

## Appendix B

### Traffic Impact Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Communications Hill Residential and Industrial Buildout

Traffic Impact Analysis

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## Executive Summary

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The purpose of this traffic study is to evaluate the traffic impacts associated with the proposed buildout of the Communications Hill Specific Plan area. The entire Communications Hill Specific Plan area comprises approximately 900 acres of hilly land located approximately four miles south of downtown San José. The Plan Area is bounded by Curtner Avenue to the north, Monterey Road to the east, Capitol Expressway, Snell Avenue, and Hillsdale Avenue to the south, and Guadalupe Freeway (SR 87) to the west. The Oak Hill Cemetery is located adjacent to the northeastern boundary of the Plan area.

The proposed project site is within the Specific Plan Area near the top of the hill adjacent to the existing KB Home Tuscany Hills development. The project site is generally bounded by the Caltrain/Union Pacific railroad tracks on the east, Old Hillsdale Avenue to the south, the Tuscany Hills development to the west, and the Millpond and Dairy Hill neighborhoods to the north. The site is vacant and comprised primarily of grassland. The residential/commercial portion of the site is approximately 79 gross acres, while the industrial property is approximately 55 gross acres.

## Project Description

The proposed project is the build-out of up to the remaining approximately 2,300 residential units allowed within the Specific Plan Area, which is anticipated to occur over a 12-15 year timeframe. It also includes construction of up to 64,800 square feet of commercial/retail uses, parks, open space, trails, streets, storm water facilities, and other associated supporting infrastructure. The proposed 2,300 residential units will consist of townhomes/flats, detached alley townhomes, detached row townhomes, podium condominiums, and apartments in the Village Center. Four podium condominium buildings are proposed as part of the project. Uses within the commercial/retail area would include restaurants, shops, entertainment, and small office consistent with the Specific Plan. Approximately 16 acres of parks and 112 acres of open space will be constructed as part of the proposed project.

The proposed project also includes the future development of approximately 55 acres of industrial park uses in the eastern portion of the site near the base of Communications Hill adjacent to Old Hillsdale Avenue. Details for this development have not yet been determined, although it is anticipated that it would have a Floor Area Ratio (FAR) of approximately 0.6. This would allow approximately 1.44 million square feet of industrial park development, consistent with the Specific Plan and the City's Zoning Ordinance.

Roadways constructed as part of previous development on Communications Hill (primarily the Tuscany Hills project) were sized to accommodate the proposed project. However, the existing roadways would be extended onto the site. As part of the project, the extension of Communications Hill Boulevard including a bridge over the Caltrain/UPRR tracks will be completed. The Communications Hill bridge will accommodate all modes of travel including vehicles, pedestrians, and bicycles. The extension of Communications Hill Boulevard and new bridge will provide a continuous roadway connection between Hillsdale Avenue and Curtner Avenue, and ultimately, to the SR 87 Curtner Avenue ramps.

## 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).

The study includes an analysis of AM and PM peak-hour traffic conditions for 82 signalized intersections, one unsignalized intersection, and 56 directional freeway segments within the City of San Jose. The study intersections were selected based upon the estimated number of projected project trips to be added to intersections (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 operations analysis, based on vehicle-storage requirements at select intersections and on-site circulation analysis, which includes level of service analysis and vehicle-storage requirements at planned intersections and roadways on the project site.

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

The project as proposed consists of the construction of up to 2,300 residential units, 64,800 s.f. of retail space, up to 1.4 m.s.f. of industrial space, and other supporting services such as a school and parks. The proposed retail and supporting services would primarily serve the existing and the proposed residential units of Communications Hill as well as visitors on the hill. Trip generation estimates for the proposed project were estimated utilizing City of San Jose traffic-forecasting model. The model generated trip estimates were compared with estimates based on standard City of San Jose trip generation rates to ensure that the trip estimates used for the analysis were comparable to those typically used for land uses similar to the proposed project.

### **CUBE Model Trip Generation Estimates**

The City of San Jose's CUBE software-based traffic forecasting model procedures produce projections of AM and PM peak hour traffic generation based on projected land uses. The forecasted trip generation estimates are based on the trip making characteristics of the proposed project land uses. The trip-making characteristics reflected by the model account for mode of travel and interaction of trips between land uses. The forecasts indicate that the project as proposed will generate a net total of 2,636 trips occurring during the AM peak hour and 3,221 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project area.

### **Standard Trip Generation Rates**

The standard trip rates, as recommended for use in the City of San Jose are detailed in *the City of San Jose Traffic Impact Analysis Handbook Vol. 1, 2009*. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip estimates for each of the proposed land use components of the proposed project were reduced to account for internalization, or trips made, between each of the proposed land uses. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internal circulation (i.e. residents patronizing the proposed retail space, or trips made to school and/or work). A reduction of 15% was applied for the

internalization, or trips made between residential and retail uses, as recommended by the VTA's *Transportation Impact Analysis Guidelines*, January 2009.

Similarly, the trip generation for the retail portion of the project also was estimated. The retail space, intended to be neighborhood-serving retail not major retail establishments, is planned to be centrally located within the project area and proposed residential units. As such, it is assumed that the majority of trips generated by the retail space would originate from residential units within the project boundaries. Since it is anticipated that the proposed retail space would mainly serve the residential uses within the project area, the trip estimates for the residential land uses of the project were reduced to account for internalization, or interaction, between the retail and residential land uses. It was assumed that 90 percent of the retail trips would originate from the surrounding residential units located on Communications Hill, including both existing and proposed units. Only 10 percent of the trips estimated to be generated by the retail use were assumed to come from outside Communications Hill.

The trip generation estimates do not include estimates for the proposed school and parks. Trip estimates for residential uses account for trips made to schools and other types of land uses. It is assumed that trips to the supporting land uses would originate from within the project area and the proposed residential units.

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 a net total of 31,409 daily trips, with 3,969 trips occurring during the AM peak hour and 3,620 trips during the PM peak hour.

### ***Adjusted Trip Generation Estimates***

A comparison of trip generation estimates produced using standard trip rates and the model forecasts indicates that the traffic model estimates that the proposed project will generate approximately 35% and 10% less AM and PM peak hour trips, respectively when compared to estimates produced using the standard trip rates. The projected lower trips are likely due to the traffic model assuming a larger percentage of non-auto trips (transit, walk, and bicycle usage).

In order to evaluate a conservative estimate of trips to be generated by the project, the trip generation estimates projected by the model forecasts were adjusted to nearly match, within 0.5%, those estimated using the City's standard trip rates. Based on the adjustments, it is estimated that the proposed project will generate a net total of 3,983 trips occurring during the AM peak hour and 3,628 trips during the PM peak hour. Table 10 presents the comparison of trip generation estimates using both the standard trip rates and the model forecasts. Model forecast also indicate that approximately 12% of the projected peak hour trips that generated by the project would remain within the project boundaries. The internalized trips are composed of trips to and from the proposed homes, school, work, and retail land uses of the propose project.

The analysis represented within this report is based upon the estimated AM and PM peak hour trips. It is during these time periods that the most congested traffic conditions occur on a typical weekday. The City's level of service policy also is based upon the weekday AM and PM peak-hours.

## **Project Impacts and Mitigation Measures**

### ***Background Plus Project Intersection Level of Service Analysis***

The results show that based on the City of San Jose significance criteria, four of the study intersections would be significantly impacted by the project.

- 3 Monterey Road and Curtner Avenue\*
- 13 Almaden Expressway and Foxworthy Avenue
- 22 Communications Hill Boulevard and Curtner Avenue

### 33 Snell Avenue and Capitol Expressway\*

Two of the four intersections identified to be significantly impacted by the project based on City of San Jose criteria are CMP designated intersections. The two CMP intersections are projected to meet the CMP LOS standard of LOS E.

Potential physical improvements were identified at each of the impacted intersections and are described in detail in Chapter 5. However, each of the identified improvements will require the acquisition of right-of-way that is not currently available. Thus, in lieu of the identified physical mitigations, which are infeasible, this project relies on the adoption of an Area Development Policy (ADP) to establish special traffic level of service standards for a specific geographic area; the Communications Hill Specific Plan area. Impacts at these intersections would be significant and unavoidable due to the lack of feasible mitigation to reduce these impacts to a less than significant level.

The ADP would provide new and enhanced non-auto travel mode facilities such as trails, bikeways, connections to transit, and improvements on major roadways and freeway entrances. While these improvements would not reduce the identified intersection impacts to a less than significant level, they are consistent with General Plan goals and policies that seek to maximize the efficiency, safety, and connectivity of the existing street system while promoting complete streets that provide for pedestrian, bicycle, and public transit modes of travel. The planned improvements included in the Communications Hill Specific Plan ADP are described in the following section.

#### ***Communications Hill Area Development Policy***

The Communications Hill Specific Plan Area Development Policy (CHSPADP) will provide for the implementation of several improvements to the roadway system, transit system, and pedestrian and bicyclist facilities in the immediate area of the proposed project. The purpose of the ADP is to establish a variance from the City's standard Level of Service Policy to allow for a balanced transportation system as identified by goals and policies of the City of San Jose Envision 2040 General Plan. The Envision 2040 General Plan allows for exceptions to the City's standard Level of Service Policy with the establishment of an ADP with the intent to meet City of San Jose Transportation Policies. In particular, the CHSPADP provides for improvement to the transportation system to meet the City of San Jose Transportation Policies that provide for the following:

- 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.

Rather than constructing improvements that enhance vehicular capacity at isolated intersections located outside of the immediate project area that are of little benefit to the overall roadway system, the CHSPADP will provide the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP includes improvements to primary access points to the freeway system and major roadways, new connections to existing transit services, and the enhancement of pedestrian and bicycle facilities to serve the proposed project as well as the existing neighborhoods in the project area and reduce further demand on other local roadways.

Although the project is not proposing to mitigate the regional freeway impacts or the selected signalized intersections described above, the project is implementing an extensive list of improvements that reduce the significant traffic impacts and provide transportation options for the project. These improvements are intended to make the most of the unique transit opportunities afforded the site.

Right-of-way, encroachment permits, and/or easements from public agencies/jurisdictions may be required for some of the improvements described below. Private property would only need to be acquired to allow access to the pedestrian/bicycle overcrossing of the Caltrain tracks.

As other properties within the CHSP come forward for development, it is expected that they may result in additional impacts at the identified intersections. Subsequent traffic analyses would be required to determine participation in the ADP. Each of the ADP improvements and benefits of their implementation is discussed below.

### **Curtner Avenue Corridor Improvements**

Curtner Avenue serves as a major east-west arterial that provides access to SR 87 and Almaden Expressway which are primary links to employment lands north of the project area. The Curtner Avenue interchange with SR 87 serves as a major access point from the project area to north and south San Jose.

The addition of project traffic at the intersection of Curtner Avenue and Communications Hill Boulevard would result in a significant impact. Mitigation measures will be implemented to reduce impacts to a less than significant level at the Curtner Avenue and Communications Hill Boulevard intersection as part of this ADP. Other improvements are included as part of the ADP to reduce other impacts of the project, as described below.

In addition, project traffic will contribute to deficient operations at the Curtner Avenue and SR 87 northbound on-ramp. Thus, improvements along the Curtner Avenue corridor that will provide additional capacity to serve project traffic, as well as alleviate congestion along other roadways and intersections in the project area, were identified by the City and will be included as part of the ADP.

In particular, the planned improvements to the SR 87 ramps are expected to reduce congestion and operational issues currently experienced at both the Narvaez Avenue/Capitol Expressway and Curtner Avenue on-ramps. The Envision 2040 General Plan identifies the need to widen Curtner Avenue between Communications Hill Boulevard and SR 87 from its existing four to six lanes. The CHSPADP will provide for the widening of Curtner Avenue in the westbound direction along with specific intersection improvements as described below.

#### **ADP Improvement 1: Widen Curtner Avenue to Five Lanes Between Communications Hill Boulevard and the Almaden Expressway Southbound Off-Ramp**

- Remove existing four-foot wide median and replace with two-foot wide median across existing Curtner Avenue Bridge over the railroad tracks.
- Re-stripe westbound Curtner Avenue lanes from Communications Hill Boulevard to SR 87 on-ramp to accommodate additional through lane.
- Convert westbound lane from Communications Hill Boulevard into dedicated right-turn lane at SR 87 northbound on-ramp.
- Existing Curtner Avenue Bridge over the railroad tracks to remain in place and proposed improvements shall occur within the existing right-of-way.
- Re-stripe Curtner Avenue under SR 87 overpass to improve alignment.
- Modify existing median.
- Maintain existing Class II bicycle lane along Curtner Avenue by restriping it between Communications Hill Boulevard and the Curtner Avenue Bridge over the railroad tracks.

#### **ADP Improvement 2: Intersection of Communications Hill Boulevard and Curtner Avenue**

- Add second westbound left-turn lane from Curtner Avenue onto southbound Communications Hill Boulevard upon modification of existing median.
- Restripe existing westbound right-turn lane onto northbound Communications Hill Boulevard to accommodate an additional through lane upon removal of existing pork chop islands.
- Remove pork chop islands, reduce radius returns on both north and south sides of Curtner Avenue, modify traffic signal including new poles, mast arms, pedestrian facilities, and restriping.



**ADP Improvement 3: Intersection of SR 87 Northbound Off-Ramp and Curtner Avenue**

- Modify traffic signal including new mast arm poles, upgrades to pedestrian facilities, and restriping.
- Right-of-way on the south side to be acquired by the City from Caltrans.

**ADP Improvement 4: SR 87 Northbound On-Ramp at Curtner Avenue**

- Add second eastbound left-turn lane from Curtner Avenue onto the SR 87 northbound on-ramp.
- Modify the existing median island at the SR 87 and Curtner Avenue intersection.
- Extend the existing HOV lane on the on-ramp back to Curtner Avenue and provide additional mixed-flow lane on the ramp from Curtner to metering light for a total of three lanes on the ramp. This may require additional right-of-way on the east side of SR 87 between Unified Way and the metered on-ramp for approximately 200' feet.
- Add Class I bicycle facility to shoulder along Unified Way. Construct 10-foot paved trail with two-foot shoulders from existing path terminus at bus yard driveway to the corner of Unified Way and Curtner Avenue.
- Install traffic signal at Unified Way at Bus Yard
- CALTRANS to relinquish Unified Way and right-of-way along Curtner Avenue to City of San Jose.
- These improvements require an encroachment permit from CALTRANS

**Capitol Expressway/Narvaez Avenue/SR 87 On/Off Ramps**

The SR 87 freeway ramps at Capitol Expressway and Narvaez Avenue serve as the primary freeway access point and link between the residential land uses in the project area with employment centers north of the project area. The SR 87 on-ramp at Narvaez Avenue currently experiences lengthy queues during the AM peak hour when ramp metering is active.

Although it is projected that the primary freeway access point for the proposed project will be provided by the Curtner Avenue interchange with SR 87 and that the project traffic will have a minimal effect on the SR 87 ramps at Narvaez Avenue, the developer has voluntarily included improvements to this interchange as part of its application for development to the City to alleviate other traffic issues in the vicinity of the project because not all project impacts could be mitigated. These improvements are included in this policy. Improvements have been identified to increase vehicular queue storage at the Narvaez on-ramp in an effort to alleviate operational issues near the freeway ramps. The planned improvements in the vicinity of the Capitol Expressway/Narvaez Avenue/SR 87 On/Off Ramps are discussed below.

**ADP Improvement 5: Improvement to the SR 87 On-Ramp/Narvaez Avenue Corridor**

- Widen Narvaez Avenue from Capitol Expressway northerly to the SR 87/Narvaez on/off ramps to extend two existing northbound through lanes on Narvaez Avenue to the SR 87 northbound on/off ramps.
- Reconfigure the intersection at the SR 87 northbound on/off ramps to improve the intersection operations, queuing for both northbound and southbound Narvaez Avenue, and construction of a retaining wall adjacent to the existing VTA parking lot.
- Modify full traffic signal including improved pedestrian and bike facilities at the SR 87 on/off ramps.
- Modify traffic signal at the intersection of Capitol Expressway and Narvaez Avenue.
- These improvements require an encroachment permit from the County and Caltrans.
- These improvements may require additional right-of-way between the SR 87 ramps and Capitol Expressway at the VTA parking lot (approximately ½ acre).

**Public Transit/Pedestrian/Bike Improvements**

Although the project area is served by several major public transit lines (Caltrain and VTA bus lines and LRT), the project site itself is not served directly by any transit services. In addition, there are no existing

pedestrian/bicycle links between the project site and other existing pedestrian/bicycle and transit facilities in the area. The CHSPADP includes several improvements to existing, as well as the construction of new, non-auto facilities with the intent to promote and encourage the use of multi-modal travel options. The identified improvements are consistent with the Envision 2040 General Plan 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.

Thus, the implementation of the 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..

**ADP Improvement 6: Bicycle and Pedestrian Facility Improvements (Unified Way to Masonic Drive)**

- Construct a Class I bicycle facility (10 feet paved with two-foot shoulders) from trail terminus at Unified Way southerly crossing at SR 87/Curtner Avenue northbound off/on ramp intersection and continuing along the east side of SR 87 ending at Millpond Drive/Masonic Drive.
- Construct a Class I bicycle/pedestrian facility (10 feet paved with two-foot shoulders) from Millpond Drive south along the east side of SR 87 to Carol Drive. This will require the construction of a retaining wall along the east side of the trail.

**ADP Improvement 7: Bicycle and Pedestrian Facility Improvements (Azores Street to Capitol Expressway)**

- Stripe Class II bike lanes along Narvaez Avenue from existing trail terminus at Azores Street/Helzer Road southerly within the existing right-of-way on Narvaez Avenue. Continue the Class II bicycle lane along the newly constructed/widened Narvaez Avenue from the SR 87 off/on ramps to Capitol Expressway.
- The traffic signal at Narvaez Avenue and the SR 87 on/off ramps will be modified to include improved bike/pedestrian crossing.
- This will require right-of-way from the existing VTA parking lot on the west side of Narvaez Avenue.

**ADP Improvement 8: CALTRAIN Pedestrian/Bicycle Connection along Monterey Highway**

Access from the Communications Hill 2 project site to the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road can be acquired by way of three options. These options were developed because property would need to be obtained from private property owners. Option #1 assumes the crossing would located north of the existing Capitol Caltrain Station. The overcrossing location for Options #2 and #3 would be approximately the same; adjacent to or very near the existing Station. The design of the crossing itself would be the same regardless of the access location. These options are generally described below.

**Option #1 Alignment**

- Construct approximately 400 linear feet of sidewalk or pathway from the project site to the western landing of the future overcrossing to be located north of the existing Capitol Caltrain Station.

- Construct a pedestrian/bicycle overcrossing between the end of the sidewalk/pathway and the existing sidewalk on the east side of the railroad tracks. The sidewalk on the east side of the railroad tracks along Monterey Road would be utilized to access the Station.
- Requires right-of-way (easement) from at least one private property owner.
- Requires coordination/permit from the Joint Powers Board

#### **Option #2 Alignment**

- Construct approximately 1,200 linear feet of pathway or trail from the project site to the western landing of the overcrossing to the Caltrain Station. A portion of this trail would run along the east side of the railroad tracks.
- Construct a pedestrian/bicycle overcrossing between the end of the pathway/trail and the Station.
- Requires easement from at least two private property owners.
- Requires coordination/permit from the Joint Powers Board.

#### **Option #3 Alignment**

- Utilize existing public streets and sidewalks south of the project site to the extent possible to access the future overcrossing. This would require the construction of approximately 2,200 linear feet of new sidewalks from the project site along Hillcap and Hillsdale Avenues and Granite Rock Way. At the terminus of Granite Rock Way, an approximately 400-foot long pathway/trail would be constructed to the western landing of the overcrossing. Construct a pedestrian/bicycle overcrossing between the end of the pathway/trail and the Station.

### ***Background Plus Project Freeway Segment Level of Service Analysis***

The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project will have a significant impact on mixed-flow lanes on 10 directional freeway segments and HOV lanes on two directional freeway segments during at least one peak hour.

The Valley Transportation Authority *VTP 2035* identifies improvements to regional facilities, including freeways, for which a regional funding plan could be used to fund. The Silicon Valley Express Lanes Program, is identified in the *VTP 2035* and will convert existing carpool lanes and add new lanes to provide congestion relief throughout Santa Clara County. The Silicon Valley Express Lanes Program and *VTP 2035* identify improvement of the following impacted freeway segments:

- SR 87 Express Lanes, between SR 85 and US 101
- I-280 Express Lanes, between US 101 and Leland Avenue
- I-680 Express Lanes, between Calaveras Boulevard and US 101

The project along with other projects within Santa Clara County could contribute towards the funding of the improvements. However, full mitigation of significant project impacts on freeway segments is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements. Therefore, significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

As discussed above, the CHSPADP includes several improvements to existing as well as the construction of new non-auto facilities with the intent to promote and encourage the use of multi-modal travel options to reduce the use of single-occupant automobile travel. The implementation of the improvements are intended to reduce the identified project impacts to the roadway system, including freeways, by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities.



## Other Transportation Issues

### *Intersection Operations Analysis*

The following intersections would have inadequate queue storage capacity under project conditions.

#### (13) Almaden Expressway and Foxworthy Avenue

*Recommendation:* The recommended improvement for the intersection of Almaden Expressway and Foxworthy Avenue is to extend the left-turn lanes on the southbound approach to provide an additional 350 feet of total storage capacity to accommodate the projected queues. The improvement will require removal and reconstruction of the median island along the southbound leg of the intersection and restriping of the lanes.

#### (22) Communications Hill Boulevard and Curtner Avenue

*Recommendation:* The improvements for the intersection of Communications Hill Boulevard and Curtner Avenue included in the ADP will provide a second left-turn lane on the westbound approach to provide a total queue storage capacity of 650 ft. The improvement includes the removal of the “pork chop” islands at the southern side of the intersection, relocation of the existing traffic signal, and restriping of the lanes. There are no further feasible improvements to implement on the northbound approach to the intersection. Implementation of the ADP will improve operational deficiencies at this intersection.

#### (32) Vistapark Drive and Capitol Expressway

*Recommendation:* The recommended improvements for the intersection of Vistapark Drive and Capitol Expressway is to extend the left-turn lanes on the southbound and eastbound approaches by 25 feet to accommodate the projected queues. These improvements will require removal and reconstruction of median islands along the north and west legs of the intersection and restriping of the lanes. The City has the discretion to include this improvement in the ADP.

#### (33) Snell Avenue and Capitol Expressway

*Recommendation:* The recommended improvements for the intersection of Snell Avenue and Capitol Expressway is to provide a third left-turn lane on the southbound approach to provide a total queue storage capacity of 975 ft. The improvement will require right-of-way from adjacent properties, removal of the “pork chop” islands at the northern and southern sides of the intersection, relocation of the existing traffic signal, and restriping of the lanes. These improvements are not currently feasible due to a lack of right-of-way.

### *Unsignalized Intersection Analysis (Traffic Signal Warrants)*

Peak hour signal warrants were checked at the Old Hillsdale Avenue and Hillsdale Avenue unsignalized study intersection under each of the scenarios analyzed. The results indicate that the unsignalized study intersection of Old Hillsdale Avenue and Hillsdale Avenue intersection is projected to have traffic volumes that meet the thresholds that warrant signalization under background plus project.

### *Freeway On-Ramp Analysis*

An analysis of the freeway on-ramps serving the project site was performed in order to identify potential project impacts on queue lengths and ramp operations. The project will be served by two freeway interchanges: SR 87 and Narvaez Avenue/Capitol Expressway and SR 87 and Curtner Avenue.

### **SR 87 Northbound On-Ramp and Narvaez Avenue**

The project is not projected to add a significant amount of AM peak hour trips to the SR 87 northbound on-ramp from northbound Narvaez Avenue and will result in the reduction of trips by 65 AM peak hour trips from southbound Narvaez Avenue. The reduction of AM peak-hour trips at the SR 87 northbound on-ramp from Narvaez Avenue is due to the redistribution of traffic created by the construction of the Communications Hill Boulevard bridge and connection to Curtner Avenue. A portion of the traffic that is currently using the SR 87 Narvaez ramp is expected to change travel patterns and instead utilize the SR 87 northbound on-ramp at Curtner Avenue. Once a connection from the project site to Curtner Avenue is built, the majority of project traffic bound for northbound SR 87 would use the freeway on-ramp at Curtner Avenue, since it provides for shorter travel distances when compared to the SR 87 ramp at Narvaez Avenue.

Improvements are planned as part of the CHSPADP, as described in Chapter 5, at the SR 87 northbound on-ramp from Narvaez Avenue. The improvements will provide for additional vehicular storage capacity, improve operations at the Narvaez Avenue and SR 87 ramps intersection, and provide new and enhanced existing pedestrian and bicycle facilities near the ramps. However, delays would continue to be experienced during the AM peak hour at the northbound SR 87 on-ramp. The ramp operations and delays are dictated by the ramp meter service rate. In order to reduce delay time at the ramp, the meter would have to be adjusted to provide a higher service rate and traffic flow onto the freeway. The proposed improvements will not change the existing meter service rates which are controlled by Caltrans not the City of San Jose.

### **SR 87 Northbound On-Ramp and Curtner Avenue**

At the SR 87 northbound on-ramp at Curtner Avenue, the project is projected to add approximately 225 trips to the freeway on-ramp from westbound Curtner Avenue. The additional traffic will result in an increase of the projected queue length by approximately 45 vehicles and cause the wait time at the ramp to increase. The metering rate at the Curtner Avenue northbound on-ramp is currently three times longer than the rate at the Narvaez Avenue northbound on-ramp. The analysis of the freeway ramp assumes that the current metering rate at the SR 87 northbound on-ramp from Curtner Avenue would be increased to serve the increase in demand at the ramp and balance the usage of the Narvaez Avenue and Curtner Avenue ramps. Caltrans controls the metering rate on freeway ramps. Presumably the existing metering rate at the Curtner Avenue northbound on-ramp is based on the current demand which is 50% less than that at the Narvaez Avenue northbound on-ramp. The Narvaez Avenue northbound on-ramp currently serves approximately 900 vehicles during the AM peak hour compared with only 460 vehicles at the Curtner Avenue northbound on-ramp.

Improvements are planned as part of the CHSPADP, as described in Chapter 5, at the SR 87 northbound on-ramp from Curtner Avenue. The improvements include the addition of a second mixed-flow lane and extension of the existing HOV lane on the northbound ramp. The addition of a third lane to the on-ramp would provide an additional 700 ft. of queue storage capacity from Curtner Avenue to the existing ramp meter location. In addition to the ramp improvements, the ADP will require the project to widen the westbound direction of Curtner Avenue from two to three lanes from Communications Hill Boulevard to the SR 87 northbound ramps to provide additional storage capacity to serve the projected westbound queue length under project conditions.

## **Roadway Segment Analysis**

A capacity analysis was performed for a select set of primary roadways serving the project area. Traffic operations for the roadways were evaluated by comparing the average daily volumes (ADT) to the threshold capacities for various roadway types identified in the *Highway Capacity Manual, Transportation Research Board 2000 (HCM 2000)*. The HCM 2000 thresholds are based on the local roadway functional classification and these values provide a planning-level analysis of the relative traffic load and approximate capacity on a particular roadway. It is important to note that daily volume thresholds are used for planning purposes and traffic during the peak commute periods may result in worse operations than illustrated by the daily LOS. The City of San Jose does not have a formally adopted roadway

segment operating standard. Thus, for the purposes of this analysis, LOS D was used as a guideline for the evaluation of daily segment volumes.

The ADT level of service analysis indicates that the segment of Curtner Avenue between SR 87 and Communications Hill Boulevard is projected to have ADT volumes that exceed the thresholds for LOS D operations. The projected ADT and resulting levels of service, indicate the need to widen Curtner Avenue between SR 87 and Communications Hill Boulevard. The CHSPADP, as described in Chapter 5, will require the project to widen westbound Curtner Avenue from two to three lanes between Communications Hill Boulevard and SR 87. The remaining roadway segments evaluated are projected to have ADT volumes that fall below the HCM 2000 maximum ADT thresholds for operations of LOS D.

### ***Pullman Way Extension***

The extension of the existing Pullman Way to provide an additional access point to the project area was identified within the Communications Hill Specific Plan. The Pullman Way extension was planned to connect Communications Hill Boulevard (along the northeast part of the project site) with Monterey Road to the east of the project area.

The traffic model was utilized to assign project conditions traffic volumes without and with the Pullman Way extension as analyzed in this study. A comparison of intersection level of service analysis results without and with the planned Pullman extension indicates that there is no significant benefit to providing the extension in regards to improved intersection levels of service. However, operational issues such as lengthy vehicle queues at the other primary access points to the general Communications Hill area were identified that may be partially alleviated with the Pullman Way extension.

However, the Pullman way extension would not create significant improvement in overall traffic conditions and circulation on the roadway system. Furthermore, construction of the Pullman Way extension would require significant cut-and-fill, construction of several large retaining walls, and a travel route that is circuitous due to the change in grades that are required to construct this connection. The proposed connections from the project area to Capitol Expressway and Curtner Avenue, with the identified improvements, would accommodate the projected traffic volumes.

### ***Transit, Pedestrian and Bicycle Analysis***

The project site is located between two major transit opportunities. The Capitol and Curtner LRT stations are located along SR 87 approximately one mile from the project site. The Capitol Caltrain station is located at the intersection of Monterey Road and Fehren Drive. Currently there is no direct access point to the Capitol Caltrain Station from the project site. Access to the station requires the use of the Capitol Expressway overcrossing of Monterey Highway and a route that is approximately 2.25 miles and includes the use of Snell Avenue, Capitol Expressway, and Monterey Highway. In addition, the project site is not served directly by any bus services. The nearest bus stops are located at the base of the hill near the intersections of Communications Hill Boulevard/Curtner Avenue and Capitol Expressway/Vistapark Drive.

Currently, there are no existing pedestrian/bike links between the project site and other existing pedestrian/bike and transit facilities in the area. The CHSPADP, as described in detail in Chapter 5, will require the project to construct new non-auto facilities as well as enhance existing facilities, as previously described. The improvements are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The improvements 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.

# 1. Introduction

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The purpose of this traffic study is to evaluate the traffic impacts associated with the proposed buildout of the Communications Hill Specific Plan area. The entire Communications Hill Specific Plan area comprises approximately 900 acres of hilly land located approximately four miles south of downtown San José. The Plan Area is bounded by Curtner Avenue to the north, Monterey Road to the east, Capitol Expressway, Snell Avenue, and Hillsdale Avenue to the south, and Guadalupe Freeway (SR 87) to the west. The Oak Hill Cemetery is located adjacent to the northeastern boundary of the Plan area.

The proposed project site is within the Specific Plan Area near the top of the hill adjacent to the existing KB Home Tuscany Hills development. The project site is generally bounded by the Caltrain/Union Pacific railroad tracks on the east, Old Hillsdale Avenue to the south, the Tuscany Hills development to the west, and the Millpond and Dairy Hill neighborhoods to the north. The site is vacant and comprised primarily of grassland. The residential/commercial portion of the site is approximately 79 gross acres, while the industrial property is approximately 55 gross acres. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

## Scope of Study

The study determines the traffic impacts of the proposed project on the key intersections and freeway segments in the vicinity of the project area during the weekday AM and PM peak hours. The impacts of the development were evaluated following the standards and methodologies set forth by the City of San Jose and the Congestion Management Program (CMP). The study also includes an operations analysis, based on vehicle-storage requirements at select intersections and on-site circulation analysis, which includes level of service analysis and vehicle-storage requirements at planned intersections and roadways on the project site.

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 September 2012 and March 2013.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding forecasted traffic growth due to the proposed project to existing traffic volumes. Forecasted traffic volumes due to the proposed project were developed with the use of the City's traffic forecasting model CUBE. The forecasted traffic volumes consist of the traffic estimated to be generated by the proposed project development along with adjustments to existing traffic volumes due to changes in traffic patterns. The net forecasted traffic growth was applied to existing traffic volumes to produce existing



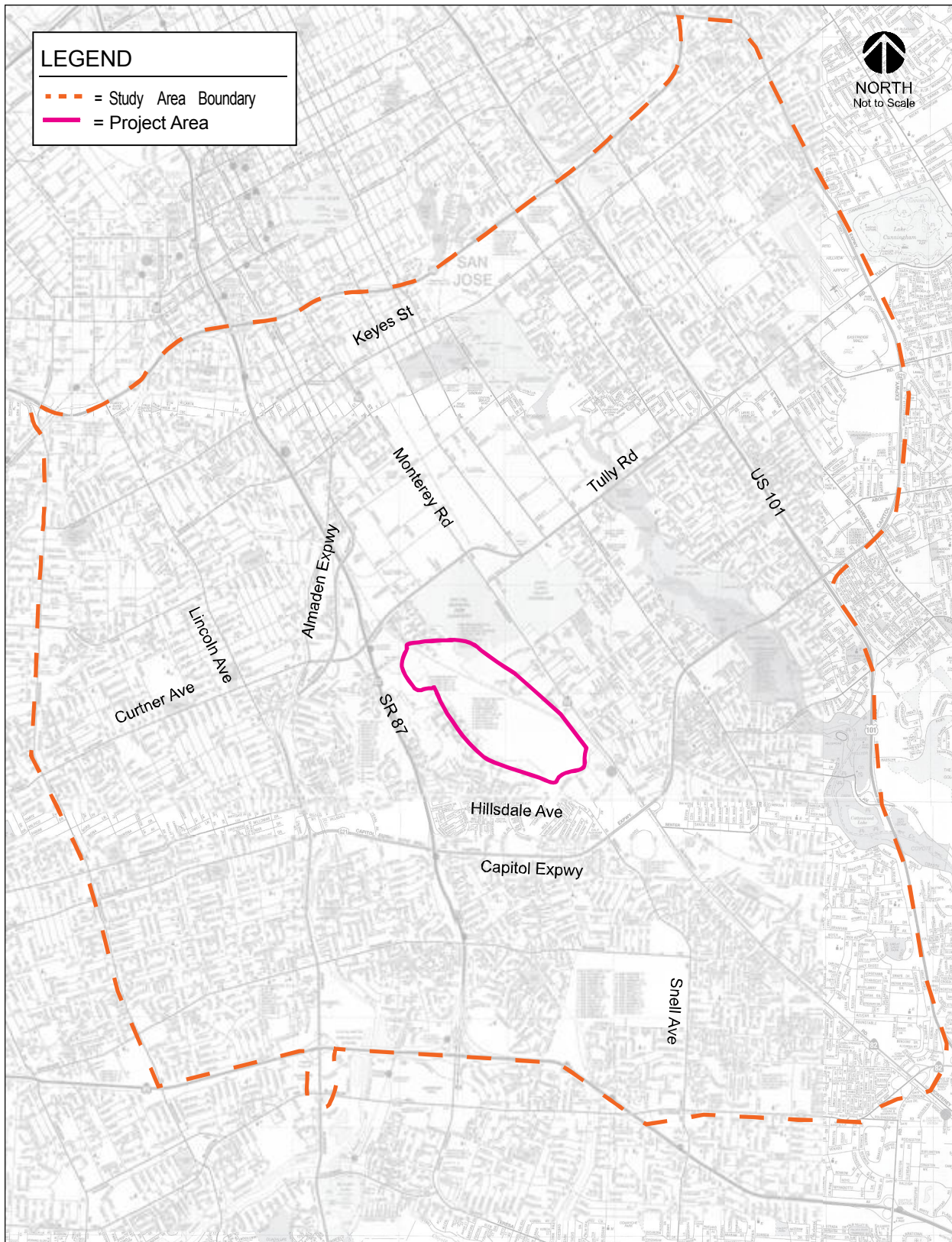


**Figure 1**  
**Site Location and Study Area Boundary**

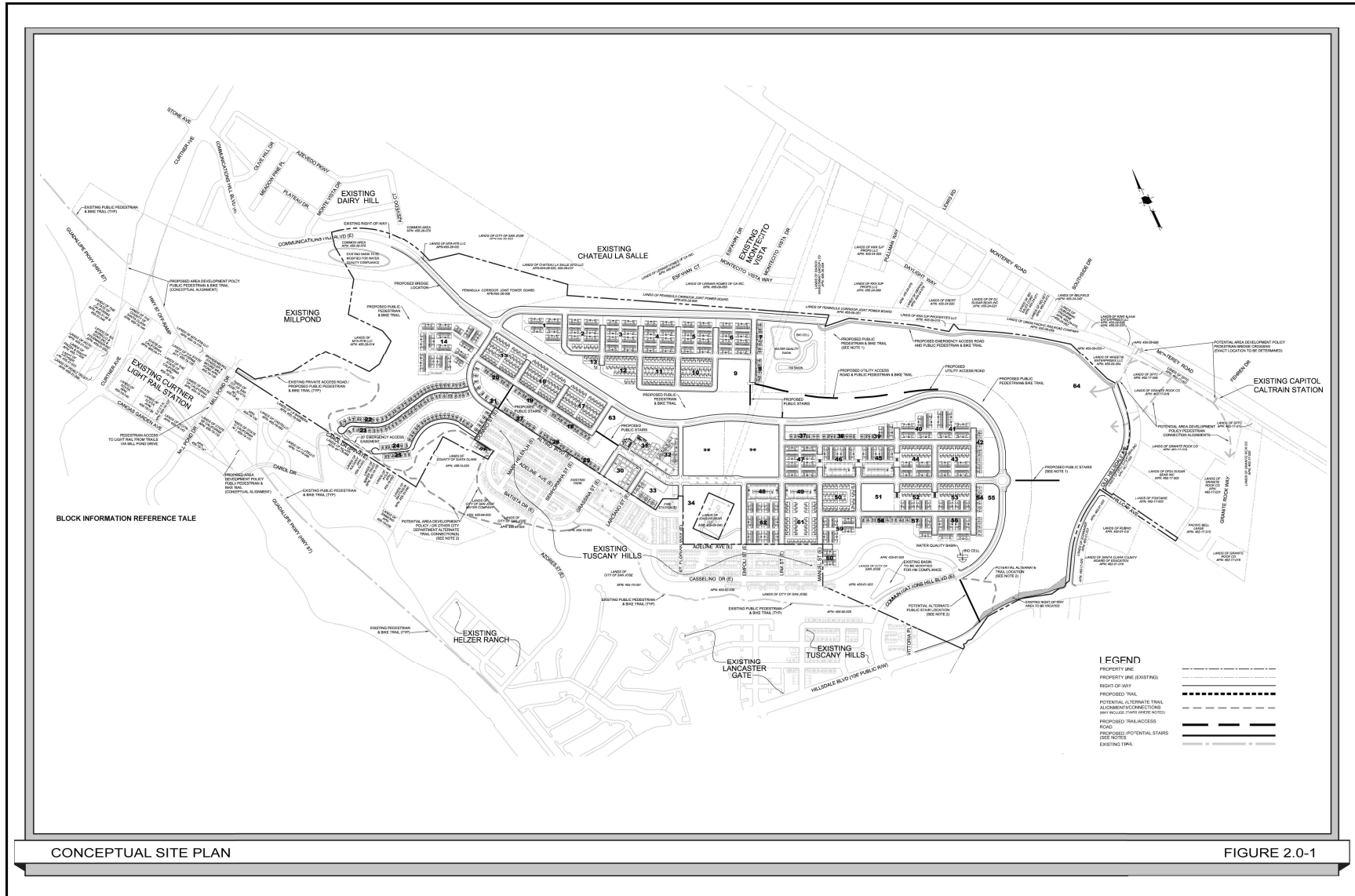


Figure 2  
Site Plan

plus project conditions volumes. 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). 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.* The City's CUBE model was used to forecast traffic growth associated with the proposed development levels. The forecasted traffic volumes consist of the traffic estimated to be generated by the proposed project development along with adjustments to existing traffic volumes due to changes in traffic patterns. The net forecasted traffic growth was applied to background traffic volumes to produce background plus project conditions volumes. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts, according to the City of San Jose Level of Service (LOS) Policy. The City of San Jose LOS Policy is the adopted established threshold for California Environmental Quality Act (CEQA).

## 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. Traffic studies for site-specific development projects typically evaluate the effects of project traffic on a near-term (less than 5-years) basis by manually layering project traffic on to existing traffic data. However, unlike the near-term analysis methodology, this analysis utilizes a traffic-forecasting model to project long-term traffic growth since the proposed development encompasses a large area and will be built over a long period. The traffic-forecasting model has the ability to project the diversion of traffic and change in traffic patterns due to roadway system changes as well as large land use changes similar to those proposed by the project.

### Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the City of San Jose, 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

### The CUBE Traffic Model

The City's traffic forecasting model utilizes CUBE software which reflects the refinements in knowledge and capacity associated with traffic modeling in recent years. Compared to the TRANPLAN model used in the past, the CUBE model is both more powerful and more detailed in the information it can provide. The CUBE model can evaluate conditions during AM and PM one-hour peak periods, and for AM and PM four-hour peak periods, the latter option reflecting the dispersion of traffic during peak commute periods. Transit can be evaluated during peak and off-peak periods.

The City of San José's traffic forecasting model was developed to help the City project peak hour



traffic impacts attributable to changes proposed to the City's General Plan. The model uses the CUBE transportation planning software system and is consistent with the structures of the Metropolitan Transportation Commission's (MTC) BAYCAST regional model and The Santa Clara Valley Transportation Authority (VTA's) VTP 2030 model. The San José model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode of Travel, and
- Traffic Assignment.

