	0	28.9	79.4	33.0	37.6
1800	166	0	0	0	0	3	34	80	40	5	4	0	0	0	0	0	0	28.9	77.7	33.1	37.4
1900	175	1	0	4	3	4	44	72	43	3	0	1	0	0	0	0	0	27.3	78.9	31.5	36.0
2000	116	0	0	0	0	4	27	54	24	6	0	0	0	0	1	0	0	28.0	77.6	32.8	36.7
2100	104	0	1	1	1	5	19	41	25	10	1	0	0	0	0	0	0	28.0	68.3	32.9	38.9
2200	77	0	0	0	0	0	19	32	21	4	0	1	0	0	0	0	0	28.2	83.1	33.2	37.1
2300	42	0	0	0	1	3	10	17	9	1	0	0	0	0	1	0	0	28.6	76.2	32.7	36.7
07-19	1959	0	1	11	8	32	242	769	715	149	30	1	1	0	0	0	0	29.3	76.5	34.4	38.7
06-22	2386	1	2	17	12	45	334	948	819	173	31	2	1	0	1	0	0	29.3	75.1	34.1	38.7
06-00	2505	1	2	17	13	48	363	997	849	178	31	3	1	0	2	0	0	29.1	75.0	34.0	38.5
00-00	2575	1	2	17	13	50	372	1030	865	182	36	4	1	0	2	0	0	29.3	75.0	34.1	38.5

Peak step 14:00 (208) AM Peak step 11:00 (152) PM Peak step 14:00 (208)

**\* Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				85
--	9450	6	16	163	217	278	1399	3822	2852	586	90	18	1	0	2	0	0	28.9	72.7	33.0	38.0

In profile: Vehicles = 9450 / 21695 (43.56%)

## Traffic Data Service -- Campbell, CA Speed Report

**CustomList-2747 -- English (ENU)**

**Datasets:**

**Site:** [2] TISCH WY BETWEEN DUDLEY AVE AND WINCHESTER BLVD  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 100 mph.  
**Direction:** West (bound)  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)

**Column Legend:**

- 0 [Time]** 24-hour time (0000 - 2359)
- 1 [Total]** Number in time step
- 2 [Vbin]** Speed bin totals
- 3 [vPace]** Speed at start of pace
- 4 [Pace%]** Percent in pace
- 5 [Mean]** Average speed
- 6 [Vpp]** Percentile speed

**\* Thursday, March 13, 2014**

Time	Total	Vbin 0 5	Vbin 10 15	Vbin 20 25	Vbin 30 35	Vbin 40 45	Vbin 50 55	Vbin 60 65	Vbin 70 75	Vbin 100	vPace 10	Pace% 10	Mean	Vpp 85								
0000	23	0	1	0	0	1	4	8	7	1	1	0	0	0	0	0	0	28.6	78.3	32.8	38.3	
0100	5	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	32.4	80.0	39.0	-
0200	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	23.9	100.0	31.0	-
0300	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	22.1	50.0	35.7	-
0400	3	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	29.5	66.7	41.7	-
0500	11	0	0	0	0	1	3	3	1	3	0	0	0	0	0	0	0	0	21.0	63.6	32.6	40.9
0600	45	0	0	0	1	1	9	15	13	6	0	0	0	0	0	0	0	0	29.1	71.1	33.7	38.5
0700	183	0	1	0	1	4	29	94	42	10	2	0	0	0	0	0	0	0	28.9	76.0	33.1	37.1
0800	191	0	5	1	1	3	22	84	66	7	2	0	0	0	0	0	0	0	29.1	80.6	33.0	37.4
0900	150	0	3	5	1	6	26	57	45	7	0	0	0	0	0	0	0	0	29.1	73.3	32.0	37.4
1000	155	0	2	7	1	12	29	60	31	12	1	0	0	0	0	0	0	0	27.7	66.5	31.4	37.4
1100	209	0	8	14	1	14	37	80	43	11	1	0	0	0	0	0	0	0	28.0	66.5	30.2	36.9
1200	245	0	12	17	5	17	47	84	49	12	1	1	0	0	0	0	0	0	27.7	61.6	29.7	37.1
1300	213	0	6	13	4	8	63	74	35	9	1	0	0	0	0	0	0	0	26.4	69.5	29.9	36.0
1400	235	0	2	12	1	15	67	79	45	12	1	1	0	0	0	0	0	0	26.4	66.0	30.8	36.2
1500	226	0	2	16	2	6	41	100	49	9	1	0	0	0	0	0	0	0	27.7	75.2	31.1	36.5
1600	278	0	5	18	2	6	45	112	73	16	1	0	0	0	0	0	0	0	27.5	70.9	31.5	37.1
1700	356	0	8	35	7	14	90	124	67	10	1	0	0	0	0	0	0	0	26.2	64.6	29.4	36.0
1800	253	0	4	11	0	7	56	105	62	8	0	0	0	0	0	0	0	0	27.3	77.5	31.3	36.5
1900	177	0	3	8	2	9	45	69	33	5	1	1	0	1	0	0	0	0	27.5	74.6	30.8	36.0
2000	158	0	0	2	2	3	38	75	30	8	0	0	0	0	0	0	0	0	27.7	79.1	32.1	36.2
2100	112	0	0	0	0	8	23	48	27	6	0	0	0	0	0	0	0	0	26.2	70.5	32.2	37.8
2200	64	0	1	3	0	4	10	26	17	3	0	0	0	0	0	0	0	0	28.2	73.4	31.8	37.4
2300	31	0	0	1	0	1	5	12	9	3	0	0	0	0	0	0	0	0	27.1	74.2	33.0	36.9
<b>07-19</b>	<b>2694</b>	<b>0</b>	<b>58</b>	<b>149</b>	<b>26</b>	<b>112</b>	<b>552</b>	<b>1053</b>	<b>607</b>	<b>123</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.7</b>	<b>68.6</b>	<b>31.0</b>	<b>36.9</b>
<b>06-22</b>	<b>3186</b>	<b>0</b>	<b>61</b>	<b>159</b>	<b>31</b>	<b>133</b>	<b>667</b>	<b>1260</b>	<b>710</b>	<b>148</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.7</b>	<b>69.2</b>	<b>31.1</b>	<b>36.9</b>
<b>06-00</b>	<b>3281</b>	<b>0</b>	<b>62</b>	<b>163</b>	<b>31</b>	<b>138</b>	<b>682</b>	<b>1298</b>	<b>736</b>	<b>154</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.7</b>	<b>69.3</b>	<b>31.1</b>	<b>36.9</b>
<b>00-00</b>	<b>3331</b>	<b>0</b>	<b>63</b>	<b>163</b>	<b>31</b>	<b>140</b>	<b>693</b>	<b>1312</b>	<b>748</b>	<b>162</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.7</b>	<b>69.1</b>	<b>31.2</b>	<b>36.9</b>

Peak step 17:00 (356) AM Peak step 11:00 (209) PM Peak step 17:00 (356)