The fundamental structure of the model includes a computer readable representation of the street system (roadway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link attributes) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones, also called TAZs) are used to quantify the planned land use activity throughout the City's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man-made barriers that have an effect on traffic access to the modeled network. Within the City's planning area, the TAZs are small in size. In outlying areas of the modeled network (such as in distant counties), the TAZs will typically be larger since the areas are less populated, there is little planned growth, and the existing and planned transportation system is minimal.

Mass transit systems are represented in the model by transit networks that are also identifiable by links and nodes. Unlike the roadway network, the key link attributes of a transit link are operating speed and headways – elapsed time between successive transit services. Transit stops and “dwelling times” (the time allowed for passengers embarking and disembarking transit vehicles) are described as transit node attributes. Transit networks are further grouped by type of transit (rail versus bus) and operator (VTA bus versus AC Transit bus). Transit accessibility for each TAZ is evaluated by proximity to transit stops or stations, and the connectivity of transit lines to destinations. The accessibility and efficiency of the transit system affects the forecasted transit usage and in turn results in decreases or increases in automobile usage.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), population, average income, age distribution, and employment (stratified by groupings of Standard Industrial Codes). Both the number of workers per household and the auto ownership within a TAZ are calculated based on these factors, as well as the types and densities of residences. The model projects trip generation rates and the traffic attributable to residents and resident workers, categorized by trip purposes, using a set trip generation formula. The trip generation formulae were originally created by the Metropolitan Transportation Commission in 1997 based on 1990 U.S. Census data and 1994 San Francisco Bay Region Travel Survey, and are calibrated to 2000 U.S. Census data to more accurately reflect travel frequency for Bay Area residents.

Travel times within and between TAZs (intra-zonal and inter-zonal, and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to the nearest three adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added.

The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the modeling region, which presently consists of 13 counties. Gravity models forecast travel based on trip type, distance, and time. The model accounts for factors that affect travel time. Generally, as time to travel between origin and destination increases, the less likely it is that trips of certain lengths will be made. Shares of transportation modes are then assigned to the daily trip distributions (or trip tables) utilizing a nested-Logit methodology. The nested-Logit methodology models the relationship between a dependent variable and one or more independent variables.

The City of San José CUBE Model is capable of estimating up to 7 modes of transportation – auto drive alone, auto shared ride 2+ occupants, auto shared ride 3+ occupants, rail transit, bus transit, bicycle, and walk. For school trip purposes, auto driver and auto passenger are assumed for automobile travel. Time-of-day factors and directionality factors are then applied to automobile trips occurring during the AM peak hour, AM 3-hour peak period, PM peak hour, and PM 3-hour peak period before the traffic is assigned to the roadway networks. The assignment of the trip tables to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity-constrained user equilibrium-seeking process. This capacity-constrained traffic assignment process continually adjusts to seek a balance in a roadway system that is capacity constrained and enables the model to reflect diversion of traffic around congested areas of the overall street system.

### **Model Forecasts**

Land use data was prepared and traffic forecasts completed by Hexagon Transportation Consultants for the proposed project using the City of San Jose's CUBE traffic forecasting model.

### **Turn-Movement Adjustments**

Adjustments were made to the model to calibrate forecasted volumes with actual travel patterns and use of roadways based on current traffic conditions. The adjustment process begins by comparing and adjusting base model forecasts (year 2008 forecasts representing existing conditions) with existing traffic counts. By adjusting the base model forecasts with existing volumes, model projections are calibrated with actual travel patterns and use of proper facilities. Once the base model forecasts are calibrated, future model forecasts are developed for the study scenarios. These are all considered "raw" model volume forecasts, which on their own do not represent future volume conditions, but are simply used to forecast growth and travel pattern changes expected in the future.

To obtain the final traffic volume forecasts, raw model volume forecasts in conjunction with existing count data are used. Future traffic volume forecasts are developed by adding to the existing traffic count data the projected growth between the base (year 2008) and the project condition model volume forecasts. The traffic growth for each of the study intersections was calculated by taking the difference between the Base Year forecasts and the project conditions traffic forecasts for each of the intersections. The land use data, roadway network, and counts used in the model base year reflect April and May 2008 conditions.

### ***Signalized Intersection Analysis***

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.

All study intersections are located in the City of San Jose and are subject to the City of San Jose Level of Service standards. The City of San Jose 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 control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The only difference between the San Jose 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. The correlation between average delay and level of service is shown in Table 1.

### **Study Intersections**

The study includes an analysis of AM and PM peak-hour traffic conditions for 82 signalized intersections within the City of San Jose. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the

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

| Level of Service | Description                                                                                                                                                                                                         | Average Control Delay Per Vehicle (Sec.) |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <b>A</b>         | Operations with very low delay occurring with favorable progression and/or short cycle lengths.                                                                                                                     | Up to 10.0                               |
| <b>B</b>         | Operations with low delay occurring with good progression and/or short cycle lengths.                                                                                                                               | 10.1 to 20.0                             |
| <b>C</b>         | Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.                                                                              | 20.1 to 35.0                             |
| <b>D</b>         | 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                             |
| <b>E</b>         | 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                             |
| <b>F</b>         | Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.                                                                                  | Greater than 80.0                        |

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

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 an average day.

The study intersections were selected based upon the estimated number of projected project trips to be added to intersections (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 area and intersections are shown in Figure 3 and are listed below:

- 1 First Street and Keyes Street\*
- 2 First Street and Alma Avenue\*
- 3 Monterey Road and Curtner Avenue\*
- 4 Monterey Road and Old Tully Road\*
- 5 Monterey Road and Umbarger Road
- 6 Monterey Road and Lewis Road
- 7 Monterey Road and Southside Drive
- 8 Monterey Road and Capitol Expressway (N)\*
- 9 Monterey Road and Capitol Expressway (S)\*
- 10 Vine Street and Alma Avenue
- 11 Almaden Road and Alma Avenue
- 12 SR-87 and Almaden Expressway
- 13 Almaden Expressway and Foxworthy Avenue
- 14 Almaden Expressway and Branham Lane\*

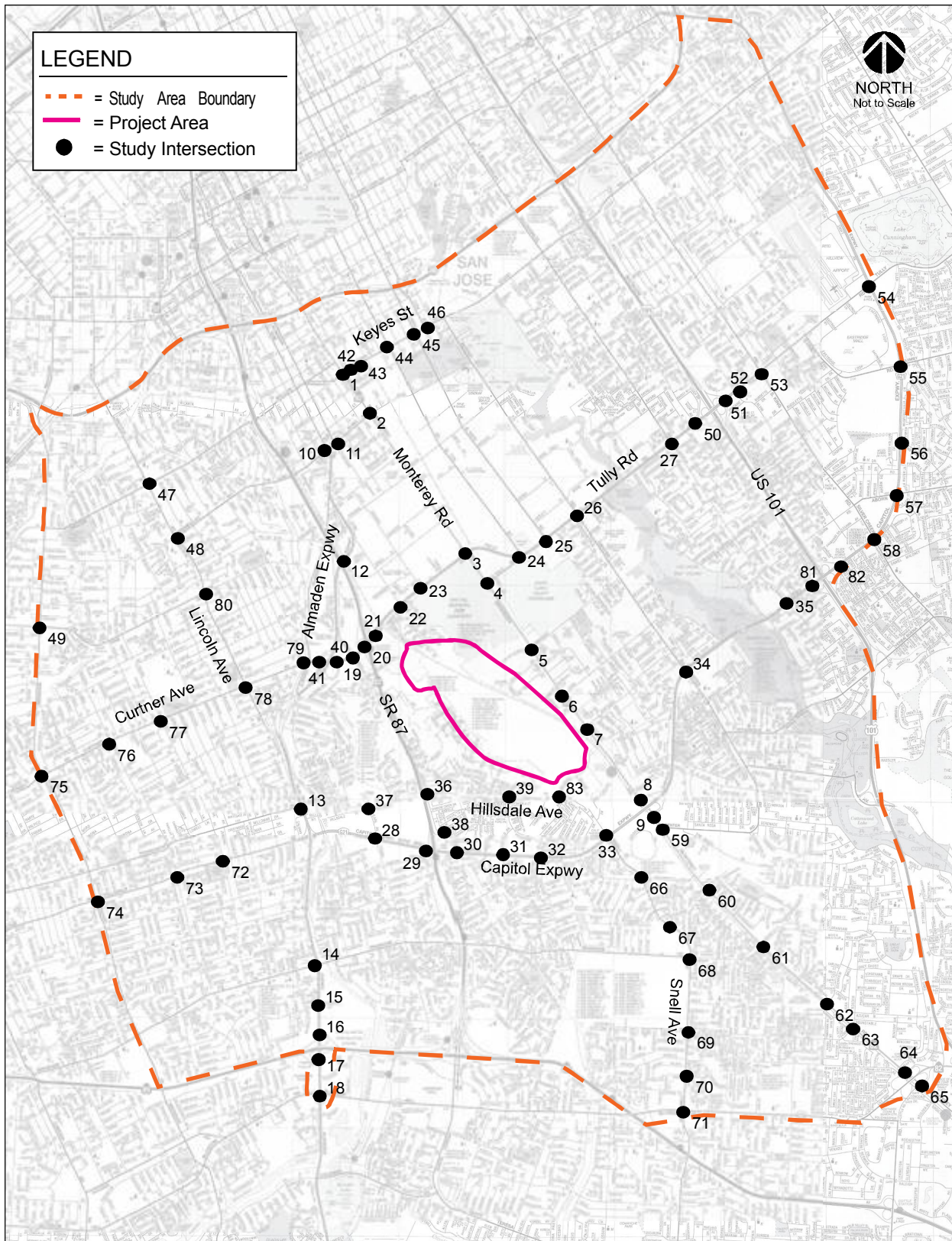


**Figure 3**  
**Study Intersections**



- 15 Almaden Expressway and Cherry Avenue
- 16 Almaden Expressway and SR- 85 (N)\*
- 17 Almaden Expressway and SR- 85 (S)\*
- 18 Almaden Expressway and Blossom Hill Road\*
- 19 Canoas Garden Avenue and Curtner Avenue
- 20 SR-87 and Curtner Avenue (W)
- 21 SR-87 and Curtner Avenue (E)
- 22 Communications Hill Boulevard and Curtner Avenue
- 23 Little Orchard Avenue and Curtner Avenue
- 24 Seventh Street and Tully Road
- 25 10th Street and Tully Road
- 26 Senter Road and Tully Road\*
- 27 McLaughlin Avenue and Tully Road\*
- 28 Pearl Avenue and Capitol Expressway\*
- 29 SR-87 and Capitol Expressway\*
- 30 Narvaez Avenue and Capitol Expressway\*
- 31 Copperfield Drive and Capitol Expressway
- 32 Vistapark Drive and Capitol Expressway
- 33 Snell Avenue and Capitol Expressway\*
- 34 Senter Road and Capitol Expressway\*
- 35 McLaughlin Avenue and Capitol Expressway\*
- 36 Narvaez Avenue and Hillsdale Avenue
- 37 Pearl Avenue and Hillsdale Avenue
- 38 Narvaez Avenue and SR-87
- 39 Vistapark Drive and Hillsdale Avenue
- 40 Almaden Expressway and Curtner Avenue (E)
- 41 Almaden Expressway and Curtner Avenue (W)
- 42 2nd Street and Keyes Street
- 43 3rd Street and Keyes Street
- 44 7th Street and Keyes Street
- 45 10th Street and Keyes Street
- 46 11th Street and Keyes Street
- 47 Lincoln Avenue and Willow Street
- 48 Lincoln Avenue and Minnesota Avenue
- 49 Meridian Avenue and Hamilton Avenue
- 50 US 101 (W) and Tully Road
- 51 US 101 (E) and Tully Road
- 52 Alvin Avenue and Tully Road
- 53 King Road and Tully Road\*
- 54 Capitol Expressway and Tully Road\*
- 55 Capitol Expressway and Quimby Road\*
- 56 Capitol Expressway and Nieman Boulevard
- 57 Capitol Expressway and Aborn Road\*
- 58 Capitol Expressway and Silver Creek Road\*
- 59 Monterey Road and Senter Road\*
- 60 Monterey Road and Skyway Drive\*
- 61 Monterey Road and Branham Lane\*
- 62 Monterey Road and Edenvue Drive
- 63 Monterey Road and Chynoweth Avenue
- 64 Monterey Road and Blossom Hill Road (N)\*
- 65 Monterey Road and Blossom Hill Road (S)\*
- 66 Snell Avenue and Rosenbaum Avenue
- 67 Snell Avenue and Skyway Drive
- 68 Snell Avenue and Branham Lane
- 69 Snell Avenue and Chynoweth Avenue
- 70 Snell Avenue and Avenida Del Roble



|    |                                                          |
|----|----------------------------------------------------------|
| 71 | Snell Avenue and Blossom Hill Road*                      |
| 72 | Cherry Avenue and Hillsdale Avenue                       |
| 73 | Jarvis Avenue and Hillsdale Avenue                       |
| 74 | Meridian Avenue and Hillsdale Avenue*                    |
| 75 | Meridian Avenue and Curtner Avenue                       |
| 76 | Booksin Avenue and Curtner Avenue                        |
| 77 | Cherry Avenue and Curtner Avenue                         |
| 78 | Lincoln Avenue and Curtner Avenue                        |
| 79 | Almaden Road and Curtner Avenue                          |
| 80 | Lincoln Avenue and Pine Avenue                           |
| 81 | US 101 (W) and Capitol Expressway                        |
| 82 | US 101 (E) and Capitol Expressway                        |
| 83 | Old Hillsdale Avenue and Hillsdale Avenue (one-way stop) |

\* CMP Designated Intersection

### **Significant Intersection Impact Criteria**

#### **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 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 or more seconds and the demand-to-capacity ratio (V/C) to increase by .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.

#### **CMP Conformance**

The CMP standard for acceptable level of service at a CMP intersection is LOS E or better. However, the City of San Jose LOS D standard and impact criteria is applied to CMP intersections located within City of San Jose limits.

### ***Freeway Segment Analysis***

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:

$$D = V / (N \cdot S)$$

Where:

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

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

N= number of travel lanes

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

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are

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

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

Source: Santa Clara County 2004 CMP (Based on the *Highway Capacity Manual (2000)*, Washington, D.C.).

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.

### Study Freeway Segments

Freeway segments to be included in the analysis were selected based on their proximity to the project area and include 56 directional segments along SR 87, US 101, I-280, and I-680. Existing levels of service on each of the freeway study segments were identified based on the 2012 CMP monitoring report.

Northbound SR 85 between US 101 and Cottle Road  
 Northbound SR 85 between Cottle Road and Blossom Hill Road  
 Northbound SR 85 between Blossom Hill Road and SR 87  
 Northbound SR 85 between SR 87 and Almaden Expressway  
 Northbound SR 85 between Almaden Expressway and Camden Avenue  
 Northbound SR 87 between SR 85 and Capitol Expressway  
 Northbound SR 87 between Capitol Expressway and Curtner Avenue  
 Northbound SR 87 between Curtner Avenue and Almaden Road  
 Northbound SR 87 between Almaden Road and Alma Avenue  
 Northbound SR 87 between Alma Avenue and I-280  
 Northbound SR 87 between I-280 and Julian Street  
 Northbound US 101 between Lane Drop (SB) and SR 85  
 Northbound US 101 between SR 85 and Bernal Road  
 Northbound US 101 between Bernal Road and Silver Creek Valley Road  
 Northbound US 101 between Silver Creek Valley Road and Hellyer Avenue  
 Northbound US 101 between Hellyer Avenue and Yerba Buena Road

Northbound US 101 between Yerba Buena Road and Capitol Expressway  
Northbound US 101 between Capitol Expressway and Tully Road  
Northbound US 101 between Tully Road and Story Road  
Northbound US 101 between Story Road and I-280  
Northbound US 101 between I-280 and Santa Clara Street  
Eastbound I-280 between Meridian Avenue and Bird Avenue  
Eastbound I-280 between Bird Avenue and SR 87  
Eastbound I-280 between SR 87 and 10th Street  
Eastbound I-280 between 10th Street and McLaughlin Avenue  
Eastbound I-280 between I-280 McLaughlin Avenue and US 101  
Northbound I-680 between US 101 and King Road  
Northbound I-680 between King Road and Capitol Expressway  
Southbound I-680 between Capitol Expressway and King Road  
Southbound I-680 between King Road and US 101  
Westbound I-280 between US 101 and McLaughlin Avenue  
Westbound I-280 between McLaughlin Avenue and 10th Street  
Westbound I-280 between 10th Street and SR 87  
Westbound I-280 between SR 87 and Bird Avenue  
Westbound I-280 between Bird Avenue and Meridian Avenue  
Southbound US 101 between Santa Clara Street and I-280  
Southbound US 101 between I-280 and Story Road  
Southbound US 101 between Story Road and Tully Road  
Southbound US 101 between Tully Road and Capitol Expressway  
Southbound US 101 between Capitol Expressway and Yerba Buena Road  
Southbound US 101 between Yerba Buena Road and Hellyer Avenue  
Southbound US 101 between Hellyer Avenue and Silver Creek Valley Road  
Southbound US 101 between Silver Creek Valley Road and Bernal Road  
Southbound US 101 between Bernal Road and SR 85  
Southbound US 101 between SR 85 and Lane Drop (SB)  
Southbound SR 87 between Julian Street and I-280  
Southbound SR 87 between I-280 and Alma Avenue  
Southbound SR 87 between Alma Ave and Almaden Road  
Southbound SR 87 between Almaden Road and Curtner Avenue  
Southbound SR 87 between Curtner Avenue and Capitol Expressway  
Southbound SR 87 between Capitol Expressway and SR 85  
Southbound SR 85 between Camden Avenue and Almaden Expressway  
Southbound SR 85 between Almaden Expressway and SR 87  
Southbound SR 85 between SR 87 and Blossom Hill Road  
Southbound SR 85 between Blossom Hill Road and Cottle Road  
Southbound SR 85 between Cottle Road and US 101

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

A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

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

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

## Report Organization

The remainder of this report is divided into six 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 analysis of other transportation related issues, including intersection operations and signal warrants. Chapter 7 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 SR 87, US 101, I-280, and I-680. These facilities are described below.

*SR 87* is a six-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. Access to the project site is provided by ramps at Capitol Expressway/Narvaez Avenue and Curtner Avenue.

*US 101* is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via full interchanges at Capitol Expressway, Tully Road, and SR 85.

*Interstate-280* connects from US 101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the project area via its interchanges with SR 87 and US 101.

*Interstate-680* is a 8-lane freeway that extends north from its transition from I-280 near US 101 through Milpitas. Access to the project area is provided indirectly via its transition to I-280 near US 101.

Local access to the site is provided by Monterey Road (SR 82), Curtner Avenue, Capitol Expressway, Almaden Expressway, Hillsdale Avenue, Narvaez Avenue, and Snell Avenue. These roadways are described below.

*Monterey Road (SR 82)* is a six-lane major arterial that is oriented in a north-south direction. Monterey Road extends southward into Morgan Hill and northward into San Francisco. Access to the site is provided via Capitol Expressway and Curtner Avenue.

*Curtner Avenue* is an east-west arterial street extending from Camden Avenue near SR 17 to Tully Road just east of Monterey Road. Curtner Avenue is generally four lanes, however it widens to six Tully Road is six lanes wide and provides access to US 101. Curtner Avenue provides access to SR 87 and the project site via its intersection with Communications Hill Boulevard

*Capitol Expressway* is a six-lane major arterial that is aligned in an east-west orientation. Capitol Expressway begins at its interchange with I-680 in east San Jose, where it changes designation from San



Antonio Street, and extends to the south and west where it changes designation to Hillsdale Avenue at Almaden Expressway. Access to the site is provided via Vistapark Drive, Narvaez Avenue, and Snell Avenue.

*Almaden Expressway* is predominantly a six-lane expressway that extends from the Almaden Valley in south San Jose to Alma Avenue in the downtown area, where it narrows and transitions into a one-way couplet. Almaden Expressway provides access to the site via Curtner Avenue, Hillsdale Avenue, and Capitol Expressway.

*Hillsdale Avenue* is currently an east-west two-to-four lane arterial. Hillsdale Avenue begins at Pearl Avenue and extends eastward beyond Snell Avenue terminating just west of the railroad tracks. Access to Hillsdale Avenue is provided via Narvaez Avenue and Snell Avenue and direct access to the site is provided by the intersection of Vistapark Drive and Hillsdale Avenue.

*Narvaez Avenue* is a two-lane collector that begins at the Helzer residential development east of SR 87 and extends southward beyond Branham Lane where it terminates at Calpella Drive. Narvaez Avenue provides direct access to the SR-87 northbound ramps and to the project site via Hillsdale Avenue.

*Snell Avenue* is a four-lane collector that begins south of Santa Teresa Boulevard and extends northward to Hillsdale Avenue where it terminates. Access to the site is provided via Capitol Expressway and Hillsdale Avenue.

## Existing Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. The locations of existing bicycle facilities are shown on Figure 4.

Currently, class II bike lanes are provided on the following roadway segments:

- Cherry Avenue between Curtner Avenue and Almaden Expressway (2.50 Miles)
- Curtner Avenue/Tully Road between Quimby Road and Leigh Avenue (6.8 Miles)
- Monterey Road between Metcalf Road and Curtner Avenue (8.0 Miles)
- Narvaez Avenue between Hillsdale Avenue and Branham Lane (1.2 Miles)
- Snell Avenue between Hillsdale Avenue and Curie Drive (4.0 Miles)
- Pearl Avenue between Capitol Expressway and Branham Lane (0.70 Mile)
- Branham Lane between Cherry Avenue and Monterey Road (3.60 Miles)
- Senter Road, between Keyes Street and south of Capitol Expressway (2.85 Miles)
- Seventh Street, between San Jose State University and Curtner Avenue (2.5 Miles)

Adjacent to SR 87 is a City of San Jose and Santa Clara County Class I bicycle facility (off-street bike path) that runs between Willow Street and Curtner Avenue, and continues southward to connect to the bicycle lane on Narvaez Avenue. This path accesses the Tamien Caltrain/Light Rail station, located just north of Alma Avenue, and the Curtner Light Rail station to the south. Bike lockers and bike racks are provided at the Curtner, Capitol, and Branham LRT stations. These bike paths are also available for use by pedestrians.

In addition, The City of San Jose bicycle master plan, *San Jose Bike Plan 2020*, provides policies and improvements to bicycle facilities to improve the use of bicycles in the City. It includes an inventory of existing bicycle facilities and identifies locations for enhancement of existing facilities by expansion and/or establishing potential connections.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets in most residential and commercial areas, as well as the aforementioned bike/pedestrian path. Sidewalks are found along virtually all previously described local roadways in the study area, with a few exceptions, and along the

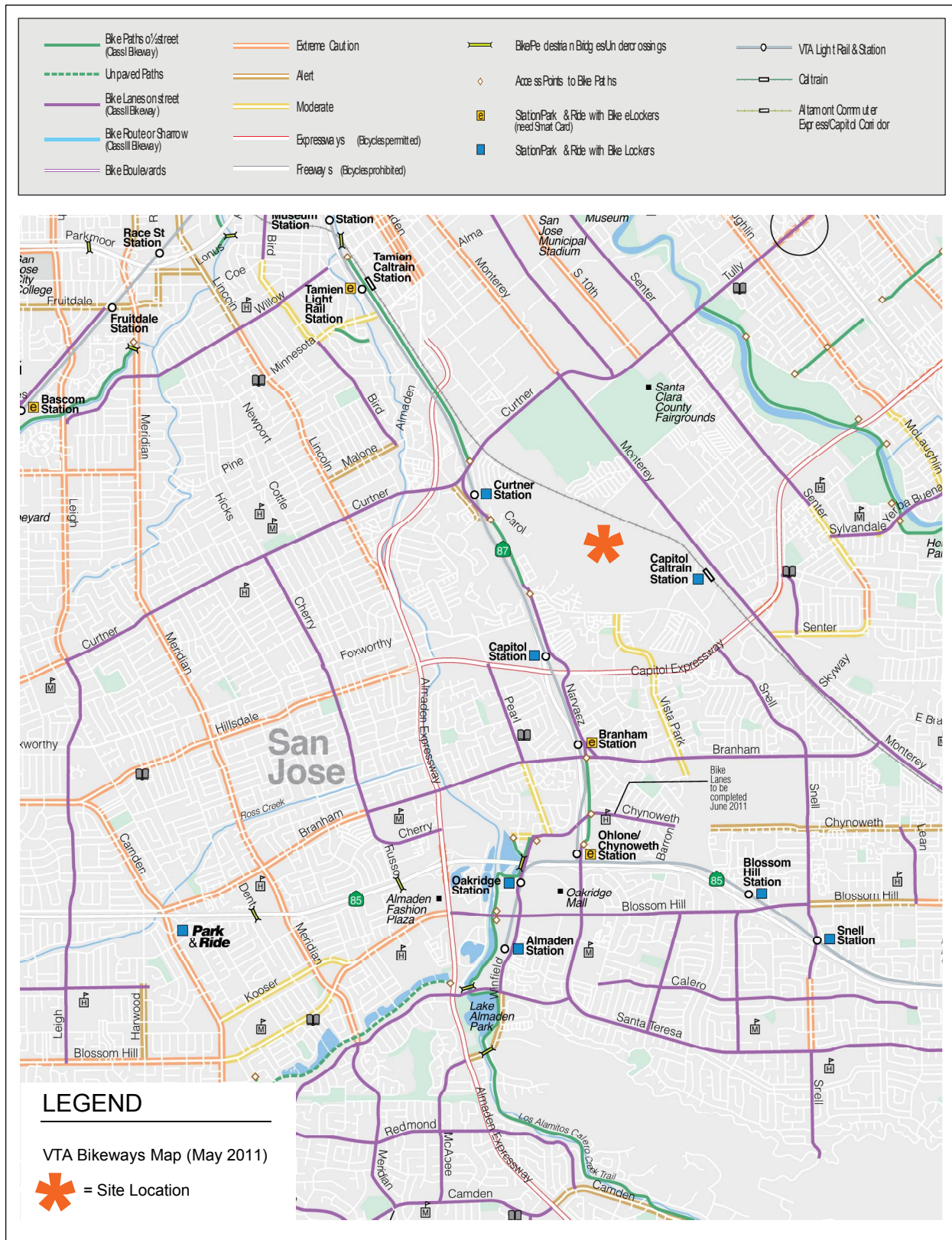


**Figure 4**  
**Existing Bicycle Facilities**

local residential streets and collectors near the site. Within the study area, there are no sidewalks along the following roadways:

- North side of Curtner Avenue between Communications Hill Boulevard and Canoas Garden Avenue
- The north side of Hillsdale Avenue between Old Hillsdale Avenue and Victoria Place
- The west side of Narvaez Avenue along its entire extent.
- The south side of Capitol Expressway between Snell Avenue and Monterey Highway
- The west side of Monterey Highway from just south of Southside Drive

Pedestrian access between Capitol Expressway and Monterey highway is limited to stairs along the North side of Capitol Expressway that provide a connection to the sidewalk along the east side of Monterey highway.

## Existing Transit Service

Existing transit service to the study area is provided by the VTA and Caltrain. The existing transit services are described below and shown on Figure 5.

### *VTA Transit Service*

#### Bus Service

The project site is primarily served by six VTA bus lines. The closest bus stops are located near the intersections of Communications Hill Boulevard/Curtner Avenue and Capitol Expressway/Vistapark Drive.

**Local Route 26** provides service between the Eastridge Transit Center and the Sunnyvale/Lockheed Martin Transit Center. Route 26 operates along Curtner Avenue and Tully Road in the project study area, with 30-minute headways during the weekday peak commute hours and 30-minute headways during most of the day on weekends. Bus stops for Route 26 are located approximately one mile from the project site and are situated on the south side of Curtner Avenue just east of Communications Hill Boulevard, and on the north side of Curtner Avenue just west of Little Orchard Street.

**Local Route 37** provides weekday service between the Capitol LRT Station and West Valley College. Route 37 operates along Narvaez and Hillsdale Avenues in the project study area, with 30-minute headways during the weekday peak commute hours.

**Local Route 66** provides service between Kaiser Hospital and Dixon Landing Road in Milpitas. Route 66 operates along Monterey Road in the project study area, with 15-minute headways during the weekday peak commute hours and 30-minute headways during most of the day on weekends.

**Local Route 68** provides service between the San Jose Diridon Station and Gavilan College in Gilroy. Route 68 operates along Monterey Highway in the project study area, with 15- to 30-minute headways during the weekday peak commute hours and 30-minute headways during most of the day on weekends.

**Local Route 70** provides service between the Capitol LRT Station and the Great Mall Transit Center in Milpitas. Route 70 operates along Capitol Expressway in the project study area, with 30-minute headways during the weekday peak commute hours and 20-minute headways during most of the day on weekends.

**Limited Stop Route 304** provides service between the Santa Teresa LRT station and the Sunnyvale transit center, with stops in downtown San Jose. It operates along Monterey Highway in the project study area. Limited Stop Route 304 operates on 30-minute headways during the weekday peak commute hours and does not operate on weekends.





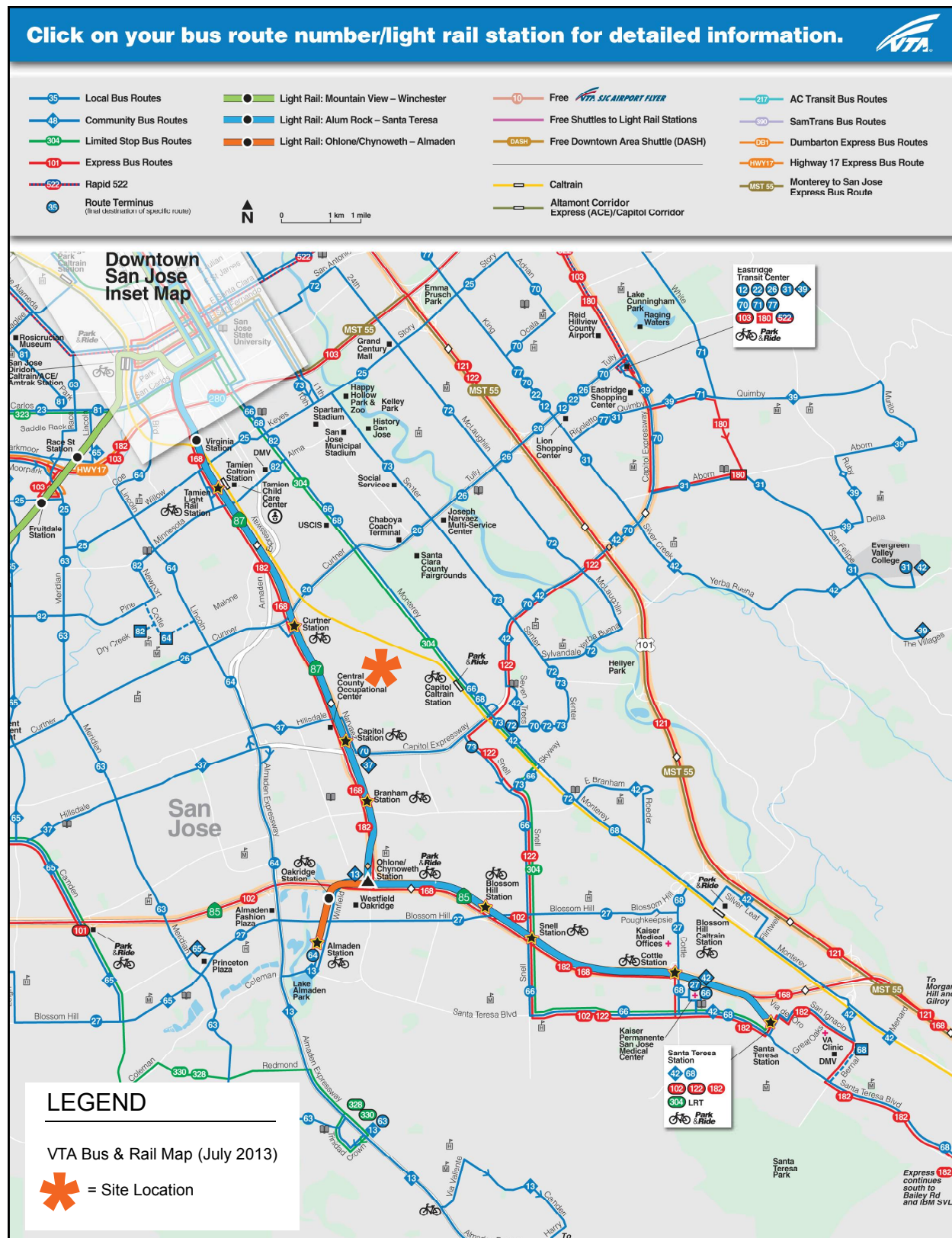


**Figure 5**  
**Existing Transit Services**

### **Light Rail Transit (LRT) Service**

There are two LRT stations located approximately one mile from the project site. The Curtner LRT station is located at the Curtner Avenue and Canoas Garden Avenue intersection and provides a direct connection to VTA bus service (Local Route 26). The Capitol LRT station is located near the SR 87/Capitol Expressway interchange and provides a direct connection to VTA bus service (Local Routes 37 and 70). Each of the LRT stations offer bicycle lockers, a Park & Ride lot, and long-term airport parking.

LRT service at the Curtner and Capitol LRT stations is provided by the Alum Rock-Santa Teresa LRT line, which operates nearly 24 hours a day (4:00 AM to 1:00 AM) with 10-15-minute headways during peak commute and midday hours. The Alum Rock-Santa Teresa LRT line provides service from the Santa Teresa station in south San Jose, through downtown San Jose to north San Jose where it curves east and operates along the Tasman Corridor, bends south and runs along the Capitol Corridor, and ultimately terminates in east San Jose just south of Alum Rock Avenue.

### **Caltrain**

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

The Capitol Caltrain station is the nearest Caltrain station and is located at the intersection of Monterey Road and Fehren Drive. Caltrain provides weekday commute service to the Capitol Caltrain station with three northbound trains during the AM peak commute hour and three southbound trains during the PM peak commute hours. The Capitol Caltrain station offers a 379-space parking lot and a direct connection to VTA bus routes (Local Routes 66 and 68, and Express Route 304). Currently there is no direct access point to the Capitol Caltrain Station from the project site. The 2.25-mile route to the Capitol Caltrain Station from the Communication Hill area includes the use of Snell Avenue and the Capitol Expressway overcrossing of Monterey Highway.

## **Existing Intersection Lane Configurations**

The existing lane configurations at the study intersections were obtained from the City of San Jose TRAFFIX database and confirmed with observations in the field. Lane configurations for each of the study intersections can be found within the level of service calculation sheets in Appendix C.

## **Existing Traffic Volumes**

Existing peak-hour traffic volumes were obtained from the City of San Jose TRAFFIX database and supplemented with manual turning-movement counts (conducted in September 2012 and March 2013) at 79 of the 83 study intersections. Traffic counts from September 2011 were used at two study intersections. A comparison of traffic counts from 2008/2009 and 2011 counts indicate that traffic volumes have not changed significantly. Given that the two intersections at which 2011 counts were used in the analysis are currently operating at LOS C or better conditions, the use of the 2011 traffic counts does not significantly affect the intersection analysis. In addition, the AM peak hour count collected at the Senter Road and Capitol Expressway intersection in September 2012 was found to be inconsistent with historical counts at the intersection. It is likely that ongoing construction at the US 101/Capitol Expressway interchange had an effect on traffic patterns at the time of the count. Therefore, the most recent count, collected in 2009, was used for the AM peak hour analysis at the intersection. Intersection turning-movement counts conducted for this analysis are presented in Appendix A. The existing peak-hour intersection volumes at each study intersection are included in Appendix B.



## Existing Intersection Levels of Service

Intersection levels of service were evaluated against City of San Jose and CMP standards. A table summarizing the intersection level of service results for all intersections and calculation sheets are included in Appendix C. Figure 6 presents worst-case peak hour levels of service under existing conditions for all study intersections.

### City of San Jose Intersection Analysis

The results show that, measured against the City of San Jose level of service policy, the following six signalized study intersections currently operate at an unacceptable LOS E during at least one of the peak hours (see Table 3):

- 18 Almaden Expressway and Blossom Hill Road\*
- 49 Meridian Avenue and Hamilton Avenue
- 55 Capitol Expressway and Quimby Road\*
- 57 Capitol Expressway and Aborn Road\*
- 58 Capitol Expressway and Silver Creek Road\*
- 74 Meridian Avenue and Hillsdale Avenue\*

Five of the six intersections are CMP designated intersections. All other study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic.

### CMP Intersection Analysis

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections currently operate at an acceptable LOS E or better during the AM and PM peak hours of traffic.

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

| Study Number                                                      | Intersection                              | Peak Hour | Count Date | Avg. Delay  | LOS      |
|-------------------------------------------------------------------|-------------------------------------------|-----------|------------|-------------|----------|
| 18                                                                | Almaden Expressway and Blossom Hill Road* | AM        | 09/25/12   | 51.6        | D        |
|                                                                   |                                           | PM        | 09/06/12   | <b>57.5</b> | <b>E</b> |
| 49                                                                | Meridian Avenue and Hamilton Avenue       | AM        | 03/28/13   | 54.2        | D        |
|                                                                   |                                           | PM        | 03/28/13   | <b>56.6</b> | <b>E</b> |
| 55                                                                | Capitol Expressway and Quimby Road*       | AM        | 04/10/13   | 40.6        | D        |
|                                                                   |                                           | PM        | 09/06/12   | <b>61.3</b> | <b>E</b> |
| 57                                                                | Capitol Expressway and Aborn Road*        | AM        | 04/10/13   | 42.0        | D        |
|                                                                   |                                           | PM        | 10/03/12   | <b>60.0</b> | <b>E</b> |
| 58                                                                | Capitol Expressway and Silver Creek Road* | AM        | 04/10/13   | 42.7        | D        |
|                                                                   |                                           | PM        | 09/05/12   | <b>57.1</b> | <b>E</b> |
| 74                                                                | Meridian Avenue and Hillsdale Avenue*     | AM        | 03/28/13   | <b>57.6</b> | <b>E</b> |
|                                                                   |                                           | PM        | 09/13/12   | 51.7        | D        |
| * Denotes CMP Intersections<br>- Bold indicates unacceptable LOS. |                                           |           |            |             |          |

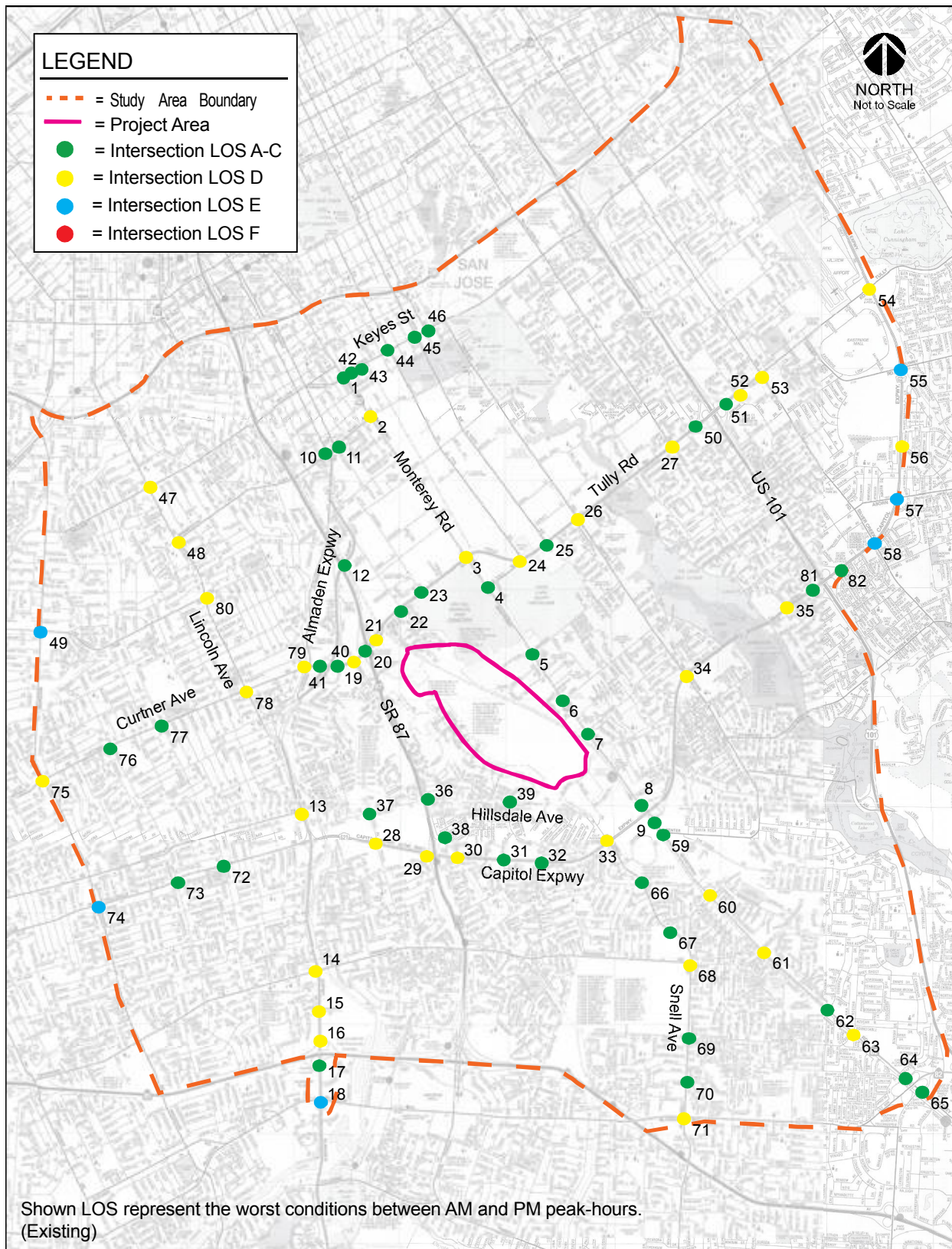


**Figure 6**  
Existing Conditions Intersection Levels of Service

## Existing Freeway Levels of Service

Traffic volumes and levels of service for the subject freeway segments were taken from the 2012 CMP Annual Monitoring Report. Based on the monitoring report, the mixed-flow lanes on 30 of the 56 directional freeway segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours. In addition, the HOV lanes on eight directional freeway segments studied also are operating at LOS F during at least one of the peak hours. The results of the analysis are summarized in Table 4.