**\* Friday, March 14, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				85
0000	15	0	0	0	1	1	3	3	5	2	0	0	0	0	0	0	0	32.0	66.7	32.9	39.8
0100	7	0	0	1	0	0	2	0	1	3	0	0	0	0	0	0	0	31.3	57.1	33.5	-
0200	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	19.9	50.0	37.3	-
0300	8	0	0	1	0	0	1	1	5	0	0	0	0	0	0	0	0	27.3	75.0	32.5	-
0400	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	27.7	100.0	35.6	-
0500	17	0	0	0	0	2	1	7	4	2	1	0	0	0	0	0	0	27.5	70.6	33.5	37.4
0600	58	0	0	0	1	1	11	18	20	4	3	0	0	0	0	0	0	28.2	77.6	34.5	39.4
0700	141	0	0	0	1	3	13	76	39	9	0	0	0	0	0	0	0	30.2	83.0	33.7	37.4
0800	174	0	3	0	0	6	30	69	57	6	2	1	0	0	0	0	0	28.0	73.6	33.1	37.8
0900	128	0	2	5	1	4	20	47	37	11	1	0	0	0	0	0	0	29.5	68.0	32.5	38.9
1000	159	0	4	6	0	11	28	62	43	3	2	0	0	0	0	0	0	27.7	69.2	31.2	37.4
1100	211	0	1	12	1	13	56	86	37	5	0	0	0	0	0	0	0	25.3	68.2	30.3	35.8
1200	261	0	9	16	6	20	50	104	48	7	1	0	0	0	0	0	0	27.7	64.4	29.7	36.9
1300	255	0	4	13	3	25	80	80	45	4	1	0	0	0	0	0	0	26.4	66.3	29.6	35.6
1400	277	0	4	15	0	15	56	105	68	13	1	0	0	0	0	0	0	27.3	69.3	31.1	36.9
1500	265	0	6	12	3	16	52	121	41	13	1	0	0	0	0	0	0	26.6	69.1	30.6	36.0
1600	302	0	6	18	2	18	63	129	57	7	2	0	0	0	0	0	0	27.5	69.9	30.4	36.2
1700	392	0	3	29	2	19	78	158	82	16	3	2	0	0	0	0	0	28.4	67.1	30.9	36.7
1800	294	0	1	22	2	21	74	111	53	9	1	0	0	0	0	0	0	26.4	69.7	30.0	35.8
1900	212	0	0	3	1	9	67	86	41	4	0	1	0	0	0	0	0	27.7	76.4	31.3	35.8
2000	176	1	3	5	3	13	53	72	20	3	3	0	0	0	0	0	0	25.1	71.6	30.0	34.9
2100	130	0	1	3	0	6	25	47	37	9	2	0	0	0	0	0	0	28.9	76.2	32.6	37.4
2200	69	0	2	1	3	3	12	30	15	3	0	0	0	0	0	0	0	26.6	69.6	31.2	37.4
2300	48	0	0	1	0	3	10	19	12	3	0	0	0	0	0	0	0	29.1	70.8	32.3	37.8
<b>07-19</b>	<b>2859</b>	<b>0</b>	<b>43</b>	<b>148</b>	<b>21</b>	<b>171</b>	<b>600</b>	<b>1148</b>	<b>607</b>	<b>103</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.7</b>	<b>67.7</b>	<b>30.8</b>	<b>36.7</b>
<b>06-22</b>	<b>3435</b>	<b>1</b>	<b>47</b>	<b>159</b>	<b>26</b>	<b>200</b>	<b>756</b>	<b>1371</b>	<b>725</b>	<b>123</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.5</b>	<b>68.5</b>	<b>30.9</b>	<b>36.7</b>
<b>06-00</b>	<b>3552</b>	<b>1</b>	<b>49</b>	<b>161</b>	<b>29</b>	<b>206</b>	<b>778</b>	<b>1420</b>	<b>752</b>	<b>129</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.5</b>	<b>68.5</b>	<b>31.0</b>	<b>36.7</b>
<b>00-00</b>	<b>3604</b>	<b>1</b>	<b>49</b>	<b>163</b>	<b>30</b>	<b>209</b>	<b>786</b>	<b>1432</b>	<b>769</b>	<b>137</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27.5</b>	<b>68.3</b>	<b>31.0</b>	<b>36.7</b>

Peak step 17:00 (392) AM Peak step 11:00 (211) PM Peak step 17:00 (392)

**\* Saturday, March 15, 2014**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				85
0000	27	0	0	0	0	0	4	16	3	3	1	0	0	0	0	0	0	26.4	77.8	34.1	39.8
0100	7	0	0	0	0	1	1	1	2	0	2	0	0	0	0	0	0	27.1	57.1	34.9	-
0200	12	0	0	0	0	0	0	5	4	2	1	0	0	0	0	0	0	30.2	83.3	36.1	40.0
0300	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	21.5	100.0	27.7	-
0400	5	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	23.9	60.0	31.3	-
0500	8	0	0	0	0	1	1	2	2	2	0	0	0	0	0	0	0	27.1	62.5	35.0	-
0600	19	0	0	0	1	0	0	9	7	2	0	0	0	0	0	0	0	31.5	94.7	34.6	37.8
0700	36	0	0	0	0	1	3	16	12	4	0	0	0	0	0	0	0	30.2	83.3	34.2	38.7
0800	82	0	0	0	0	2	9	27	31	11	2	0	0	0	0	0	0	31.3	74.4	35.0	40.0
0900	97	0	2	0	1	4	13	37	30	9	1	0	0	0	0	0	0	30.0	69.1	33.4	38.7
1000	119	0	1	0	0	4	18	53	29	13	1	0	0	0	0	0	0	30.2	71.4	34.0	39.4
1100	164	0	0	1	0	1	25	68	60	8	1	0	0	0	0	0	0	28.4	78.0	34.0	38.0
1200	170	0	0	2	1	5	34	75	45	6	2	0	0	0	0	0	0	29.3	78.2	32.8	37.4
1300	195	0	1	0	3	1	33	91	54	12	0	0	0	0	0	0	0	26.8	74.9	33.3	38.3
1400	190	0	1	2	0	5	25	90	46	17	3	1	0	0	0	0	0	28.6	76.8	33.8	38.5
1500	218	0	1	1	2	6	41	77	73	15	2	0	0	0	0	0	0	28.6	75.7	33.5	37.8
1600	198	0	1	0	0	3	27	82	68	12	3	2	0	0	0	0	0	29.1	78.3	34.3	38.3
1700	214	1	2	3	4	8	39	100	49	7	1	0	0	0	0	0	0	28.2	74.8	31.9	36.7
1800	273	0	1	1	4	27	68	108	55	9	0	0	0	0	0	0	0	28.0	70.7	31.2	36.0
1900	195	0	2	2	4	9	49	86	37	6	0	0	0	0	0	0	0	26.2	78.5	31.2	35.6
2000	144	0	0	0	1	8	38	58	31	7	1	0	0	0	0	0	0	27.1	79.2	32.2	36.5
2100	138	0	3	1	0	10	43	52	24	5	0	0	0	0	0	0	0	25.5	69.6	30.7	36.0
2200	98	0	1	1	0	5	31	36	15	9	0	0	0	0	0	0	0	25.7	73.5	31.5	36.5
2300	66	0	2	2	0	2	19	20	16	5	0	0	0	0	0	0	0	28.0	69.7	31.4	37.6
<b>07-19</b>	<b>1956</b>	<b>1</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>67</b>	<b>335</b>	<b>824</b>	<b>552</b>	<b>123</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.1</b>	<b>73.3</b>	<b>33.2</b>	<b>37.8</b>
<b>06-22</b>	<b>2452</b>	<b>1</b>	<b>15</b>	<b>13</b>	<b>21</b>	<b>94</b>	<b>465</b>	<b>1029</b>	<b>651</b>	<b>143</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.2</b>	<b>73.2</b>	<b>32.8</b>	<b>37.6</b>
<b>06-00</b>	<b>2616</b>	<b>1</b>	<b>18</b>	<b>16</b>	<b>21</b>	<b>101</b>	<b>515</b>	<b>1085</b>	<b>682</b>	<b>157</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>72.7</b>	<b>32.7</b>	<b>37.6</b>
<b>00-00</b>	<b>2679</b>	<b>1</b>	<b>18</b>	<b>17</b>	<b>21</b>	<b>104</b>	<b>523</b>	<b>1113</b>	<b>693</b>	<b>164</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>72.5</b>	<b>32.8</b>	<b>37.6</b>