Nearly all peak direction freeway segments studied area are currently operating under extremely congested traffic conditions. The peak directions of travel are northbound during the AM peak hour and southbound during the PM peak hour. Congested conditions are apparent on northbound SR 87 between SR 85 to I-280 during the AM peak hour. Degraded levels of service on the SR 87 freeway segments are primarily attributable to traffic moving through the project area bound for employment destinations to the north. Congested traffic conditions on US 101 and I-280 in both peak directions of travel are due to the inadequate capacity of the freeways.

## Existing Freeway On-Ramp Operations

As a supplement to the intersection level of service analysis, the freeway on-ramps serving the project site were analyzed in order to identify their current operation levels. The project would primarily be served by two freeway on-ramps: (1) northbound SR 87 on-ramp at Narvaez Avenue, and (2) northbound SR 87 on-ramp at Curtner Avenue. Both of these on-ramps were found to be controlled by a meter during the AM peak hour. The existing queue length at each of these ramps and the existing service rate of the meters at the ramps were measured in the field during the AM peak hour. Since the meters at the northbound on-ramps are not operating during the PM peak hour, the PM peak hour was not surveyed. With the information obtained, the maximum observed queue lengths and their corresponding wait times (the time it took a vehicle at the end of the queue to go through the meter) were derived. These are summarized in Table 5 below.

The queue lengths at the study freeway on-ramps were measured for 2 hours in the morning (peak AM period) on two different days. The queues were measured every 5 minutes, and the longest observed queue during the peak hour (reported on Table 5) used as base information in the analysis. In addition, the ramp meters' service rate also was measured. This was done by simply measuring the length of time needed to serve 10 queued vehicles. Based on the surveyed queue length and the meters' service rate, the maximum wait time for a vehicle waiting at the end of the queue was estimated. It should be noted that the wait times shown on Table 5 correspond to the maximum observed queue length, which means this is the longest time any given person waiting at the queue will have to wait to go through the meter.

## 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:

*SR 87 and Narvaez Avenue* – During the AM peak hour, the queue of vehicles accessing the SR 87 northbound on-ramp from northbound and southbound Narvaez Avenue are considerably long. The northbound queue on Narvaez Avenue extends beyond the intersection of Narvaez Avenue/Capitol

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

| Freeway Segment                              | Direction | Peak Hour | Mixed-Flow Lane |               |           |            |   | LOS/a/ | HOV Lane      |               |           |            |        |
|----------------------------------------------|-----------|-----------|-----------------|---------------|-----------|------------|---|--------|---------------|---------------|-----------|------------|--------|
|                                              |           |           | Avg. Speed/a/   | # of Lanes/a/ | Volume/a/ | Density/a/ |   |        | Avg. Speed/a/ | # of Lanes/a/ | Volume/a/ | Density/a/ | LOS/a/ |
| SR 85 US 101 to Cottle Rd                    | NB        | AM        | 66.5            | 2.0           | 1,870     | 14         | B |        | 67.0          | 1.0           | 670       | 10         | A      |
|                                              | NB        | PM        | 66.0            | 2.0           | 2,640     | 20         | C |        | 70.0          | 1.0           | 350       | 5          | A      |
| SR 85 Cottle Rd to Blossom Hill Rd           | NB        | AM        | 29.0            | 2.0           | 3,830     | 66         | F |        | 46.0          | 1.0           | 2,170     | 47         | E      |
|                                              | NB        | PM        | 64.0            | 2.0           | 4,230     | 33         | D |        | 70.0          | 1.0           | 770       | 11         | A      |
| SR 85 Blossom Hill Rd to SR 87               | NB        | AM        | 34.0            | 2.0           | 4,020     | 59         | F |        | 66.0          | 1.0           | 1,720     | 26         | C      |
|                                              | NB        | PM        | 64.0            | 2.0           | 4,230     | 33         | D |        | 70.0          | 1.0           | 630       | 9          | A      |
| SR 85 SR 87 to Almaden Expwy                 | NB        | AM        | 15.0            | 2.0           | 2,940     | 98         | F |        | 14.0          | 1.0           | 1,420     | 101        | F      |
|                                              | NB        | PM        | 66.0            | 2.0           | 3,440     | 26         | C |        | 70.0          | 1.0           | 700       | 10         | A      |
| SR 85 Almaden Expwy to Camden Ave            | NB        | AM        | 23.0            | 2.0           | 3,550     | 77         | F |        | 24.0          | 1.0           | 1,800     | 75         | F      |
|                                              | NB        | PM        | 64.0            | 2.0           | 4,100     | 32         | D |        | 70.0          | 1.0           | 840       | 12         | B      |
| SR 87 SR 85 to Capitol Expwy                 | NB        | AM        | 16.0            | 2.0           | 2,980     | 93         | F |        | 22.0          | 1.0           | 1,740     | 79         | F      |
|                                              | NB        | PM        | 65.0            | 2.0           | 4,030     | 31         | D |        | 70.0          | 1.0           | 560       | 8          | A      |
| SR 87 Capitol Expwy to Curtner               | NB        | AM        | 13.0            | 2.0           | 2,680     | 103        | F |        | 27.0          | 1.0           | 1,840     | 68         | F      |
|                                              | NB        | PM        | 65.0            | 2.0           | 3,900     | 30         | D |        | 70.0          | 1.0           | 700       | 10         | A      |
| SR 87 Curtner to Almaden Rd                  | NB        | AM        | 14.0            | 2.0           | 2,780     | 99         | F |        | 20.0          | 1.0           | 1,640     | 82         | F      |
|                                              | NB        | PM        | 51.0            | 2.0           | 4,390     | 43         | D |        | 70.0          | 1.0           | 910       | 13         | B      |
| SR 87 ALMADEN RD to Alma Ave                 | NB        | AM        | 23.0            | 2.0           | 3,500     | 76         | F |        | 50.0          | 1.0           | 2,200     | 44         | D      |
|                                              | NB        | PM        | 23.0            | 2.0           | 3,500     | 76         | F |        | 70.0          | 1.0           | 1,610     | 23         | C      |
| SR 87 Alma Ave to I-280                      | NB        | AM        | 21.0            | 2.0           | 3,410     | 81         | F |        | 65.0          | 1.0           | 2,020     | 31         | D      |
|                                              | NB        | PM        | 66.0            | 2.0           | 3,300     | 25         | C |        | 70.0          | 1.0           | 1,190     | 17         | B      |
| SR 87 I-280 to Julian St                     | NB        | AM        | 41.0            | 2.0           | 4,190     | 51         | E |        | 66.0          | 1.0           | 1,460     | 22         | C      |
|                                              | NB        | PM        | 66.5            | 2.0           | 2,000     | 15         | B |        | 70.0          | 1.0           | 560       | 8          | A      |
| US 101 Lane Drop (SB) to SR 85               | NB        | AM        | 61.0            | 3.0           | 6,590     | 36         | D |        | 67.0          | 1.0           | 1,210     | 18         | B      |
|                                              | NB        | PM        | 66.0            | 3.0           | 3,770     | 19         | C |        | 70.0          | 1.0           | 700       | 10         | A      |
| US 101 SR 85 to Bernal Rd                    | NB        | AM        | 58.0            | 3.0           | 6,620     | 38         | D |        | 66.0          | 1.0           | 1,320     | 20         | C      |
|                                              | NB        | PM        | 65.5            | 3.0           | 5,510     | 28         | D |        | 70.0          | 1.0           | 1,400     | 20         | C      |
| US 101 Bernal Rd to Silver Creek Valley Rd   | NB        | AM        | 66.0            | 3.0           | 4,950     | 25         | C |        | 67.0          | 1.0           | 810       | 12         | B      |
|                                              | NB        | PM        | 66.5            | 3.0           | 3,200     | 16         | B |        | 70.0          | 1.0           | 560       | 8          | A      |
| US 101 Silver Creek Valley Rd to Hellyer Ave | NB        | AM        | 62.0            | 3.0           | 6,510     | 35         | D |        | 66.0          | 1.0           | 1,390     | 21         | C      |
|                                              | NB        | PM        | 66.0            | 3.0           | 5,150     | 26         | C |        | 70.0          | 1.0           | 490       | 7          | A      |
| US 101 Hellyer Ave to Yerba Buena Rd         | NB        | AM        | 15.0            | 3.0           | 4,410     | 98         | F |        | 64.0          | 1.0           | 2,120     | 33         | D      |
|                                              | NB        | PM        | 64.0            | 3.0           | 6,150     | 32         | D |        | 70.0          | 1.0           | 910       | 13         | B      |
| US 101 Yerba Buena Rd to Capitol Expwy       | NB        | AM        | 13.0            | 3.0           | 4,020     | 103        | F |        | 55.0          | 1.0           | 2,200     | 40         | D      |
|                                              | NB        | PM        | 66.0            | 3.0           | 3,960     | 20         | C |        | 70.0          | 1.0           | 980       | 14         | B      |
| US 101 Capitol Expwy to Tully Rd             | NB        | AM        | 23.0            | 3.0           | 5,250     | 76         | F |        | 64.0          | 1.0           | 2,120     | 33         | D      |
|                                              | NB        | PM        | 66.0            | 3.0           | 5,150     | 26         | C |        | 70.0          | 1.0           | 840       | 12         | B      |
| US 101 Tully Rd to Story Rd                  | NB        | AM        | 14.0            | 3.0           | 4,160     | 99         | F |        | 19.0          | 1.0           | 1,620     | 85         | F      |
|                                              | NB        | PM        | 66.0            | 3.0           | 4,760     | 24         | C |        | 70.0          | 1.0           | 700       | 10         | A      |
| US 101 Story Rd to I-280                     | NB        | AM        | 19.0            | 3.0           | 4,910     | 86         | F |        | 19.0          | 1.0           | 1,640     | 86         | F      |
|                                              | NB        | PM        | 66.5            | 3.0           | 2,800     | 14         | B |        | 70.0          | 1.0           | 490       | 7          | A      |
| US 101 I-280 to Santa Clara St               | NB        | AM        | 14.0            | 3.0           | 4,160     | 99         | F |        | 15.0          | 1.0           | 1,430     | 95         | F      |
|                                              | NB        | PM        | 66.0            | 3.0           | 3,960     | 20         | C |        | 70.0          | 1.0           | 490       | 7          | A      |
| I-280 Meridian Ave to Bird Ave               | EB        | AM        | 46.0            | 4.0           | 8,650     | 47         | E |        | --            | --            | --        | --         | --     |
|                                              | EB        | PM        | 28.0            | 4.0           | 7,510     | 67         | F |        | --            | --            | --        | --         | --     |
| I-280 Bird Ave to SR 87                      | EB        | AM        | 66.0            | 4.0           | 5,810     | 22         | C |        | --            | --            | --        | --         | --     |
|                                              | EB        | PM        | 21.0            | 4.0           | 6,720     | 80         | F |        | --            | --            | --        | --         | --     |
| I-280 SR 87 to 10th St                       | EB        | AM        | 66.0            | 4.0           | 5,810     | 22         | C |        | --            | --            | --        | --         | --     |
|                                              | EB        | PM        | 32.0            | 4.0           | 7,940     | 62         | F |        | --            | --            | --        | --         | --     |
| I-280 10th St to McLaughlin Ave              | EB        | AM        | 66.0            | 4.0           | 5,810     | 22         | C |        | --            | --            | --        | --         | --     |
|                                              | EB        | PM        | 54.0            | 4.0           | 8,860     | 41         | D |        | --            | --            | --        | --         | --     |
| I-280 McLaughlin Ave to US 101               | EB        | AM        | 66.5            | 4.0           | 4,790     | 18         | B |        | --            | --            | --        | --         | --     |
|                                              | EB        | PM        | 64.0            | 4.0           | 8,450     | 33         | D |        | --            | --            | --        | --         | --     |
| I-680 US 101 to King Rd                      | NB        | AM        | 66.0            | 4.0           | 5,550     | 21         | C |        | --            | --            | --        | --         | --     |
|                                              | NB        | PM        | 65.5            | 4.0           | 7,080     | 27         | D |        | --            | --            | --        | --         | --     |
| I-680 King Rd to Capitol Expwy               | NB        | AM        | 62.0            | 4.0           | 8,680     | 35         | D |        | --            | --            | --        | --         | --     |
|                                              | NB        | PM        | 65.0            | 4.0           | 7,540     | 29         | D |        | --            | --            | --        | --         | --     |

**Table 4 (Continued)**  
**Existing Freeway Segment Levels of Service**

| Freeway Segment                              | Direction | Peak Hour | Mixed-Flow Lane |               |           |            |   | LOS/a/ | HOV Lane      |               |           |            |        |
|----------------------------------------------|-----------|-----------|-----------------|---------------|-----------|------------|---|--------|---------------|---------------|-----------|------------|--------|
|                                              |           |           | Avg. Speed/a/   | # of Lanes/a/ | Volume/a/ | Density/a/ |   |        | Avg. Speed/a/ | # of Lanes/a/ | Volume/a/ | Density/a/ | LOS/a/ |
| I-680 Capitol Expwy to King Rd               | SB        | AM        | 34.0            | 4.4           | 8,830     | 59         | F | —      | —             | —             | —         | —          | —      |
|                                              | SB        | PM        | 65.0            | 4.4           | 8,300     | 29         | D | —      | —             | —             | —         | —          | —      |
| I-680 King Rd to US 101                      | SB        | AM        | 12.0            | 4.0           | 5,090     | 106        | F | —      | —             | —             | —         | —          | —      |
|                                              | SB        | PM        | 66.0            | 4.0           | 6,870     | 26         | C | —      | —             | —             | —         | —          | —      |
| I-280 US 101 to McLaughlin Ave               | WB        | AM        | 16.0            | 4.0           | 5,960     | 93         | F | —      | —             | —             | —         | —          | —      |
|                                              | WB        | PM        | 66.0            | 4.0           | 6,080     | 23         | C | —      | —             | —             | —         | —          | —      |
| I-280 McLaughlin Ave to 10th St              | WB        | AM        | 22.0            | 4.0           | 6,870     | 78         | F | —      | —             | —             | —         | —          | —      |
|                                              | WB        | PM        | 59.0            | 4.0           | 8,740     | 37         | D | —      | —             | —             | —         | —          | —      |
| I-280 10th St to SR 87                       | WB        | AM        | 18.0            | 4.0           | 6,270     | 87         | F | —      | —             | —             | —         | —          | —      |
|                                              | WB        | PM        | 57.0            | 4.0           | 8,900     | 39         | D | —      | —             | —             | —         | —          | —      |
| I-280 SR 87 to Bird Ave                      | WB        | AM        | 11.0            | 4.0           | 4,930     | 112        | F | —      | —             | —             | —         | —          | —      |
|                                              | WB        | PM        | 65.0            | 4.0           | 8,060     | 31         | D | —      | —             | —             | —         | —          | —      |
| I-280 Bird Ave to Meridian Ave               | WB        | AM        | 13.0            | 4.0           | 5,410     | 104        | F | —      | —             | —             | —         | —          | —      |
|                                              | WB        | PM        | 58.0            | 4.0           | 8,820     | 38         | D | —      | —             | —             | —         | —          | —      |
| US 101 Santa Clara St to I-280               | SB        | AM        | 66.0            | 3.0           | 5,150     | 26         | C | 67.0   | 1.0           | 270           | 4         | A          | A      |
|                                              | SB        | PM        | 48.0            | 3.0           | 6,480     | 45         | D | 70.0   | 1.0           | 1,470         | 21        | C          | C      |
| US 101 I-280 to Story Rd                     | SB        | AM        | 66.5            | 3.0           | 2,800     | 14         | B | 67.0   | 1.0           | 470           | 7         | A          | A      |
|                                              | SB        | PM        | 47.0            | 3.0           | 6,490     | 46         | D | 70.0   | 1.0           | 1,260         | 18        | B          | B      |
| US 101 Story Rd to Tully Rd                  | SB        | AM        | 66.0            | 3.0           | 4,160     | 21         | C | 67.0   | 1.0           | 410           | 6         | A          | A      |
|                                              | SB        | PM        | 26.0            | 3.0           | 5,540     | 71         | F | 70.0   | 1.0           | 1,890         | 27        | D          | D      |
| US 101 Tully Rd to Capitol Expwy             | SB        | AM        | 66.0            | 3.0           | 4,160     | 21         | C | 67.0   | 1.0           | 540           | 8         | A          | A      |
|                                              | SB        | PM        | 22.0            | 3.0           | 5,220     | 79         | F | 70.0   | 1.0           | 2,030         | 29        | D          | D      |
| US 101 Capitol Expwy to Yerba Buena Rd       | SB        | AM        | 66.0            | 3.0           | 3,770     | 19         | C | 67.0   | 1.0           | 470           | 7         | A          | A      |
|                                              | SB        | PM        | 66.0            | 3.0           | 4,560     | 23         | C | 70.0   | 1.0           | 1,120         | 16        | B          | B      |
| US 101 Yerba Buena Rd to Hellyer Ave         | SB        | AM        | 65.0            | 3.0           | 6,050     | 31         | D | 67.0   | 1.0           | 810           | 12        | B          | B      |
|                                              | SB        | PM        | 64.0            | 3.0           | 6,150     | 32         | D | 70.0   | 1.0           | 1,470         | 21        | C          | C      |
| US 101 Hellyer Ave to Silver Creek Valley Rd | SB        | AM        | 66.0            | 3.0           | 4,560     | 23         | C | 67.0   | 1.0           | 610           | 9         | A          | A      |
|                                              | SB        | PM        | 65.0            | 3.0           | 5,850     | 30         | D | 70.0   | 1.0           | 1,050         | 15        | B          | B      |
| US 101 Silver Creek Valley Rd to Bernal Rd   | SB        | AM        | 66.5            | 3.0           | 3,200     | 16         | B | 67.0   | 1.0           | 1,080         | 16        | B          | B      |
|                                              | SB        | PM        | 66.0            | 3.0           | 4,160     | 21         | C | 70.0   | 1.0           | 2,450         | 35        | D          | D      |
| US 101 Bernal Rd to SR 85                    | SB        | AM        | 66.5            | 3.0           | 3,200     | 16         | B | 67.0   | 1.0           | 670           | 10        | A          | A      |
|                                              | SB        | PM        | 66.0            | 3.0           | 4,950     | 25         | C | 70.0   | 1.0           | 1,750         | 25        | C          | C      |
| US 101 SR 85 to Lane Drop (SB)               | SB        | AM        | 66.5            | 4.0           | 3,990     | 15         | B | 67.0   | 1.0           | 410           | 6         | A          | A      |
|                                              | SB        | PM        | 66.0            | 4.0           | 5,280     | 20         | C | 70.0   | 1.0           | 1,330         | 19        | C          | C      |
| SR 87 Julian St to I-280                     | SB        | AM        | 66.5            | 2.0           | 2,400     | 18         | B | 67.0   | 1.0           | 410           | 6         | A          | A      |
|                                              | SB        | PM        | 20.0            | 2.0           | 3,320     | 83         | F | 70.0   | 1.0           | 1,610         | 23        | C          | C      |
| SR 87 I-280 to Alma Ave                      | SB        | AM        | 66.5            | 2.0           | 2,400     | 18         | B | 67.0   | 1.0           | 410           | 6         | A          | A      |
|                                              | SB        | PM        | 18.0            | 2.0           | 3,140     | 87         | F | 70.0   | 1.0           | 1,680         | 24        | C          | C      |
| SR 87 Alma Ave to ALMADEN RD                 | SB        | AM        | 66.0            | 2.0           | 2,780     | 21         | C | 67.0   | 1.0           | 210           | 3         | A          | A      |
|                                              | SB        | PM        | 19.0            | 2.0           | 3,230     | 85         | F | 60.0   | 1.0           | 2,280         | 38        | D          | D      |
| SR 87 ALMADEN RD to Curtner                  | SB        | AM        | 66.5            | 2.0           | 2,270     | 17         | B | 67.0   | 1.0           | 540           | 8         | A          | A      |
|                                              | SB        | PM        | 36.0            | 2.0           | 4,040     | 56         | E | 70.0   | 1.0           | 1,890         | 27        | D          | D      |
| SR 87 Curtner to Capitol Expwy               | SB        | AM        | 66.0            | 2.0           | 2,780     | 21         | C | 67.0   | 1.0           | 210           | 3         | A          | A      |
|                                              | SB        | PM        | 50.0            | 2.0           | 4,400     | 44         | D | 70.0   | 1.0           | 1,470         | 21        | C          | C      |
| SR 87 Capitol Expwy to SR 85                 | SB        | AM        | 66.0            | 2.0           | 2,640     | 20         | C | 67.0   | 1.0           | 340           | 5         | A          | A      |
|                                              | SB        | PM        | 64.0            | 2.0           | 4,100     | 32         | D | 70.0   | 1.0           | 910           | 13        | B          | B      |
| SR 85 Camden Ave to Almaden Expwy            | SB        | AM        | 66.0            | 2.0           | 3,170     | 24         | C | 67.0   | 1.0           | 610           | 9         | A          | A      |
|                                              | SB        | PM        | 48.0            | 2.0           | 4,320     | 45         | D | 70.0   | 1.0           | 1,890         | 27        | D          | D      |
| SR 85 ALMADEN EXPWY to SR 87                 | SB        | AM        | 66.5            | 2.0           | 2,270     | 17         | B | 67.0   | 1.0           | 880           | 13        | B          | B      |
|                                              | SB        | PM        | 66.0            | 2.0           | 3,170     | 24         | C | 70.0   | 1.0           | 1,260         | 18        | B          | B      |
| SR 85 SR 87 to Blossom Hill Rd               | SB        | AM        | 65.5            | 2.0           | 3,540     | 27         | D | 67.0   | 1.0           | 470           | 7         | A          | A      |
|                                              | SB        | PM        | 48.0            | 2.0           | 4,320     | 45         | D | 70.0   | 1.0           | 1,260         | 18        | B          | B      |
| SR 85 Blossom Hill Rd to Cottle Rd           | SB        | AM        | 66.0            | 2.0           | 3,170     | 24         | C | 67.0   | 1.0           | 540           | 8         | A          | A      |
|                                              | SB        | PM        | 62.0            | 2.0           | 4,340     | 35         | D | 70.0   | 1.0           | 1,330         | 19        | C          | C      |
| SR 85 Cottle Rd to US 101                    | SB        | AM        | 66.5            | 2.0           | 2,400     | 18         | B | 67.0   | 1.0           | 410           | 6         | A          | A      |
|                                              | SB        | PM        | 66.0            | 2.0           | 3,040     | 23         | C | 70.0   | 1.0           | 770           | 11        | A          | A      |

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



**Table 5**  
**Existing Freeway Ramp Operations**

| Ramp                                                                                                                                                                                                                                                                                                                                                                          | Peak Hour | Volume | Queue Length <sup>1</sup><br>(veh.) | Meter Rate<br>(sec/veh.) | Wait Time <sup>1</sup><br>(min:sec) |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|-------------------------------------|--------------------------|-------------------------------------|
| SR 87 NB on-ramp @ NB Narvaez <sup>2</sup>                                                                                                                                                                                                                                                                                                                                    | AM        | 558    | 128                                 | 3.2                      | 06:49                               |
| SR 87 NB on-ramp @ SB Narvaez <sup>2</sup>                                                                                                                                                                                                                                                                                                                                    | AM        | 339    | 60                                  | 3.2                      | 03:12                               |
| SR 87 NB on-ramp @ WB Curtner                                                                                                                                                                                                                                                                                                                                                 | AM        | 237    | 60                                  | 10.5                     | 10:30                               |
| SR 87 NB on-ramp @ EB Curtner                                                                                                                                                                                                                                                                                                                                                 | AM        | 222    | 54                                  | 10.5                     | 09:27                               |
| Notes:<br><sup>1</sup> Existing queue length represents the longest queue observed during an hour period.<br>Existing wait times were estimated based on surveyed times at the ramps conducted on August/September 2013.<br><sup>2</sup> The reported northbound and southbound Narvaez queues at SR 87 includes 34 vehicles on the loop ramp (from the meter to the signal). |           |        |                                     |                          |                                     |

Expressway along both the eastbound left-turn approach and the westbound right-turn approach. It was observed that because of the long queues along Narvaez Avenue, eastbound left-turning traffic on Capitol Expressway to northbound Narvaez Avenue would constantly block the intersection hindering the flow of westbound traffic along Capitol Expressway. Plenty of queue storage space for the southbound queue on Narvaez Avenue was observed. These queues will be analyzed in detailed in the subsequent section of the report.

*SR 87 and Curtner Avenue* – During the AM peak hour, the queue of vehicles accessing the northbound SR 87 on-ramp from westbound Curtner Avenue is considerably long. The vehicle queue was observed to extend on the ramp and extends beyond the intersection of SR 87 northbound ramps/Curtner Avenue along both the eastbound left-turn approach and the westbound right-turn approach. It was observed that because of the long queues on the on-ramp, eastbound left-turning traffic on Curtner Avenue to the on-ramp would constantly block the intersection hindering the flow of westbound traffic along Curtner Avenue. This queue will be analyzed in detailed in the subsequent section of the report.

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 all development planned as part of the project was constructed and occupied prior to the other approved projects in the area. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. Existing plus project conditions includes all proposed roadway improvements planned as part of the project. However, 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 prior to the completion of the proposed industrial uses of the project. 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 include those project improvements described within Chapter 5 of this report.

### Existing Plus Project Traffic Volumes

Existing plus project peak hour traffic volumes were estimated by adding forecasted traffic growth due to the proposed project to existing traffic volumes. Forecasted traffic volumes were developed with the use of the City's CUBE traffic forecasting model. The forecasted traffic volumes consist of the traffic estimated to be generated by the proposed project development along with adjustments to existing traffic volumes due to changes in traffic patterns. The existing plus project peak-hour intersection volumes at each study intersection are included in Appendix B.

### Existing Plus Project Intersection Analysis

Intersection levels of service under existing plus project conditions without and with the Pullman Way extension were evaluated against City of San Jose and CMP standards. A table summarizing the intersection level of service results for all intersections is included in Appendix C. Figure 7 presents worst-case peak hour levels of service under existing plus project conditions for all study intersections.

#### *City of San Jose Intersection Analysis*

The results show that, measured against the City of San Jose level of service policy, the following nine signalized study intersections are projected to operate at an unacceptable LOS E or worse during at least one of the peak hours under existing plus project conditions (see Table 6):

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

| Study<br>Number                                                   | Intersection                              | Peak<br>Hour | Existing      |          | Existing Plus<br>Project |          |
|-------------------------------------------------------------------|-------------------------------------------|--------------|---------------|----------|--------------------------|----------|
|                                                                   |                                           |              | Avg.<br>Delay | LOS      | Avg.<br>Delay            | LOS      |
| 13                                                                | Almaden Expressway and Foxworthy Avenue   | AM           | 41.6          | D        | 39.6                     | D        |
|                                                                   |                                           | PM           | 44.0          | D        | <b>57.1</b>              | <b>E</b> |
| 18                                                                | Almaden Expressway and Blossom Hill Road* | AM           | 51.6          | D        | 52.2                     | D        |
|                                                                   |                                           | PM           | <b>57.5</b>   | <b>E</b> | <b>57.6</b>              | <b>E</b> |
| 22                                                                | Stone Avenue and Curtner Avenue           | AM           | 25.5          | C        | 50.3                     | D        |
|                                                                   |                                           | PM           | 30.9          | C        | <b>57.7</b>              | <b>E</b> |
| 33                                                                | Snell Avenue and Capitol Expressway*      | AM           | 45.6          | D        | 48.9                     | D        |
|                                                                   |                                           | PM           | 37.3          | D        | <b>61.9</b>              | <b>E</b> |
| 49                                                                | Meridian Avenue and Hamilton Avenue       | AM           | 54.2          | D        | 54.3                     | D        |
|                                                                   |                                           | PM           | <b>56.6</b>   | <b>E</b> | <b>56.8</b>              | <b>E</b> |
| 55                                                                | Capitol Expressway and Quimby Road*       | AM           | 40.6          | D        | 40.3                     | D        |
|                                                                   |                                           | PM           | <b>61.3</b>   | <b>E</b> | <b>61.9</b>              | <b>E</b> |
| 57                                                                | Capitol Expressway and Aborn Road*        | AM           | 42.0          | D        | 42.2                     | D        |
|                                                                   |                                           | PM           | <b>60.0</b>   | <b>E</b> | <b>59.8</b>              | <b>E</b> |
| 58                                                                | Capitol Expressway and Silver Creek Road* | AM           | 42.7          | D        | 43.5                     | D        |
|                                                                   |                                           | PM           | <b>57.1</b>   | <b>E</b> | <b>57.3</b>              | <b>E</b> |
| 74                                                                | Meridian Avenue and Hillsdale Avenue*     | AM           | <b>57.6</b>   | <b>E</b> | <b>57.0</b>              | <b>E</b> |
|                                                                   |                                           | PM           | 51.7          | D        | 51.7                     | D        |
| * Denotes CMP Intersections<br>- Bold indicates unacceptable LOS. |                                           |              |               |          |                          |          |

- 13 Almaden Expressway and Foxworthy Avenue
- 18 Almaden Expressway and Blossom Hill Road\*
- 22 Communications Hill Boulevard and Curtner Avenue
- 33 Snell Avenue and Capitol Expressway\*
- 49 Meridian Avenue and Hamilton Avenue
- 55 Capitol Expressway and Quimby Road\*
- 57 Capitol Expressway and Aborn Road\*
- 58 Capitol Expressway and Silver Creek Road\*
- 74 Meridian Avenue and Hillsdale Avenue\*

Six of the nine intersections are CMP designated intersections. All other study intersections are projected to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic.

### **CMP Intersection Analysis**

The results of the level of service analysis show that, measured against CMP standards, all CMP intersections are projected to operate at an acceptable LOS E or better during the AM and PM peak hours of traffic under existing plus project conditions.

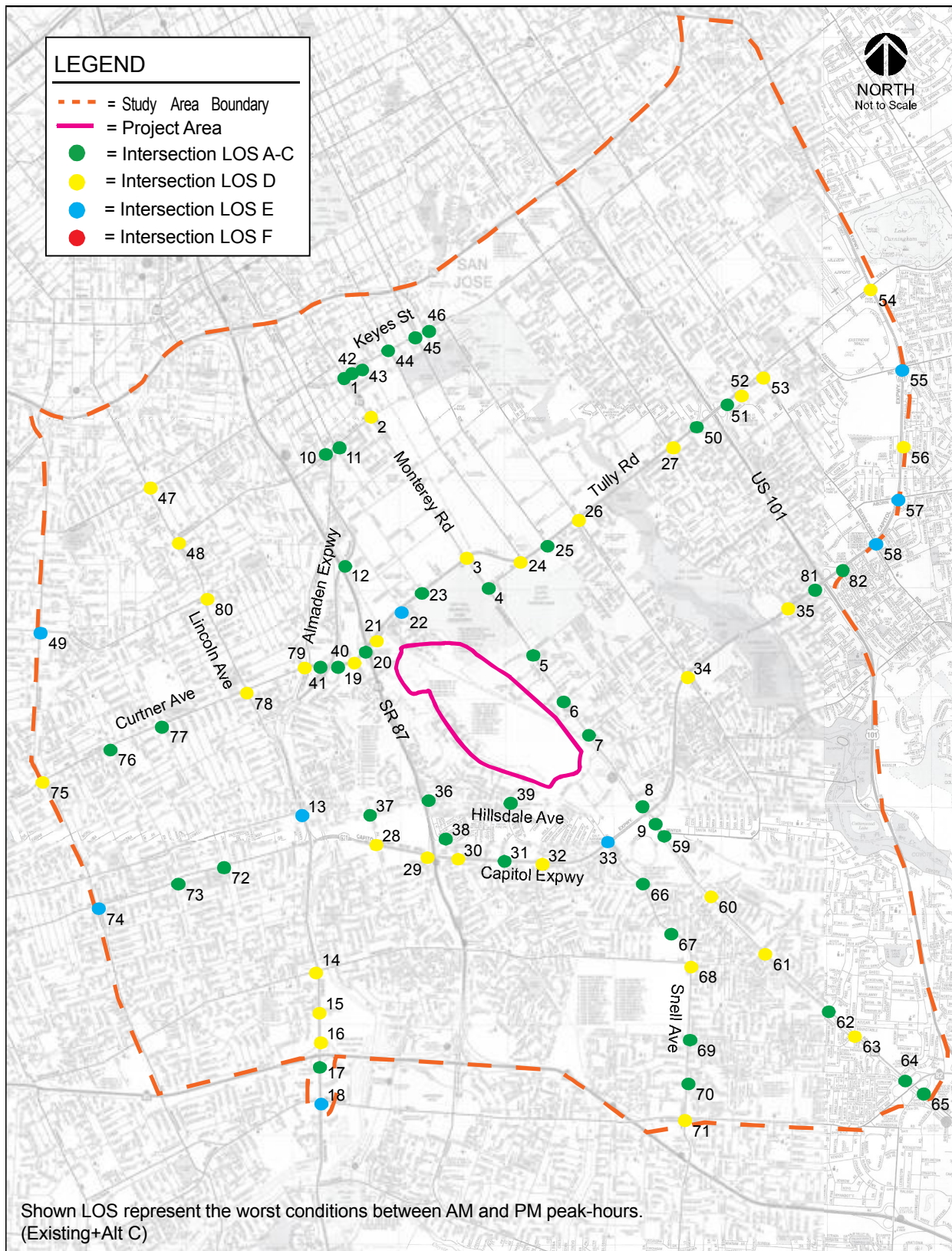


**Figure 7**  
Existing Plus Project Conditions Intersection Levels of Service

## 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 is 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 intersection improvements planned as part of other development or Capital Improvement Projects:

*King Road and Tully Road* - Addition of a second southbound left-turn lane and third eastbound through lane (Evergreen Development Policy)

*Almaden Road and Alma Avenue* – Conversion of Almaden Road from one-way to two-way operations (CIP)

*Vine Street and Alma Avenue* – Conversion of Vine Street from one-way to two-way operations (CIP)

*2nd Street and Keyes Street* – Conversion of 2nd Street from one-way to two-way operations (CIP)

*3rd Street and Keyes Street* – Conversion of 3rd Street from one-way to two-way operations (CIP)

*Almaden Expressway and SR 85 (North)* – Addition of a dedicated right-turn lane on the off-ramp.

*Almaden Expressway and Cherry Avenue* – Addition of a fourth northbound and southbound through lanes, second southbound left-turn lane, exclusive eastbound left-turn lane, and second westbound left-turn lane (Development)

*McLaughlin Avenue and Capitol Expressway* - Addition of second northbound and southbound left-turn lanes (Evergreen Development Policy)

*Capitol Expressway and Aborn Road* - Addition of second northbound and eastbound left-turn lanes and fourth northbound and southbound through lanes (Evergreen Development Policy)

*Capitol Expressway and Quimby Road and* - Addition of a second eastbound left-turn lane and fourth northbound and southbound through lanes (Evergreen Development Policy)

*Capitol Expressway and Tully Road* - Addition of fourth northbound and southbound through lanes (Evergreen Development Policy)



*Capitol Expressway and Nieman Boulevard* - Addition of fourth northbound and southbound through lanes (Evergreen Development Policy)

## 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. The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix B.

## Intersection Levels of Service Under Background Conditions

Intersection levels of service under background conditions were evaluated against City of San Jose and CMP standards. A table summarizing the intersection level of service results for all intersections is included in Appendix C. Figure 8 presents worst-case peak hour levels of service under background conditions for all study intersections.

### *City of San Jose Intersection Analysis*

The results show that, measured against the City of San Jose level of service policy, the following seven signalized study intersections are projected to operate at an unacceptable LOS E or worse during at least one of the peak hours under background conditions (see Table 7):

- 18 Almaden Expressway and Blossom Hill Road\*
- 49 Meridian Avenue and Hamilton Avenue
- 55 Capitol Expressway and Quimby Road\*
- 57 Capitol Expressway and Aborn Road\*
- 58 Capitol Expressway and Silver Creek Road\*
- 63 Monterey Road and Chynoweth Avenue
- 74 Meridian Avenue and Hillsdale Avenue\*

Five of the seven intersections are CMP designated intersections. All other study intersections are projected to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic.

### *CMP Intersection Analysis*

The results of the level of service analysis show that, measured against CMP standards, the intersection of Capitol Expressway and Quimby Road is projected to operate at LOS F conditions during the PM peak hour under background conditions. All other CMP intersections are projected to operate at an acceptable LOS E or better during the AM and PM peak hours of traffic.

## Background Freeway On-Ramp Analysis

With the addition of approved project trips to the study freeway on-ramps (SR 87 on-ramps at Narvaez Avenue and Curtner Avenue), the estimated maximum queue lengths and the wait time at the ramps were projected to increase. The number of vehicles that would be added to the existing queue under background conditions was estimated using a ratio developed by comparing the existing volumes and approved trips. Based on the projected queue length under background conditions, the wait time for a vehicle at the end of the maximum queue length to move through the meter was calculated. However, approved traffic is only projected to be added to the Curtner Avenue on-ramp from westbound Curtner

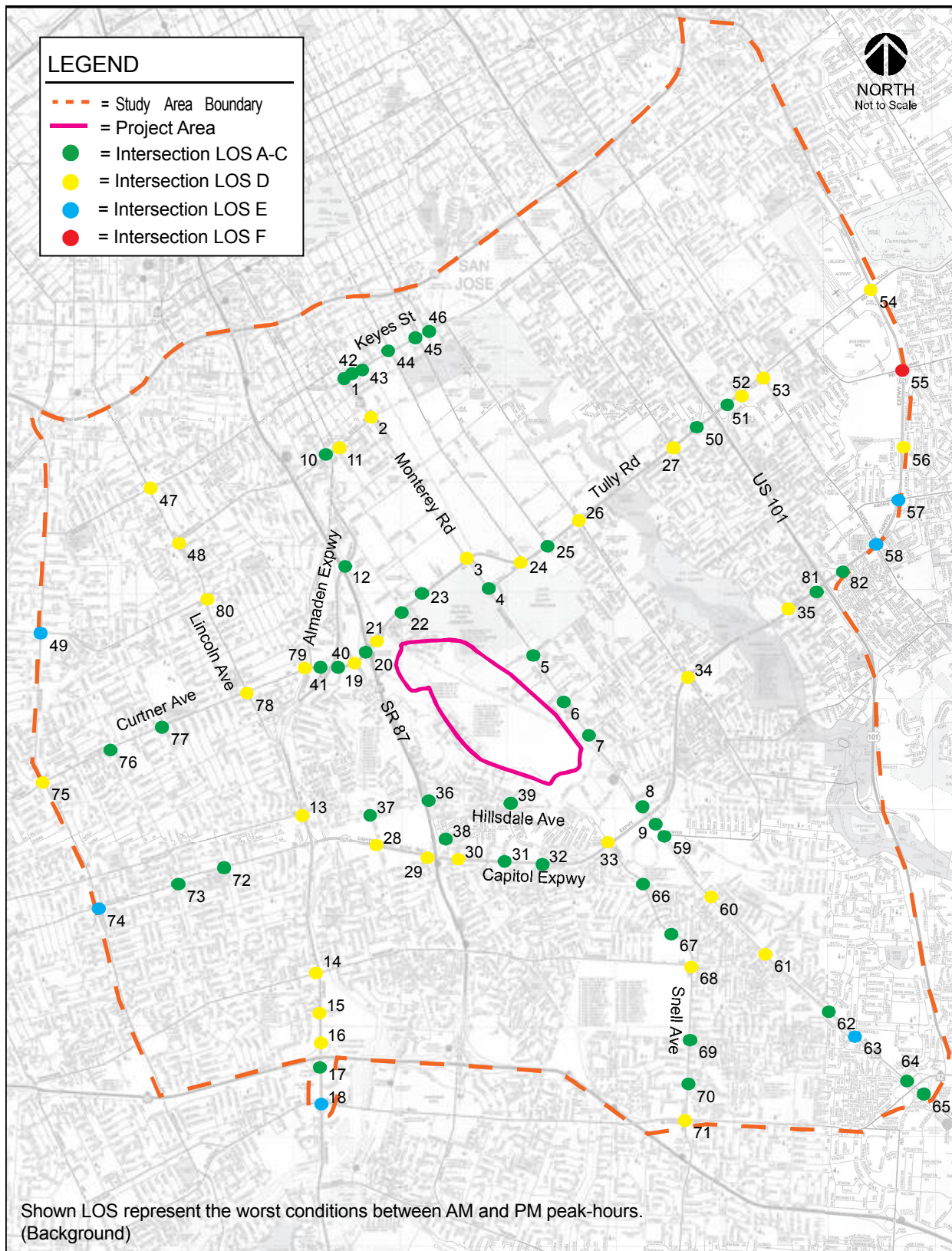


**Figure 8**  
**Background Conditions Intersection Levels of Service**

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

| Study Number                                                      | Intersection                              | Peak Hour | Count Date | Existing    |          | Background   |          |
|-------------------------------------------------------------------|-------------------------------------------|-----------|------------|-------------|----------|--------------|----------|
|                                                                   |                                           |           |            | Avg. Delay  | LOS      | Avg. Delay   | LOS      |
| 18                                                                | Almaden Expressway and Blossom Hill Road* | AM        | 09/25/12   | 51.6        | D        | 52.0         | D        |
|                                                                   |                                           | PM        | 09/06/12   | <b>57.5</b> | <b>E</b> | <b>58.9</b>  | <b>E</b> |
| 49                                                                | Meridian Avenue and Hamilton Avenue       | AM        | 03/28/13   | 54.2        | D        | 54.2         | D        |
|                                                                   |                                           | PM        | 03/28/13   | <b>56.6</b> | <b>E</b> | <b>56.6</b>  | <b>E</b> |
| 55                                                                | Capitol Expressway and Quimby Road*       | AM        | 04/10/13   | 40.6        | D        | 43.8         | D        |
|                                                                   |                                           | PM        | 09/06/12   | <b>61.3</b> | <b>E</b> | <b>102.0</b> | <b>F</b> |
| 57                                                                | Capitol Expressway and Aborn Road*        | AM        | 04/10/13   | 42.0        | D        | 43.0         | D        |
|                                                                   |                                           | PM        | 10/03/12   | <b>60.0</b> | <b>E</b> | <b>71.2</b>  | <b>E</b> |
| 58                                                                | Capitol Expressway and Silver Creek Road* | AM        | 04/10/13   | 42.7        | D        | 46.0         | D        |
|                                                                   |                                           | PM        | 09/05/12   | <b>57.1</b> | <b>E</b> | <b>66.1</b>  | <b>E</b> |
| 63                                                                | Monterey Road and Chynoweth Avenue        | AM        | 04/10/13   | 50.3        | D        | <b>59.6</b>  | <b>E</b> |
|                                                                   |                                           | PM        | 04/10/13   | 48.0        | D        | 47.3         | D        |
| 74                                                                | Meridian Avenue and Hillsdale Avenue*     | AM        | 03/28/13   | <b>57.6</b> | <b>E</b> | <b>58.1</b>  | <b>E</b> |
|                                                                   |                                           | PM        | 09/13/12   | 51.7        | D        | 51.8         | D        |
| * Denotes CMP Intersections<br>- Bold indicates unacceptable LOS. |                                           |           |            |             |          |              |          |

Avenue. At the Curtner Avenue on-ramp, 65 approved trips are projected to be added to the freeway on-ramp from westbound Curtner Avenue. These additional trips would cause the total wait time for a vehicle at the end of the maximum queue on westbound Curtner Avenue to increase by nearly three minutes. The queue length and wait time at the other ramps studied would remain unchanged under background conditions. The results of the ramp analysis under background conditions are summarized in Table 8.

**Table 8**  
**Background Freeway Ramp Operations**

| Ramp                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Peak Hour | Existing |                                     |                          |                                     | Background |                                     |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-------------------------------------|--------------------------|-------------------------------------|------------|-------------------------------------|------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |           | Volume   | Queue Length <sup>1</sup><br>(veh.) | Meter Rate<br>(sec/veh.) | Wait Time <sup>1</sup><br>(min:sec) | Volume     | Queue Length <sup>3</sup><br>(veh.) | Wait Time<br>(min:sec) |
| SR 87 NB on-ramp @ NB Narvaez <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | AM        | 558      | 128                                 | 3.2                      | 06:49                               | 558        | 128                                 | 06:49                  |
| SR 87 NB on-ramp @ SB Narvaez <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | AM        | 339      | 60                                  | 3.2                      | 03:12                               | 339        | 60                                  | 03:12                  |
| SR 87 NB on-ramp @ WB Curtner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | AM        | 237      | 60                                  | 10.5                     | 10:30                               | 302        | 76                                  | 13:18                  |
| SR 87 NB on-ramp @ EB Curtner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | AM        | 222      | 54                                  | 10.5                     | 09:27                               | 222        | 54                                  | 09:27                  |
| <p>Notes:</p> <p><sup>1</sup>Existing queue length represents the longest queue observed during an hour period.<br/> Existing wait times were estimated based on surveyed times at the ramps conducted on August/September 2013.</p> <p><sup>2</sup>The reported northbound and southbound Narvaez queues at SR 87 includes 34 vehicles on the loop ramp (from the meter to the signal).</p> <p><sup>3</sup>Background conditions queue lengths were estimated based on the ratio between the existing volumes on the ramp and the estimated approved added to the ramp.</p> |           |          |                                     |                          |                                     |            |                                     |                        |

## 5.

# Background Plus Project Conditions

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This chapter describes traffic conditions under background project conditions. It includes a description of 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.

## 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.

## Project Description

The proposed project is the build-out of up to the remaining approximately 2,300 residential units allowed within the Specific Plan Area, which is anticipated to occur over a 12-15 year timeframe. It also includes construction of up to 64,800 square feet of commercial/retail uses, parks, open space, trails, streets, storm water facilities, and other associated supporting infrastructure. The proposed 2,300 residential units will consist of townhomes/flats, detached alley townhomes, detached row townhomes, podium condominiums, and apartments in the Village Center. Four podium condominium buildings are proposed as part of the project. Uses within the commercial/retail area would include restaurants, shops, entertainment, and small office consistent with the Specific Plan. Approximately 16 acres of parks and 112 acres of open space will be constructed as part of the proposed project.

The proposed project also includes the future development of approximately 55 acres of industrial park uses in the eastern portion of the site near the base of Communications Hill adjacent to Old Hillsdale Avenue. Details for this development have not yet been determined, although it is anticipated that it would have a Floor Area Ratio (FAR) of approximately 0.6. This would allow approximately 1.44 million square feet of industrial park development, consistent with the Specific Plan and the City's Zoning Ordinance.

Roadways constructed as part of previous development on Communications Hill (primarily the Tuscany Hills project) were sized to accommodate the proposed project. However, the existing roadways would be extended onto the site. As part of the project, the extension of Communications Hill Boulevard including a bridge over the Caltrain/UPRR tracks will be completed. The Communications Hill bridge will accommodate all modes of travel including vehicles, pedestrians, and bicycles. The extension of Communications Hill Boulevard and new bridge will provide a continuous roadway connection between Hillsdale Avenue and Curtner Avenue, and ultimately, to the SR 87 Curtner Avenue ramps.



## Project Trip Estimates

The project as proposed consists of the construction of up to 2,300 residential units, 64,800 s.f. of retail space, up to 1.4 m.s.f. of industrial space, and other supporting services such as a school and parks. The proposed retail and supporting services would primarily serve the existing and the proposed residential units of Communications Hill as well as visitors on the hill. Trip generation estimates for the proposed project were estimated utilizing City of San Jose traffic-forecasting model. The model generated trip estimates were compared with estimates based on standard City of San Jose trip generation rates to ensure that the trip estimates used for the analysis were comparable to those typically used for land uses similar to the proposed project.

### **CUBE Model Trip Generation Estimates**

The City of San Jose's CUBE software-based traffic forecasting model procedures produce projections of AM and PM peak hour traffic generation based on projected land uses. The forecasted trip generation estimates are based on the trip making characteristics of the proposed project land uses. The trip-making characteristics reflected by the model account for mode of travel and interaction of trips between land uses. The forecasts indicate that the project as proposed will generate a net total of 2,636 trips occurring during the AM peak hour and 3,221 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the project area.

### **Standard Trip Generation Rates**

The standard trip rates, as recommended for use in the City of San Jose are detailed in *the City of San Jose Traffic Impact Analysis Handbook Vol. 1, 2009*. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip estimates for each of the proposed land use components of the proposed project were reduced to account for internalization, or trips made, between each of the proposed land uses. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internal circulation (i.e. residents patronizing the proposed retail space, or trips made to school and/or work). A reduction of 15% was applied for the internalization, or trips made between residential and retail uses, as recommended by the VTA's *Transportation Impact Analysis Guidelines*, January 2009.

Similarly, the trip generation for the retail portion of the project also was estimated. The retail space, intended to be neighborhood-serving retail not major retail establishments, is planned to be centrally located within the project area and proposed residential units. As such, it is assumed that the majority of trips generated by the retail space would originate from residential units within the project boundaries. Since it is anticipated that the proposed retail space would mainly serve the residential uses within the project area, the trip estimates for the residential land uses of the project were reduced to account for internalization, or interaction, between the retail and residential land uses. It was assumed that 90 percent of the retail trips would originate from the surrounding residential units located on Communications Hill, including both existing and proposed units. Only 10 percent of the trips estimated to be generated by the retail use were assumed to come from outside Communications Hill.

The trip generation estimates do not include estimates for the proposed school and parks. Trip estimates for residential uses account for trips made to schools and other types of land uses. It is assumed that trips to the supporting land uses would originate from within the project area and the proposed residential units.

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 a net total of 31,409 daily trips, with 3,969 trips occurring during the AM peak hour and 3,620 trips during the PM peak hour. The project trip generation estimates based on the City of San Jose Standard trip generations rates are presented in Table 9.

**Table 9**  
**Trip Generation Estimates Based on Standard City of San Jose Trip Rates**

| Land Use                                                                                                                                                                                                                                                | Size                                                | Daily<br>Trip Rates <sup>1</sup> | Daily<br>Trips | AM Peak Hour               |                 |                  |       |       |       | PM Peak Hour               |                 |                  |       |       |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|----------------------------------|----------------|----------------------------|-----------------|------------------|-------|-------|-------|----------------------------|-----------------|------------------|-------|-------|-------|
|                                                                                                                                                                                                                                                         |                                                     |                                  |                | Pk-Hr<br>Rate <sup>1</sup> | Splits          |                  | Trips |       |       | Pk-Hr<br>Rate <sup>1</sup> | Splits          |                  | Trips |       |       |
|                                                                                                                                                                                                                                                         |                                                     |                                  |                |                            | In <sup>1</sup> | Out <sup>1</sup> | In    | Out   | Total |                            | In <sup>1</sup> | Out <sup>1</sup> | In    | Out   | Total |
| Proposed Residential                                                                                                                                                                                                                                    |                                                     |                                  |                |                            |                 |                  |       |       |       |                            |                 |                  |       |       |       |
| Retail                                                                                                                                                                                                                                                  | 64,800 s.f.                                         | 120.0                            | 7,776          | 0.04                       | 60%             | 40%              | 187   | 124   | 311   | 0.11                       | 50%             | 50%              | 428   | 428   | 855   |
|                                                                                                                                                                                                                                                         | Retail-Residential Internalization <sup>2</sup>     |                                  | -6,998         |                            |                 |                  | -168  | -112  | -280  |                            |                 |                  | -385  | -385  | -770  |
|                                                                                                                                                                                                                                                         | Condo-Townhouse 2300 Units                          | 7.5                              | 17,250         | 0.10                       | 35%             | 65%              | 604   | 1,121 | 1,725 | 0.10                       | 65%             | 35%              | 1,121 | 604   | 1,725 |
|                                                                                                                                                                                                                                                         | LRT/Caltrain Station Transit Reduction <sup>3</sup> |                                  | -1,553         |                            |                 |                  | -54   | -101  | -155  |                            |                 |                  | -101  | -54   | -155  |
|                                                                                                                                                                                                                                                         | Retail-Residential Internalization <sup>4</sup>     |                                  | -1,166         |                            |                 |                  | -19   | -28   | -47   |                            |                 |                  | -64   | -64   | -128  |
|                                                                                                                                                                                                                                                         | Net Residential Project Trips                       |                                  | 15,309         |                            |                 |                  | 549   | 1,005 | 1,554 |                            |                 |                  | 999   | 528   | 1,527 |
| Proposed Industrial                                                                                                                                                                                                                                     |                                                     |                                  |                |                            |                 |                  |       |       |       |                            |                 |                  |       |       |       |
| Industrial                                                                                                                                                                                                                                              | 1,400,000 s.f.                                      | 11.5                             | 16,100         | 0.15                       | 90%             | 20%              | 2,174 | 242   | 2,415 | 0.13                       | 14%             | 90%              | 293   | 1,800 | 2,093 |
|                                                                                                                                                                                                                                                         | Total Residential & Industrial Trips                |                                  | 31,409         |                            |                 |                  | 2,723 | 1,247 | 3,969 |                            |                 |                  | 1,292 | 2,328 | 3,620 |
|                                                                                                                                                                                                                                                         |                                                     |                                  |                |                            |                 |                  |       |       |       |                            |                 |                  |       |       |       |
| <sup>1</sup> Source: Traffic Impact Analysis Handbook: Volume 1 - Methodologies and Requirements, 2009.                                                                                                                                                 |                                                     |                                  |                |                            |                 |                  |       |       |       |                            |                 |                  |       |       |       |
| <sup>2</sup> Retail-Residential internalization: 90% of retail trips are assumed to originate from the existing and proposed residential units on Communication Hills, and the remaining 10% are assumed to originate from outside Communication Hills. |                                                     |                                  |                |                            |                 |                  |       |       |       |                            |                 |                  |       |       |       |
| <sup>3</sup> Reduction of 9% applied for housing located centrally to two LRT Stations and a Caltrain Station, as prescribed by VTA Guidelines.                                                                                                         |                                                     |                                  |                |                            |                 |                  |       |       |       |                            |                 |                  |       |       |       |
| <sup>4</sup> Reduction of 15% applied for mixed-use development with housing and retail components, as prescribed by VTA Guidelines.                                                                                                                    |                                                     |                                  |                |                            |                 |                  |       |       |       |                            |                 |                  |       |       |       |

### ***Adjusted Trip Generation Estimates***

A comparison of trip generation estimates produced using standard trip rates and the model forecasts indicates that the traffic model estimates that the proposed project will generate approximately 35% and 10% less AM and PM peak hour trips, respectively when compared to estimates produced using the standard trip rates. The projected lower trips are likely due to the traffic model assuming a larger percentage of non-auto trips (transit, walk, and bicycle usage).

In order to evaluate a conservative estimate of trips to be generated by the project, the trip generation estimates projected by the model forecasts were adjusted to nearly match, within 0.5%, those estimated using the City's standard trip rates. Based on the adjustments, it is estimated that the proposed project will generate a net total of 3,983 trips occurring during the AM peak hour and 3,628 trips during the PM peak hour. Table 10 presents the comparison of trip generation estimates using both the standard trip rates and the model forecasts. Model forecast also indicate that approximately 12% of the projected peak hour trips that generated by the project would remain within the project boundaries. The internalized trips are composed of trips to and from the proposed homes, school, work, and retail land uses of the propose project.

The analysis represented within this report is based upon the estimated AM and PM peak hour trips. It is during these time periods that the most congested traffic conditions occur on a typical weekday. The City's level of service policy also is based upon the weekday AM and PM peak-hours.

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

The assignment of project generated traffic to the roadway network and each of the study intersections was completed by the CUBE model. The trips estimated to be generated by the project were assigned using a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between development zones. The model assigns traffic based on roadways and intersections constraints due to congestion and capacity. This capacity-constrained traffic assignment process enables the model to reflect diversion of traffic, including existing traffic already on the roadway network, around congested areas of the overall street system.

Figure 9 shows the resulting distribution, based on the model assignment, of project traffic on the primary roadways in the project area. It should be noted that the percentages presented in Figure 10 do not total 100% because some smaller percentages of project traffic will utilize local streets. A tabular summary of the projected traffic growth due to the proposed project at each study intersections is contained in Appendix B.

## **Background Plus Project Traffic Volumes**

Background plus project peak hour traffic volumes were estimated by adding forecasted traffic growth due to the proposed project to background traffic volumes. Forecasted traffic volumes were developed with the use of the City's CUBE traffic forecasting model. The forecasted traffic volumes consist of the traffic estimated to be generated by the proposed project development along with adjustments to existing traffic volumes due to changes in traffic patterns. The background plus project peak-hour intersection volumes at each study intersection are included in Appendix B.

## **Background Plus Project Conditions Intersection Analysis**

Intersection levels of service under background plus project conditions were evaluated against City of San Jose and CMP standards. A table summarizing the intersection level of service results for all intersections is included in Appendix C. Figure 10 presents worst-case peak hour levels of service under background plus project conditions for all study intersections.

**Table 10**  
**Project Trip Generation Estimates**

| Land Use                                                                                                                               | AM Peak-Hour |       |       | PM Peak-Hour |       |       |
|----------------------------------------------------------------------------------------------------------------------------------------|--------------|-------|-------|--------------|-------|-------|
|                                                                                                                                        | Trips        |       |       | Trips        |       |       |
|                                                                                                                                        | In           | Out   | Total | In           | Out   | Total |
| <b>Residential</b>                                                                                                                     |              |       |       |              |       |       |
| Standard CSJ Rate Estimates <sup>1</sup>                                                                                               | 549          | 1,005 | 1,554 | 999          | 528   | 1,527 |
| Raw Model Estimates <sup>2</sup>                                                                                                       | 336          | 753   | 1,089 | 899          | 539   | 1,438 |
| Adjusted Model Estimates                                                                                                               | 543          | 1,024 | 1,567 | 1,009        | 532   | 1,541 |
| Adjusted Model - CSJ                                                                                                                   | -6           | 19    | 13    | 10           | 4     | 14    |
| <b>Industrial</b>                                                                                                                      |              |       |       |              |       |       |
| Standard CSJ Rate Estimates <sup>1</sup>                                                                                               | 2,174        | 242   | 2,415 | 293          | 1,800 | 2,093 |
| Raw Model Estimates <sup>2</sup>                                                                                                       | 1,340        | 207   | 1,547 | 387          | 1,395 | 1,783 |
| Adjusted Model Estimates                                                                                                               | 2,168        | 249   | 2,416 | 303          | 1,794 | 2,097 |
| Adjusted Model - CSJ                                                                                                                   | -6           | 7     | 1     | 10           | -6    | 4     |
| <b>Total (Residential + Industrial)</b>                                                                                                |              |       |       |              |       |       |
| Standard CSJ Rate Estimates <sup>1</sup>                                                                                               | 2,723        | 1,247 | 3,969 | 1,292        | 2,328 | 3,620 |
| Raw Model Estimates <sup>2</sup>                                                                                                       | 1,676        | 960   | 2,636 | 1,287        | 1,934 | 3,221 |
| Adjusted Model Estimates                                                                                                               | 2,711        | 1,273 | 3,983 | 1,312        | 2,326 | 3,638 |
| Adjusted Model - CSJ                                                                                                                   | -12          | 26    | 14    | 20           | -2    | 18    |
| <sup>1</sup> Same as Table 9.<br><sup>2</sup> Based on CSJ Cube model runs completed July 2013, by Hexagon Transportation Consultants. |              |       |       |              |       |       |

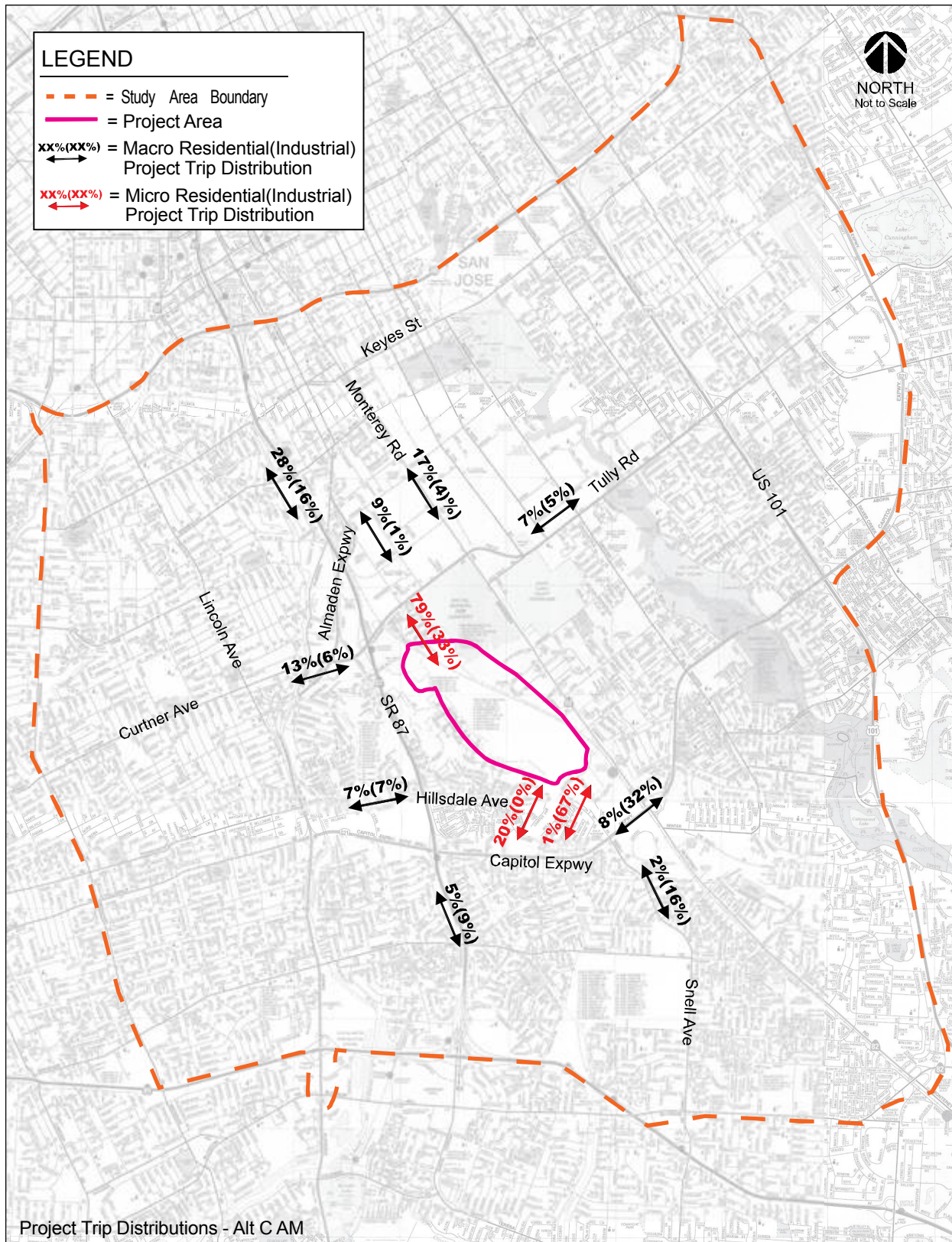


**Figure 9**  
**Project Trip Distribution**



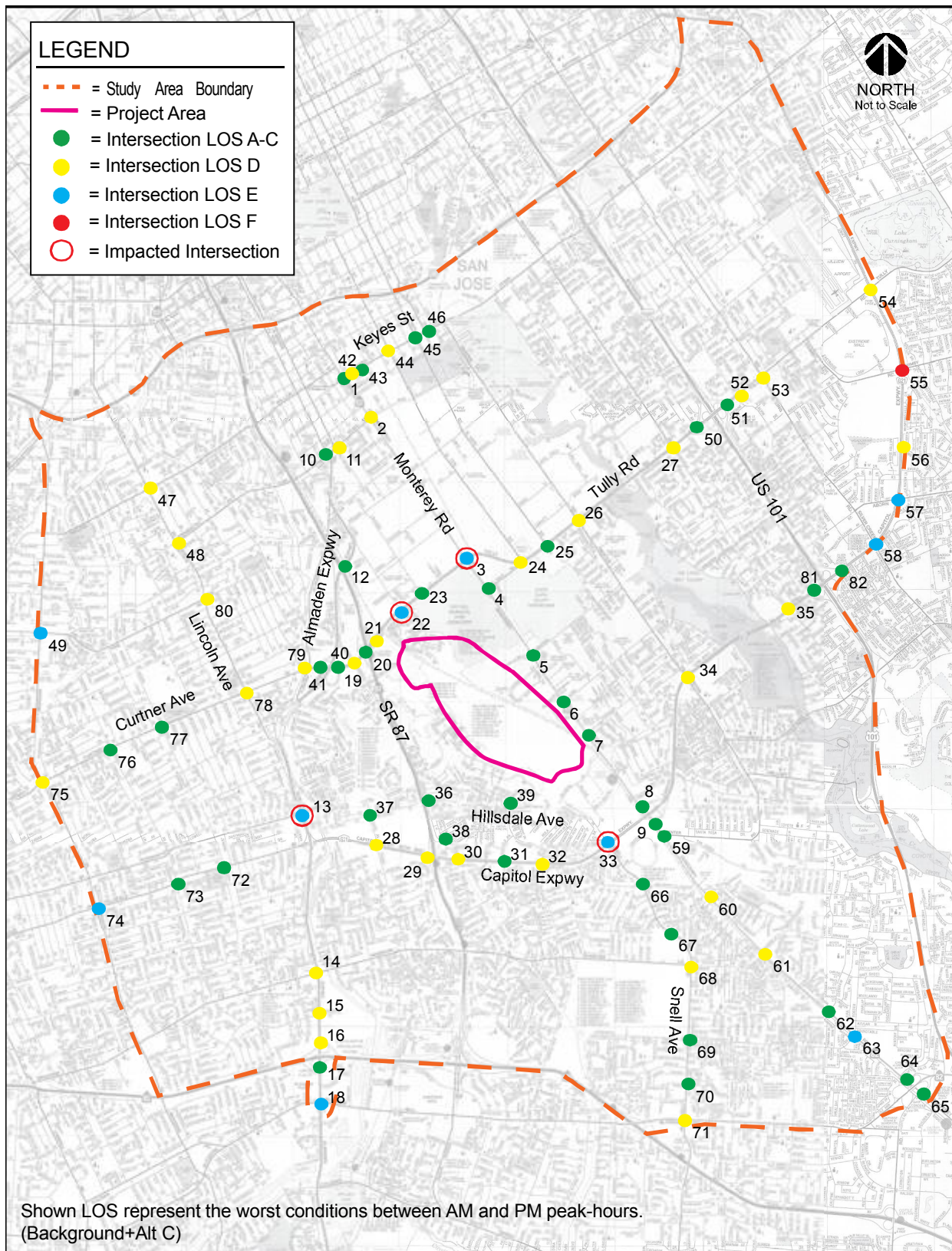


**Figure 10**  
**Background Plus Project Conditions Intersection Levels of Service**

### ***City of San Jose Intersection Analysis***

The results show that, measured against the City of San Jose level of service policy, the following 11 signalized study intersections are projected to operate at an unacceptable LOS E or worse during at least one of the peak hours under background plus project conditions (see Table 11):

- 3 Monterey Road and Curtner Avenue\*
- 13 Almaden Expressway and Foxworthy Avenue
- 18 Almaden Expressway and Blossom Hill Road\*
- 22 Communications Hill Boulevard and Curtner Avenue
- 33 Snell Avenue and Capitol Expressway\*
- 49 Meridian Avenue and Hamilton Avenue
- 55 Capitol Expressway and Quimby Road\*
- 57 Capitol Expressway and Aborn Road\*
- 58 Capitol Expressway and Silver Creek Road\*
- 63 Monterey Road and Chynoweth Avenue
- 74 Meridian Avenue and Hillsdale Avenue\*

Seven of the eleven intersections are CMP designated intersections. All other study intersections are projected to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic.

### ***CMP Intersection Analysis***

The results of the level of service analysis show that, measured against CMP standards, the intersection of Capitol Expressway and Quimby Road is projected to operate at an unacceptable LOS F conditions during at least one peak hour under background plus project conditions. All other CMP intersections are projected to operate at an acceptable LOS E or better during the AM and PM peak hours of traffic.

## **Project Impacts and Mitigation Measures**

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

### ***Intersection Impacts and Mitigation Measures***

Based on the City of San Jose significance criteria, four of the 11 intersections identified to operate at unacceptable levels of service would be significantly impacted by the project.

- 3 Monterey Road and Curtner Avenue\*
- 13 Almaden Expressway and Foxworthy Avenue
- 22 Communications Hill Boulevard and Curtner Avenue
- 33 Snell Avenue and Capitol Expressway\*

Two of the four intersections identified to be significantly impacted by the project based on City of San Jose criteria are CMP designated intersections. The two CMP intersections are projected to meet the CMP LOS standard of LOS E. The addition of project traffic at the remaining intersections identified to operate at an unacceptable LOS E or worse will not be sufficient to meet significance criteria.

Potential physical improvements were identified at each of the impacted intersections. However, each of the identified improvements will require the acquisition of right-of-way that is not currently available. Thus, in lieu of the identified physical mitigations, which are infeasible, this project relies on the adoption of an Area Development Policy (ADP) to establish special traffic level of service standards for a specific geographic area; the Communications Hill Specific Plan area. Impacts at these intersections would be significant and unavoidable due to the lack of feasible mitigation to reduce these impacts to a less than significant level.

**Table 11**  
**Background Plus Project Conditions Unacceptable Intersection Levels of Service**

| Study Number                                                                                                                                   | Intersection                              | Peak Hour | Background         |          | Background Plus Project |          |                      |                    |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------|--------------------|----------|-------------------------|----------|----------------------|--------------------|
|                                                                                                                                                |                                           |           | Delay <sup>6</sup> | LOS      | Delay <sup>6</sup>      | LOS      | Incr. In Crit. Delay | Incr. In Crit. V/C |
| 3                                                                                                                                              | Monterey Road and Curtner Avenue*         | AM        | 42.0               | D        | 46.6                    | D        | 5.8                  | 0.054              |
|                                                                                                                                                |                                           | PM        | 55.0               | D        | <b>59.9</b>             | <b>E</b> | <b>2.7</b>           | <b>0.024</b>       |
| 13                                                                                                                                             | Almaden Expressway and Foxworthy Avenue   | AM        | 41.6               | D        | 39.5                    | D        | -1.5                 | -0.019             |
|                                                                                                                                                |                                           | PM        | 44.0               | D        | <b>57.1</b>             | <b>E</b> | <b>15.9</b>          | <b>0.131</b>       |
| 18                                                                                                                                             | Almaden Expressway and Blossom Hill Road* | AM        | 52.0               | D        | 52.8                    | D        | 0.9                  | 0.015              |
|                                                                                                                                                |                                           | PM        | <b>58.9</b>        | <b>E</b> | <b>59.0</b>             | <b>E</b> | <b>0.5</b>           | <b>0.000</b>       |
| 22                                                                                                                                             | Stone Avenue and Curtner Avenue           | AM        | 24.5               | C        | 49.7                    | D        | 38.7                 | 0.344              |
|                                                                                                                                                |                                           | PM        | 30.8               | C        | <b>59.8</b>             | <b>E</b> | <b>43.0</b>          | <b>0.283</b>       |
| 33                                                                                                                                             | Snell Avenue and Capitol Expressway*      | AM        | 46.3               | D        | 50.1                    | D        | 15.5                 | 0.173              |
|                                                                                                                                                |                                           | PM        | 37.3               | D        | <b>62.6</b>             | <b>E</b> | <b>42.3</b>          | <b>0.184</b>       |
| 49                                                                                                                                             | Meridian Avenue and Hamilton Avenue       | AM        | 54.2               | D        | 54.3                    | D        | 0.9                  | 0.010              |
|                                                                                                                                                |                                           | PM        | <b>56.6</b>        | <b>E</b> | <b>56.8</b>             | <b>E</b> | <b>0.7</b>           | <b>0.006</b>       |
| 55                                                                                                                                             | Capitol Expressway and Quimby Road*       | AM        | 43.8               | D        | 43.8                    | D        | 0.0                  | -0.006             |
|                                                                                                                                                |                                           | PM        | <b>102.0</b>       | <b>F</b> | <b>103.3</b>            | <b>F</b> | <b>3.2</b>           | <b>0.005</b>       |
| 57                                                                                                                                             | Capitol Expressway and Aborn Road*        | AM        | 43.0               | D        | 43.1                    | D        | 0.0                  | -0.002             |
|                                                                                                                                                |                                           | PM        | <b>71.2</b>        | <b>E</b> | <b>70.0</b>             | <b>E</b> | <b>-2.6</b>          | <b>-0.009</b>      |
| 58                                                                                                                                             | Capitol Expressway and Silver Creek Road* | AM        | 46.0               | D        | 46.9                    | D        | 1.2                  | 0.018              |
|                                                                                                                                                |                                           | PM        | <b>66.1</b>        | <b>E</b> | <b>66.4</b>             | <b>E</b> | <b>0.1</b>           | <b>0.003</b>       |
| 63                                                                                                                                             | Monterey Road and Chynoweth Avenue        | AM        | <b>59.6</b>        | <b>E</b> | <b>61.4</b>             | <b>E</b> | <b>3.1</b>           | <b>0.012</b>       |
|                                                                                                                                                |                                           | PM        | 47.3               | D        | 48.8                    | D        | 2.2                  | 0.017              |
| 74                                                                                                                                             | Meridian Avenue and Hillsdale Avenue*     | AM        | <b>58.1</b>        | <b>E</b> | <b>57.6</b>             | <b>E</b> | <b>-0.9</b>          | <b>-0.008</b>      |
|                                                                                                                                                |                                           | PM        | 51.8               | D        | 51.8                    | D        | 5.7                  | 0.009              |
| <div>* Denotes CMP Intersections</div> <div>- Bold indicates unacceptable LOS.</div> <div>- Bold and boxed indicates significant impact.</div> |                                           |           |                    |          |                         |          |                      |                    |

The ADP would provide new and enhanced non-auto travel mode facilities such as trails, bikeways, connections to transit, and improvements on major roadways and freeway entrances. While these improvements would not reduce the identified intersection impacts to a less than significant level, they are consistent with General Plan goals and policies that seek to maximize the efficiency, safety, and connectivity of the existing street system while promoting complete streets that provide for pedestrian, bicycle, and public transit modes of travel. The planned improvements included in the Communications Hill Specific Plan ADP are described in the following section.

For informational purposes, each of the identified potential physical intersection improvements that were identified at each impacted intersection are described below along with a description as to why it is preferred that each improvement not be implemented. The improvements to other roadway facilities in the immediate project area and non-auto travel mode facilities will be incorporated into an Area Development Policy (ADP) for the project.

### **(3) Monterey Road and Curtner Avenue\***

**Impact:** The level of service would be an acceptable LOS D under background conditions and the addition of project traffic would cause the intersection to degrade to an unacceptable LOS E during the PM peak hour under background plus project conditions. This constitutes a significant impact by City of San Jose standards.

**Potential Mitigation Measure.** The necessary improvement to mitigate the project impact at this intersection would consist of the addition of an exclusive southbound right-turn lane. The intersection improvement would require the acquisition of approximately four feet of right-of-way for approximately 225 feet along the west side of Monterey Road just north of Curtner Avenue. In addition, the improvements will require the removal and relocation of utility poles and the bus duct-out along Monterey Road and relocation of trash enclosures and parking within the adjacent shopping center. The extent of right-way-acquisition and other infrastructure improvements make the implementation of the improvement impractical. The impact to the intersection can be reduced by implementing improvements to other roadways in the immediate project area and non-auto travel mode facilities as identified in the Communications Hill Specific Plan ADP.

### **(13) Almaden Expressway and Foxworthy Avenue**

**Impact:** The level of service would be an acceptable LOS D under background conditions and the addition of project traffic would cause the intersection to degrade to an unacceptable LOS E during the PM peak hour under background plus project conditions. This constitutes a significant impact by City of San Jose standards.

**Potential Mitigation Measure.** The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a second westbound left-turn lane. The intersection improvement would require the acquisition of approximately 10 feet of right-of-way for approximately 100 feet along the north side of Foxworthy Avenue just east of Almaden Expressway. In addition, the improvements will require the removal of the island at the northeast corner of the intersection, removal of trees and removal of parking within the adjacent shopping center along the north side of Foxworthy Avenue. The extent of right-way-acquisition make the implementation of the improvement impractical. The impact to the intersection can be reduced by implementing improvements to other roadways in the immediate project area and non-auto travel mode facilities as identified in the Communications Hill Specific Plan ADP.

### **(22) Communications Hill Boulevard and Curtner Avenue**

**Impact:** The level of service would be an acceptable LOS C under background conditions and the addition of project traffic would cause the intersection to degrade to an unacceptable LOS E during the PM peak hour under background plus project conditions. This constitutes a significant impact by City of San Jose standards.



Potential Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a second westbound left-turn lane. The intersection improvement would improve intersection operating levels to LOS D during the PM peak hour.

### **(33) Snell Avenue and Capitol Expressway\***

**Impact:** The level of service would be an acceptable LOS D under background conditions and the addition of project traffic would cause the intersection to degrade to an unacceptable LOS E during the PM peak hour under background plus project conditions. This constitutes a significant impact by City of San Jose standards.

Potential Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a third southbound left-turn lane. The intersection improvement would require the acquisition of approximately 10 feet of right-of-way for approximately 350 feet along the west side of Snell Avenue just north of Capitol Expressway. In addition, the improvements will require the removal of the corner islands along the west side of the intersection, and removal and relocation of utility poles along the west side of Snell Avenue. The extent of right-way-acquisition makes the implementation of the improvement impractical. The impact to the intersection can be reduced by implementing improvements to other roadways in the immediate project area and non-auto travel mode facilities as identified in the Communications Hill Specific Plan ADP.

### ***Communications Hill Area Development Policy***

The Communications Hill Specific Plan Area Development Policy (CHSPADP) will provide for the implementation of several improvements to the roadway system, transit system, and pedestrian and bicyclist facilities in the immediate area of the proposed project. The purpose of the ADP is to establish a variance from the City's standard Level of Service Policy to allow for a balanced transportation system as identified by goals and policies of the City of San Jose Envision 2040 General Plan. The Envision 2040 General Plan allows for exceptions to the City's standard Level of Service Policy with the establishment of an ADP with the intent to meet City of San Jose Transportation Policies. In particular, the CHSPADP provides for improvement to the transportation system to meet the City of San Jose Transportation Policies that provide for the following:

- 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.

Rather than constructing improvements that enhance vehicular capacity at isolated intersections located outside of the immediate project area that are of little benefit to the overall roadway system, the CHSPADP will provide the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP includes improvements to primary access points to the freeway system and major roadways, new connections to existing transit services, and the enhancement of pedestrian and bicycle facilities to serve the proposed project as well as the existing neighborhoods in the project area and reduce further demand on other local roadways.

Although the project is not proposing to mitigate the regional freeway impacts or the selected signalized intersections described above, the project is implementing an extensive list of improvements that reduce the significant traffic impacts and provide transportation options for the project. These improvements are intended to make the most of the unique transit opportunities afforded the site.

Right-of-way, encroachment permits, and/or easements from public agencies/jurisdictions may be required for some of the improvements described below. Private property would only need to be acquired to allow access to the pedestrian/bicycle overcrossing of the Caltrain tracks.

As other properties within the CHSP come forward for development, it is expected that they may result in additional impacts at the identified intersections. Subsequent traffic analyses would be required to



determine participation in the ADP. Each of the ADP improvements and benefits of their implementation is discussed below and presented in Figure 11.

### **Curtner Avenue Corridor Improvements**

Curtner Avenue serves as a major east-west arterial that provides access to SR 87 and Almaden Expressway which are primary links to employment lands north of the project area. The Curtner Avenue interchange with SR 87 serves as a major access point from the project area to north and south San Jose.

The addition of project traffic at the intersection of Curtner Avenue and Communications Hill Boulevard would result in a significant impact. Mitigation measures will be implemented to reduce impacts to a less than significant level at the Curtner Avenue and Communications Hill Boulevard intersection as part of this ADP. Other improvements are included as part of the ADP to reduce other impacts of the project, as described below.

In addition, project traffic will contribute to deficient operations at the Curtner Avenue and SR 87 northbound on-ramp. Thus, improvements along the Curtner Avenue corridor that will provide additional capacity to serve project traffic, as well as alleviate congestion along other roadways and intersections in the project area, were identified by the City and will be included as part of the ADP.

In particular, the planned improvements to the SR 87 ramps are expected to reduce congestion and operational issues currently experienced at both the Narvaez Avenue/Capitol Expressway and Curtner Avenue on-ramps. The Envision 2040 General Plan identifies the need to widen Curtner Avenue between Communications Hill Boulevard and SR 87 from its existing four to six lanes. The CHSPADP will provide for the widening of Curtner Avenue in the westbound direction along with specific intersection improvements as described below.