Peak step 18:00 (273) AM Peak step 11:00 (164) PM Peak step 18:00 (273)

**\* Grand Total**

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				85
--	9614	2	130	343	82	453	2002	3857	2210	463	61	10	0	1	0	0	0	27.7	69.5	31.6	37.1

In profile: Vehicles = 9614 / 21695 (44.31%)

43

9001

Intersection Name: Hatton Street & Tisch Way  
 Peak Hour: AM  
 Count Date: 4/15/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	11	0	5	7	298	0	0	0	0	0	284	5	610
Existing with Hatton Ext Conditions (j) = (g) + (b)	11	0	5	7	298	0	0	0	0	0	284	5	610
Existing with I-880 and SC Improvement (h)	11	0	5	7	298	0	0	0	0	0	284	5	610
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	14	0	16	243	0	0	0	0	0	0	16	204	493
Dudley Apartments (47 units)	0	0	0	0	-5	0	0	0	0	0	-10	0	-15
Net Project Trips (d)	14	0	16	243	-5	0	0	0	0	0	6	204	478
69 ksf Approved Office Space on Parcel 17 (e)	2	0	3	38	0	0	0	0	0	0	3	32	78
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	27	0	24	288	293	0	0	0	0	0	293	241	1,166
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	28	0	0	0	0	0	92	0	120
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	20	59	59	0	0	0	0	0	0	0	138
560 Approved Residential Units	0	0	0	0	0	0	0	0	0	0	0	0	0
38ksf Approved Retail Space	2	0	2	7	0	0	0	0	0	0	2	6	19
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	2	0	22	66	87	0	0	0	0	0	94	6	277
Traffic ATI export for background (hide)	4	0	25	104	87	0	0	0	0	0	97	38	355
Existing+Project Project Trips (hide)	16	0	19	281	-5	0	0	0	0	0	9	236	556
Background Conditions (k) = (h) + (b) + (e) + (f)	15	0	30	111	385	0	0	0	0	0	381	43	965
Background Plus Project Conditions = (k) + (d) + (a)	29	0	46	354	380	0	0	0	0	0	387	247	1,443

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9002

Intersection Name: Hatton Street & Olsen Drive  
 Peak Hour: AM  
 Count Date: 4/15/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	10	16	0	0	0	0	0	6	7	4	0	11	54
Existing with Hatton Ext Conditions (j) = (g) + (b)	10	16	0	0	0	0	0	6	7	4	0	11	54
Existing with I-880 and SC Improvement (h)	10	16	1	0	0	0	0	6	7	4	0	11	55
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	30	15	0	0	0	0	0	2	0	0	0	4	51
Dudley Apartments (47 units)	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips (d)	30	15	0	0	0	0	0	2	0	0	0	4	51
69 ksf Approved Office Space on Parcel 17 (e)	5	2	0	0	0	0	0	0	0	0	0	1	8
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	45	33	0	0	0	0	0	8	7	4	0	16	113
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	0	0	0	0	0	59	20	0	0	0	79
560 Approved Residential Units	31	0	0	0	0	0	0	0	0	0	0	8	39
38ksf Approved Retail Space	1	0	0	0	0	0	0	0	0	0	0	0	1
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	32	0	0	0	0	0	0	59	20	0	0	8	119
Traffic ATI export for background (hide)	37	2	0	0	0	0	0	59	20	0	0	9	127
Existing+Project Project Trips (hide)	35	17	0	0	0	0	0	2	0	0	0	5	59
Background Conditions (k) = (h) + (b) + (e) + (f)	47	18	1	0	0	0	0	6	66	24	0	20	182
Background Plus Project Conditions = (k) + (d) + (a)	77	33	1	0	0	0	0	8	66	24	0	24	233



45

10035

Intersection Name:

Garage Entrance

& Olsen Drive

Peak Hour:

AM

Count Date:

4/15/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	28	1	3	5	39	9	4	1	24	29	48	49	240
Existing with Hatton Ext Conditions (j) = (g) + (b)	28	1	3	5	39	9	4	1	24	29	48	49	240
Existing with I-880 and SC Improvement (h)	28	1	3	5	39	9	4	1	24	29	48	49	240
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	0	0	0	0	12	0	0	0	0	0	86	0	98
Dudley Apartments (47 units)	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips (d)	0	0	0	0	12	0	0	0	0	0	86	0	98
69 ksf Approved Office Space on Parcel 17 (e)	0	0	0	0	2	0	0	0	0	0	14	0	16
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	28	1	3	5	53	9	4	1	24	29	148	49	354
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	0	0	0	59	20	0	34	129	0	0	242
560 Approved Residential Units	0	0	0	0	31	0	0	0	0	0	8	0	39
38ksf Approved Retail Space	0	0	0	0	1	0	0	0	0	0	2	0	3
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	0	0	0	0	32	59	20	0	34	129	10	0	284
Traffic ATI export for background (hide)	0	0	0	0	34	59	20	0	34	129	24	0	300
Existing+Project Project Trips (hide)	0	0	0	0	14	0	0	0	0	0	100	0	114
Background Conditions (k) = (h) + (b) + (e) + (f)	28	1	3	5	73	68	24	1	58	158	72	49	540
Background Plus Project Conditions = (k) + (d) + (a)	28	1	3	5	85	68	24	1	58	158	158	49	638

46

10072

Intersection Name:

Dudley Avenue

& Tisch Way

Peak Hour:

AM

Count Date:

4/15/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	9	0	6	90	215	0	0	0	0	0	281	85	686
Existing with Hatton Ext Conditions (j) = (g) + (b)	9	0	6	90	215	0	0	0	0	0	281	85	686
Existing with I-880 and SC Improvement (h)	9	0	6	90	215	0	0	0	0	0	281	85	686
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	14	0	16	0	14	0	0	0	0	0	204	0	248
Dudley Apartments (47 units)	-6	0	-10	-5	0	0	0	0	0	0	0	-4	-25
Net Project Trips (d)	8	0	6	-5	14	0	0	0	0	0	204	-4	223
69 ksf Approved Office Space on Parcel 17 (e)	2	0	3	0	2	0	0	0	0	0	32	0	39
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	19	0	15	85	231	0	0	0	0	0	517	81	948
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	28	0	0	0	0	0	92	0	120
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	0	0	59	0	0	0	0	0	0	0	59
560 Approved Residential Units	0	0	0	0	0	0	0	0	0	0	0	0	0
38ksf Approved Retail Space	2	0	2	0	2	0	0	0	0	0	6	0	12
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	2	0	2	0	89	0	0	0	0	0	98	0	191
Traffic ATI export for background (hide)	4	0	5	0	91	0	0	0	0	0	130	0	230
Existing+Project Project Trips (hide)	10	0	9	-5	16	0	0	0	0	0	236	-4	262
Background Conditions (k) = (h) + (b) + (e) + (f)	13	0	11	90	306	0	0	0	0	0	411	85	916
Background Plus Project Conditions = (k) + (d) + (a)	21	0	17	85	320	0	0	0	0	0	615	81	1,139

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9001

Intersection Name: Hatton Street & Tisch Way  
 Peak Hour: PM  
 Count Date: 4/15/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	21	0	8	7	260	0	0	0	0	0	279	15	590
Existing with Hatton Ext Conditions (j) = (g) + (b)	21	0	8	7	260	0	0	0	0	0	279	15	590
Existing with I-880 and SC Improvement (h)	21	0	8	7	260	0	0	0	0	0	279	15	590
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	95	0	113	71	0	0	0	0	0	0	113	60	452
Dudley Apartments (47 units)	0	0	0	0	-7	0	0	0	0	0	-4	0	-11
Net Project Trips (d)	95	0	113	71	-7	0	0	0	0	0	109	60	441
69 ksf Approved Office Space on Parcel 17 (e)	14	0	16	7	0	0	0	0	0	0	16	6	59
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	130	0	137	85	253	0	0	0	0	0	404	81	1,090
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	88	0	0	0	0	0	38	0	126
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	112	33	33	0	0	0	0	0	0	0	178
560 Approved Residential Units	0	0	0	0	0	0	0	0	0	0	0	0	0
38ksf Approved Retail Space	10	0	12	23	0	0	0	0	0	0	12	19	76
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	10	0	124	56	121	0	0	0	0	0	50	19	380
Traffic ATI export for background (hide)	24	0	140	63	121	0	0	0	0	0	66	25	439
Existing+Project Project Trips (hide)	109	0	129	78	-7	0	0	0	0	0	125	66	500
Background Conditions (k) = (h) + (b) + (e) + (f)	45	0	148	70	381	0	0	0	0	0	345	40	1,029
Background Plus Project Conditions = (k) + (d) + (a)	140	0	261	141	374	0	0	0	0	0	454	100	1,470

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9002

Intersection Name: Hatton Street & Olsen Drive  
 Peak Hour: PM  
 Count Date: 4/15/14

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	20	22	0	0	0	0	0	15	7	8	0	27	99
Existing with Hatton Ext Conditions (j) = (g) + (b)	20	22	0	0	0	0	0	15	7	8	0	27	99
Existing with I-880 and SC Improvement (h)	20	22	1	0	0	0	0	15	7	8	0	27	100
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	9	4	0	0	0	0	0	14	0	0	0	28	55
Dudley Apartments (47 units)	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips (d)	9	4	0	0	0	0	0	14	0	0	0	28	55
69 ksf Approved Office Space on Parcel 17 (e)	1	0	0	0	0	0	0	2	0	0	0	4	7
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	30	26	0	0	0	0	0	31	7	8	0	59	161
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	0	0	0	0	0	33	112	0	0	0	145
560 Approved Residential Units	11	0	0	0	0	0	0	0	0	0	0	17	28
38ksf Approved Retail Space	3	1	0	0	0	0	0	1	0	0	0	3	8
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	14	1	0	0	0	0	0	1	33	112	0	20	181
Traffic ATI export for background (hide)	15	1	0	0	0	0	0	3	33	112	0	24	188
Existing+Project Project Trips (hide)	10	4	0	0	0	0	0	16	0	0	0	32	62
Background Conditions (k) = (h) + (b) + (e) + (f)	35	23	1	0	0	0	0	18	40	120	0	51	288
Background Plus Project Conditions = (k) + (d) + (a)	44	27	1	0	0	0	0	32	40	120	0	79	343

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10035

Intersection Name:  
Peak Hour:  
Count Date:

Garage Entrance  
PM  
4/15/14

& Olsen Drive

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	108	3	4	9	65	9	10	0	41	9	87	98	443
Existing with Hatton Ext Conditions (j) = (g) + (b)	108	3	4	9	65	9	10	0	41	9	87	98	443
Existing with I-880 and SC Improvement (h)	108	3	4	9	65	9	10	0	41	9	87	98	443
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	0	0	0	0	80	0	0	0	0	0	25	0	105
Dudley Apartments (47 units)	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips (d)	0	0	0	0	80	0	0	0	0	0	25	0	105
69 ksf Approved Office Space on Parcel 17 (e)	0	0	0	0	11	0	0	0	0	0	2	0	13
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	108	3	4	9	156	9	10	0	41	9	114	98	561
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	0	0	0	0	0	0	0	0	0
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	0	0	0	33	112	0	194	73	0	0	412
560 Approved Residential Units	0	0	0	0	11	0	0	0	0	0	17	0	28
38ksf Approved Retail Space	0	0	0	0	8	0	0	0	0	0	8	0	16
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	0	0	0	0	19	33	112	0	194	73	25	0	456
Traffic ATI export for background (hide)	0	0	0	0	30	33	112	0	194	73	27	0	469
Existing+Project Project Trips (hide)	0	0	0	0	91	0	0	0	0	0	27	0	118
Background Conditions (k) = (h) + (b) + (e) + (f)	108	3	4	9	95	42	122	0	235	82	114	98	912
Background Plus Project Conditions = (k) + (d) + (a)	108	3	4	9	175	42	122	0	235	82	139	98	1,017

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10072

Intersection Name:  
Peak Hour:  
Count Date:

Dudley Avenue  
PM  
4/15/14

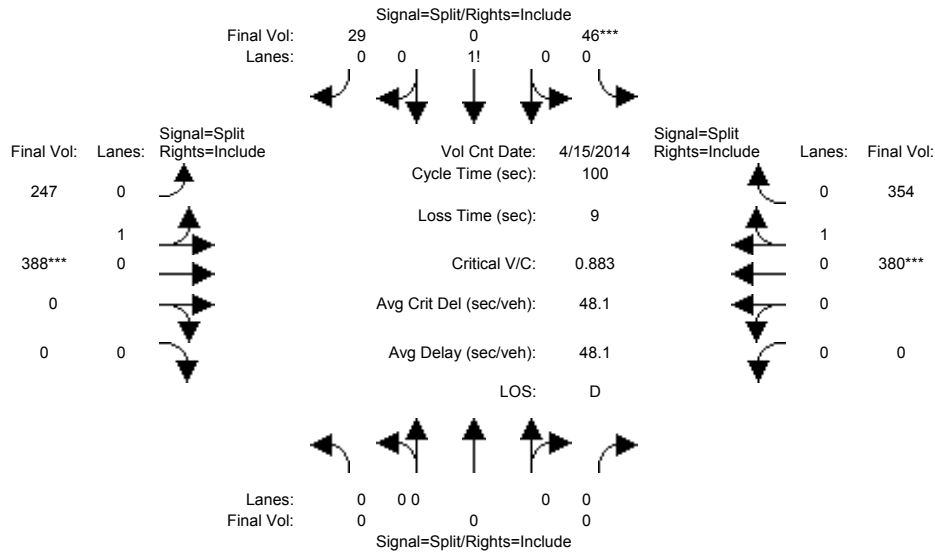
& Tisch Way

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing without Hatton Ext Conditions (g)	62	0	68	25	246	0	0	0	0	0	226	29	656
Existing with Hatton Ext Conditions (j) = (g) + (b)	62	0	68	25	246	0	0	0	0	0	226	29	656
Existing with I-880 and SC Improvement (h)	62	0	68	25	246	0	0	0	0	0	226	29	656
Existing Reassignment due to Santana Row Closure (a)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Reassignment due to Hatton Road Extension (b)	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Project Trips (441ksf office + Theater + Hotel)	95	0	113	0	95	0	0	0	0	0	60	0	363
Dudley Apartments (47 units)	-2	0	-4	-7	0	0	0	0	0	0	0	-4	-17
Net Project Trips (d)	93	0	109	-7	95	0	0	0	0	0	60	-4	346
69 ksf Approved Office Space on Parcel 17 (e)	14	0	16	0	14	0	0	0	0	0	6	0	50
Existing Plus Project Conditions = (j) + (a) + (d) + (e)	169	0	193	18	355	0	0	0	0	0	292	25	1,052
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
CSJ ATI Reassignment due to SC/I-880 Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove Santana Row included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Remove 485 Monroe included in CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
485 Monroe from Hexagon TIA	0	0	0	0	88	0	0	0	0	0	38	0	126
Parcel 11 (228ksf office + 30ksf restaurant)	0	0	0	0	33	0	0	0	0	0	0	0	33
560 Approved Residential Units	0	0	0	0	0	0	0	0	0	0	0	0	0
38ksf Approved Retail Space	10	0	12	0	10	0	0	0	0	0	19	0	51
Barec at Winchester/Forest	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips (f)	10	0	12	0	131	0	0	0	0	0	57	0	210
Traffic ATI export for background (hide)	24	0	28	0	145	0	0	0	0	0	63	0	260
Existing+Project Project Trips (hide)	107	0	125	-7	109	0	0	0	0	0	66	-4	396
Background Conditions (k) = (h) + (b) + (e) + (f)	86	0	96	25	391	0	0	0	0	0	289	29	916
Background Plus Project Conditions = (k) + (d) + (a)	179	0	205	18	486	0	0	0	0	0	349	25	1,262