#### **ADP Improvement 1: Widen Curtner Avenue to Five Lanes Between Communications Hill Boulevard and the Almaden Expressway Southbound Off-Ramp**

- Remove existing four-foot wide median and replace with two-foot wide median across existing Curtner Avenue Bridge over the railroad tracks.
- Re-stripe westbound Curtner Avenue lanes from Communications Hill Boulevard to SR 87 on-ramp to accommodate additional through lane.
- Convert westbound lane from Communications Hill Boulevard into dedicated right-turn lane at SR 87 northbound on-ramp.
- Existing Curtner Avenue Bridge over the railroad tracks to remain in place and proposed improvements shall occur within the existing right-of-way.
- Re-stripe Curtner Avenue under SR 87 overpass to improve alignment.
- Modify existing median.
- Maintain existing Class II bicycle lane along Curtner Avenue by restriping it between Communications Hill Boulevard and the Curtner Avenue Bridge over the railroad tracks.

#### **ADP Improvement 2: Intersection of Communications Hill Boulevard and Curtner Avenue**

- Add second westbound left-turn lane from Curtner Avenue onto southbound Communications Hill Boulevard upon modification of existing median.
- Restripe existing westbound right-turn lane onto northbound Communications Hill Boulevard to accommodate an additional through lane upon removal of existing pork chop islands.
- Remove pork chop islands, reduce radius returns on both north and south sides of Curtner Avenue, modify traffic signal including new poles, mast arms, pedestrian facilities, and restriping.

#### **ADP Improvement 3: Intersection of SR 87 Northbound Off-Ramp and Curtner Avenue**

- Modify traffic signal including new mast arm poles, upgrades to pedestrian facilities, and restriping.
- Right-of-way on the south side to be acquired by the City from Caltrans.

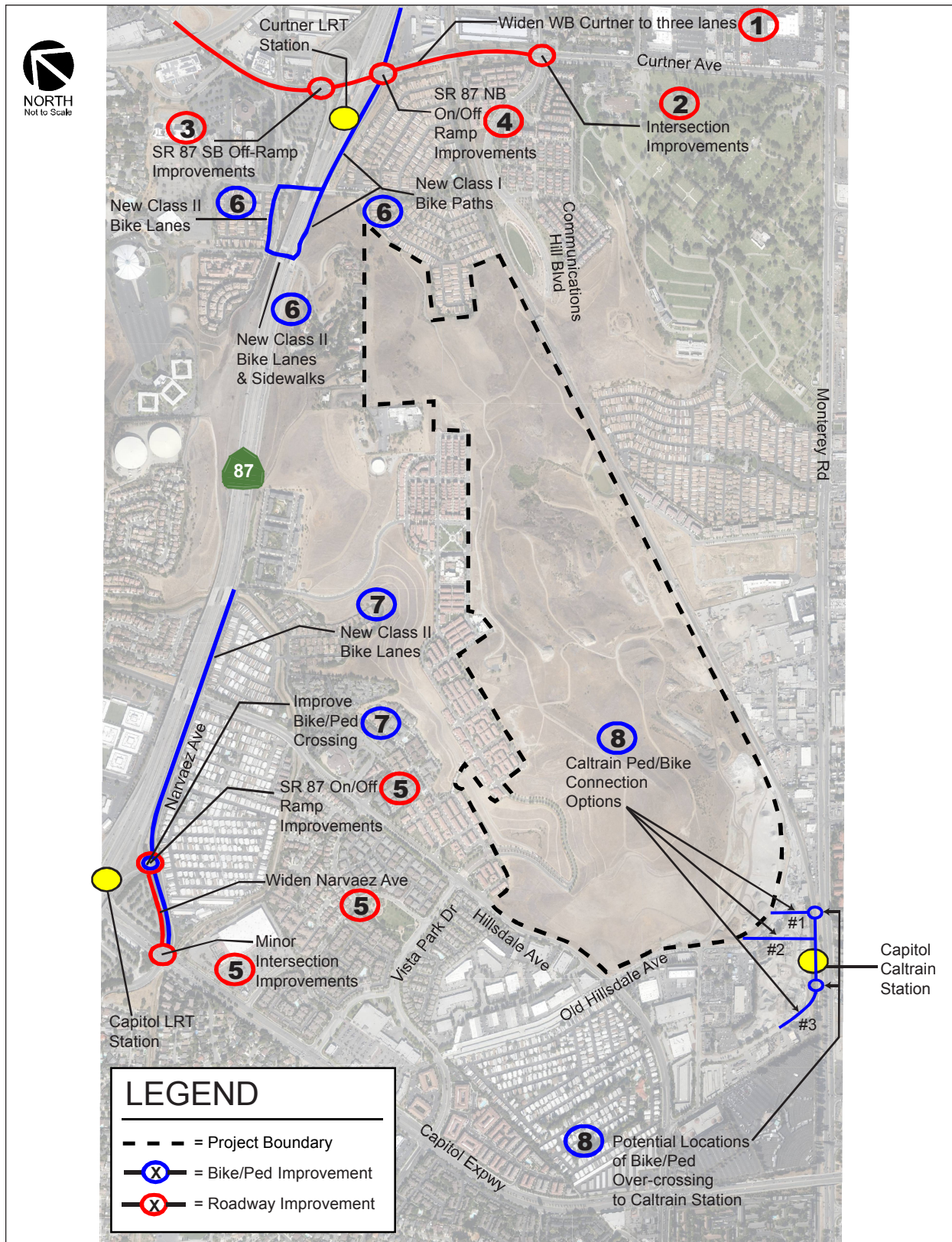


**Figure 11**  
CHSPADP Roadway and Bike/Pedestrian Improvements



**ADP Improvement 4: SR 87 Northbound On-Ramp at Curtner Avenue**

- Add second eastbound left-turn lane from Curtner Avenue onto the SR 87 northbound on-ramp.
- Modify the existing median island at the SR 87 and Curtner Avenue intersection.
- Extend the existing HOV lane on the on-ramp back to Curtner Avenue and provide additional mixed-flow lane on the ramp from Curtner to metering light for a total of three lanes on the ramp. This may require additional right-of-way on the east side of SR 87 between Unified Way and the metered on-ramp for approximately 200' feet.
- Add Class I bicycle facility to shoulder along Unified Way. Construct 10-foot paved trail with two-foot shoulders from existing path terminus at bus yard driveway to the corner of Unified Way and Curtner Avenue.
- Install traffic signal at Unified Way at Bus Yard
- CALTRANS to relinquish Unified Way and right-of-way along Curtner Avenue to City of San Jose.
- These improvements require an encroachment permit from CALTRANS

**Capitol Expressway/Narvaez Avenue/SR 87 On/Off Ramps**

The SR 87 freeway ramps at Capitol Expressway and Narvaez Avenue serve as the primary freeway access point and link between the residential land uses in the project area with employment centers north of the project area. The SR 87 on-ramp at Narvaez Avenue currently experiences lengthy queues during the AM peak hour when ramp metering is active.

Although it is projected that the primary freeway access point for the proposed project will be provided by the Curtner Avenue interchange with SR 87 and that the project traffic will have a minimal effect on the SR 87 ramps at Narvaez Avenue, the developer has voluntarily included improvements to this interchange as part of its application for development to the City to alleviate other traffic issues in the vicinity of the project because not all project impacts could be mitigated. These improvements are included in this policy. Improvements have been identified to increase vehicular queue storage at the Narvaez on-ramp in an effort to alleviate operational issues near the freeway ramps. The planned improvements in the vicinity of the Capitol Expressway/Narvaez Avenue/SR 87 On/Off Ramps are discussed below.

**ADP Improvement 5: Improvement to the SR 87 On-Ramp/Narvaez Avenue Corridor**

- Widen Narvaez Avenue from Capitol Expressway northerly to the SR 87/Narvaez on/off ramps to extend two existing northbound through lanes on Narvaez Avenue to the SR 87 northbound on/off ramps.
- Reconfigure the intersection at the SR 87 northbound on/off ramps to improve the intersection operations, queuing for both northbound and southbound Narvaez Avenue, and construction of a retaining wall adjacent to the existing VTA parking lot.
- Modify full traffic signal including improved pedestrian and bike facilities at the SR 87 on/off ramps.
- Modify traffic signal at the intersection of Capitol Expressway and Narvaez Avenue.
- These improvements require an encroachment permit from the County and Caltrans.
- These improvements may require additional right-of-way between the SR 87 ramps and Capitol Expressway at the VTA parking lot (approximately ½ acre).

**Public Transit/Pedestrian/Bike Improvements**

Although the project area is served by several major public transit lines (Caltrain and VTA bus lines and LRT), the project site itself is not served directly by any transit services. In addition, there are no existing pedestrian/bicycle links between the project site and other existing pedestrian/bicycle and transit facilities in the area. The CHSPADP includes several improvements to existing, as well as the construction of new, non-auto facilities with the intent to promote and encourage the use of multi-modal travel options. The identified improvements are consistent with the Envision 2040 General Plan 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.

Thus, the implementation of the 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..

**ADP Improvement 6: Bicycle and Pedestrian Facility Improvements (Unified Way to Masonic Drive)**

- Construct a Class I bicycle facility (10 feet paved with two-foot shoulders) from trail terminus at Unified Way southerly crossing at SR 87/Curtner Avenue northbound off/on ramp intersection and continuing along the east side of SR 87 ending at Millpond Drive/Masonic Drive.
- Construct a Class I bicycle/pedestrian facility (10 feet paved with two-foot shoulders) from Millpond Drive south along the east side of SR 87 to Carol Drive. This will require the construction of a retaining wall along the east side of the trail.

**ADP Improvement 7: Bicycle and Pedestrian Facility Improvements (Azores Street to Capitol Expressway)**

- Stripe Class II bike lanes along Narvaez Avenue from existing trail terminus at Azores Street/Helzer Road southerly within the existing right-of-way on Narvaez Avenue. Continue the Class II bicycle lane along the newly constructed/widened Narvaez Avenue from the SR 87 off/on ramps to Capitol Expressway.
- The traffic signal at Narvaez Avenue and the SR 87 on/off ramps will be modified to include improved bike/pedestrian crossing.
- This will require right-of-way from the existing VTA parking lot on the west side of Narvaez Avenue.

**ADP Improvement 8: CALTRAIN Pedestrian/Bicycle Connection along Monterey Highway**

Access from the Communications Hill 2 project site to the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road can be acquired by way of three options. These options were developed because property would need to be obtained from private property owners. Option #1 assumes the crossing would located north of the existing Capitol Caltrain Station. The overcrossing location for Options #2 and #3 would be approximately the same; adjacent to or very near the existing Station. The design of the crossing itself would be the same regardless of the access location. These options are generally described below and shown on Figure 11.

**Option #1 Alignment**

- Construct approximately 400 linear feet of sidewalk or pathway from the project site to the western landing of the future overcrossing to be located north of the existing Capitol Caltrain Station.
- Construct a pedestrian/bicycle overcrossing between the end of the sidewalk/pathway and the existing sidewalk on the east side of the railroad tracks. The sidewalk on the east side of the railroad tracks along Monterey Road would be utilized to access the Station.
- Requires right-of-way (easement) from at least one private property owner.
- Requires coordination/permit from the Joint Powers Board

**Option #2 Alignment**

- Construct approximately 1,200 linear feet of pathway or trail from the project site to the western landing of the overcrossing to the Caltrain Station. A portion of this trail would run along the east side of the railroad tracks.
- Construct a pedestrian/bicycle overcrossing between the end of the pathway/trail and the Station.
- Requires easement from at least two private property owners.
- Requires coordination/permit from the Joint Powers Board.

**Option #3 Alignment**

- Utilize existing public streets and sidewalks south of the project site to the extent possible to access the future overcrossing. This would require the construction of approximately 2,200 linear feet of new sidewalks from the project site along Hillcap and Hillsdale Avenues and Granite Rock Way. At the terminus of Granite Rock Way, an approximately 400-foot long pathway/trail would be constructed to the western landing of the overcrossing. Construct a pedestrian/bicycle overcrossing between the end of the pathway/trail and the Station.

## **Freeway Segment Level of Service Analysis**

Background plus project conditions traffic volumes for the subject freeway segments were estimated with the use of the traffic model. Background plus project peak hour traffic volumes were estimated by adding forecasted traffic growth due to the proposed project to the Year 2012 CMP traffic volume data. The results show that mixed-flow lanes on 31 of the 56 directional freeway segments analyzed will operate at an unacceptable LOS F during at least one peak hour. In addition, the HOV lanes on eight of the segments also are projected to operate at LOS F conditions. Based on the CMP freeway segment criteria, the project will have a significant impact on mixed-flow lanes on 10 directional freeway segments and HOV lanes on two directional freeway segments during at least one peak hour. The results of the freeway segment analysis under background plus project conditions extension are summarized in Table 12.

The Valley Transportation Authority *VTP 2035* identifies improvements to regional facilities, including freeways, for which a regional funding plan could be used to fund. The Silicon Valley Express Lanes Program, is identified in the *VTP 2035* and will convert existing carpool lanes and add new lanes to provide congestion relief throughout Santa Clara County. The Silicon Valley Express Lanes Program and *VTP 2035* identify improvement of the following impacted freeway segments:

- SR 87 Express Lanes, between SR 85 and US 101
- I-280 Express Lanes, between US 101 and Leland Avenue
- I-680 Express Lanes, between Calaveras Boulevard and US 101

The project along with other projects within Santa Clara County could contribute towards the funding of the improvements. However, full mitigation of significant project impacts on freeway segments is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements. Therefore, significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

As discussed above, the CHSPADP includes several improvements to existing as well as the construction of new non-auto facilities with the intent to promote and encourage the use of multi-modal travel options to reduce the use of single-occupant automobile travel. The implementation of the improvements are intended to reduce the identified project impacts to the roadway system, including freeways, by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities.



**Table 12**  
**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 |
| SR 85   | US 101 to Cottle Rd                   | NB      | AM        | 66.5      | 2.0                   | 4,400      | 1,873          | 14        | B       | 67.0     | 1.0           | 1,650      | 676            | 10        | A               | 3   | 0.1%     | 6             | 0.4%   |
|         |                                       | NB      | PM        | 66.0      | 2.0                   | 4,400      | 2,661          | 20        | C       | 70.0     | 1.0           | 1,650      | 351            | 5         | A               | 21  | 0.5%     | 1             | 0.1%   |
| SR 85   | Cottle Rd to Blossom Hill Rd          | NB      | AM        | 29.0      | 2.0                   | 4,400      | 3,832          | 66        | F       | 46.0     | 1.0           | 1,650      | 2,177          | 47        | E               | 2   | 0.0%     | 7             | 0.4%   |
|         |                                       | NB      | PM        | 64.0      | 2.0                   | 4,400      | 4,253          | 33        | D       | 70.0     | 1.0           | 1,650      | 771            | 11        | A               | 23  | 0.5%     | 1             | 0.1%   |
| SR 85   | Blossom Hill Rd to SR 87              | NB      | AM        | 34.0      | 2.0                   | 4,400      | 4,022          | 59        | F       | 66.0     | 1.0           | 1,650      | 1,722          | 26        | C               | 2   | 0.0%     | 2             | 0.1%   |
|         |                                       | NB      | PM        | 64.0      | 2.0                   | 4,400      | 4,261          | 33        | D       | 70.0     | 1.0           | 1,650      | 631            | 9         | A               | 31  | 0.7%     | 1             | 0.1%   |
| SR 85   | SR 87 to Almaden Expwy                | NB      | AM        | 15.0      | 2.0                   | 4,400      | 2,946          | 98        | F       | 14.0     | 1.0           | 1,650      | 1,420          | 101       | F               | 6   | 0.1%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.0      | 2.0                   | 4,400      | 3,441          | 26        | C       | 70.0     | 1.0           | 1,650      | 700            | 10        | A               | 1   | 0.0%     | 0             | 0.0%   |
| SR 85   | Almaden Expwy to Camden Ave           | NB      | AM        | 23.0      | 2.0                   | 4,400      | 3,551          | 77        | F       | 24.0     | 1.0           | 1,650      | 1,803          | 75        | F               | 1   | 0.0%     | 3             | 0.2%   |
|         |                                       | NB      | PM        | 64.0      | 2.0                   | 4,400      | 4,136          | 32        | D       | 70.0     | 1.0           | 1,650      | 843            | 12        | B               | 36  | 0.8%     | 3             | 0.2%   |
| SR 87   | SR 85 to Capitol Expwy                | NB      | AM        | 16.0      | 2.0                   | 4,400      | 3,196          | 100       | F       | 22.0     | 1.0           | 1,650      | 1,758          | 80        | F               | 216 | 4.9%     | 18            | 1.1%   |
|         |                                       | NB      | PM        | 65.0      | 2.0                   | 4,400      | 4,098          | 32        | D       | 70.0     | 1.0           | 1,650      | 562            | 8         | A               | 68  | 1.5%     | 2             | 0.1%   |
| SR 87   | Capitol Expwy to Curtner              | NB      | AM        | 13.0      | 2.0                   | 4,400      | 2,681          | 103       | F       | 27.0     | 1.0           | 1,650      | 1,844          | 68        | F               | 1   | 0.0%     | 4             | 0.2%   |
|         |                                       | NB      | PM        | 65.0      | 2.0                   | 4,400      | 3,901          | 30        | D       | 70.0     | 1.0           | 1,650      | 702            | 10        | A               | 1   | 0.0%     | 2             | 0.1%   |
| SR 87   | Curtner to Almaden Rd                 | NB      | AM        | 14.0      | 2.0                   | 4,400      | 3,017          | 108       | F       | 20.0     | 1.0           | 1,650      | 1,676          | 84        | F               | 237 | 5.4%     | 36            | 2.2%   |
|         |                                       | NB      | PM        | 51.0      | 2.0                   | 4,400      | 4,752          | 47        | E       | 70.0     | 1.0           | 1,650      | 929            | 13        | B               | 362 | 8.2%     | 19            | 1.2%   |
| SR 87   | ALMADEN RD to Alma Ave                | NB      | AM        | 23.0      | 2.0                   | 4,400      | 3,737          | 81        | F       | 50.0     | 1.0           | 1,650      | 2,236          | 45        | D               | 237 | 5.4%     | 36            | 2.2%   |
|         |                                       | NB      | PM        | 23.0      | 2.0                   | 4,400      | 3,862          | 84        | F       | 70.0     | 1.0           | 1,650      | 1,629          | 23        | C               | 362 | 8.2%     | 19            | 1.2%   |
| SR 87   | Alma Ave to I-280                     | NB      | AM        | 21.0      | 2.0                   | 4,400      | 3,649          | 87        | F       | 65.0     | 1.0           | 1,650      | 2,056          | 32        | D               | 239 | 5.4%     | 36            | 2.2%   |
|         |                                       | NB      | PM        | 66.0      | 2.0                   | 4,400      | 3,661          | 28        | D       | 70.0     | 1.0           | 1,650      | 1,209          | 17        | B               | 361 | 8.2%     | 19            | 1.2%   |
| SR 87   | I-280 to Julian St                    | NB      | AM        | 41.0      | 2.0                   | 4,400      | 4,316          | 53        | E       | 66.0     | 1.0           | 1,650      | 1,477          | 22        | C               | 126 | 2.9%     | 17            | 1.0%   |
|         |                                       | NB      | PM        | 66.5      | 2.0                   | 4,400      | 2,171          | 16        | B       | 70.0     | 1.0           | 1,650      | 568            | 8         | A               | 171 | 3.9%     | 8             | 0.5%   |
| US 101  | Lane Drop (SB) to SR 85               | NB      | AM        | 61.0      | 3.0                   | 6,900      | 6,636          | 36        | D       | 67.0     | 1.0           | 1,650      | 1,216          | 18        | B               | 46  | 0.7%     | 6             | 0.4%   |
|         |                                       | NB      | PM        | 66.0      | 3.0                   | 6,900      | 3,790          | 19        | C       | 70.0     | 1.0           | 1,650      | 701            | 10        | A               | 20  | 0.3%     | 1             | 0.1%   |
| US 101  | SR 85 to Bernal Rd                    | NB      | AM        | 58.0      | 3.0                   | 6,900      | 6,666          | 38        | D       | 66.0     | 1.0           | 1,650      | 1,320          | 20        | C               | 46  | 0.7%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.5      | 3.0                   | 6,900      | 5,520          | 28        | D       | 70.0     | 1.0           | 1,650      | 1,400          | 20        | C               | 10  | 0.1%     | 0             | 0.0%   |
| US 101  | Bernal Rd to Silver Creek Valley Rd   | NB      | AM        | 66.0      | 3.0                   | 6,900      | 4,996          | 25        | C       | 67.0     | 1.0           | 1,650      | 810            | 12        | B               | 46  | 0.7%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.5      | 3.0                   | 6,900      | 3,209          | 16        | B       | 70.0     | 1.0           | 1,650      | 560            | 8         | A               | 9   | 0.1%     | 0             | 0.0%   |
| US 101  | Silver Creek Valley Rd to Hellyer Ave | NB      | AM        | 62.0      | 3.0                   | 6,900      | 6,510          | 35        | D       | 66.0     | 1.0           | 1,650      | 1,390          | 21        | C               | 0   | 0.0%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.0      | 3.0                   | 6,900      | 5,150          | 26        | C       | 70.0     | 1.0           | 1,650      | 490            | 7         | A               | 0   | 0.0%     | 0             | 0.0%   |
| US 101  | Hellyer Ave to Yerba Buena Rd         | NB      | AM        | 15.0      | 3.0                   | 6,900      | 4,410          | 98        | F       | 64.0     | 1.0           | 1,650      | 2,120          | 33        | D               | 0   | 0.0%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 64.0      | 3.0                   | 6,900      | 6,150          | 32        | D       | 70.0     | 1.0           | 1,650      | 910            | 13        | B               | 0   | 0.0%     | 0             | 0.0%   |
| US 101  | Yerba Buena Rd to Capitol Expwy       | NB      | AM        | 13.0      | 3.0                   | 6,900      | 4,026          | 103       | F       | 55.0     | 1.0           | 1,650      | 2,200          | 40        | D               | 6   | 0.1%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.0      | 3.0                   | 6,900      | 3,960          | 20        | C       | 70.0     | 1.0           | 1,650      | 980            | 14        | B               | 0   | 0.0%     | 0             | 0.0%   |
| US 101  | Capitol Expwy to Tully Rd             | NB      | AM        | 23.0      | 3.0                   | 6,900      | 5,250          | 76        | F       | 64.0     | 1.0           | 1,650      | 2,120          | 33        | D               | 0   | 0.0%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.0      | 3.0                   | 6,900      | 5,169          | 26        | C       | 70.0     | 1.0           | 1,650      | 840            | 12        | B               | 19  | 0.3%     | 0             | 0.0%   |
| US 101  | Tully Rd to Story Rd                  | NB      | AM        | 14.0      | 3.0                   | 6,900      | 4,160          | 99        | F       | 19.0     | 1.0           | 1,650      | 1,620          | 85        | F               | 0   | 0.0%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.0      | 3.0                   | 6,900      | 4,778          | 24        | C       | 70.0     | 1.0           | 1,650      | 700            | 10        | A               | 18  | 0.3%     | 0             | 0.0%   |
| US 101  | Story Rd to I-280                     | NB      | AM        | 19.0      | 3.0                   | 6,900      | 4,910          | 86        | F       | 19.0     | 1.0           | 1,650      | 1,640          | 86        | F               | 0   | 0.0%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.5      | 3.0                   | 6,900      | 2,810          | 14        | B       | 70.0     | 1.0           | 1,650      | 490            | 7         | A               | 10  | 0.1%     | 0             | 0.0%   |
| US 101  | I-280 to Santa Clara St               | NB      | AM        | 14.0      | 3.0                   | 6,900      | 4,160          | 99        | F       | 15.0     | 1.0           | 1,650      | 1,430          | 95        | F               | 0   | 0.0%     | 0             | 0.0%   |
|         |                                       | NB      | PM        | 66.0      | 3.0                   | 6,900      | 3,970          | 20        | C       | 70.0     | 1.0           | 1,650      | 490            | 7         | A               | 10  | 0.1%     | 0             | 0.0%   |
| I-280   | Meridian Ave to Bird Ave              | EB      | AM        | 46.0      | 4.0                   | 9,200      | 8,826          | 48        | E       | --       | --            | --         | --             | --        | --              | 176 | 1.9%     | --            | --     |
|         |                                       | EB      | PM        | 28.0      | 4.0                   | 9,200      | 7,597          | 68        | F       | --       | --            | --         | --             | --        | --              | 87  | 0.9%     | --            | --     |
| I-280   | Bird Ave to SR 87                     | EB      | AM        | 66.0      | 4.0                   | 9,200      | 5,810          | 22        | C       | --       | --            | --         | --             | --        | --              | 0   | 0.0%     | --            | --     |
|         |                                       | EB      | PM        | 21.0      | 4.0                   | 9,200      | 6,720          | 80        | F       | --       | --            | --         | --             | --        | --              | 0   | 0.0%     | --            | --     |
| I-280   | SR 87 to 10th St                      | EB      | AM        | 66.0      | 4.0                   | 9,200      | 5,812          | 22        | C       | --       | --            | --         | --             | --        | --              | 2   | 0.0%     | --            | --     |
|         |                                       | EB      | PM        | 32.0      | 4.0                   | 9,200      | 7,940          | 62        | F       | --       | --            | --         | --             | --        | --              | 0   | 0.0%     | --            | --     |
| I-280   | 10th St to McLaughlin Ave             | EB      | AM        | 66.0      | 4.0                   | 9,200      | 5,883          | 22        | C       | --       | --            | --         | --             | --        | --              | 73  | 0.8%     | --            | --     |
|         |                                       | EB      | PM        | 54.0      | 4.0                   | 9,200      | 8,970          | 42        | D       | --       | --            | --         | --             | --        | --              | 110 | 1.2%     | --            | --     |
| I-280   | McLaughlin Ave to US 101              | EB      | AM        | 66.5      | 4.0                   | 9,200      | 4,863          | 18        | B       | --       | --            | --         | --             | --        | --              | 73  | 0.8%     | --            | --     |
|         |                                       | EB      | PM        | 64.0      | 4.0                   | 9,200      | 8,562          | 33        | D       | --       | --            | --         | --             | --        | --              | 112 | 1.2%     | --            | --     |
| I-680   | US 101 to King Rd                     | NB      | AM        | 66.0      | 4.0                   | 9,200      | 5,622          | 21        | C       | --       | --            | --         | --             | --        | --              | 72  | 0.8%     | --            | --     |
|         |                                       | NB      | PM        | 65.5      | 4.0                   | 9,200      | 7,191          | 27        | D       | --       | --            | --         | --             | --        | --              | 111 | 1.2%     | --            | --     |
| I-680   | King Rd to Capitol Expwy              | NB      | AM        | 62.0      | 4.0                   | 9,200      | 8,742          | 35        | D       | --       | --            | --         | --             | --        | --              | 62  | 0.7%     | --            | --     |
|         |                                       | NB      | PM        | 65.0      | 4.0                   | 9,200      | 7,651          | 29        | D       | --       | --            | --         | --             | --        | --              | 111 | 1.2%     | --            | --     |

**Table 12 (Continued)**  
**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 |
| I-680                                                                                                                                                                                             | Capitol Expwy to King Rd              | SB        | AM        | 34.0                  | 4.4        | 10,120         | 8,960     | 60      | F        | --            | --         | --             | --        | --              | --  | 130      | 1.3%          | --     | --            |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 65.0                  | 4.4        | 10,120         | 8,358     | 29      | D        | --            | --         | --             | --        | --              | --  | 58       | 0.6%          | --     | --            |
| I-680                                                                                                                                                                                             | King Rd to US 101                     | SB        | AM        | 12.0                  | 4.0        | 9,200          | 5,099     | 106     | F        | --            | --         | --             | --        | --              | --  | 9        | 0.1%          | --     | --            |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 66.0                  | 4.0        | 9,200          | 6,930     | 26      | C        | --            | --         | --             | --        | --              | --  | 60       | 0.7%          | --     | --            |
| I-280                                                                                                                                                                                             | US 101 to McLaughlin Ave              | WB        | AM        | 16.0                  | 4.0        | 9,200          | 5,969     | 93      | F        | --            | --         | --             | --        | --              | --  | 9        | 0.1%          | --     | --            |
|                                                                                                                                                                                                   |                                       | WB        | PM        | 66.0                  | 4.0        | 9,200          | 6,140     | 23      | C        | --            | --         | --             | --        | --              | --  | 60       | 0.7%          | --     | --            |
| I-280                                                                                                                                                                                             | McLaughlin Ave to 10th St             | WB        | AM        | 22.0                  | 4.0        | 9,200          | 6,883     | 78      | F        | --            | --         | --             | --        | --              | --  | 13       | 0.1%          | --     | --            |
|                                                                                                                                                                                                   |                                       | WB        | PM        | 59.0                  | 4.0        | 9,200          | 8,810     | 37      | D        | --            | --         | --             | --        | --              | --  | 70       | 0.8%          | --     | --            |
| I-280                                                                                                                                                                                             | 10th St to SR 87                      | WB        | AM        | 18.0                  | 4.0        | 9,200          | 6,270     | 87      | F        | --            | --         | --             | --        | --              | --  | 0        | 0.0%          | --     | --            |
|                                                                                                                                                                                                   |                                       | WB        | PM        | 57.0                  | 4.0        | 9,200          | 8,900     | 39      | D        | --            | --         | --             | --        | --              | --  | 0        | 0.0%          | --     | --            |
| I-280                                                                                                                                                                                             | SR 87 to Bird Ave                     | WB        | AM        | 11.0                  | 4.0        | 9,200          | 4,930     | 112     | F        | --            | --         | --             | --        | --              | --  | 0        | 0.0%          | --     | --            |
|                                                                                                                                                                                                   |                                       | WB        | PM        | 65.0                  | 4.0        | 9,200          | 8,060     | 31      | D        | --            | --         | --             | --        | --              | --  | 0        | 0.0%          | --     | --            |
| I-280                                                                                                                                                                                             | Bird Ave to Meridian Ave              | WB        | AM        | 13.0                  | 4.0        | 9,200          | 5,505     | 106     | F        | --            | --         | --             | --        | --              | --  | 95       | 1.0%          | --     | --            |
|                                                                                                                                                                                                   |                                       | WB        | PM        | 58.0                  | 4.0        | 9,200          | 8,961     | 39      | D        | --            | --         | --             | --        | --              | --  | 141      | 1.5%          | --     | --            |
| US 101                                                                                                                                                                                            | Santa Clara St to I-280               | SB        | AM        | 66.0                  | 3.0        | 6,900          | 5,166     | 26      | C        | 67.0          | 1.0        | 1,650          | 270       | 4               | A   | 16       | 0.2%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 48.0                  | 3.0        | 6,900          | 6,490     | 45      | D        | 70.0          | 1.0        | 1,650          | 1,470     | 21              | C   | 10       | 0.1%          | 0      | 0.0%          |
| US 101                                                                                                                                                                                            | I-280 to Story Rd                     | SB        | AM        | 66.5                  | 3.0        | 6,900          | 2,816     | 14      | B        | 67.0          | 1.0        | 1,650          | 470       | 7               | A   | 16       | 0.2%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 47.0                  | 3.0        | 6,900          | 6,490     | 46      | D        | 70.0          | 1.0        | 1,650          | 1,260     | 18              | B   | 0        | 0.0%          | 0      | 0.0%          |
| US 101                                                                                                                                                                                            | Story Rd to Tully Rd                  | SB        | AM        | 66.0                  | 3.0        | 6,900          | 4,318     | 22      | C        | 67.0          | 1.0        | 1,650          | 410       | 6               | A   | 158      | 2.3%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 26.0                  | 3.0        | 6,900          | 5,540     | 71      | F        | 70.0          | 1.0        | 1,650          | 1,890     | 27              | D   | 0        | 0.0%          | 0      | 0.0%          |
| US 101                                                                                                                                                                                            | Tully Rd to Capitol Expwy             | SB        | AM        | 66.0                  | 3.0        | 6,900          | 4,307     | 22      | C        | 67.0          | 1.0        | 1,650          | 540       | 8               | A   | 147      | 2.1%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 22.0                  | 3.0        | 6,900          | 5,221     | 79      | F        | 70.0          | 1.0        | 1,650          | 2,030     | 29              | D   | 1        | 0.0%          | 0      | 0.0%          |
| US 101                                                                                                                                                                                            | Capitol Expwy to Yerba Buena Rd       | SB        | AM        | 66.0                  | 3.0        | 6,900          | 3,770     | 19      | C        | 67.0          | 1.0        | 1,650          | 470       | 7               | A   | 0        | 0.0%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 66.0                  | 3.0        | 6,900          | 4,560     | 23      | C        | 70.0          | 1.0        | 1,650          | 1,120     | 16              | B   | 0        | 0.0%          | 0      | 0.0%          |
| US 101                                                                                                                                                                                            | Yerba Buena Rd to Hellyer Ave         | SB        | AM        | 65.0                  | 3.0        | 6,900          | 6,050     | 31      | D        | 67.0          | 1.0        | 1,650          | 810       | 12              | B   | 0        | 0.0%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 64.0                  | 3.0        | 6,900          | 6,150     | 32      | D        | 70.0          | 1.0        | 1,650          | 1,470     | 21              | C   | 0        | 0.0%          | 0      | 0.0%          |
| US 101                                                                                                                                                                                            | Hellyer Ave to Silver Creek Valley Rd | SB        | AM        | 66.0                  | 3.0        | 6,900          | 4,560     | 23      | C        | 67.0          | 1.0        | 1,650          | 610       | 9               | A   | 0        | 0.0%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 65.0                  | 3.0        | 6,900          | 5,850     | 30      | D        | 70.0          | 1.0        | 1,650          | 1,050     | 15              | B   | 0        | 0.0%          | 0      | 0.0%          |
| US 101                                                                                                                                                                                            | Silver Creek Valley Rd to Bernal Rd   | SB        | AM        | 66.5                  | 3.0        | 6,900          | 3,218     | 16      | B        | 67.0          | 1.0        | 1,650          | 1,080     | 16              | B   | 18       | 0.3%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 66.0                  | 3.0        | 6,900          | 4,206     | 21      | C        | 70.0          | 1.0        | 1,650          | 2,454     | 35              | D   | 46       | 0.7%          | 4      | 0.2%          |
| US 101                                                                                                                                                                                            | Bernal Rd to SR 85                    | SB        | AM        | 66.5                  | 3.0        | 6,900          | 3,215     | 16      | B        | 67.0          | 1.0        | 1,650          | 670       | 10              | A   | 15       | 0.2%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 66.0                  | 3.0        | 6,900          | 4,992     | 25      | C        | 70.0          | 1.0        | 1,650          | 1,754     | 25              | C   | 42       | 0.6%          | 4      | 0.2%          |
| US 101                                                                                                                                                                                            | SR 85 to Lane Drop (SB)               | SB        | AM        | 66.5                  | 4.0        | 9,200          | 4,014     | 15      | B        | 67.0          | 1.0        | 1,650          | 410       | 6               | A   | 24       | 0.3%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 66.0                  | 4.0        | 9,200          | 5,322     | 20      | C        | 70.0          | 1.0        | 1,650          | 1,334     | 19              | C   | 42       | 0.5%          | 4      | 0.2%          |
| SR 87                                                                                                                                                                                             | Julian St to I-280                    | SB        | AM        | 66.5                  | 2.0        | 4,400          | 2,592     | 19      | C        | 67.0          | 1.0        | 1,650          | 415       | 6               | A   | 192      | 4.4%          | 5      | 0.3%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 20.0                  | 2.0        | 4,400          | 3,428     | 86      | F        | 70.0          | 1.0        | 1,650          | 1,626     | 23              | C   | 108      | 2.5%          | 16     | 1.0%          |
| SR 87                                                                                                                                                                                             | I-280 to Alma Ave                     | SB        | AM        | 66.5                  | 2.0        | 4,400          | 2,837     | 21      | C        | 67.0          | 1.0        | 1,650          | 415       | 6               | A   | 437      | 9.9%          | 5      | 0.3%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 18.0                  | 2.0        | 4,400          | 3,363     | 93      | F        | 70.0          | 1.0        | 1,650          | 1,710     | 24              | C   | 223      | 5.1%          | 30     | 1.8%          |
| SR 87                                                                                                                                                                                             | Alma Ave to ALMADEN RD                | SB        | AM        | 66.0                  | 2.0        | 4,400          | 3,215     | 24      | C        | 67.0          | 1.0        | 1,650          | 215       | 3               | A   | 435      | 9.9%          | 5      | 0.3%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 19.0                  | 2.0        | 4,400          | 3,411     | 90      | F        | 60.0          | 1.0        | 1,650          | 2,310     | 39              | D   | 181      | 4.1%          | 30     | 1.8%          |
| SR 87                                                                                                                                                                                             | ALMADEN RD to Curtner                 | SB        | AM        | 66.5                  | 2.0        | 4,400          | 2,705     | 20      | C        | 67.0          | 1.0        | 1,650          | 545       | 8               | A   | 435      | 9.9%          | 5      | 0.3%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 36.0                  | 2.0        | 4,400          | 4,221     | 59      | F        | 70.0          | 1.0        | 1,650          | 1,920     | 27              | D   | 181      | 4.1%          | 30     | 1.8%          |
| SR 87                                                                                                                                                                                             | Curtner to Capitol Expwy              | SB        | AM        | 66.0                  | 2.0        | 4,400          | 2,814     | 21      | C        | 67.0          | 1.0        | 1,650          | 210       | 3               | A   | 34       | 0.8%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 50.0                  | 2.0        | 4,400          | 4,401     | 44      | D        | 70.0          | 1.0        | 1,650          | 1,472     | 21              | C   | 1        | 0.0%          | 2      | 0.1%          |
| SR 87                                                                                                                                                                                             | Capitol Expwy to SR 85                | SB        | AM        | 66.0                  | 2.0        | 4,400          | 2,689     | 20      | C        | 67.0          | 1.0        | 1,650          | 340       | 5               | A   | 49       | 1.1%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 64.0                  | 2.0        | 4,400          | 4,135     | 32      | D        | 70.0          | 1.0        | 1,650          | 912       | 13              | B   | 35       | 0.8%          | 2      | 0.1%          |
| SR 85                                                                                                                                                                                             | Camden Ave to Almaden Expwy           | SB        | AM        | 66.0                  | 2.0        | 4,400          | 3,249     | 25      | C        | 67.0          | 1.0        | 1,650          | 615       | 9               | A   | 79       | 1.8%          | 5      | 0.3%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 48.0                  | 2.0        | 4,400          | 4,321     | 45      | D        | 70.0          | 1.0        | 1,650          | 1,893     | 27              | D   | 1        | 0.0%          | 3      | 0.2%          |
| SR 85                                                                                                                                                                                             | ALMADEN EXPWY to SR 87                | SB        | AM        | 66.5                  | 2.0        | 4,400          | 2,363     | 18      | B        | 67.0          | 1.0        | 1,650          | 880       | 13              | B   | 93       | 2.1%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 66.0                  | 2.0        | 4,400          | 3,172     | 24      | C        | 70.0          | 1.0        | 1,650          | 1,260     | 18              | B   | 2        | 0.0%          | 0      | 0.0%          |
| SR 85                                                                                                                                                                                             | SR 87 to Blossom Hill Rd              | SB        | AM        | 65.5                  | 2.0        | 4,400          | 3,562     | 27      | D        | 67.0          | 1.0        | 1,650          | 470       | 7               | A   | 22       | 0.5%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 48.0                  | 2.0        | 4,400          | 4,321     | 45      | D        | 70.0          | 1.0        | 1,650          | 1,260     | 18              | B   | 1        | 0.0%          | 0      | 0.0%          |
| SR 85                                                                                                                                                                                             | Blossom Hill Rd to Cottle Rd          | SB        | AM        | 66.0                  | 2.0        | 4,400          | 3,186     | 24      | C        | 67.0          | 1.0        | 1,650          | 540       | 8               | A   | 16       | 0.4%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 62.0                  | 2.0        | 4,400          | 4,340     | 35      | D        | 70.0          | 1.0        | 1,650          | 1,330     | 19              | C   | 0        | 0.0%          | 0      | 0.0%          |
| SR 85                                                                                                                                                                                             | Cottle Rd to US 101                   | SB        | AM        | 66.5                  | 2.0        | 4,400          | 2,414     | 18      | B        | 67.0          | 1.0        | 1,650          | 410       | 6               | A   | 14       | 0.3%          | 0      | 0.0%          |
|                                                                                                                                                                                                   |                                       | SB        | PM        | 66.0                  | 2.0        | 4,400          | 3,042     | 23      | C        | 70.0          | 1.0        | 1,650          | 770       | 11              | A   | 2        | 0.0%          | 0      | 0.0%          |
| /a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.<br>Bold indicates unacceptable LOS.<br>Bold and boxed indicates significant impact. |                                       |           |           |                       |            |                |           |         |          |               |            |                |           |                 |     |          |               |        |               |

a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.  
 Bold indicates unacceptable LOS.  
 Bold and boxed indicates significant impact.

## 6.

# Other Transportation Issues

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

- Intersection operations analysis – vehicle queuing and left-turn pocket storage at intersections
- Freeway ramp analysis
- Potential impacts to bike, pedestrian and transit facilities

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

### Intersection Operations Analysis

The analysis of project intersection level of service was supplemented with an analysis of intersection *operations* for selected signalized intersections. The operations analysis is based on vehicle queuing for high-demand 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 13. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix D.