Santana Row Lots 9 & 17 Development

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background+Project AM

Intersection #9001: Hatton/Tisch



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	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

Volume Module:	>> Count Date: 15 Apr 2014 <<											
Base Vol:	0	0	0	30	0	15	43	381	0	0	385	111
Growth Adj:	1.00	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	30	0	15	43	381	0	0	385	111
Added Vol:	0	0	0	16	0	14	204	7	0	0	-5	243
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	0	29	247	388	0	0	380	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	0	29	247	388	0	0	380	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	0	29	247	388	0	0	380	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	46	0	29	247	388	0	0	380	354

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	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.61	0.00	0.39	0.39	0.61	0.00	0.00	0.52	0.48
Final Sat.:	0	0	0	1073	0	677	700	1100	0	0	932	868

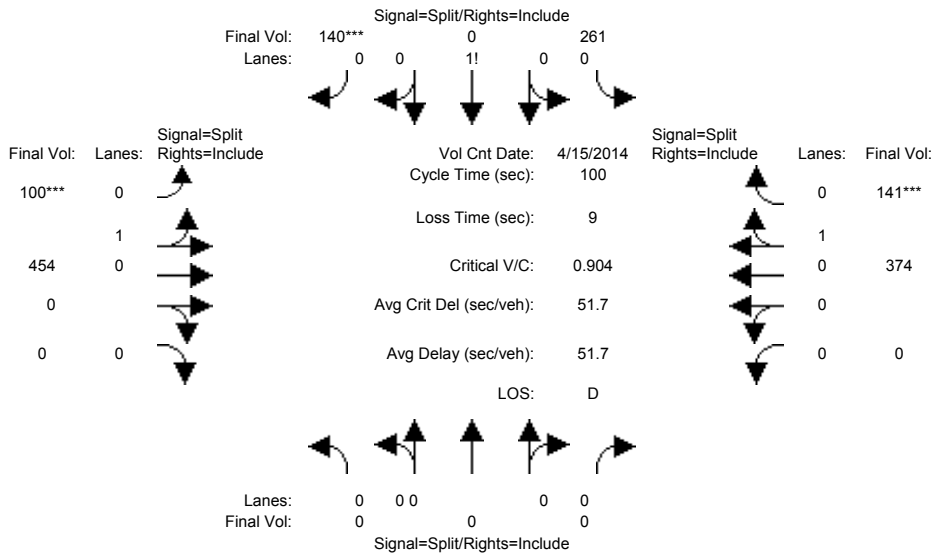
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.35	0.35	0.00	0.00	0.41	0.41
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	37.6	37.6	0.0	0.0	43.4	43.4
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.43	0.94	0.94	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	44.0	0.0	44.0	51.1	51.1	0.0	0.0	45.9	45.9
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	44.0	0.0	44.0	51.1	51.1	0.0	0.0	45.9	45.9
LOS by Move:	A	A	A	D	A	D	D	D	A	A	D	D
HCM2kAvgQ:	0	0	0	3	0	3	23	23	0	0	28	28

Note: Queue reported is the number of cars per lane.

Santana Row Lots 9 & 17 Development

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background+Project PM

Intersection #9001: Hatton/Tisch

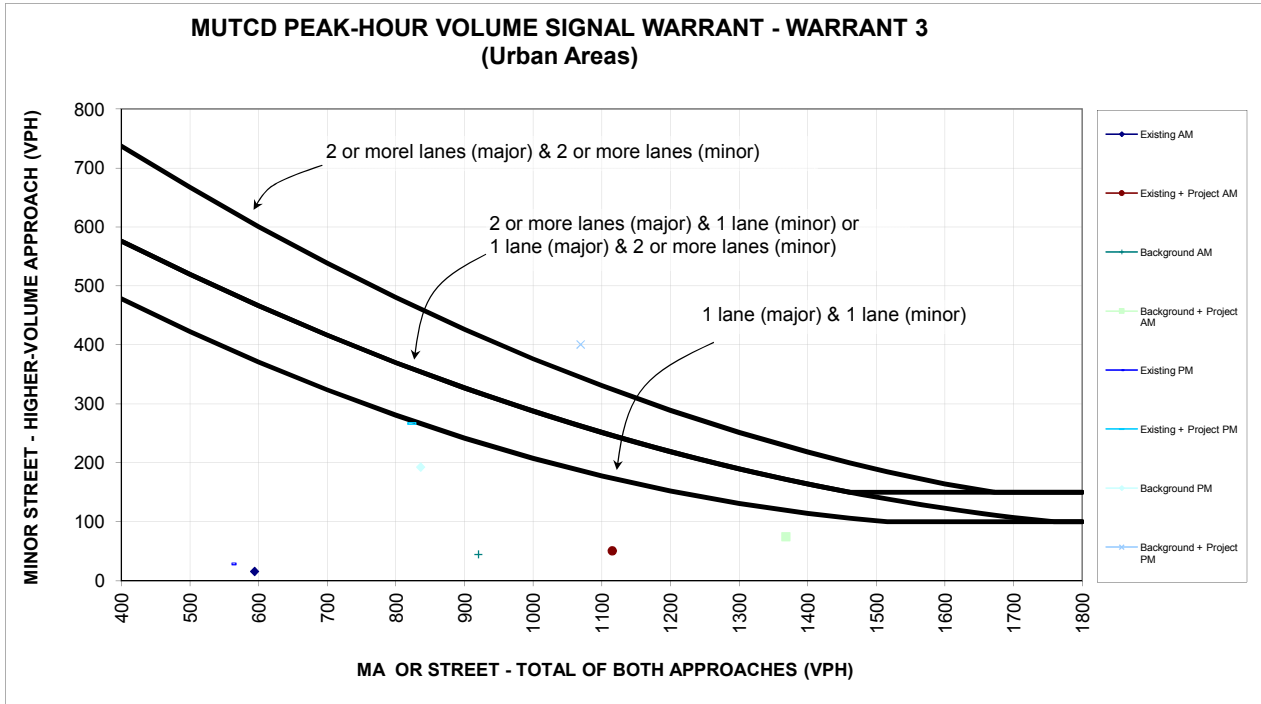


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Apr 2014 <<												
Base Vol:	0	0	0	148	0	45	40	345	0	0	381	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	148	0	45	40	345	0	0	381	70
Added Vol:	0	0	0	113	0	95	60	109	0	0	-7	71
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	261	0	140	100	454	0	0	374	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	261	0	140	100	454	0	0	374	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	140	100	454	0	0	374	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	261	0	140	100	454	0	0	374	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.65	0.00	0.35	0.18	0.82	0.00	0.00	0.73	0.27
Final Sat.:	0	0	0	1139	0	611	325	1475	0	0	1307	493
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.31	0.31	0.00	0.00	0.29	0.29
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	25.3	0.0	25.3	34.0	34.0	0.0	0.0	31.6	31.6
Volume/Cap:	0.00	0.00	0.00	0.90	0.00	0.90	0.90	0.90	0.00	0.00	0.90	0.90
Delay/Veh:	0.0	0.0	0.0	57.8	0.0	57.8	48.3	48.3	0.0	0.0	50.6	50.6
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	0.0	0.0	57.8	0.0	57.8	48.3	48.3	0.0	0.0	50.6	50.6
LOS by Move:	A	A	A	E	A	E	D	D	A	A	D	D
HCM2kAvgQ:	0	0	0	17	0	17	19	19	0	0	20	20

Note: Queue reported is the number of cars per lane.

# Santana Row Lots 9 & 17 Development

## 43 . Hatton Street & Tisch Way



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation (Caltrans).

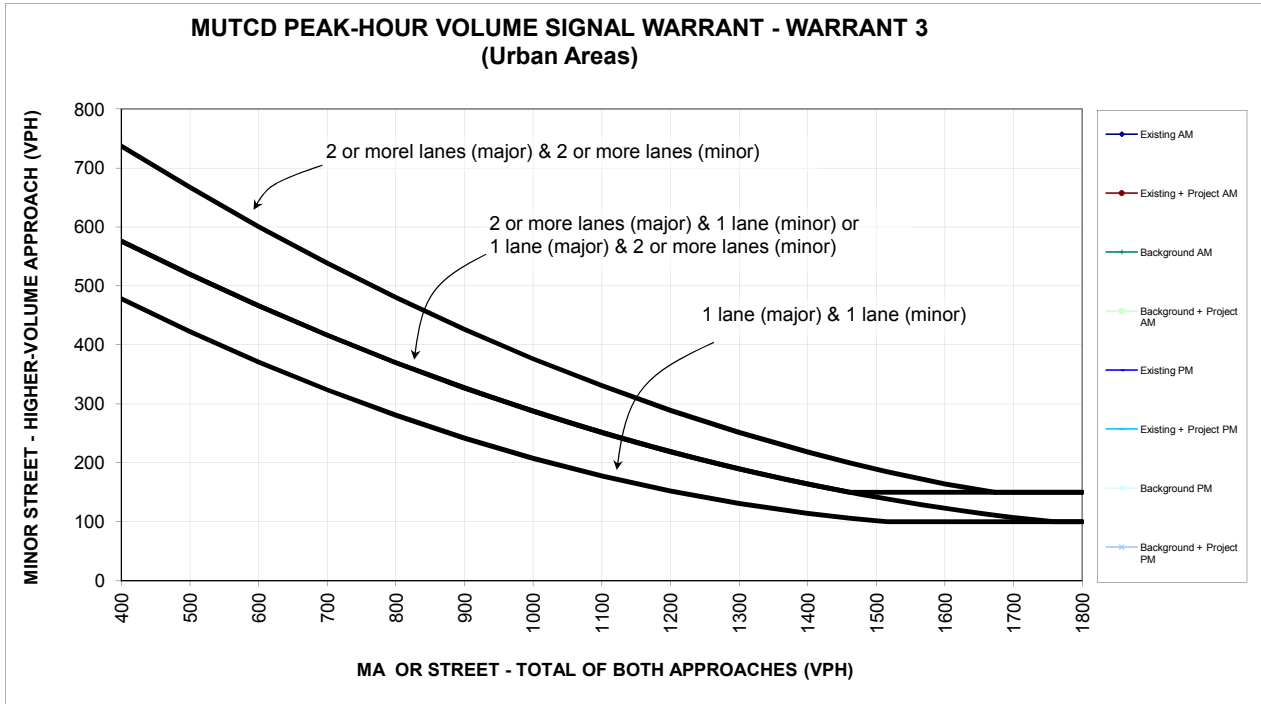
\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		AM Peak Hour					
		Existing Approach Lanes		Existing AM	Existing + Project AM	Background AM	Background + Project AM
		2 or	More				
Major Street - Both Approaches	Tisch Way	X		594	1115	920	1368
Minor Street - Highest Approach	Hatton Street	X		16	51	45	75
Maximum warrant threshold for minor street volume				374	174	235	119
Difference between warrant threshold & minor street volume				358	123	190	44
Warrant Met?		No	No	No	No	No	No

		PM Peak Hour					
		Existing Approach Lanes		Existing PM	Existing + Project PM	Background PM	Background + Project PM
		2 or	More				
Major Street - Both Approaches	Tisch Way	X		561	823	836	1069
Minor Street - Highest Approach	Hatton Street	X		29	267	193	401
Maximum warrant threshold for minor street volume				390	271	266	187
Difference between warrant threshold & minor street volume				361	4	73	214
Warrant Met?		No	No	No	No	No	Yes

# Santana Row Lots 9 & 17 Development

## 44 . Hatton Street & Olsen Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation (Caltrans).

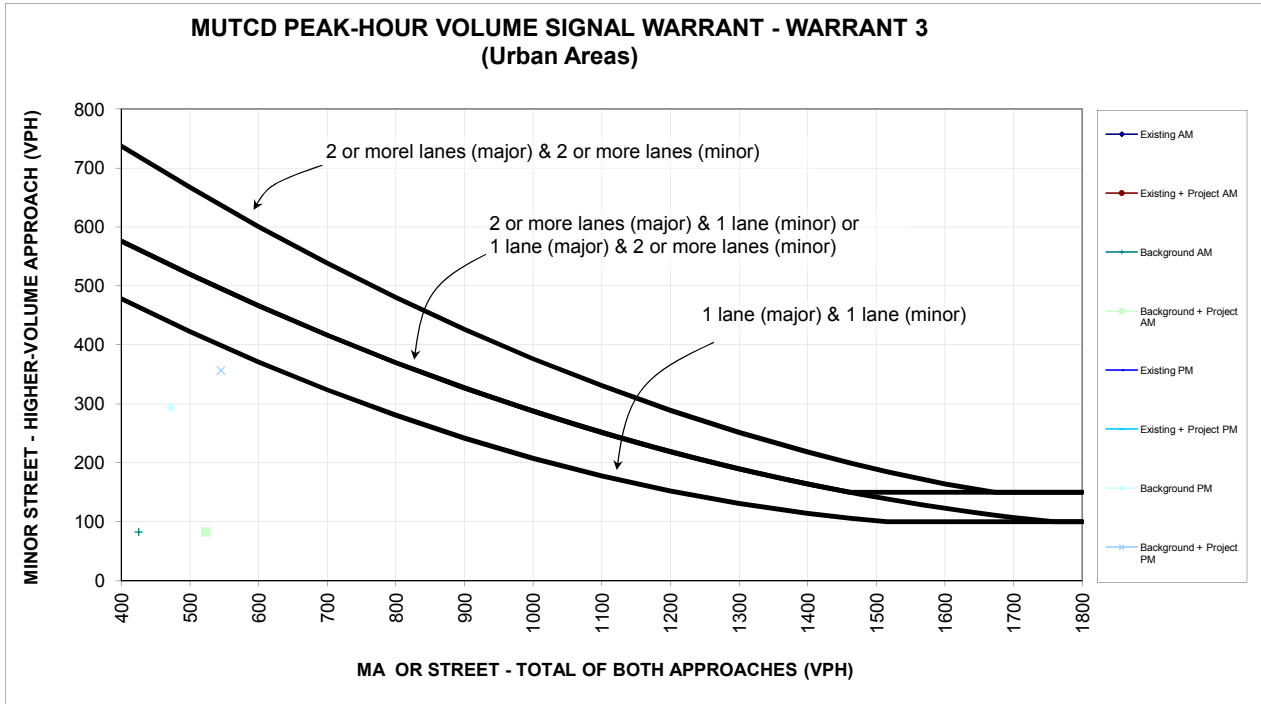
\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		AM Peak Hour			
		2 or One	More	Existing AM	Existing + Project AM	Background AM	Background + Project AM
Major Street - Both Approaches	Olsen Drive	X		39	93	138	185
Minor Street - Highest Approach	Hatton Street	X		15	20	44	48
Maximum warrant threshold for minor street volume				717	677	646	613
Difference between warrant threshold & minor street volume				702	657	602	565
Warrant Met?				No	No	No	No