**Table 13**  
**Vehicle Queuing Analysis Summary**

|                                                                                                                                                | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Comm Hill/<br>Curtner | Comm Hill/<br>Curtner | Comm Hill/<br>Curtner | Comm Hill/<br>Curtner | Foxworthy<br>/Almaden | Foxworthy<br>/ Almaden |
|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| Measurement                                                                                                                                    | NBL<br>AM                | NBL<br>PM                | EBL<br>AM                | EBL<br>PM                | SBL<br>AM                | SBL<br>PM                | NBL<br>AM             | NBL<br>PM             | WBL<br>AM             | WBL<br>PM             | SBL<br>AM             | SBL<br>PM              |
| <b>Existing</b>                                                                                                                                |                          |                          |                          |                          |                          |                          |                       |                       |                       |                       |                       |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                                                                                 | 70                       | 70                       | 70                       | 70                       | 70                       | 70                       | 160                   | 156                   | 160                   | 156                   | 182                   | 182                    |
| Lanes                                                                                                                                          | 1                        | 1                        | 1                        | 1                        | 1                        | 1                        | 2                     | 2                     | 1                     | 1                     | 2                     | 2                      |
| Volume (vph)                                                                                                                                   | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 140                   | 40                    | 19                    | 37                    | 191                   | 598                    |
| Volume (vphpl )                                                                                                                                | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 70                    | 20                    | 19                    | 37                    | 96                    | 299                    |
| Avg. Queue (veh/ln.)                                                                                                                           | 2.1                      | 1.6                      | 0.2                      | 0.6                      | 0.8                      | 0.4                      | 3.1                   | 0.9                   | 0.8                   | 1.6                   | 4.8                   | 15.1                   |
| Avg. Queue <sup>2</sup> (ft./ln)                                                                                                               | 53                       | 40                       | 4                        | 15                       | 19                       | 9                        | 78                    | 22                    | 21                    | 40                    | 121                   | 378                    |
| 95th % . Queue (veh/ln.)                                                                                                                       | 5                        | 4                        | 1                        | 2                        | 2                        | 1                        | 6                     | 3                     | 3                     | 4                     | 9                     | 22                     |
| 95th % . Queue (ft./ln)                                                                                                                        | 125                      | 100                      | 25                       | 50                       | 50                       | 25                       | 150                   | 75                    | 75                    | 100                   | 225                   | 550                    |
| Storage (ft./ ln.)                                                                                                                             | 175                      | 175                      | 325                      | 325                      | 225                      | 225                      | 325                   | 325                   | 325                   | 325                   | 350                   | 350                    |
| Adequate (Y/N)                                                                                                                                 | YES                      | YES                      | YES                      | YES                      | YES                      | YES                      | YES                   | YES                   | YES                   | YES                   | YES                   | <b>NO</b>              |
| <b>Background</b>                                                                                                                              |                          |                          |                          |                          |                          |                          |                       |                       |                       |                       |                       |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                                                                                 | 70                       | 70                       | 70                       | 70                       | 70                       | 70                       | 160                   | 156                   | 160                   | 156                   | 182                   | 182                    |
| Lanes                                                                                                                                          | 1                        | 1                        | 1                        | 1                        | 1                        | 1                        | 2                     | 2                     | 1                     | 1                     | 2                     | 2                      |
| Volume (vph)                                                                                                                                   | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 140                   | 40                    | 19                    | 37                    | 191                   | 598                    |
| Volume (vphpl )                                                                                                                                | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 70                    | 20                    | 19                    | 37                    | 96                    | 299                    |
| Avg. Queue (veh/ln.)                                                                                                                           | 2.1                      | 1.6                      | 0.2                      | 0.6                      | 0.8                      | 0.4                      | 3.1                   | 0.9                   | 0.8                   | 1.6                   | 4.8                   | 15.1                   |
| Avg. Queue <sup>2</sup> (ft./ln)                                                                                                               | 53                       | 40                       | 4                        | 15                       | 19                       | 9                        | 78                    | 22                    | 21                    | 40                    | 121                   | 378                    |
| 95th % . Queue (veh/ln.)                                                                                                                       | 5                        | 4                        | 1                        | 2                        | 2                        | 1                        | 6                     | 3                     | 3                     | 4                     | 9                     | 22                     |
| 95th % . Queue (ft./ln)                                                                                                                        | 125                      | 100                      | 25                       | 50                       | 50                       | 25                       | 150                   | 75                    | 75                    | 100                   | 225                   | 550                    |
| Storage (ft./ ln.)                                                                                                                             | 175                      | 175                      | 325                      | 325                      | 225                      | 225                      | 325                   | 325                   | 325                   | 325                   | 350                   | 350                    |
| Adequate (Y/N)                                                                                                                                 | YES                      | YES                      | YES                      | YES                      | YES                      | YES                      | YES                   | YES                   | YES                   | YES                   | YES                   | <b>NO</b>              |
| <b>Background plus Project</b>                                                                                                                 |                          |                          |                          |                          |                          |                          |                       |                       |                       |                       |                       |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                                                                                 | 70                       | 70                       | 70                       | 70                       | 70                       | 70                       | 160                   | 156                   | 160                   | 156                   | 182                   | 182                    |
| Lanes                                                                                                                                          | 1                        | 1                        | 1                        | 1                        | 1                        | 1                        | 2                     | 2                     | 1                     | 1                     | 2                     | 2                      |
| Volume (vph)                                                                                                                                   | 158                      | 82                       | 83                       | 158                      | 111                      | 86                       | 739                   | 649                   | 289                   | 370                   | 205                   | 586                    |
| Volume (vphpl )                                                                                                                                | 158                      | 82                       | 83                       | 158                      | 111                      | 86                       | 370                   | 325                   | 289                   | 370                   | 103                   | 293                    |
| Avg. Queue (veh/ln.)                                                                                                                           | 3.1                      | 1.6                      | 1.6                      | 3.1                      | 2.2                      | 1.7                      | 16.4                  | 14.1                  | 12.8                  | 16.0                  | 5.2                   | 14.8                   |
| Avg. Queue <sup>2</sup> (ft./ln)                                                                                                               | 77                       | 40                       | 40                       | 77                       | 54                       | 42                       | 411                   | 352                   | 321                   | 401                   | 130                   | 370                    |
| 95th % . Queue (veh/ln.)                                                                                                                       | 6                        | 4                        | 4                        | 6                        | 5                        | 4                        | 23                    | 20                    | 19                    | 23                    | 9                     | 21                     |
| 95th % . Queue (ft./ln)                                                                                                                        | 150                      | 100                      | 100                      | 150                      | 125                      | 100                      | 575                   | 500                   | 475                   | 575                   | 225                   | 525                    |
| Storage (ft./ ln.)                                                                                                                             | 175                      | 175                      | 325                      | 325                      | 225                      | 225                      | 325                   | 325                   | 325                   | 325                   | 350                   | 350                    |
| Adequate (Y/N)                                                                                                                                 | YES                      | YES                      | YES                      | YES                      | YES                      | YES                      | <b>NO</b>             | <b>NO</b>             | <b>NO</b>             | <b>NO</b>             | YES                   | <b>NO</b>              |
| <sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.<br><sup>2</sup> Assumes 25 Feet Per Vehicle Queued |                          |                          |                          |                          |                          |                          |                       |                       |                       |                       |                       |                        |

**Table 13 (Continued)**  
**Vehicle Queuing Analysis Summary**

|                                                                                                                                                | Hillsdale/<br>Narvez | Hillsdale/<br>Narvez | Monterey/<br>Curtner | Monterey/<br>Curtner | Snell/<br>Capitol | Snell/<br>Capitol | Snell/<br>Capitol | Snell/<br>Capitol | Vista Park/<br>Capitol | Vista Park/<br>Capitol | Vista Park/<br>Capitol | Vista Park/<br>Capitol |
|------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|----------------------|----------------------|-------------------|-------------------|-------------------|-------------------|------------------------|------------------------|------------------------|------------------------|
| Measurement                                                                                                                                    | WBL<br>AM            | WBL<br>PM            | EBL<br>AM            | EBL<br>PM            | SBL<br>AM         | SBL<br>PM         | EBL<br>AM         | EBL<br>PM         | SBL<br>AM              | SBL<br>PM              | EBL<br>AM              | EBL<br>PM              |
| <b>Existing</b>                                                                                                                                |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                                                                                 | 60                   | 60                   | 160                  | 156                  | 150               | 160               | 150               | 160               | 150                    | 150                    | 150                    | 150                    |
| Lanes                                                                                                                                          | 1                    | 1                    | 2                    | 2                    | 2                 | 2                 | 2                 | 2                 | 1                      | 1                      | 1                      | 1                      |
| Volume (vph)                                                                                                                                   | 226                  | 128                  | 165                  | 115                  | 512               | 333               | 152               | 64                | 73                     | 197                    | 49                     | 91                     |
| Volume (vphpl)                                                                                                                                 | 226                  | 128                  | 83                   | 58                   | 256               | 167               | 76                | 32                | 73                     | 197                    | 49                     | 91                     |
| Avg. Queue (veh/ln.)                                                                                                                           | 3.8                  | 2.1                  | 3.7                  | 2.5                  | 10.7              | 7.4               | 3.2               | 1.4               | 3.0                    | 8.2                    | 2.0                    | 3.8                    |
| Avg. Queue <sup>2</sup> (ft./ln.)                                                                                                              | 94                   | 53                   | 92                   | 62                   | 267               | 185               | 79                | 36                | 76                     | 205                    | 51                     | 95                     |
| 95th % Queue (veh/ln.)                                                                                                                         | 7                    | 5                    | 7                    | 5                    | 16                | 12                | 6                 | 4                 | 6                      | 13                     | 5                      | 7                      |
| 95th % Queue (ft./ln.)                                                                                                                         | 175                  | 125                  | 175                  | 125                  | 400               | 300               | 150               | 100               | 150                    | 325                    | 125                    | 175                    |
| Storage (ft./ln.)                                                                                                                              | 200                  | 200                  | 325                  | 325                  | 325               | 325               | 500               | 500               | 325                    | 325                    | 175                    | 175                    |
| Adequate (Y/N)                                                                                                                                 | YES                  | YES                  | YES                  | YES                  | NO                | YES               | YES               | YES               | YES                    | YES                    | YES                    | YES                    |
| <b>Background</b>                                                                                                                              |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                                                                                 | 60                   | 60                   | 160                  | 156                  | 150               | 160               | 150               | 160               | 150                    | 150                    | 150                    | 150                    |
| Lanes                                                                                                                                          | 1                    | 1                    | 2                    | 2                    | 2                 | 2                 | 2                 | 2                 | 1                      | 1                      | 1                      | 1                      |
| Volume (vph)                                                                                                                                   | 226                  | 128                  | 184                  | 146                  | 513               | 333               | 154               | 64                | 73                     | 197                    | 49                     | 91                     |
| Volume (vphpl)                                                                                                                                 | 226                  | 128                  | 92                   | 73                   | 257               | 167               | 77                | 32                | 73                     | 197                    | 49                     | 91                     |
| Avg. Queue (veh/ln.)                                                                                                                           | 3.8                  | 2.1                  | 4.1                  | 3.2                  | 10.7              | 7.4               | 3.2               | 1.4               | 3.0                    | 8.2                    | 2.0                    | 3.8                    |
| Avg. Queue <sup>2</sup> (ft./ln.)                                                                                                              | 94                   | 53                   | 102                  | 79                   | 267               | 185               | 80                | 36                | 76                     | 205                    | 51                     | 95                     |
| 95th % Queue (veh/ln.)                                                                                                                         | 7                    | 5                    | 8                    | 6                    | 16                | 12                | 6                 | 4                 | 6                      | 13                     | 5                      | 7                      |
| 95th % Queue (ft./ln.)                                                                                                                         | 175                  | 125                  | 200                  | 150                  | 400               | 300               | 150               | 100               | 150                    | 325                    | 125                    | 175                    |
| Storage (ft./ln.)                                                                                                                              | 200                  | 200                  | 325                  | 325                  | 325               | 325               | 500               | 500               | 325                    | 325                    | 175                    | 175                    |
| Adequate (Y/N)                                                                                                                                 | YES                  | YES                  | YES                  | YES                  | NO                | YES               | YES               | YES               | YES                    | YES                    | YES                    | YES                    |
| <b>Background plus Project</b>                                                                                                                 |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                                                                                 | 60                   | 60                   | 160                  | 156                  | 150               | 160               | 150               | 160               | 150                    | 150                    | 150                    | 150                    |
| Lanes                                                                                                                                          | 1                    | 1                    | 2                    | 2                    | 2                 | 2                 | 2                 | 2                 | 1                      | 1                      | 1                      | 1                      |
| Volume (vph)                                                                                                                                   | 195                  | 124                  | 368                  | 345                  | 615               | 862               | 172               | 64                | 77                     | 204                    | 64                     | 96                     |
| Volume (vphpl)                                                                                                                                 | 195                  | 124                  | 184                  | 173                  | 308               | 431               | 86                | 32                | 77                     | 204                    | 64                     | 96                     |
| Avg. Queue (veh/ln.)                                                                                                                           | 3.3                  | 2.1                  | 8.2                  | 7.5                  | 12.8              | 19.2              | 3.6               | 1.4               | 3.2                    | 8.5                    | 2.7                    | 4.0                    |
| Avg. Queue <sup>2</sup> (ft./ln.)                                                                                                              | 81                   | 52                   | 204                  | 187                  | 320               | 479               | 90                | 36                | 80                     | 213                    | 67                     | 100                    |
| 95th % Queue (veh/ln.)                                                                                                                         | 6                    | 5                    | 13                   | 12                   | 19                | 27                | 7                 | 4                 | 6                      | 14                     | 6                      | 8                      |
| 95th % Queue (ft./ln.)                                                                                                                         | 150                  | 125                  | 325                  | 300                  | 475               | 675               | 175               | 100               | 150                    | 350                    | 150                    | 200                    |
| Storage (ft./ln.)                                                                                                                              | 200                  | 200                  | 325                  | 325                  | 325               | 325               | 500               | 500               | 325                    | 325                    | 175                    | 175                    |
| Adequate (Y/N)                                                                                                                                 | YES                  | YES                  | YES                  | YES                  | NO                | NO                | YES               | YES               | YES                    | NO                     | YES                    | NO                     |
| <sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.<br><sup>2</sup> Assumes 25 Feet Per Vehicle Queued |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |



The following intersections would have inadequate queue storage capacity under project conditions.

### **(13) Almaden Expressway and Foxworthy Avenue**

The existing queue storage capacity of 350 ft. per lane for the southbound left-turn lane on Almaden Expressway to eastbound Foxworthy Avenue is shown to be inadequate to serve the maximum vehicle queues under existing and background plus project conditions.

*Recommendation:* The recommended improvement for the intersection of Almaden Expressway and Foxworthy Avenue is to extend the left-turn lanes on the southbound approach to provide an additional 350 feet of total storage capacity to accommodate the projected queues. The improvement will require removal and reconstruction of the median island along the southbound leg of the intersection and restriping of the lanes.

### **(22) Communications Hill Boulevard and Curtner Avenue**

The existing queue storage capacity of 325 ft. per lane for the northbound, Communications Hill Boulevard, and westbound, Curtner Avenue, left-turn lanes are shown to be adequate to serve the maximum vehicle queues under both existing and background conditions. Under background plus project conditions, the project traffic would extend the queue lengths to approximately 575 ft. (or 19 additional vehicles) at each location. Therefore, the existing queue storage capacity for these movements is projected to be inadequate under project conditions.

*Recommendation:* The improvements for the intersection of Communications Hill Boulevard and Curtner Avenue included in the ADP will provide a second left-turn lane on the westbound approach to provide a total queue storage capacity of 650 ft. The improvement includes the removal of the “pork chop” islands at the southern side of the intersection, relocation of the existing traffic signal, and restriping of the lanes. There are no further feasible improvements to implement on the northbound approach to the intersection. Implementation of the ADP will improve operational deficiencies at this intersection.

### **(32) Vistapark Drive and Capitol Expressway**

The existing queue storage capacity of 325 ft. per lane for the southbound left-turn lane on Vistapark Drive to westbound Capitol Expressway is shown to be adequate to serve the maximum vehicle queue under both existing and background conditions. Under project conditions, the project traffic would extend the queue length to approximately 350 ft. (or one additional vehicle). Therefore, the existing queue storage capacity for this movement is projected to be inadequate under project conditions.

In addition, the existing queue storage capacity of 175 ft. for the eastbound left-turn lane on Capitol Expressway to northbound Vistapark Drive is shown to be adequate to serve the maximum vehicle queue under both existing and background conditions. Under project conditions, the project traffic would extend the queue length to approximately 200 ft. (or one additional vehicle). Therefore, the existing queue storage capacity for this movement is projected to be inadequate under project conditions.

*Recommendation:* The recommended improvements for the intersection of Vistapark Drive and Capitol Expressway is to extend the left-turn lanes on the southbound and eastbound approaches by 25 feet to accommodate the projected queues. These improvements will require removal and reconstruction of median islands along the north and west legs of the intersection and restriping of the lanes. The City has the discretion to include this improvement in the ADP.

### **(33) Snell Avenue and Capitol Expressway**

The existing queue storage capacity of 325 ft. for the southbound left-turn lane on Snell Avenue to westbound Capitol Expressway is shown to be inadequate to serve the maximum vehicle queue under both existing and background conditions. Under background plus project conditions, the project traffic

would extend the queue length to approximately 675 ft. (or 15 additional vehicles). Therefore, the existing queue storage capacity for this movement is projected to be inadequate under project conditions.

**Recommendation:** The recommended improvements for the intersection of Snell Avenue and Capitol Expressway is to provide a third left-turn lane on the southbound approach to provide a total queue storage capacity of 975 ft. The improvement will require right-of-way from adjacent properties, removal of the “pork chop” islands at the northern and southern sides of the intersection, relocation of the existing traffic signal, and restriping of the lanes. These improvements are not currently feasible due to a lack of right-of-way.

## Unsignalized Intersection Analysis (Traffic Signal Warrants)

Although the City of San Jose does not have a level of service standard for unsignalized intersections, the unsignalized study intersection of Old Hillsdale Avenue and Hillsdale Avenue was analyzed for operational purposes. The Old Hillsdale Avenue and Hillsdale Avenue intersection will provide primary access to the industrial portion of the project site.

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.

Peak hour signal warrants were checked at the Old Hillsdale Avenue and Hillsdale Avenue intersection under each of the scenarios analyzed. The results indicate that the unsignalized study intersection of Old Hillsdale Avenue and Hillsdale Avenue intersection is projected to have traffic volumes that meet the thresholds that warrant signalization under background plus project conditions. The peak-hour signal warrant sheets are contained in Appendix E.

## Freeway On-Ramp Analysis

An analysis of the freeway on-ramps serving the project site was performed in order to identify potential project impacts on queue lengths and ramp operations. The project will be served by two freeway interchanges: SR 87 and Narvaez Avenue/Capitol Expressway and SR 87 and Curtner Avenue. As described under existing conditions, maximum observed queue lengths and their corresponding wait times were used as the basis for this analysis. A ratio between the background volumes using each of the freeway on-ramps and the project trips was used to estimate the number of vehicles that would be added to the background queue under project conditions. It should also be noted that these projections are based on the longest queues observed at the on-ramps during a one hour period, which represent a worst case scenario. The results of the ramp analysis under project conditions are summarized in Table 14.

### SR 87 Northbound On-Ramp and Narvaez Avenue

The project is not projected to add a significant amount of AM peak hour trips to the SR 87 northbound on-ramp from northbound Narvaez Avenue and will result in the reduction of trips by 65 AM peak hour trips from southbound Narvaez Avenue. The reduction of AM Peak-Hour trips at the SR 87 northbound on-ramp from Narvaez Avenue is due to the redistribution of traffic created by the construction of the Communications Hill Boulevard bridge and connection to Curtner Avenue. A portion of the traffic that is currently using the SR 87 Narvaez ramp is expected to change travel patterns and instead utilize the SR 87 northbound on-ramp at Curtner Avenue. Once a connection from the project site to Curtner Avenue is built, the majority of project traffic bound for northbound SR 87 would use the freeway on-ramp at Curtner Avenue, since it provides for shorter travel distances when compared to the SR 87 ramp at Narvaez Avenue.

**Table 14**  
**Freeway Ramp Operations Summary**

| Ramp                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Peak Hour | Background |                     |                     | Background Plus Project |                     |                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|---------------------|---------------------|-------------------------|---------------------|------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           | Volume     | Queue Length (veh.) | Wait Time (min:sec) | Volume                  | Queue Length (veh.) | Wait Time/c/ (min:sec) |
| SR 87 NB on-ramp @ NB Narvaez <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | AM        | 558        | 128                 | 06:49               | 561                     | 129                 | 06:52                  |
| SR 87 NB on-ramp @ SB Narvaez <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | AM        | 339        | 60                  | 03:12               | 274                     | 49                  | 02:36                  |
| SR 87 NB on-ramp @ WB Curtner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | AM        | 302        | 76                  | 13:18               | 527                     | 121                 | 06:27                  |
| SR 87 NB on-ramp @ EB Curtner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | AM        | 222        | 54                  | 09:27               | 148                     | 34                  | 01:48                  |
| Notes:<br><sup>1</sup> The reported northbound and southbound Narvaez queues at SR 87 includes 34 vehicles on the loop ramp (from the meter to the signal).<br><sup>2</sup> Background and project conditions queue lengths were estimated based on the ratio between the existing volumes on the ramp and the estimated approved and project trips added to the ramp.<br><sup>3</sup> The analysis assumes that the metering rate at the Curtner Avenue ramp will be adjusted to match that currently used at the Narvaez Avenue ramp |           |            |                     |                     |                         |                     |                        |

Improvements are planned as part of the CHSPADP, as described in Chapter 5, at the SR 87 northbound on-ramp from Narvaez Avenue. The improvements will provide for additional vehicular storage capacity, improve operations at the Narvaez Avenue and SR 87 ramps intersection, and provide new and enhanced existing pedestrian and bicycle facilities near the ramps. However, delays would continue to be experienced during the AM peak hour at the northbound SR 87 on-ramp. The ramp operations and delays are dictated by the ramp meter service rate. In order to reduce delay time at the ramp, the meter would have to be adjusted to provide a higher service rate and traffic flow onto the freeway. The proposed improvements will not change the existing meter service rates which are controlled by Caltrans not the City of San Jose.

### **SR 87 Northbound On-Ramp and Curtner Avenue**

At the SR 87 northbound on-ramp at Curtner Avenue, the project is projected to add approximately 225 trips to the freeway on-ramp from westbound Curtner Avenue. The additional traffic will result in an increase of the projected queue length by approximately 45 vehicles and cause the wait time at the ramp to increase. The metering rate at the Curtner Avenue northbound on-ramp is currently three times longer than the rate at the Narvaez Avenue northbound on-ramp. The analysis of the freeway ramp assumes that the current metering rate at the SR 87 northbound on-ramp from Curtner Avenue would be increased to serve the increase in demand at the ramp and balance the usage of the Narvaez Avenue and Curtner Avenue ramps. Caltrans controls the metering rate on freeway ramps. Presumably the existing metering rate at the Curtner Avenue northbound on-ramp is based on the current demand which is 50% less than that at the Narvaez Avenue northbound on-ramp. The Narvaez Avenue northbound on-ramp currently serves approximately 900 vehicles during the AM peak hour compared with only 460 vehicles at the Curtner Avenue northbound on-ramp.

Improvements are planned as part of the CHSPADP, as described in Chapter 5, at the SR 87 northbound on-ramp from Curtner Avenue. The improvements include the addition of a second mixed-flow lane and extension of the existing HOV lane on the northbound ramp. The addition of a third lane to the on-ramp would provide an additional 700 ft. of queue storage capacity from Curtner Avenue to the existing ramp meter location. In addition to the ramp improvements, the ADP will require the project to widen the westbound direction of Curtner Avenue from two to three lanes from Communications Hill Boulevard to the SR 87 northbound ramps to provide additional storage capacity to serve the projected westbound queue length under project conditions.

## **Roadway Segment Analysis**

A capacity analysis was performed for a select set of primary roadways serving the project area. Traffic operations for the roadways were evaluated by comparing the average daily volumes (ADT) to the threshold capacities for various roadway types identified in the *Highway Capacity Manual, Transportation Research Board 2000 (HCM 2000)*. The HCM 2000 thresholds are based on the local roadway functional classification and these values provide a planning-level analysis of the relative traffic load and approximate capacity on a particular roadway. It is important to note that daily volume thresholds are used for planning purposes and traffic during the peak commute periods may result in worse operations than illustrated by the daily LOS. The City of San Jose does not have a formally adopted roadway segment operating standard. Thus, for the purposes of this analysis, LOS D was used as a guideline for the evaluation of daily segment volumes.

The ADT volumes for the roadways studied and the resulting level of service are summarized in Table 15. The ADT level of service analysis indicates that the segment of Curtner Avenue between SR 87 and Communications Hill Boulevard is projected to have ADT volumes that exceed the thresholds for LOS D operations. The projected ADT and resulting levels of service, indicate the need to widen Curtner Avenue between SR 87 and Communications Hill Boulevard. The CHSPADP, as described in Chapter 5, will require the project to widen westbound Curtner Avenue from two to three lanes between Communications Hill Boulevard and SR 87. The remaining roadway segments evaluated are projected to have ADT volumes that fall below the HCM 2000 maximum ADT thresholds for operations of LOS D.

**Table 15**  
**Roadway Segment Analysis Summary**

| Roadway                       | Between                                                         | Type                      | Background Plus Project |       |       |       |        |        |        |                  |
|-------------------------------|-----------------------------------------------------------------|---------------------------|-------------------------|-------|-------|-------|--------|--------|--------|------------------|
|                               |                                                                 |                           | AM                      |       | PM    |       | ADT    |        | Total  | LOS <sup>1</sup> |
|                               |                                                                 |                           | EB/NB                   | WB/SB | EB/NB | WB/SB | EB/NB  | WB/SB  |        |                  |
| Hillsdale Avenue              | Capitol Expressway and Old Hillsdale Ave                        | 4-lane divided arterial   | 1,793                   | 824   | 557   | 1,371 | 17,930 | 13,710 | 31,640 | D                |
|                               | Old Hillsdale Ave and Vista Park Drive/Communications Hill Blvd | 2-lane undivided arterial | 808                     | 275   | 497   | 703   | 8,080  | 7,030  | 15,110 | D                |
|                               | Vista Park Drive/Communications Hill Blvd and Narvaez Ave       | 4-lane divided arterial   | 720                     | 524   | 673   | 686   | 7,200  | 6,860  | 14,060 | C                |
| Curtner Avenue                | SR-87 and Stone Ave/Communications Hill Blvd                    | 4-lane divided arterial   | 1,691                   | 1,762 | 1,922 | 2,170 | 19,220 | 21,700 | 40,920 | F                |
| Communications Hill Boulevard | North of Hillsdale Ave                                          | 4-lane divided arterial   | 247                     | 278   | 322   | 232   | 3,220  | 2,780  | 6,000  | C                |
|                               | South of Curtner Ave                                            | 4-lane divided arterial   | 1,123                   | 983   | 1,021 | 960   | 11,230 | 9,830  | 21,060 | D                |
| Narvaez Avenue                | South of Hillsdale Ave                                          | 2-lane collector          | 415                     | 426   | 420   | 286   | 4,200  | 4,260  | 8,460  | D                |

<sup>1</sup>The LOS capacity thresholds are based on HCM 2000 methodology.



### ***Pullman Way Extension***

The extension of the existing Pullman Way to provide an additional access point to the project area was identified within the Communications Hill Specific Plan. The Pullman Way extension was planned to connect Communications Hill Boulevard (along the northeast part of the project site) with Monterey Road to the east of the project area.

The traffic model was utilized to assign project conditions traffic volumes without and with the Pullman Way extension as analyzed in this study. A comparison of intersection level of service analysis results without and with the planned Pullman extension indicates that there is no significant benefit to providing the extension in regards to improved intersection levels of service. However, operational issues such as lengthy vehicle queues at the other primary access points to the general Communications Hill area were identified that may be partially alleviated with the Pullman Way extension.

However, the Pullman way extension would not create significant improvement in overall traffic conditions and circulation on the roadway system. Furthermore, construction of the Pullman Way extension would require significant cut-and-fill, construction of several large retaining walls, and a travel route that is circuitous due to the change in grades that are required to construct this connection. The proposed connections from the project area to Capitol Expressway and Curtner Avenue, with the identified improvements, would accommodate the projected traffic volumes.

## **Transit, Pedestrian and Bicycle Analysis**

The project site is located between two major transit opportunities. The Capitol and Curtner LRT stations are located along SR 87 approximately one mile from the project site. The Capitol Caltrain station is located at the intersection of Monterey Road and Fehren Drive. Currently there is no direct access point to the Capitol Caltrain Station from the project site. Access to the station requires the use of the Capitol Expressway overcrossing of Monterey Highway and a route that is approximately 2.25 miles and includes the use of Snell Avenue, Capitol Expressway, and Monterey Highway. In addition, the project site is not served directly by any bus services. The nearest bus stops are located at the base of the hill near the intersections of Communications Hill Boulevard/Curtner Avenue and Capitol Expressway/Vistapark Drive.

Currently, there are no existing pedestrian/bike links between the project site and other existing pedestrian/bike and transit facilities in the area. The CHSPADP, as described in detail in Chapter 5, will require the project to construct new non-auto facilities as well as enhance existing facilities, as previously described. The improvements are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The improvements 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.

## **On Site Traffic Operations Analysis**

Figure 2 presents the preliminary plan for the proposed residential portion of the project site and includes the on-site roadway network layout. With implementation of the future roadways presented in Figure 2, several new intersections will be created. The on-site operations analysis included an evaluation of necessary intersection control and lane configurations at each of the major on-site intersections. The analysis was completed for background plus project traffic conditions. Projected traffic volumes are presented in Figure 12. The recommended intersection control and lane configurations are presented in Figure 13 are based on the evaluation of background plus project traffic conditions.

Based on the projected traffic volumes and planned roadway alignment the following intersection control, lane configurations, and turn restrictions are recommended at each of the new major intersections on the project site.

- (1) **Communications Hill Boulevard and Altino Boulevard** – Peak hour signal warrant analysis indicates that the Communications Hill Boulevard and Altino Boulevard intersection is projected to have traffic volumes that meet the thresholds that warrant signalization.
- (2) **Communications Hill Boulevard and St. Florian Way** – Peak hour signal warrant analysis indicates that the Communications Hill Boulevard and St. Florian Way intersection is projected to have traffic volumes that meet the thresholds that warrant signalization.
- (3) **Communications Hill Boulevard and Lina Street** – Peak hour signal warrant analysis indicates that the Communications Hill Boulevard and Lina Street intersection is not projected to have traffic volumes that meet the thresholds that warrant signalization. It is recommended that stop-control on the minor street (Lina Street) be implemented at the intersection.
- (4) **Communications Hill Boulevard and Main Street** – A traffic circle is proposed at the Communications Hill Boulevard and Main Street intersection. The proposed traffic circle will reduce potential speed and sight distance issues due to the horizontal and vertical alignment of Communications Hill at its intersection with Main Street.
- (5) **Main Street and St. Florian Way** – Peak hour signal warrant analysis indicates that the Main Street and St. Florian Way intersection is not projected to have traffic volumes that meet the thresholds that warrant signalization. It is recommended that stop-control on all legs be implemented.

In addition, the existing connection of Casselino Drive to Communications Hill Boulevard will be converted to an intersection of the two streets. Based on the projected traffic volumes and peak hour signal warrants, the new intersection is not projected to have traffic volumes that meet the thresholds that warrant signalization. However, similar, to the new Communications Hill Boulevard and Main Street intersection, it is likely that the horizontal and vertical alignment of Communications Hill at its intersection with Casselino Drive will result in speed and sight distance issues that may create unsafe conditions. Therefore, the implementation of a traffic circle at the intersection should be considered.

Traffic volumes and signal warrant analysis sheets for each of the new intersections are included in Appendix F.

## Parking

Based on the City of San Jose's parking code requirements for single-family residences (Municipal Code 20.90.060) the development should provide 2 covered spaces per residential unit. The number of required parking spaces for multi-family units varies based on the number of bedrooms provided in each unit. Additionally, for retail space, the City of San Jose requires a minimum of 1 parking space per 500 s.f. of retail space. Based on the standard City parking requirements, a total of approximately 4,326 off-street parking spaces for the proposed 2,300 residential units and 130 parking spaces for the proposed 64,800 s.f. of retail space will be required for the proposed project. The project proposes to provide 4,307 spaces for the proposed 2,300 residential units and 198 parking spaces for the proposed 64,800 s.f. of retail space. Therefore, the project will provide adequate off-street parking to accommodate resident vehicles, visitors, and retail demand. In addition, approximately 1,400 on-street parking spaces will be available within the project site along new streets to be constructed as part of the project site indicates.

## School Loading

The proposed project will include the dedication of land for a future school within the residential portion of the project. The identified school site will be bound by Communications Hill Boulevard to the north, an extension of the existing Lina Street to the east, and the proposed new Main Street to the south. It is not feasible to provide school driveways along Lina Street due to steep grades along the street. Therefore, school loading (ingress/egress to school loading zones and parking) must be provided along Main Street.

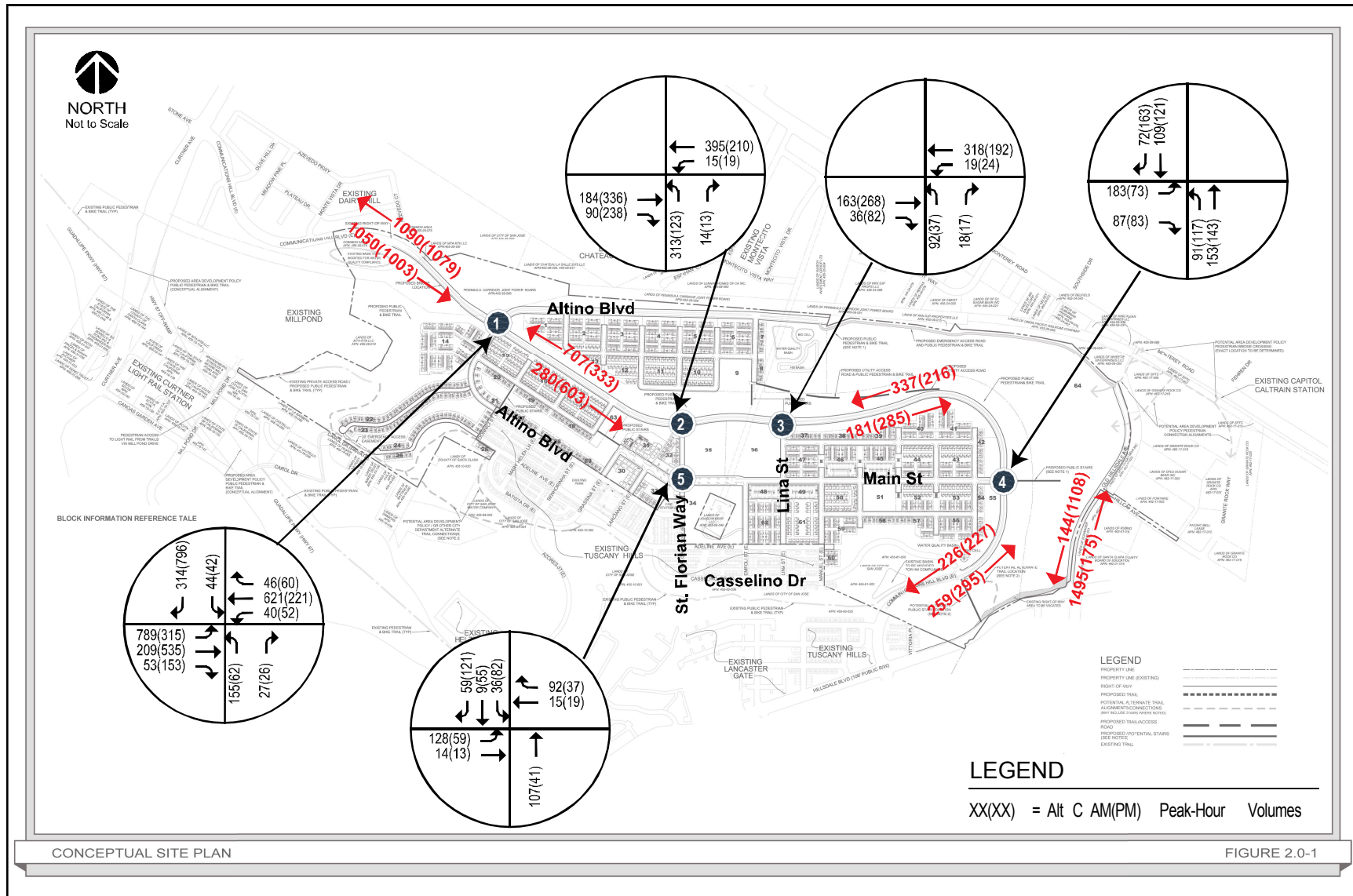


**Figure 12**  
**On-Site Traffic Volumes**

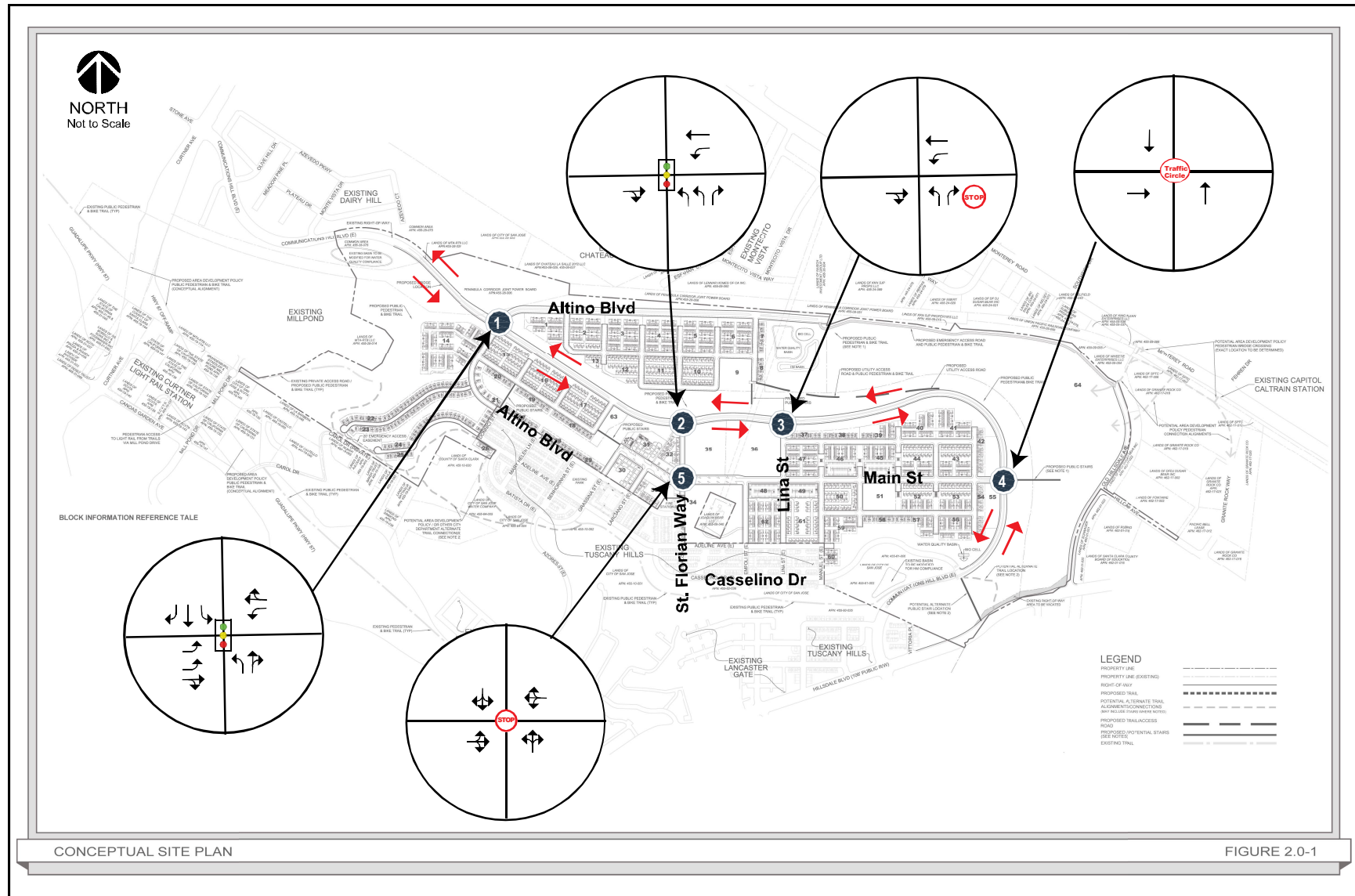


**Figure 13**  
**Recommended On-Site Intersection Control**

## 7. 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 82 signalized intersections, one unsignalized intersection, and 56 directional freeway segments. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

### Project Impacts and Mitigation Measures

#### *Background Plus Project Intersection Level of Service Analysis*

The results show that based on the City of San Jose significance criteria, four of the study intersections would be significantly impacted by the project.

- 3 Monterey Road and Curtner Avenue\*
- 13 Almaden Expressway and Foxworthy Avenue
- 22 Communications Hill Boulevard and Curtner Avenue
- 33 Snell Avenue and Capitol Expressway\*

Two of the four intersections identified to be significantly impacted by the project based on City of San Jose criteria are CMP designated intersections. The two CMP intersections are projected to meet the CMP LOS standard of LOS E.