		Existing Approach Lanes		PM Peak Hour			
		2 or One	More	Existing PM	Existing + Project PM	Background PM	Background + Project PM
Major Street - Both Approaches	Olsen Drive	X		64	94	171	199
Minor Street - Highest Approach	Hatton Street	X		35	67	59	72
Maximum warrant threshold for minor street volume				698	677	623	604
Difference between warrant threshold & minor street volume				663	610	564	532
Warrant Met?				No	No	No	No

# Santana Row Lots 9 & 17 Development

## 45 . Garage Entrance & Olsen Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation (Caltrans).

\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

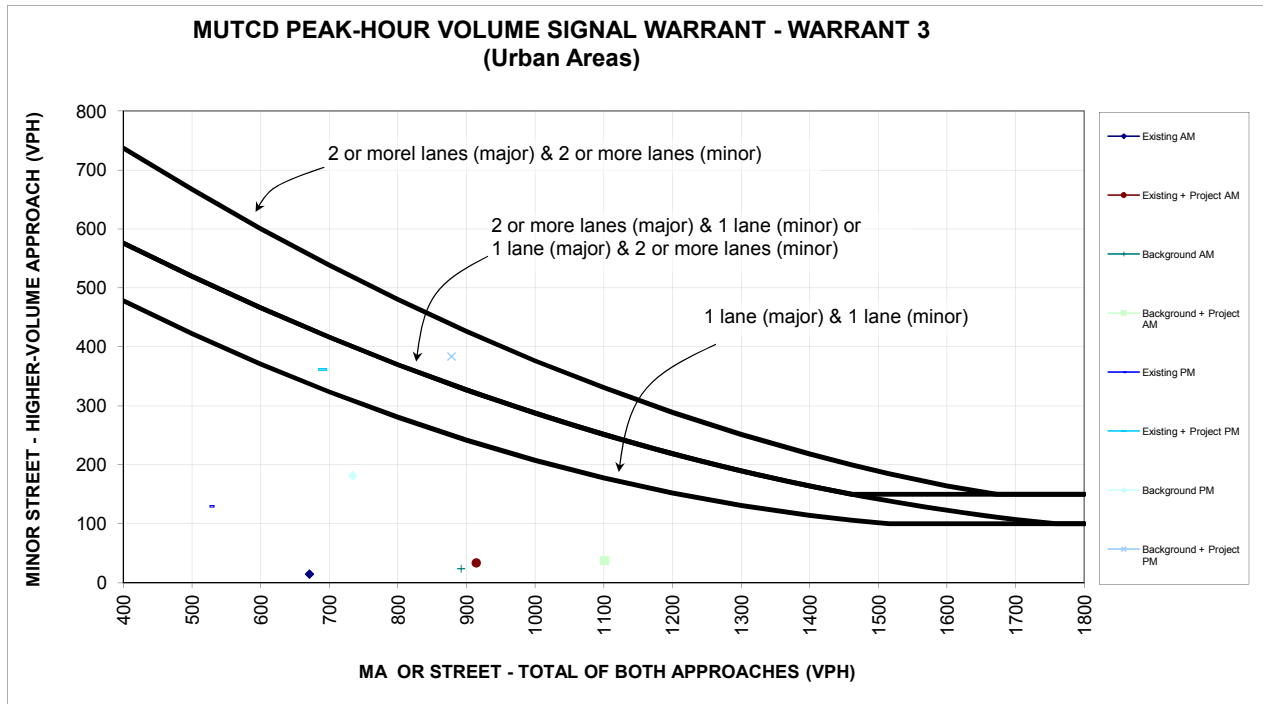
		Existing Approach Lanes		AM Peak Hour			
		2 or More	One	Existing AM	Existing + Project AM	Background AM	Background + Project AM
Major Street - Both Approaches	Olsen Drive	X		179	293	425	523
Minor Street - Highest Approach	Garage Entrance	X		32	32	83	83
Maximum warrant threshold for minor street volume				617	543	464	410
Difference between warrant threshold & minor street volume				585	511	381	327
Warrant Met?				No	No	No	No

		Existing Approach Lanes		PM Peak Hour			
		2 or More	One	Existing PM	Existing + Project PM	Background PM	Background + Project PM
Major Street - Both Approaches	Olsen Drive	X		277	395	472	545
Minor Street - Highest Approach	Garage Entrance	X		115	115	294	357
Maximum warrant threshold for minor street volume				553	481	438	399
Difference between warrant threshold & minor street volume				438	366	144	42
Warrant Met?				No	No	No	No



# Santana Row Lots 9 & 17 Development

## 46 . Dudley Avenue & Tisch Way



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation (Caltrans).

\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		AM Peak Hour					
		Existing Approach Lanes		Existing AM	Existing + Project AM	Background AM	Background + Project AM
		2 or	One More				
Major Street - Both Approaches	Tisch Way	X		671	914	892	1101
Minor Street - Highest Approach	Dudley Avenue	X		15	34	24	38
Maximum warrant threshold for minor street volume				337	237	245	178
Difference between warrant threshold & minor street volume				322	203	221	140
Warrant Met?				No	No	No	No

		PM Peak Hour					
		Existing Approach Lanes		Existing PM	Existing + Project PM	Background PM	Background + Project PM
		2 or	One More				
Major Street - Both Approaches	Tisch Way	X		526	690	734	878
Minor Street - Highest Approach	Dudley Avenue	X		130	362	182	384
Maximum warrant threshold for minor street volume				409	328	308	250
Difference between warrant threshold & minor street volume				279	34	126	134
Warrant Met?				No	Yes	No	Yes

## Vehicle Queuing Analysis Summary

Measurement	Parking Garge Olsen EBL AM	Parking Garge Olsen EBL PM	Parking Garge Olsen WB AM	Parking Garge Olsen WB PM	Unsignali ed				Signali ed				Dudley Tisch SB AM	Dudley Tisch SB PM	Dudley Tisch EB AM	Dudley Tisch EB PM
					Hatton Tisch	Hatton Tisch	Hatton Tisch	Hatton Tisch	Hatton Tisch	Hatton Tisch	Hatton Tisch	Hatton Tisch				
					SB AM	SB PM	EB AM	EB PM	SB AM	SB PM	EB AM	EB PM				
<b>Background Plus Project Project Conditions</b>																
Cycle/Delay <sup>1</sup> (sec)	7.5	7.8	8.0	7.7	46.1	241.5	10.7	8.7	100.0	100.0	100.0	100.0	17.2	71.4	8.3	8.4
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	49	98	158	226	75	401	634	554	75	401	634	554	38	384	696	374
Volume (vphpl )	49	98	158	226	75	401	634	554	75	401	634	554	38	384	696	374
Avg. Queue (veh/ln.)	0.1	0.2	0.4	0.5	1.0	26.9	1.9	1.3	2.1	11.1	17.6	15.4	0.2	7.6	1.6	0.9
Avg. Queue <sup>2</sup> (ft./ln)	3	5	9	12	24	673	47	33	52	278	440	385	5	190	40	22
95th % . Queue (veh/ln.)	1	1	1	2	3	36	4	3	5	17	25	22	1	12	4	3
95th % . Queue (ft./ln)	25	25	25	50	75	900	100	75	125	425	625	550	25	300	100	75
<sup>1</sup> Vehicle queue calculations based on control delay for unsignalized intersections and cycle length for signalized intersections. <sup>2</sup> Assumes 25 feet per vehicle queued																