Potential physical improvements were identified at each of the impacted intersections and are described in detail in Chapter 5. However, each of the identified improvements will require the acquisition of right-of-way that is not currently available. Thus, in lieu of the identified physical mitigations, which are infeasible, this project relies on the adoption of an Area Development Policy (ADP) will be developed to establish special traffic level of service standards for a specific geographic area; the Communications Hill Specific Plan area. Impacts at these intersections would be significant and unavoidable due to the lack of feasible mitigation to reduce these impacts to a less than significant level.

The ADP would provide new and enhanced non-auto travel mode facilities such as trails, bikeways, connections to transit, and improvements on major roadways and freeway entrances. While these improvements would not reduce the identified intersection impacts to a less than significant level, they are consistent with General Plan goals and policies that seek to maximize the efficiency, safety, and



connectivity of the existing street system while promoting complete streets that provide for pedestrian, bicycle, and public transit modes of travel. The planned improvements included in the Communications Hill Specific Plan ADP are described in the following section.

### ***Communications Hill Area Development Policy***

The Communications Hill Specific Plan Area Development Policy (CHSPADP) will provide for the implementation of several improvements to the roadway system, transit system, and pedestrian and bicyclist facilities in the immediate area of the proposed project. The purpose of the ADP is to establish a variance from the City's standard Level of Service Policy to allow for a balanced transportation system as identified by goals and policies of the City of San Jose Envision 2040 General Plan. The Envision 2040 General Plan allows for exceptions to the City's standard Level of Service Policy with the establishment of an ADP with the intent to meet City of San Jose Transportation Policies. In particular, the CHSPADP provides for improvement to the transportation system to meet the City of San Jose Transportation Policies that provide for the following:

- 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.

Rather than constructing improvements that enhance vehicular capacity at isolated intersections located outside of the immediate project area that are of little benefit to the overall roadway system, the CHSPADP will provide the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP includes improvements to primary access points to the freeway system and major roadways, new connections to existing transit services, and the enhancement of pedestrian and bicycle facilities to serve the proposed project as well as the existing neighborhoods in the project area and reduce further demand on other local roadways.

Although the project is not proposing to mitigate the regional freeway impacts or the selected signalized intersections described above, the project is implementing an extensive list of improvements that reduce the significant traffic impacts and provide transportation options for the project. These improvements are intended to make the most of the unique transit opportunities afforded the site.

Right-of-way, encroachment permits, and/or easements from public agencies/jurisdictions may be required for some of the improvements described below. Private property would only need to be acquired to allow access to the pedestrian/bicycle overcrossing of the Caltrain tracks.

As other properties within the CHSP come forward for development, it is expected that they may result in additional impacts at the identified intersections. Subsequent traffic analyses would be required to determine participation in the ADP. Each of the ADP improvements and benefits of their implementation is discussed below.

### **Curtner Avenue Corridor Improvements**

Curtner Avenue serves as a major east-west arterial that provides access to SR 87 and Almaden Expressway which are primary links to employment lands north of the project area. The Curtner Avenue interchange with SR 87 serves as a major access point from the project area to north and south San Jose.

The addition of project traffic at the intersection of Curtner Avenue and Communications Hill Boulevard would result in a significant impact. Mitigation measures will be implemented to reduce impacts to a less than significant level at the Curtner Avenue and Communications Hill Boulevard intersection as part of this ADP. Other improvements are included as part of the ADP to reduce other impacts of the project, as described below.

In addition, project traffic will contribute to deficient operations at the Curtner Avenue and SR 87 northbound on-ramp. Thus, improvements along the Curtner Avenue corridor that will provide additional

capacity to serve project traffic, as well as alleviate congestion along other roadways and intersections in the project area, were identified by the City and will be included as part of the ADP.

In particular, the planned improvements to the SR 87 ramps are expected to reduce congestion and operational issues currently experienced at both the Narvaez Avenue/Capitol Expressway and Curtner Avenue on-ramps. The Envision 2040 General Plan identifies the need to widen Curtner Avenue between Communications Hill Boulevard and SR 87 from its existing four to six lanes. The CHSPADP will provide for the widening of Curtner Avenue in the westbound direction along with specific intersection improvements as described below.

**ADP Improvement 1: Widen Curtner Avenue to Five Lanes Between Communications Hill Boulevard and the Almaden Expressway Southbound Off-Ramp**

- Remove existing four-foot wide median and replace with two-foot wide median across existing Curtner Avenue Bridge over the railroad tracks.
- Re-stripe westbound Curtner Avenue lanes from Communications Hill Boulevard to SR 87 on-ramp to accommodate additional through lane.
- Convert westbound lane from Communications Hill Boulevard into dedicated right-turn lane at SR 87 northbound on-ramp.
- Existing Curtner Avenue Bridge over the railroad tracks to remain in place and proposed improvements shall occur within the existing right-of-way.
- Re-stripe Curtner Avenue under SR 87 overpass to improve alignment.
- Modify existing median.
- Maintain existing Class II bicycle lane along Curtner Avenue by restriping it between Communications Hill Boulevard and the Curtner Avenue Bridge over the railroad tracks.

**ADP Improvement 2: Intersection of Communications Hill Boulevard and Curtner Avenue**

- Add second westbound left-turn lane from Curtner Avenue onto southbound Communications Hill Boulevard upon modification of existing median.
- Restripe existing westbound right-turn lane onto northbound Communications Hill Boulevard to accommodate an additional through lane upon removal of existing pork chop islands.
- Remove pork chop islands, reduce radius returns on both north and south sides of Curtner Avenue, modify traffic signal including new poles, mast arms, pedestrian facilities, and restriping.

**ADP Improvement 3: Intersection of SR 87 Northbound Off-Ramp and Curtner Avenue**

- Modify traffic signal including new mast arm poles, upgrades to pedestrian facilities, and restriping.
- Right-of-way on the south side to be acquired by the City from Caltrans.

**ADP Improvement 4: SR 87 Northbound On-Ramp at Curtner Avenue**

- Add second eastbound left-turn lane from Curtner Avenue onto the SR 87 northbound on-ramp.
- Modify the existing median island at the SR 87 and Curtner Avenue intersection.
- Extend the existing HOV lane on the on-ramp back to Curtner Avenue and provide additional mixed-flow lane on the ramp from Curtner to metering light for a total of three lanes on the ramp. This may require additional right-of-way on the east side of SR 87 between Unified Way and the metered on-ramp for approximately 200' feet.
- Add Class I bicycle facility to shoulder along Unified Way. Construct 10-foot paved trail with two-foot shoulders from existing path terminus at bus yard driveway to the corner of Unified Way and Curtner Avenue.
- Install traffic signal at Unified Way at Bus Yard
- CALTRANS to relinquish Unified Way and right-of-way along Curtner Avenue to City of San Jose.
- These improvements require an encroachment permit from CALTRANS

### **Capitol Expressway/Narvaez Avenue/SR 87 On/Off Ramps**

The SR 87 freeway ramps at Capitol Expressway and Narvaez Avenue serve as the primary freeway access point and link between the residential land uses in the project area with employment centers north of the project area. The SR 87 on-ramp at Narvaez Avenue currently experiences lengthy queues during the AM peak hour when ramp metering is active.

Although it is projected that the primary freeway access point for the proposed project will be provided by the Curtner Avenue interchange with SR 87 and that the project traffic will have a minimal effect on the SR 87 ramps at Narvaez Avenue, the developer has voluntarily included improvements to this interchange as part of its application for development to the City to alleviate other traffic issues in the vicinity of the project because not all project impacts could be mitigated. These improvements are included in this policy. Improvements have been identified to increase vehicular queue storage at the Narvaez on-ramp in an effort to alleviate operational issues near the freeway ramps. The planned improvements in the vicinity of the Capitol Expressway/Narvaez Avenue/SR 87 On/Off Ramps are discussed below.

#### **ADP Improvement 5: Improvement to the SR 87 On-Ramp/Narvaez Avenue Corridor**

- Widen Narvaez Avenue from Capitol Expressway northerly to the SR 87/Narvaez on/off ramps to extend two existing northbound through lanes on Narvaez Avenue to the SR 87 northbound on/off ramps.
- Reconfigure the intersection at the SR 87 northbound on/off ramps to improve the intersection operations, queuing for both northbound and southbound Narvaez Avenue, and construction of a retaining wall adjacent to the existing VTA parking lot.
- Modify full traffic signal including improved pedestrian and bike facilities at the SR 87 on/off ramps.
- Modify traffic signal at the intersection of Capitol Expressway and Narvaez Avenue.
- These improvements require an encroachment permit from the County and Caltrans.
- These improvements may require additional right-of-way between the SR 87 ramps and Capitol Expressway at the VTA parking lot (approximately ½ acre).

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

Although the project area is served by several major public transit lines (Caltrain and VTA bus lines and LRT), the project site itself is not served directly by any transit services. In addition, there are no existing pedestrian/bicycle links between the project site and other existing pedestrian/bicycle and transit facilities in the area. The CHSPADP includes several improvements to existing, as well as the construction of new, non-auto facilities with the intent to promote and encourage the use of multi-modal travel options. The identified improvements are consistent with the Envision 2040 General Plan 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.

Thus, the implementation of the 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..

**ADP Improvement 6: Bicycle and Pedestrian Facility Improvements (Unified Way to Masonic Drive)**

- Construct a Class I bicycle facility (10 feet paved with two-foot shoulders) from trail terminus at Unified Way southerly crossing at SR 87/Curtner Avenue northbound off/on ramp intersection and continuing along the east side of SR 87 ending at Millpond Drive/Masonic Drive.
- Construct a Class I bicycle/pedestrian facility (10 feet paved with two-foot shoulders) from Millpond Drive south along the east side of SR 87 to Carol Drive. This will require the construction of a retaining wall along the east side of the trail.

**ADP Improvement 7: Bicycle and Pedestrian Facility Improvements (Azores Street to Capitol Expressway)**

- Stripe Class II bike lanes along Narvaez Avenue from existing trail terminus at Azores Street/Helzer Road southerly within the existing right-of-way on Narvaez Avenue. Continue the Class II bicycle lane along the newly constructed/widened Narvaez Avenue from the SR 87 off/on ramps to Capitol Expressway.
- The traffic signal at Narvaez Avenue and the SR 87 on/off ramps will be modified to include improved bike/pedestrian crossing.
- This will require right-of-way from the existing VTA parking lot on the west side of Narvaez Avenue.

**ADP Improvement 8: CALTRAIN Pedestrian/Bicycle Connection along Monterey Highway**

Access from the Communications Hill 2 project site to the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road can be acquired by way of three options. These options were developed because property would need to be obtained from private property owners. Option #1 assumes the crossing would be located north of the existing Capitol Caltrain Station. The overcrossing location for Options #2 and #3 would be approximately the same; adjacent to or very near the existing Station. The design of the crossing itself would be the same regardless of the access location. These options are generally described below.

**Option #1 Alignment**

- Construct approximately 400 linear feet of sidewalk or pathway from the project site to the western landing of the future overcrossing to be located north of the existing Capitol Caltrain Station.
- Construct a pedestrian/bicycle overcrossing between the end of the sidewalk/pathway and the existing sidewalk on the east side of the railroad tracks. The sidewalk on the east side of the railroad tracks along Monterey Road would be utilized to access the Station.
- Requires right-of-way (easement) from at least one private property owner.
- Requires coordination/permit from the Joint Powers Board

**Option #2 Alignment**

- Construct approximately 1,200 linear feet of pathway or trail from the project site to the western landing of the overcrossing to the Caltrain Station. A portion of this trail would run along the east side of the railroad tracks.
- Construct a pedestrian/bicycle overcrossing between the end of the pathway/trail and the Station.
- Requires easement from at least two private property owners.
- Requires coordination/permit from the Joint Powers Board.

**Option #3 Alignment**

- Utilize existing public streets and sidewalks south of the project site to the extent possible to access the future overcrossing. This would require the construction of approximately 2,200 linear feet of new sidewalks from the project site along Hillcap and Hillsdale Avenues and Granite Rock

Way. At the terminus of Granite Rock Way, an approximately 400-foot long pathway/trail would be constructed to the western landing of the overcrossing. Construct a pedestrian/bicycle overcrossing between the end of the pathway/trail and the Station.

### ***Background Plus Project Freeway Segment Level of Service Analysis***

The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project will have a significant impact on mixed-flow lanes on 10 directional freeway segments and HOV lanes on two directional freeway segments during at least one peak hour.

The Valley Transportation Authority *VTP 2035* identifies improvements to regional facilities, including freeways, for which a regional funding plan could be used to fund. The Silicon Valley Express Lanes Program, is identified in the *VTP 2035* and will convert existing carpool lanes and add new lanes to provide congestion relief throughout Santa Clara County. The Silicon Valley Express Lanes Program and *VTP 2035* identify improvement of the following impacted freeway segments:

- SR 87 Express Lanes, between SR 85 and US 101
- I-280 Express Lanes, between US 101 and Leland Avenue
- I-680 Express Lanes, between Calaveras Boulevard and US 101

The project along with other projects within Santa Clara County could contribute towards the funding of the improvements. However, full mitigation of significant project impacts on freeway segments is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements. Therefore, significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

As discussed above, the CHSPADP includes several improvements to existing as well as the construction of new non-auto facilities with the intent to promote and encourage the use of multi-modal travel options to reduce the use of single-occupant automobile travel. The implementation of the improvements are intended to reduce the identified project impacts to the roadway system, including freeways, by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities.

## **Other Transportation Issues**

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

The following intersections would have inadequate queue storage capacity under project conditions.

#### **(13) Almaden Expressway and Foxworthy Avenue**

*Recommendation:* The recommended improvement for the intersection of Almaden Expressway and Foxworthy Avenue is to extend the left-turn lanes on the southbound approach to provide an additional 350 feet of total storage capacity to accommodate the projected queues. The improvement will require removal and reconstruction of the median island along the southbound leg of the intersection and restriping of the lanes.

#### **(22) Communications Hill Boulevard and Curtner Avenue**

*Recommendation:* The improvements for the intersection of Communications Hill Boulevard and Curtner Avenue included in the ADP will provide a second left-turn lane on the westbound approach to provide a total queue storage capacity of 650 ft. The improvement includes the removal of the “pork chop” islands at the southern side of the intersection, relocation of the existing traffic signal, and restriping of the lanes. There are no further feasible improvements to implement on the northbound approach to the intersection. Implementation of the ADP will improve operational deficiencies at this intersection.



### **(32) Vistapark Drive and Capitol Expressway**

*Recommendation:* The recommended improvements for the intersection of Vistapark Drive and Capitol Expressway is to extend the left-turn lanes on the southbound and eastbound approaches by 25 feet to accommodate the projected queues. These improvements will require removal and reconstruction of median islands along the north and west legs of the intersection and restriping of the lanes. The City has the discretion to include this improvement in the ADP.

### **(33) Snell Avenue and Capitol Expressway**

*Recommendation:* The recommended improvements for the intersection of Snell Avenue and Capitol Expressway is to provide a third left-turn lane on the southbound approach to provide a total queue storage capacity of 975 ft. The improvement will require right-of-way from adjacent properties, removal of the “pork chop” islands at the northern and southern sides of the intersection, relocation of the existing traffic signal, and restriping of the lanes. These improvements are not currently feasible due to a lack of right-of-way.

### ***Unsignalized Intersection Analysis (Traffic Signal Warrants)***

Peak hour signal warrants were checked at the Old Hillsdale Avenue and Hillsdale Avenue unsignalized study intersection under each of the scenarios analyzed. The results indicate that the unsignalized study intersection of Old Hillsdale Avenue and Hillsdale Avenue intersection is projected to have traffic volumes that meet the thresholds that warrant signalization under background plus project conditions without and with the Pullman Way extension.

### ***Freeway On-Ramp Analysis***

An analysis of the freeway on-ramps serving the project site was performed in order to identify potential project impacts on queue lengths and ramp operations. The project will be served by two freeway interchanges: SR 87 and Narvaez Avenue/Capitol Expressway and SR 87 and Curtner Avenue.

#### **SR 87 Northbound On-Ramp and Narvaez Avenue**

The project is not projected to add a significant amount of AM peak hour trips to the SR 87 northbound on-ramp from northbound Narvaez Avenue and will result in the reduction of trips by 65 AM peak hour trips from southbound Narvaez Avenue. The reduction of AM Peak-Hour trips at the SR 87 northbound on-ramp from Narvaez Avenue is due to the redistribution of traffic created by the construction of the Communications Hill Boulevard bridge and connection to Curtner Avenue. A portion of the traffic that is currently using the SR 87 Narvaez ramp is expected to change travel patterns and instead utilize the SR 87 northbound on-ramp at Curtner Avenue. Once a connection from the project site to Curtner Avenue is built, the majority of project traffic bound for northbound SR 87 would use the freeway on-ramp at Curtner Avenue, since it provides for shorter travel distances when compared to the SR 87 ramp at Narvaez Avenue.

Improvements are planned as part of the CHSPADP, as described in Chapter 5, at the SR 87 northbound on-ramp from Narvaez Avenue. The improvements will provide for additional vehicular storage capacity, improve operations at the Narvaez Avenue and SR 87 ramps intersection, and provide new and enhanced existing pedestrian and bicycle facilities near the ramps. However, delays would continue to be experienced during the AM peak hour at the northbound SR 87 on-ramp. The ramp operations and delays are dictated by the ramp meter service rate. In order to reduce delay time at the ramp, the meter would have to be adjusted to provide a higher service rate and traffic flow onto the freeway. The proposed improvements will not change the existing meter service rates which are controlled by Caltrans not the City of San Jose.

#### **SR 87 Northbound On-Ramp and Curtner Avenue**

At the SR 87 northbound on-ramp at Curtner Avenue, the project is projected to add approximately 225

trips to the freeway on-ramp from westbound Curtner Avenue. The additional traffic will result in an increase of the projected queue length by approximately 45 vehicles and cause the wait time at the ramp to increase. The metering rate at the Curtner Avenue northbound on-ramp is currently three times longer than the rate at the Narvaez Avenue northbound on-ramp. The analysis of the freeway ramp assumes that the current metering rate at the SR 87 northbound on-ramp from Curtner Avenue would be increased to serve the increase in demand at the ramp and balance the usage of the Narvaez Avenue and Curtner Avenue ramps. Caltrans controls the metering rate on freeway ramps. Presumably the existing metering rate at the Curtner Avenue northbound on-ramp is based on the current demand which is 50% less than that at the Narvaez Avenue northbound on-ramp. The Narvaez Avenue northbound on-ramp currently serves approximately 900 vehicles during the AM peak hour compared with only 460 vehicles at the Curtner Avenue northbound on-ramp.

Improvements are planned as part of the CHSPADP, as described in Chapter 5, at the SR 87 northbound on-ramp from Curtner Avenue. The improvements include the addition of a second mixed-flow lane and extension of the existing HOV lane on the northbound ramp. The addition of a third lane to the on-ramp would provide an additional 700 ft. of queue storage capacity from Curtner Avenue to the existing ramp meter location. In addition to the ramp improvements, the ADP will require the project to widen the westbound direction of Curtner Avenue from two to three lanes from Communications Hill Boulevard to the SR 87 northbound ramps to provide additional storage capacity to serve the projected westbound queue length under project conditions.

### **Roadway Segment Analysis**

A capacity analysis was performed for a select set of primary roadways serving the project area. Traffic operations for the roadways were evaluated by comparing the average daily volumes (ADT) to the threshold capacities for various roadway types identified in the *Highway Capacity Manual, Transportation Research Board 2000 (HCM 2000)*. The HCM 2000 thresholds are based on the local roadway functional classification and these values provide a planning-level analysis of the relative traffic load and approximate capacity on a particular roadway. It is important to note that daily volume thresholds are used for planning purposes and traffic during the peak commute periods may result in worse operations than illustrated by the daily LOS. The City of San Jose does not have a formally adopted roadway segment operating standard. Thus, for the purposes of this analysis, LOS D was used as a guideline for the evaluation of daily segment volumes.

The ADT level of service analysis indicates that the segment of Curtner Avenue between SR 87 and Communications Hill Boulevard is projected to have ADT volumes that exceed the thresholds for LOS D operations. The projected ADT and resulting levels of service, indicate the need to widen Curtner Avenue between SR 87 and Communications Hill Boulevard. The CHSPADP, as described in Chapter 5, will require the project to widen westbound Curtner Avenue from two to three lanes between Communications Hill Boulevard and SR 87. The remaining roadway segments evaluated are projected to have ADT volumes that fall below the HCM 2000 maximum ADT thresholds for operations of LOS D.

### **Pullman Way Extension**

The extension of the existing Pullman Way to provide an additional access point to the project area was identified within the Communications Hill Specific Plan. The Pullman Way extension was planned to connect Communications Hill Boulevard (along the northeast part of the project site) with Monterey Road to the east of the project area.

The traffic model was utilized to assign project conditions traffic volumes without and with the Pullman Way extension as analyzed in this study. A comparison of intersection level of service analysis results without and with the planned Pullman extension indicates that there is no significant benefit to providing the extension in regards to improved intersection levels of service. However, operational issues such as lengthy vehicle queues at the other primary access points to the general Communications Hill area were identified that may be partially alleviated with the Pullman Way extension.

However, the Pullman way extension would not create significant improvement in overall traffic conditions and circulation on the roadway system. Furthermore, construction of the Pullman Way extension would require significant cut-and-fill, construction of several large retaining walls, and a travel route that is circuitous due to the change in grades that are required to construct this connection. The proposed connections from the project area to Capitol Expressway and Curtner Avenue, with the identified improvements, would accommodate the projected traffic volumes.

### ***Transit, Pedestrian and Bicycle Analysis***

The project site is located between two major transit opportunities. The Capitol and Curtner LRT stations are located along SR 87 approximately one mile from the project site. The Capitol Caltrain station is located at the intersection of Monterey Road and Fehren Drive. Currently there is no direct access point to the Capitol Caltrain Station from the project site. Access to the station requires the use of the Capitol Expressway overcrossing of Monterey Highway and a route that is approximately 2.25 miles and includes the use of Snell Avenue, Capitol Expressway, and Monterey Highway. In addition, the project site is not served directly by any bus services. The nearest bus stops are located at the base of the hill near the intersections of Communications Hill Boulevard/Curtner Avenue and Capitol Expressway/Vistapark Drive.

Currently, there are no existing pedestrian/bike links between the project site and other existing pedestrian/bike and transit facilities in the area. The CHSPADP, as described in detail in Chapter 5, will require the project to construct new non-auto facilities as well as enhance existing facilities, as previously described. The improvements are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The improvements 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.

**Communications Hill  
Development  
Technical Appendices**

May 28, 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 : 9/27/2012

Page No : 1

## Groups Printed- Vehicles

|             | FIRST ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | FIRST ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                  | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 1                      | 38   | 6    | 0    | 45         | 18                    | 47   | 0    | 0    | 65         | 2                      | 197  | 17   | 4    | 220        | 7                     | 24   | 4    | 6    | 41         | 371        |
| 07:15 AM    | 3                      | 42   | 7    | 5    | 57         | 31                    | 68   | 0    | 0    | 99         | 1                      | 323  | 10   | 6    | 340        | 7                     | 37   | 3    | 15   | 62         | 558        |
| 07:30 AM    | 0                      | 41   | 3    | 1    | 45         | 44                    | 92   | 0    | 1    | 137        | 2                      | 342  | 11   | 2    | 357        | 14                    | 24   | 3    | 5    | 46         | 585        |
| 07:45 AM    | 3                      | 53   | 14   | 2    | 72         | 57                    | 150  | 0    | 1    | 208        | 1                      | 295  | 12   | 0    | 308        | 7                     | 40   | 6    | 6    | 59         | 647        |
| Total       | 7                      | 174  | 30   | 8    | 219        | 150                   | 357  | 0    | 2    | 509        | 6                      | 1157 | 50   | 12   | 1225       | 35                    | 125  | 16   | 32   | 208        | 2161       |
| 08:00 AM    | 1                      | 44   | 8    | 2    | 55         | 59                    | 90   | 0    | 1    | 150        | 2                      | 330  | 8    | 2    | 342        | 13                    | 27   | 3    | 11   | 54         | 601        |
| 08:15 AM    | 1                      | 50   | 8    | 1    | 60         | 52                    | 70   | 1    | 0    | 123        | 1                      | 340  | 13   | 1    | 355        | 12                    | 43   | 4    | 4    | 63         | 601        |
| 08:30 AM    | 2                      | 52   | 8    | 3    | 65         | 47                    | 78   | 0    | 3    | 128        | 4                      | 342  | 16   | 2    | 364        | 7                     | 25   | 6    | 8    | 46         | 603        |
| 08:45 AM    | 2                      | 58   | 10   | 0    | 70         | 48                    | 61   | 0    | 1    | 110        | 0                      | 287  | 11   | 4    | 302        | 8                     | 21   | 11   | 7    | 47         | 529        |
| Total       | 6                      | 204  | 34   | 6    | 250        | 206                   | 299  | 1    | 5    | 511        | 7                      | 1299 | 48   | 9    | 1363       | 40                    | 116  | 24   | 30   | 210        | 2334       |
| Grand Total | 13                     | 378  | 64   | 14   | 469        | 356                   | 656  | 1    | 7    | 1020       | 13                     | 2456 | 98   | 21   | 2588       | 75                    | 241  | 40   | 62   | 418        | 4495       |
| Apprch %    | 2.8                    | 80.6 | 13.6 | 3    |            | 34.9                  | 64.3 | 0.1  | 0.7  |            | 0.5                    | 94.9 | 3.8  | 0.8  |            | 17.9                  | 57.7 | 9.6  | 14.8 |            |            |
| Total %     | 0.3                    | 8.4  | 1.4  | 0.3  | 10.4       | 7.9                   | 14.6 | 0    | 0.2  | 22.7       | 0.3                    | 54.6 | 2.2  | 0.5  | 57.6       | 1.7                   | 5.4  | 0.9  | 1.4  | 9.3        |            |

|                                                            | FIRST ST<br>Southbound |           |           |          |            | KEYES ST<br>Westbound |            |          |          |            | FIRST ST<br>Northbound |            |           |          |            | KEYES ST<br>Eastbound |           |          |           |            |            |
|------------------------------------------------------------|------------------------|-----------|-----------|----------|------------|-----------------------|------------|----------|----------|------------|------------------------|------------|-----------|----------|------------|-----------------------|-----------|----------|-----------|------------|------------|
| Start Time                                                 | Right                  | Thru      | Left      | Peds     | App. Total | Right                 | Thru       | Left     | Peds     | App. Total | Right                  | Thru       | Left      | Peds     | App. Total | Right                 | Thru      | Left     | Peds      | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                        |           |           |          |            |                       |            |          |          |            |                        |            |           |          |            |                       |           |          |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |           |           |          |            |                       |            |          |          |            |                        |            |           |          |            |                       |           |          |           |            |            |
| 07:45 AM                                                   | <b>3</b>               | <b>53</b> | <b>14</b> | 2        | <b>72</b>  | 57                    | <b>150</b> | 0        | 1        | <b>208</b> | 1                      | 295        | 12        | 0        | 308        | 7                     | 40        | <b>6</b> | 6         | 59         | <b>647</b> |
| 08:00 AM                                                   | 1                      | 44        | 8         | 2        | 55         | <b>59</b>             | 90         | 0        | 1        | 150        | 2                      | 330        | 8         | <b>2</b> | 342        | <b>13</b>             | 27        | 3        | <b>11</b> | 54         | 601        |
| 08:15 AM                                                   | 1                      | 50        | 8         | 1        | 60         | 52                    | 70         | <b>1</b> | 0        | 123        | 1                      | 340        | 13        | 1        | 355        | 12                    | <b>43</b> | 4        | 4         | <b>63</b>  | 601        |
| 08:30 AM                                                   | 2                      | 52        | 8         | <b>3</b> | 65         | 47                    | 78         | 0        | <b>3</b> | 128        | <b>4</b>               | <b>342</b> | <b>16</b> | 2        | <b>364</b> | 7                     | 25        | 6        | 8         | 46         | 603        |
| Total Volume                                               | 7                      | 199       | 38        | 8        | 252        | 215                   | 388        | 1        | 5        | 609        | 8                      | 1307       | 49        | 5        | 1369       | 39                    | 135       | 19       | 29        | 222        | 2452       |
| % App. Total                                               |                        |           |           |          |            |                       |            |          |          |            |                        |            |           |          |            |                       |           |          |           |            |            |
| PHF                                                        | .583                   | .939      | .679      | .667     | .875       | .911                  | .647       | .250     | .417     | .732       | .500                   | .955       | .766      | .625     | .940       | .750                  | .785      | .792     | .659      | .881       | .947       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

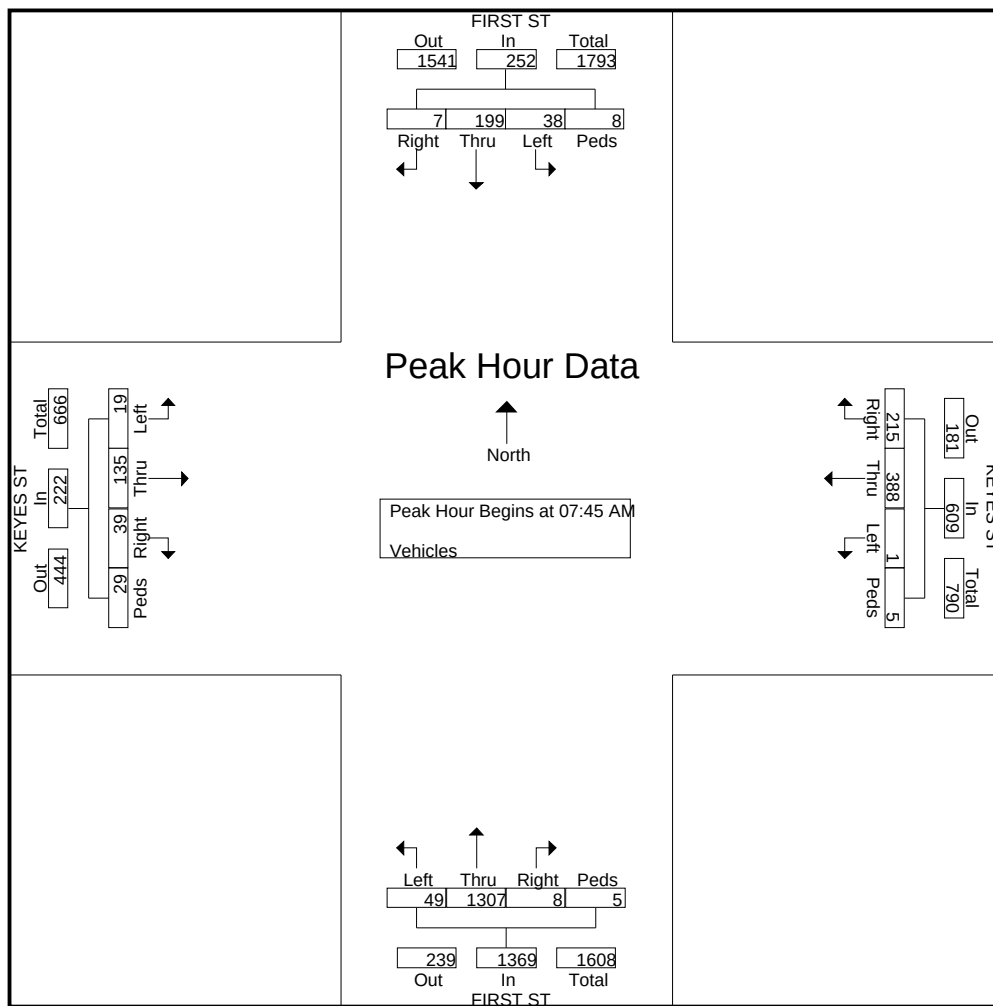
tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 9/27/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 2AM FINAL

Site Code : 00000002

Start Date : 9/27/2012

Page No : 1

## Groups Printed- Vehicles

|             | FIRST ST<br>Southbound |      |      |      |            | ALMA ST<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | ALMA ST<br>Eastbound |      |      |      |            |            |
|-------------|------------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
| Start Time  | Right                  | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 8                      | 54   | 8    | 8    | 78         | 3                    | 24   | 30   | 0    | 57         | 18                        | 284  | 17   | 0    | 319        | 22                   | 44   | 58   | 2    | 126        | 580        |
| 07:15 AM    | 18                     | 61   | 12   | 8    | 99         | 8                    | 26   | 19   | 2    | 55         | 20                        | 487  | 30   | 0    | 537        | 20                   | 63   | 67   | 0    | 150        | 841        |
| 07:30 AM    | 22                     | 78   | 7    | 8    | 115        | 8                    | 58   | 26   | 2    | 94         | 23                        | 483  | 45   | 1    | 552        | 16                   | 60   | 63   | 2    | 141        | 902        |
| 07:45 AM    | 18                     | 93   | 7    | 4    | 122        | 5                    | 59   | 28   | 2    | 94         | 28                        | 600  | 34   | 2    | 664        | 16                   | 86   | 68   | 0    | 170        | 1050       |
| Total       | 66                     | 286  | 34   | 28   | 414        | 24                   | 167  | 103  | 6    | 300        | 89                        | 1854 | 126  | 3    | 2072       | 74                   | 253  | 256  | 4    | 587        | 3373       |
| 08:00 AM    | 20                     | 89   | 2    | 4    | 115        | 9                    | 42   | 36   | 2    | 89         | 22                        | 507  | 35   | 3    | 567        | 12                   | 74   | 82   | 1    | 169        | 940        |
| 08:15 AM    | 38                     | 103  | 7    | 12   | 160        | 16                   | 52   | 38   | 3    | 109        | 21                        | 486  | 48   | 0    | 555        | 19                   | 70   | 106  | 4    | 199        | 1023       |
| 08:30 AM    | 32                     | 94   | 8    | 14   | 148        | 8                    | 39   | 18   | 6    | 71         | 26                        | 504  | 43   | 0    | 573        | 26                   | 80   | 114  | 11   | 231        | 1023       |
| 08:45 AM    | 42                     | 111  | 17   | 19   | 189        | 8                    | 71   | 28   | 1    | 108        | 11                        | 375  | 45   | 1    | 432        | 19                   | 42   | 42   | 4    | 107        | 836        |
| Total       | 132                    | 397  | 34   | 49   | 612        | 41                   | 204  | 120  | 12   | 377        | 80                        | 1872 | 171  | 4    | 2127       | 76                   | 266  | 344  | 20   | 706        | 3822       |
| Grand Total | 198                    | 683  | 68   | 77   | 1026       | 65                   | 371  | 223  | 18   | 677        | 169                       | 3726 | 297  | 7    | 4199       | 150                  | 519  | 600  | 24   | 1293       | 7195       |
| Apprch %    | 19.3                   | 66.6 | 6.6  | 7.5  |            | 9.6                  | 54.8 | 32.9 | 2.7  |            | 4                         | 88.7 | 7.1  | 0.2  |            | 11.6                 | 40.1 | 46.4 | 1.9  |            |            |
| Total %     | 2.8                    | 9.5  | 0.9  | 1.1  | 14.3       | 0.9                  | 5.2  | 3.1  | 0.3  | 9.4        | 2.3                       | 51.8 | 4.1  | 0.1  | 58.4       | 2.1                  | 7.2  | 8.3  | 0.3  | 18         |            |

|                                                            | FIRST ST<br>Southbound |            |          |           |            | ALMA ST<br>Westbound |           |           |          |            | MONTEREY RD<br>Northbound |            |           |          |            | ALMA ST<br>Eastbound |           |            |           |            |             |
|------------------------------------------------------------|------------------------|------------|----------|-----------|------------|----------------------|-----------|-----------|----------|------------|---------------------------|------------|-----------|----------|------------|----------------------|-----------|------------|-----------|------------|-------------|
| Start Time                                                 | Right                  | Thru       | Left     | Peds      | App. Total | Right                | Thru      | Left      | Peds     | App. Total | Right                     | Thru       | Left      | Peds     | App. Total | Right                | Thru      | Left       | Peds      | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                        |            |          |           |            |                      |           |           |          |            |                           |            |           |          |            |                      |           |            |           |            |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |            |          |           |            |                      |           |           |          |            |                           |            |           |          |            |                      |           |            |           |            |             |
| 07:45 AM                                                   | 18                     | 93         | 7        | 4         | 122        | 5                    | <b>59</b> | 28        | 2        | 94         | <b>28</b>                 | <b>600</b> | 34        | 2        | <b>664</b> | 16                   | <b>86</b> | 68         | 0         | 170        | <b>1050</b> |
| 08:00 AM                                                   | 20                     | 89         | 2        | 4         | 115        | 9                    | 42        | 36        | 2        | 89         | 22                        | 507        | 35        | <b>3</b> | 567        | 12                   | 74        | 82         | 1         | 169        | 940         |
| 08:15 AM                                                   | <b>38</b>              | <b>103</b> | 7        | 12        | <b>160</b> | <b>16</b>            | 52        | <b>38</b> | 3        | <b>109</b> | 21                        | 486        | <b>48</b> | 0        | 555        | 19                   | 70        | 106        | 4         | 199        | 1023        |
| 08:30 AM                                                   | 32                     | 94         | <b>8</b> | <b>14</b> | 148        | 8                    | 39        | 18        | <b>6</b> | 71         | 26                        | 504        | 43        | 0        | 573        | <b>26</b>            | 80        | <b>114</b> | <b>11</b> | <b>231</b> | 1023        |
| Total Volume                                               | 108                    | 379        | 24       | 34        | 545        | 38                   | 192       | 120       | 13       | 363        | 97                        | 2097       | 160       | 5        | 2359       | 73                   | 310       | 370        | 16        | 769        | 4036        |
| % App. Total                                               |                        |            |          |           |            |                      |           |           |          |            |                           |            |           |          |            |                      |           |            |           |            |             |
| PHF                                                        | .711                   | .920       | .750     | .607      | .852       | .594                 | .814      | .789      | .542     | .833       | .866                      | .874       | .833      | .417     | .888       | .702                 | .901      | .811       | .364      | .832       | .961        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