Parking Garge/ Olsen

EBL

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9030	0.9030	0
0.0922	0.9951	1
0.0047	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Parking Garge/ Olsen

EBL

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 0.2

Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8087	0.8087	0
0.1717	0.9804	1
0.0182	0.9986	2
0.0013	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Parking Garge/ Olsen

WB

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 0.4

Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7039	0.7039	0
0.2471	0.9511	1
0.0434	0.9944	2
0.0051	0.9995	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Parking Garge/ Olsen

WB

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 0.5

Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6167	0.6167	0
0.2981	0.9148	1
0.0720	0.9868	2
0.0116	0.9984	3
0.0014	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	22
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0.0000	1.0000	24
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0.0000	1.0000	33
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0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hatton/ Tisch

SB

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 1.0

Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3827	0.3827	0
0.3676	0.7503	1
0.1765	0.9268	2
0.0565	0.9833	3
0.0136	0.9969	4
0.0026	0.9995	5
0.0004	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hatton/ Tisch

SB

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 26.9

Percentile = 0.95 36

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0001	9
0.0001	0.0002	10
0.0003	0.0005	11
0.0006	0.0011	12
0.0013	0.0024	13
0.0025	0.0048	14
0.0044	0.0093	15
0.0075	0.0167	16
0.0118	0.0285	17
0.0176	0.0462	18
0.0250	0.0712	19
0.0336	0.1048	20
0.0430	0.1478	21
0.0526	0.2004	22
0.0616	0.2620	23
0.0690	0.3310	24
0.0742	0.4052	25
0.0768	0.4820	26
0.0765	0.5586	27
0.0735	0.6321	28
0.0682	0.7003	29
0.0612	0.7614	30
0.0531	0.8145	31
0.0446	0.8591	32
0.0364	0.8955	33
0.0288	0.9242	34
0.0221	0.9464	35
0.0165	0.9629	36
0.0120	0.9749	37
0.0085	0.9834	38
0.0059	0.9893	39
0.0039	0.9932	40
0.0026	0.9958	41
0.0017	0.9974	42
0.0010	0.9985	43
0.0006	0.9991	44
0.0004	0.9995	45



Hatton/ Tisch

EB

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 1.9

Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1519	0.1519	0
0.2863	0.4382	1
0.2697	0.7079	2
0.1694	0.8774	3
0.0798	0.9572	4
0.0301	0.9873	5
0.0094	0.9967	6
0.0025	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hatton/ Tisch

EB

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 1.3

Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2622	0.2622	0
0.3510	0.6131	1
0.2349	0.8481	2
0.1049	0.9529	3
0.0351	0.9880	4
0.0094	0.9974	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hatton/ Tisch (Signalized)

SB

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 2.1

Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1245	0.1245	0
0.2594	0.3839	1
0.2702	0.6541	2
0.1876	0.8418	3
0.0977	0.9395	4
0.0407	0.9802	5
0.0141	0.9944	6
0.0042	0.9986	7
0.0011	0.9997	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hatton/ Tisch (Signalized)

SB

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 11.1

Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0033	0.0044	3
0.0093	0.0138	4
0.0208	0.0345	5
0.0386	0.0731	6
0.0614	0.1344	7
0.0854	0.2199	8
0.1057	0.3256	9
0.1178	0.4434	10
0.1193	0.5627	11
0.1107	0.6734	12
0.0949	0.7683	13
0.0755	0.8437	14
0.0560	0.8998	15
0.0390	0.9388	16
0.0256	0.9644	17
0.0158	0.9802	18
0.0093	0.9895	19
0.0052	0.9946	20
0.0027	0.9974	21
0.0014	0.9988	22
0.0007	0.9994	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hatton/ Tisch (Signalized)

EB

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 17.6

Percentile = 0.95 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0003	0.0004	5
0.0009	0.0014	6
0.0023	0.0037	7
0.0052	0.0089	8
0.0101	0.0190	9
0.0178	0.0367	10
0.0285	0.0652	11
0.0418	0.1069	12
0.0566	0.1635	13
0.0712	0.2346	14
0.0835	0.3182	15
0.0920	0.4101	16
0.0953	0.5054	17
0.0932	0.5986	18
0.0864	0.6850	19
0.0761	0.7610	20
0.0638	0.8248	21
0.0511	0.8759	22
0.0391	0.9150	23
0.0287	0.9437	24
0.0202	0.9639	25
0.0137	0.9776	26
0.0089	0.9865	27
0.0056	0.9921	28
0.0034	0.9956	29
0.0020	0.9976	30
0.0011	0.9987	31
0.0006	0.9993	32
0.0003	0.9997	33
0.0002	0.9998	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hatton/ Tisch (Signalized)

EB

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 15.4

Percentile = 0.95 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0002	3
0.0005	0.0006	4
0.0015	0.0021	5
0.0038	0.0060	6
0.0084	0.0144	7
0.0162	0.0305	8
0.0277	0.0582	9
0.0426	0.1008	10
0.0595	0.1603	11
0.0764	0.2366	12
0.0904	0.3270	13
0.0994	0.4264	14
0.1019	0.5283	15
0.0980	0.6264	16
0.0887	0.7151	17
0.0759	0.7910	18
0.0615	0.8524	19
0.0473	0.8997	20
0.0346	0.9344	21
0.0242	0.9586	22
0.0162	0.9748	23
0.0104	0.9852	24
0.0064	0.9916	25
0.0038	0.9954	26
0.0022	0.9976	27
0.0012	0.9987	28
0.0006	0.9994	29
0.0003	0.9997	30
0.0002	0.9999	31
0.0001	0.9999	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Dudley/ Tisch

SB

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 0.2

Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8340	0.8340	0
0.1514	0.9854	1
0.0137	0.9991	2
0.0008	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Dudley/ Tisch

SB

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 7.6

Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0038	0.0042	1
0.0143	0.0185	2
0.0363	0.0548	3
0.0690	0.1238	4
0.1052	0.2290	5
0.1335	0.3625	6
0.1452	0.5077	7
0.1383	0.6460	8
0.1170	0.7630	9
0.0891	0.8521	10
0.0617	0.9138	11
0.0392	0.9529	12
0.0229	0.9759	13
0.0125	0.9884	14
0.0063	0.9947	15
0.0030	0.9977	16
0.0014	0.9991	17
0.0006	0.9996	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45



Dudley/ Tisch

EB

AM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 1.6

Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2010	0.2010	0
0.3225	0.5234	1
0.2587	0.7822	2
0.1384	0.9205	3
0.0555	0.9761	4
0.0178	0.9939	5
0.0048	0.9986	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Dudley/ Tisch

EB

PM

Background Plus Project Project Conditions

Avg. Queue Per Lane in Veh= 0.9

Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4178	0.4178	0
0.3646	0.7825	1
0.1591	0.9416	2
0.0463	0.9878	3
0.0101	0.9979	4
0.0018	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45