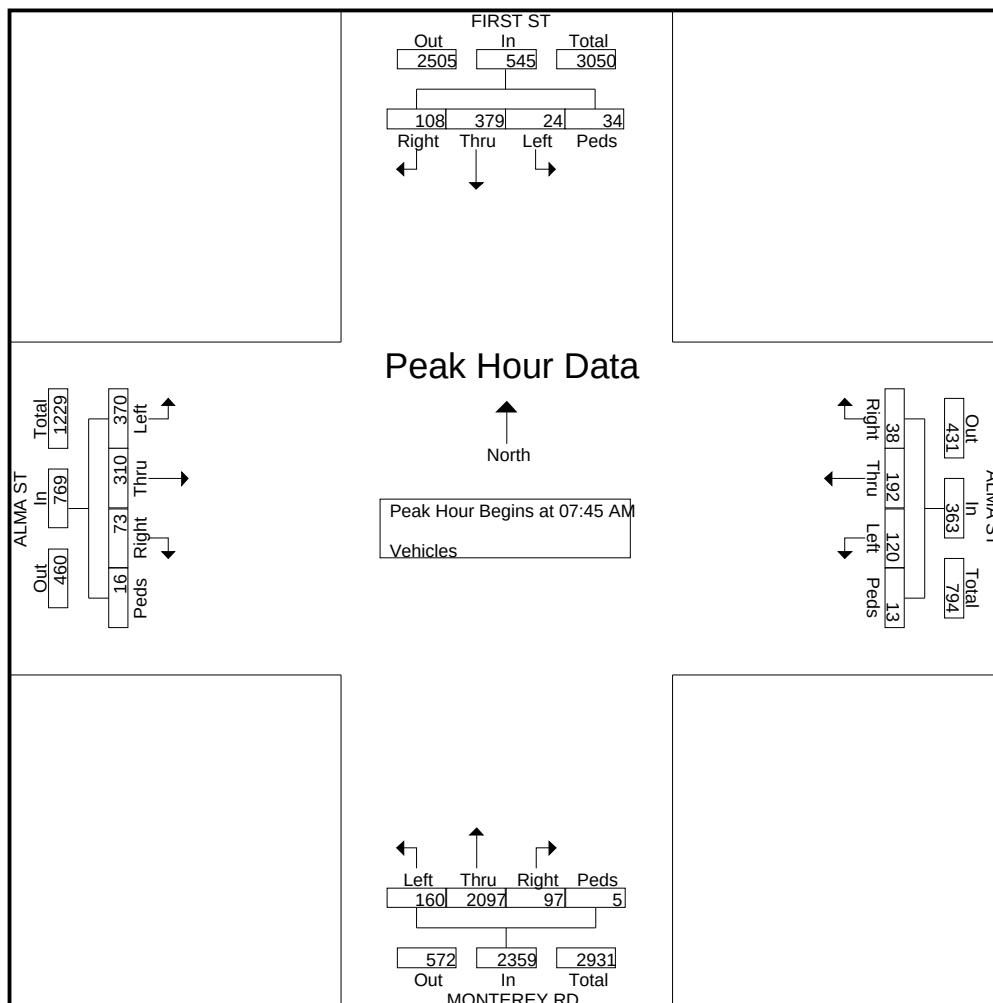
tdsbay@cs.com

File Name : 2AM FINAL

Site Code : 00000002

Start Date : 9/27/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-----------------------|------|------|------|------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 12                        | 49   | 14   | 6    | 81         | 30                    | 94   | 4    | 0    | 128        | 6                         | 342  | 105  | 2    | 455        | 69                       | 80   | 29   | 3    | 181        | 845        |
| 07:15 AM    | 22                        | 44   | 27   | 5    | 98         | 38                    | 133  | 5    | 1    | 177        | 6                         | 489  | 173  | 0    | 668        | 51                       | 112  | 24   | 1    | 188        | 1131       |
| 07:30 AM    | 21                        | 52   | 21   | 0    | 94         | 46                    | 168  | 9    | 2    | 225        | 9                         | 530  | 106  | 1    | 646        | 48                       | 140  | 37   | 0    | 225        | 1190       |
| 07:45 AM    | 26                        | 86   | 29   | 1    | 142        | 47                    | 190  | 7    | 0    | 244        | 15                        | 548  | 168  | 1    | 732        | 66                       | 132  | 44   | 0    | 242        | 1360       |
| Total       | 81                        | 231  | 91   | 12   | 415        | 161                   | 585  | 25   | 3    | 774        | 36                        | 1909 | 552  | 4    | 2501       | 234                      | 464  | 134  | 4    | 836        | 4526       |
| 08:00 AM    | 19                        | 69   | 26   | 8    | 122        | 49                    | 185  | 9    | 1    | 244        | 8                         | 497  | 128  | 0    | 633        | 62                       | 125  | 35   | 3    | 225        | 1224       |
| 08:15 AM    | 23                        | 92   | 29   | 11   | 155        | 69                    | 185  | 3    | 5    | 262        | 13                        | 486  | 123  | 2    | 624        | 51                       | 141  | 49   | 3    | 244        | 1285       |
| 08:30 AM    | 27                        | 70   | 33   | 7    | 137        | 76                    | 165  | 5    | 5    | 251        | 14                        | 453  | 132  | 2    | 601        | 45                       | 139  | 37   | 0    | 221        | 1210       |
| 08:45 AM    | 31                        | 60   | 43   | 5    | 139        | 46                    | 160  | 12   | 1    | 219        | 13                        | 289  | 131  | 4    | 437        | 70                       | 125  | 42   | 1    | 238        | 1033       |
| Total       | 100                       | 291  | 131  | 31   | 553        | 240                   | 695  | 29   | 12   | 976        | 48                        | 1725 | 514  | 8    | 2295       | 228                      | 530  | 163  | 7    | 928        | 4752       |
| Grand Total | 181                       | 522  | 222  | 43   | 968        | 401                   | 1280 | 54   | 15   | 1750       | 84                        | 3634 | 1066 | 12   | 4796       | 462                      | 994  | 297  | 11   | 1764       | 9278       |
| Apprch %    | 18.7                      | 53.9 | 22.9 | 4.4  |            | 22.9                  | 73.1 | 3.1  | 0.9  |            | 1.8                       | 75.8 | 22.2 | 0.3  |            | 26.2                     | 56.3 | 16.8 | 0.6  |            |            |
| Total %     | 2                         | 5.6  | 2.4  | 0.5  | 10.4       | 4.3                   | 13.8 | 0.6  | 0.2  | 18.9       | 0.9                       | 39.2 | 11.5 | 0.1  | 51.7       | 5                        | 10.7 | 3.2  | 0.1  | 19         |            |

|                                                            | MONTEREY RD<br>Southbound |           |           |           |            | TULLY RD<br>Westbound |            |          |          |            | MONTEREY RD<br>Northbound |            |            |          |            | CURTNER AVE<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|---------------------------|-----------|-----------|-----------|------------|-----------------------|------------|----------|----------|------------|---------------------------|------------|------------|----------|------------|--------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                     | Thru      | Left      | Peds      | App. Total | Right                 | Thru       | Left     | Peds     | App. Total | Right                     | Thru       | Left       | Peds     | App. Total | Right                    | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |           |           |           |            |                       |            |          |          |            |                           |            |            |          |            |                          |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |           |           |           |            |                       |            |          |          |            |                           |            |            |          |            |                          |            |           |          |            |             |
| 07:45 AM                                                   | 26                        | 86        | 29        | 1         | 142        | 47                    | <b>190</b> | 7        | 0        | 244        | <b>15</b>                 | <b>548</b> | <b>168</b> | 1        | <b>732</b> | <b>66</b>                | 132        | 44        | 0        | 242        | <b>1360</b> |
| 08:00 AM                                                   | 19                        | 69        | 26        | 8         | 122        | 49                    | 185        | <b>9</b> | 1        | 244        | 8                         | 497        | 128        | 0        | 633        | 62                       | 125        | 35        | <b>3</b> | 225        | 1224        |
| 08:15 AM                                                   | 23                        | <b>92</b> | 29        | <b>11</b> | <b>155</b> | 69                    | 185        | 3        | <b>5</b> | <b>262</b> | 13                        | 486        | 123        | <b>2</b> | 624        | 51                       | <b>141</b> | <b>49</b> | 3        | <b>244</b> | 1285        |
| 08:30 AM                                                   | <b>27</b>                 | 70        | <b>33</b> | 7         | 137        | <b>76</b>             | 165        | 5        | 5        | 251        | 14                        | 453        | 132        | 2        | 601        | 45                       | 139        | 37        | 0        | 221        | 1210        |
| Total Volume                                               | 95                        | 317       | 117       | 27        | 556        | 241                   | 725        | 24       | 11       | 1001       | 50                        | 1984       | 551        | 5        | 2590       | 224                      | 537        | 165       | 6        | 932        | 5079        |
| % App. Total                                               |                           |           |           |           |            |                       |            |          |          |            |                           |            |            |          |            |                          |            |           |          |            |             |
| PHF                                                        | .880                      | .861      | .886      | .614      | .897       | .793                  | .954       | .667     | .550     | .955       | .833                      | .905       | .820       | .625     | .885       | .848                     | .952       | .842      | .500     | .955       | .934        |



# Traffic Data Service

Campbell, CA

(408) 377-2988

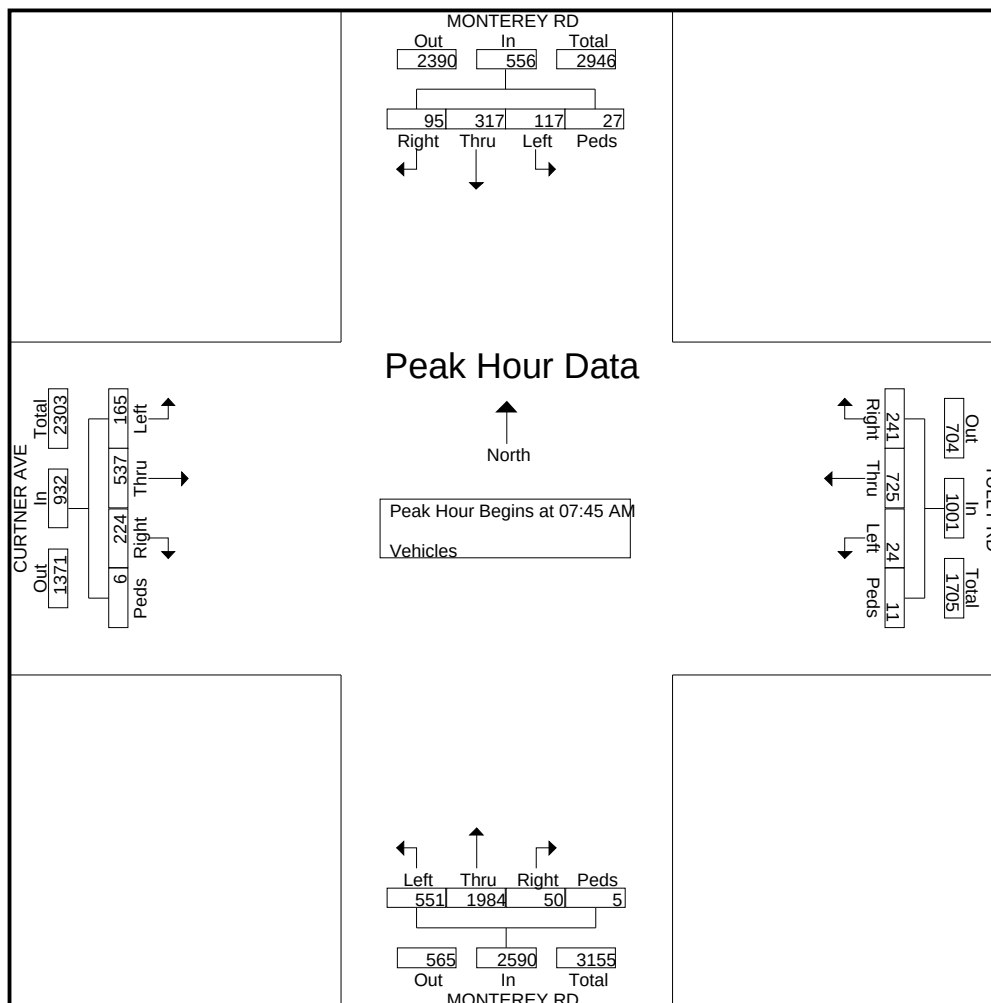
tdsbay@cs.com

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 9/19/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 4AM FINAL

Site Code : 00000004

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | OLD TULLY RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                         | 115  | 5    | 0    | 120        | 9                         | 0    | 24   | 0    | 33         | 64                        | 417  | 2    | 0    | 483        | 0         | 0    | 0    | 0    | 0          | 636        |
| 07:15 AM    | 0                         | 112  | 3    | 0    | 115        | 3                         | 0    | 12   | 0    | 15         | 105                       | 643  | 2    | 0    | 750        | 0         | 0    | 0    | 0    | 0          | 880        |
| 07:30 AM    | 0                         | 116  | 2    | 0    | 118        | 6                         | 0    | 31   | 1    | 38         | 151                       | 656  | 0    | 2    | 809        | 0         | 0    | 0    | 0    | 0          | 965        |
| 07:45 AM    | 0                         | 128  | 5    | 0    | 133        | 2                         | 0    | 45   | 0    | 47         | 134                       | 735  | 1    | 0    | 870        | 0         | 0    | 0    | 0    | 0          | 1050       |
| Total       | 0                         | 471  | 15   | 0    | 486        | 20                        | 0    | 112  | 1    | 133        | 454                       | 2451 | 5    | 2    | 2912       | 0         | 0    | 0    | 0    | 0          | 3531       |
| 08:00 AM    | 0                         | 128  | 3    | 0    | 131        | 6                         | 0    | 30   | 0    | 36         | 164                       | 602  | 3    | 0    | 769        | 0         | 0    | 0    | 0    | 0          | 936        |
| 08:15 AM    | 0                         | 119  | 6    | 0    | 125        | 2                         | 0    | 25   | 0    | 27         | 91                        | 650  | 0    | 0    | 741        | 0         | 0    | 0    | 0    | 0          | 893        |
| 08:30 AM    | 0                         | 106  | 4    | 0    | 110        | 2                         | 0    | 35   | 0    | 37         | 65                        | 558  | 5    | 0    | 628        | 0         | 0    | 0    | 0    | 0          | 775        |
| 08:45 AM    | 0                         | 120  | 8    | 0    | 128        | 4                         | 0    | 35   | 0    | 39         | 78                        | 436  | 7    | 0    | 521        | 0         | 0    | 0    | 0    | 0          | 688        |
| Total       | 0                         | 473  | 21   | 0    | 494        | 14                        | 0    | 125  | 0    | 139        | 398                       | 2246 | 15   | 0    | 2659       | 0         | 0    | 0    | 0    | 0          | 3292       |
| Grand Total | 0                         | 944  | 36   | 0    | 980        | 34                        | 0    | 237  | 1    | 272        | 852                       | 4697 | 20   | 2    | 5571       | 0         | 0    | 0    | 0    | 0          | 6823       |
| Apprch %    | 0                         | 96.3 | 3.7  | 0    |            | 12.5                      | 0    | 87.1 | 0.4  |            | 15.3                      | 84.3 | 0.4  | 0    |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 13.8 | 0.5  | 0    | 14.4       | 0.5                       | 0    | 3.5  | 0    | 4          | 12.5                      | 68.8 | 0.3  | 0    | 81.7       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |            |          |      |            | OLD TULLY RD<br>Westbound |      |           |      |            | MONTEREY RD<br>Northbound |            |          |      |            | Eastbound |      |      |      |            |             |
|------------------------------------------------------------|---------------------------|------------|----------|------|------------|---------------------------|------|-----------|------|------------|---------------------------|------------|----------|------|------------|-----------|------|------|------|------------|-------------|
| Start Time                                                 | Right                     | Thru       | Left     | Peds | App. Total | Right                     | Thru | Left      | Peds | App. Total | Right                     | Thru       | Left     | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |            |          |      |            |                           |      |           |      |            |                           |            |          |      |            |           |      |      |      |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                           |            |          |      |            |                           |      |           |      |            |                           |            |          |      |            |           |      |      |      |            |             |
| 07:30 AM                                                   | 0                         | 116        | 2        | 0    | 118        | 6                         | 0    | 31        | 1    | 38         | 151                       | 656        | 0        | 2    | 809        | 0         | 0    | 0    | 0    | 0          | 965         |
| 07:45 AM                                                   | 0                         | <b>128</b> | 5        | 0    | <b>133</b> | 2                         | 0    | <b>45</b> | 0    | <b>47</b>  | 134                       | <b>735</b> | 1        | 0    | <b>870</b> | 0         | 0    | 0    | 0    | 0          | <b>1050</b> |
| 08:00 AM                                                   | 0                         | 128        | 3        | 0    | 131        | 6                         | 0    | 30        | 0    | 36         | <b>164</b>                | 602        | <b>3</b> | 0    | 769        | 0         | 0    | 0    | 0    | 0          | 936         |
| 08:15 AM                                                   | 0                         | 119        | <b>6</b> | 0    | 125        | 2                         | 0    | 25        | 0    | 27         | 91                        | 650        | 0        | 0    | 741        | 0         | 0    | 0    | 0    | 0          | 893         |
| Total Volume                                               | 0                         | 491        | 16       | 0    | 507        | 16                        | 0    | 131       | 1    | 148        | 540                       | 2643       | 4        | 2    | 3189       | 0         | 0    | 0    | 0    | 0          | 3844        |
| % App. Total                                               |                           |            |          |      |            |                           |      |           |      |            |                           |            |          |      |            |           |      |      |      |            |             |
| PHF                                                        | .000                      | .959       | .667     | .000 | .953       | .667                      | .000 | .728      | .250 | .787       | .823                      | .899       | .333     | .250 | .916       | .000      | .000 | .000 | .000 | .000       | .915        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

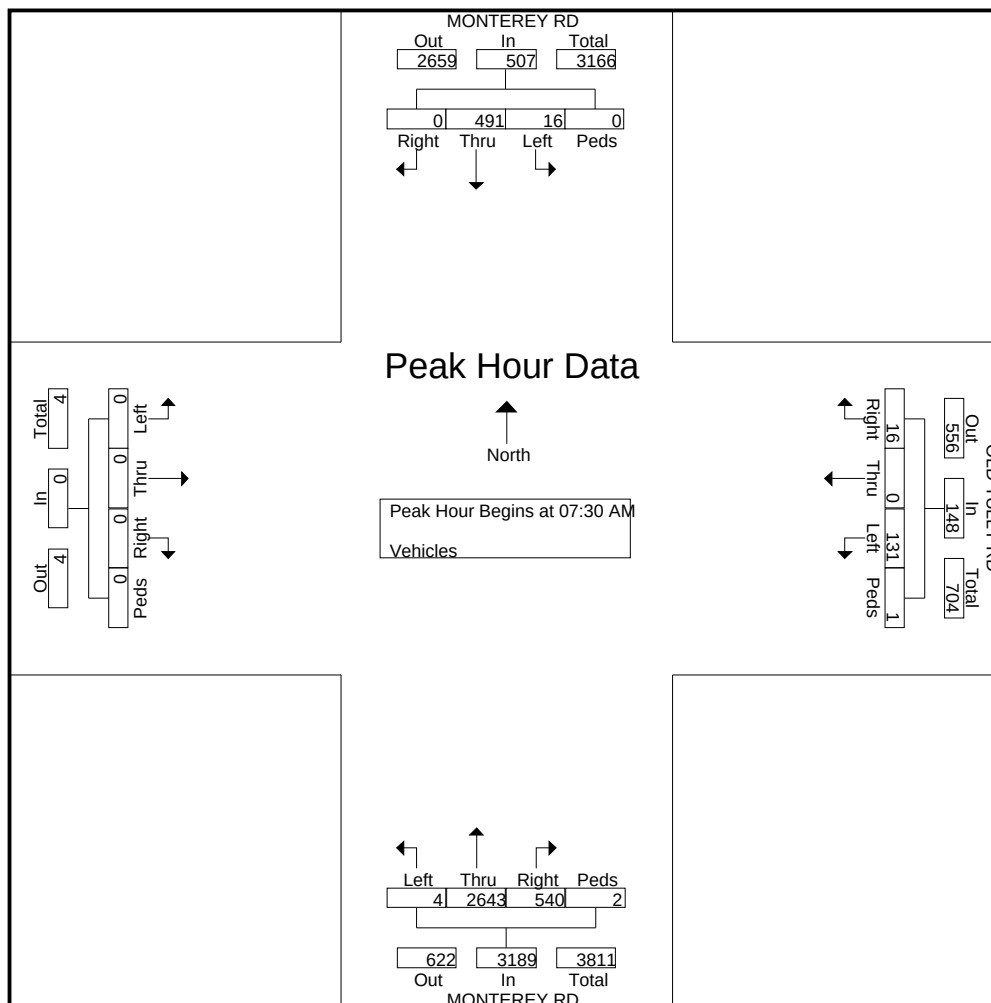
tdsbay@cs.com

File Name : 4AM FINAL

Site Code : 00000004

Start Date : 9/19/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 5AM FINAL

Site Code : 00000005

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | UMBARGER RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | CHATEAU LA SALLE DR<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 1                         | 119  | 25   | 0    | 145        | 40                       | 0    | 8    | 0    | 48         | 19                        | 482  | 8    | 2    | 511        | 10                               | 4    | 20   | 0    | 34         | 738        |
| 07:15 AM    | 3                         | 109  | 23   | 0    | 135        | 49                       | 2    | 11   | 1    | 63         | 42                        | 684  | 6    | 0    | 732        | 16                               | 15   | 31   | 0    | 62         | 992        |
| 07:30 AM    | 4                         | 123  | 18   | 0    | 145        | 46                       | 2    | 16   | 0    | 64         | 37                        | 722  | 8    | 1    | 768        | 18                               | 8    | 29   | 1    | 56         | 1033       |
| 07:45 AM    | 5                         | 140  | 25   | 1    | 171        | 40                       | 6    | 22   | 0    | 68         | 25                        | 756  | 7    | 0    | 788        | 9                                | 4    | 17   | 0    | 30         | 1057       |
| Total       | 13                        | 491  | 91   | 1    | 596        | 175                      | 10   | 57   | 1    | 243        | 123                       | 2644 | 29   | 3    | 2799       | 53                               | 31   | 97   | 1    | 182        | 3820       |
| 08:00 AM    | 3                         | 141  | 20   | 0    | 164        | 55                       | 4    | 16   | 4    | 79         | 38                        | 738  | 15   | 1    | 792        | 7                                | 4    | 20   | 0    | 31         | 1066       |
| 08:15 AM    | 5                         | 154  | 22   | 0    | 181        | 45                       | 8    | 24   | 0    | 77         | 31                        | 623  | 20   | 2    | 676        | 6                                | 6    | 15   | 0    | 27         | 961        |
| 08:30 AM    | 6                         | 132  | 21   | 0    | 159        | 25                       | 4    | 10   | 0    | 39         | 25                        | 622  | 16   | 0    | 663        | 0                                | 3    | 10   | 0    | 13         | 874        |
| 08:45 AM    | 3                         | 143  | 31   | 0    | 177        | 24                       | 4    | 23   | 0    | 51         | 23                        | 508  | 12   | 0    | 543        | 8                                | 6    | 18   | 0    | 32         | 803        |
| Total       | 17                        | 570  | 94   | 0    | 681        | 149                      | 20   | 73   | 4    | 246        | 117                       | 2491 | 63   | 3    | 2674       | 21                               | 19   | 63   | 0    | 103        | 3704       |
| Grand Total | 30                        | 1061 | 185  | 1    | 1277       | 324                      | 30   | 130  | 5    | 489        | 240                       | 5135 | 92   | 6    | 5473       | 74                               | 50   | 160  | 1    | 285        | 7524       |
| Apprch %    | 2.3                       | 83.1 | 14.5 | 0.1  |            | 66.3                     | 6.1  | 26.6 | 1    |            | 4.4                       | 93.8 | 1.7  | 0.1  |            | 26                               | 17.5 | 56.1 | 0.4  |            |            |
| Total %     | 0.4                       | 14.1 | 2.5  | 0    | 17         | 4.3                      | 0.4  | 1.7  | 0.1  | 6.5        | 3.2                       | 68.2 | 1.2  | 0.1  | 72.7       | 1                                | 0.7  | 2.1  | 0    | 3.8        |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |      |            | UMBARGER RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | CHATEAU LA SALLE DR<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |      |            |                          |      |      |      |            |                           |      |      |      |            |                                  |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |      |      |      |            |                          |      |      |      |            |                           |      |      |      |            |                                  |      |      |      |            |            |
| 07:15 AM                                                   | 3                         | 109  | 23   | 0    | 135        | 49                       | 2    | 11   | 1    | 63         | 42                        | 684  | 6    | 0    | 732        | 16                               | 15   | 31   | 0    | 62         | 992        |
| 07:30 AM                                                   | 4                         | 123  | 18   | 0    | 145        | 46                       | 2    | 16   | 0    | 64         | 37                        | 722  | 8    | 1    | 768        | 18                               | 8    | 29   | 1    | 56         | 1033       |
| 07:45 AM                                                   | 5                         | 140  | 25   | 1    | 171        | 40                       | 6    | 22   | 0    | 68         | 25                        | 756  | 7    | 0    | 788        | 9                                | 4    | 17   | 0    | 30         | 1057       |
| 08:00 AM                                                   | 3                         | 141  | 20   | 0    | 164        | 55                       | 4    | 16   | 4    | 79         | 38                        | 738  | 15   | 1    | 792        | 7                                | 4    | 20   | 0    | 31         | 1066       |
| Total Volume                                               | 15                        | 513  | 86   | 1    | 615        | 190                      | 14   | 65   | 5    | 274        | 142                       | 2900 | 36   | 2    | 3080       | 50                               | 31   | 97   | 1    | 179        | 4148       |
| % App. Total                                               |                           |      |      |      |            |                          |      |      |      |            |                           |      |      |      |            |                                  |      |      |      |            |            |
| PHF                                                        | .750                      | .910 | .860 | .250 | .899       | .864                     | .583 | .739 | .313 | .867       | .845                      | .959 | .600 | .500 | .972       | .694                             | .517 | .782 | .250 | .722       | .973       |

# Traffic Data Service

Campbell, CA

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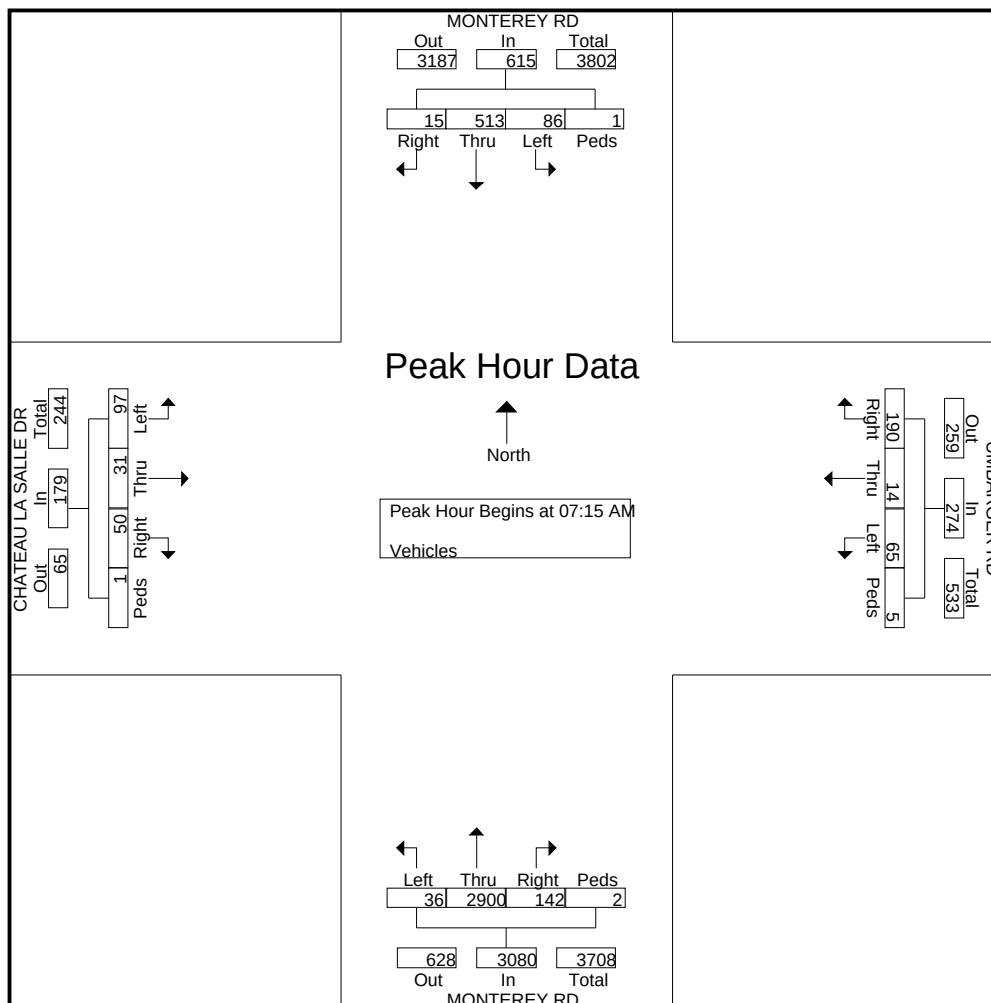
tdsbay@cs.com

File Name : 5AM FINAL

Site Code : 00000005

Start Date : 9/19/2012

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 5PM FINAL

Site Code : 00000005

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | UMBARGER RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | CHATEAU LA SALLE DR<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 16                        | 429  | 55   | 1    | 501        | 30                       | 8    | 35   | 1    | 74         | 30                        | 202  | 19   | 0    | 251        | 2                                | 7    | 10   | 1    | 20         | 846        |
| 04:15 PM    | 21                        | 500  | 58   | 0    | 579        | 32                       | 14   | 48   | 0    | 94         | 33                        | 250  | 12   | 0    | 295        | 3                                | 3    | 14   | 0    | 20         | 988        |
| 04:30 PM    | 19                        | 516  | 58   | 0    | 593        | 37                       | 7    | 42   | 0    | 86         | 18                        | 241  | 27   | 0    | 286        | 3                                | 8    | 9    | 0    | 20         | 985        |
| 04:45 PM    | 14                        | 519  | 46   | 0    | 579        | 28                       | 3    | 25   | 1    | 57         | 16                        | 231  | 22   | 1    | 270        | 4                                | 5    | 7    | 0    | 16         | 922        |
| Total       | 70                        | 1964 | 217  | 1    | 2252       | 127                      | 32   | 150  | 2    | 311        | 97                        | 924  | 80   | 1    | 1102       | 12                               | 23   | 40   | 1    | 76         | 3741       |
| 05:00 PM    | 17                        | 576  | 69   | 1    | 663        | 39                       | 8    | 33   | 8    | 88         | 53                        | 191  | 12   | 4    | 260        | 8                                | 5    | 8    | 0    | 21         | 1032       |
| 05:15 PM    | 12                        | 608  | 60   | 0    | 680        | 30                       | 15   | 24   | 1    | 70         | 24                        | 241  | 17   | 3    | 285        | 6                                | 5    | 16   | 0    | 27         | 1062       |
| 05:30 PM    | 18                        | 613  | 94   | 0    | 725        | 39                       | 8    | 53   | 5    | 105        | 24                        | 195  | 14   | 5    | 238        | 5                                | 5    | 9    | 0    | 19         | 1087       |
| 05:45 PM    | 17                        | 609  | 64   | 1    | 691        | 34                       | 5    | 30   | 0    | 69         | 36                        | 230  | 29   | 3    | 298        | 6                                | 7    | 9    | 0    | 22         | 1080       |
| Total       | 64                        | 2406 | 287  | 2    | 2759       | 142                      | 36   | 140  | 14   | 332        | 137                       | 857  | 72   | 15   | 1081       | 25                               | 22   | 42   | 0    | 89         | 4261       |
| Grand Total | 134                       | 4370 | 504  | 3    | 5011       | 269                      | 68   | 290  | 16   | 643        | 234                       | 1781 | 152  | 16   | 2183       | 37                               | 45   | 82   | 1    | 165        | 8002       |
| Apprch %    | 2.7                       | 87.2 | 10.1 | 0.1  |            | 41.8                     | 10.6 | 45.1 | 2.5  |            | 10.7                      | 81.6 | 7    | 0.7  |            | 22.4                             | 27.3 | 49.7 | 0.6  |            |            |
| Total %     | 1.7                       | 54.6 | 6.3  | 0    | 62.6       | 3.4                      | 0.8  | 3.6  | 0.2  | 8          | 2.9                       | 22.3 | 1.9  | 0.2  | 27.3       | 0.5                              | 0.6  | 1    | 0    | 2.1        |            |

|                                                            | MONTEREY RD<br>Southbound |            |           |          |            | UMBARGER RD<br>Westbound |           |           |          |            | MONTEREY RD<br>Northbound |            |           |          |            | CHATEAU LA SALLE DR<br>Eastbound |          |           |      |            |             |
|------------------------------------------------------------|---------------------------|------------|-----------|----------|------------|--------------------------|-----------|-----------|----------|------------|---------------------------|------------|-----------|----------|------------|----------------------------------|----------|-----------|------|------------|-------------|
| Start Time                                                 | Right                     | Thru       | Left      | Peds     | App. Total | Right                    | Thru      | Left      | Peds     | App. Total | Right                     | Thru       | Left      | Peds     | App. Total | Right                            | Thru     | Left      | Peds | App. Total | Int. Total  |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |            |           |          |            |                          |           |           |          |            |                           |            |           |          |            |                                  |          |           |      |            |             |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                           |            |           |          |            |                          |           |           |          |            |                           |            |           |          |            |                                  |          |           |      |            |             |
| 05:00 PM                                                   | 17                        | 576        | 69        | <b>1</b> | 663        | <b>39</b>                | 8         | 33        | <b>8</b> | 88         | <b>53</b>                 | 191        | 12        | 4        | 260        | <b>8</b>                         | 5        | 8         | 0    | 21         | 1032        |
| 05:15 PM                                                   | 12                        | 608        | 60        | 0        | 680        | 30                       | <b>15</b> | 24        | 1        | 70         | 24                        | <b>241</b> | 17        | 3        | 285        | 6                                | 5        | <b>16</b> | 0    | <b>27</b>  | 1062        |
| 05:30 PM                                                   | <b>18</b>                 | <b>613</b> | <b>94</b> | 0        | <b>725</b> | 39                       | 8         | <b>53</b> | 5        | <b>105</b> | 24                        | 195        | 14        | <b>5</b> | 238        | 5                                | 5        | 9         | 0    | 19         | <b>1087</b> |
| 05:45 PM                                                   | 17                        | 609        | 64        | 1        | 691        | 34                       | 5         | 30        | 0        | 69         | 36                        | 230        | <b>29</b> | 3        | <b>298</b> | 6                                | <b>7</b> | 9         | 0    | 22         | 1080        |
| Total Volume                                               | 64                        | 2406       | 287       | 2        | 2759       | 142                      | 36        | 140       | 14       | 332        | 137                       | 857        | 72        | 15       | 1081       | 25                               | 22       | 42        | 0    | 89         | 4261        |
| % App. Total                                               |                           |            |           |          |            |                          |           |           |          |            |                           |            |           |          |            |                                  |          |           |      |            |             |
| PHF                                                        | .889                      | .981       | .763      | .500     | .951       | .910                     | .600      | .660      | .438     | .790       | .646                      | .889       | .621      | .750     | .907       | .781                             | .786     | .656      | .000 | .824       | .980        |

# Traffic Data Service

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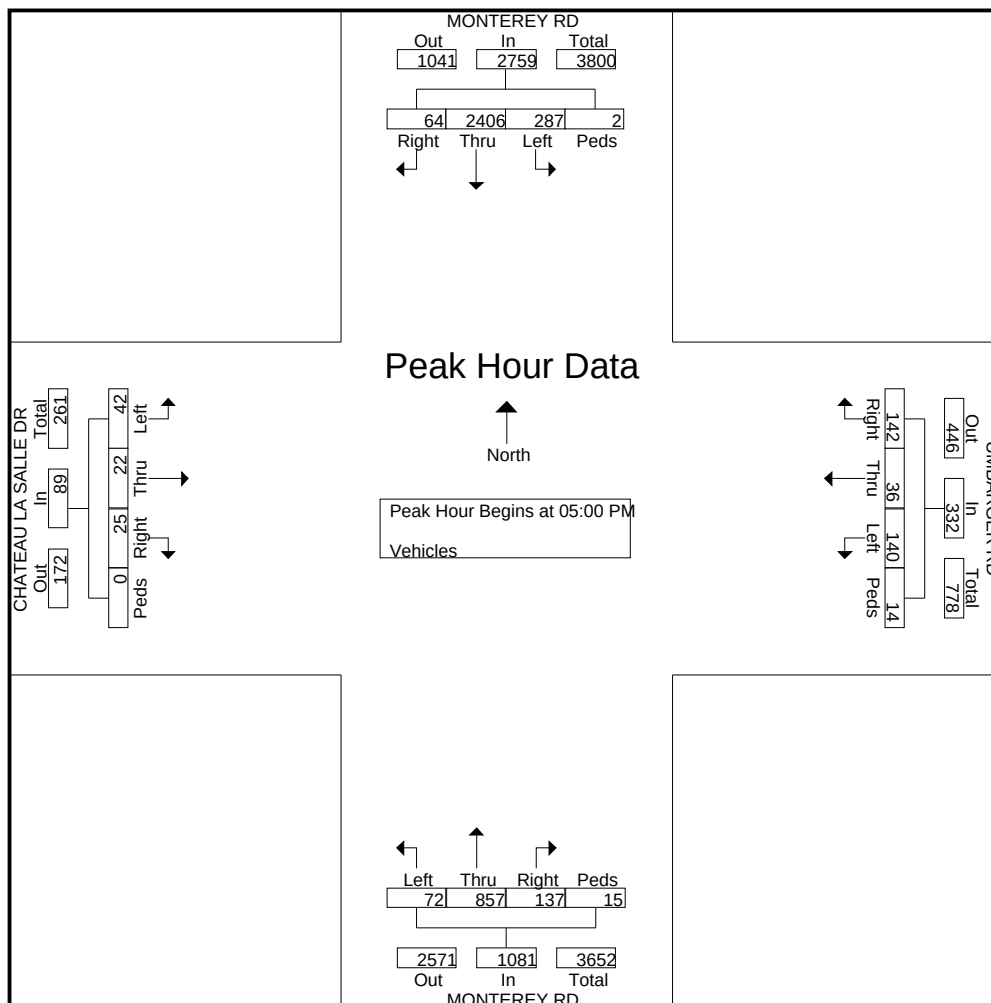
tdsbay@cs.com

File Name : 5PM FINAL

Site Code : 00000005

Start Date : 9/19/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | LEWIS RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-----------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                         | 107  | 16   | 1    | 124        | 37                    | 0    | 22   | 2    | 61         | 14                        | 442  | 5    | 0    | 461        | 0         | 0    | 0    | 0    | 0          | 646        |
| 07:15 AM    | 0                         | 110  | 18   | 0    | 128        | 67                    | 0    | 16   | 0    | 83         | 31                        | 634  | 6    | 0    | 671        | 0         | 0    | 0    | 0    | 0          | 882        |
| 07:30 AM    | 0                         | 134  | 25   | 0    | 159        | 44                    | 0    | 14   | 2    | 60         | 22                        | 772  | 6    | 0    | 800        | 0         | 0    | 0    | 0    | 0          | 1019       |
| 07:45 AM    | 0                         | 146  | 25   | 2    | 173        | 56                    | 0    | 18   | 0    | 74         | 31                        | 771  | 14   | 0    | 816        | 0         | 0    | 0    | 0    | 0          | 1063       |
| Total       | 0                         | 497  | 84   | 3    | 584        | 204                   | 0    | 70   | 4    | 278        | 98                        | 2619 | 31   | 0    | 2748       | 0         | 0    | 0    | 0    | 0          | 3610       |
| 08:00 AM    | 0                         | 155  | 20   | 3    | 178        | 69                    | 0    | 13   | 3    | 85         | 30                        | 704  | 8    | 0    | 742        | 0         | 0    | 0    | 0    | 0          | 1005       |
| 08:15 AM    | 0                         | 157  | 21   | 4    | 182        | 31                    | 0    | 16   | 6    | 53         | 39                        | 587  | 12   | 0    | 638        | 0         | 0    | 0    | 0    | 0          | 873        |
| 08:30 AM    | 0                         | 122  | 22   | 3    | 147        | 47                    | 0    | 26   | 2    | 75         | 23                        | 615  | 5    | 0    | 643        | 0         | 0    | 0    | 0    | 0          | 865        |
| 08:45 AM    | 0                         | 157  | 22   | 1    | 180        | 40                    | 0    | 17   | 3    | 60         | 24                        | 520  | 4    | 0    | 548        | 0         | 0    | 0    | 0    | 0          | 788        |
| Total       | 0                         | 591  | 85   | 11   | 687        | 187                   | 0    | 72   | 14   | 273        | 116                       | 2426 | 29   | 0    | 2571       | 0         | 0    | 0    | 0    | 0          | 3531       |
| Grand Total | 0                         | 1088 | 169  | 14   | 1271       | 391                   | 0    | 142  | 18   | 551        | 214                       | 5045 | 60   | 0    | 5319       | 0         | 0    | 0    | 0    | 0          | 7141       |
| Apprch %    | 0                         | 85.6 | 13.3 | 1.1  |            | 71                    | 0    | 25.8 | 3.3  |            | 4                         | 94.8 | 1.1  | 0    |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 15.2 | 2.4  | 0.2  | 17.8       | 5.5                   | 0    | 2    | 0.3  | 7.7        | 3                         | 70.6 | 0.8  | 0    | 74.5       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |            |           |          |            | LEWIS RD<br>Westbound |      |           |          |            | MONTEREY RD<br>Northbound |            |           |      |            | Eastbound |      |      |      |            |             |
|------------------------------------------------------------|---------------------------|------------|-----------|----------|------------|-----------------------|------|-----------|----------|------------|---------------------------|------------|-----------|------|------------|-----------|------|------|------|------------|-------------|
| Start Time                                                 | Right                     | Thru       | Left      | Peds     | App. Total | Right                 | Thru | Left      | Peds     | App. Total | Right                     | Thru       | Left      | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |            |           |          |            |                       |      |           |          |            |                           |            |           |      |            |           |      |      |      |            |             |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |            |           |          |            |                       |      |           |          |            |                           |            |           |      |            |           |      |      |      |            |             |
| 07:15 AM                                                   | 0                         | 110        | 18        | 0        | 128        | 67                    | 0    | 16        | 0        | 83         | <b>31</b>                 | 634        | 6         | 0    | 671        | 0         | 0    | 0    | 0    | 0          | 882         |
| 07:30 AM                                                   | 0                         | 134        | <b>25</b> | 0        | 159        | 44                    | 0    | 14        | 2        | 60         | 22                        | <b>772</b> | 6         | 0    | 800        | 0         | 0    | 0    | 0    | 0          | 1019        |
| 07:45 AM                                                   | 0                         | 146        | 25        | 2        | 173        | 56                    | 0    | <b>18</b> | 0        | 74         | 31                        | 771        | <b>14</b> | 0    | <b>816</b> | 0         | 0    | 0    | 0    | 0          | <b>1063</b> |
| 08:00 AM                                                   | 0                         | <b>155</b> | 20        | <b>3</b> | <b>178</b> | <b>69</b>             | 0    | 13        | <b>3</b> | <b>85</b>  | 30                        | 704        | 8         | 0    | 742        | 0         | 0    | 0    | 0    | 0          | 1005        |
| Total Volume                                               | 0                         | 545        | 88        | 5        | 638        | 236                   | 0    | 61        | 5        | 302        | 114                       | 2881       | 34        | 0    | 3029       | 0         | 0    | 0    | 0    | 0          | 3969        |
| % App. Total                                               |                           |            |           |          |            |                       |      |           |          |            |                           |            |           |      |            |           |      |      |      |            |             |
| PHF                                                        | .000                      | .879       | .880      | .417     | .896       | .855                  | .000 | .847      | .417     | .888       | .919                      | .933       | .607      | .000 | .928       | .000      | .000 | .000 | .000 | .000       | .933        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

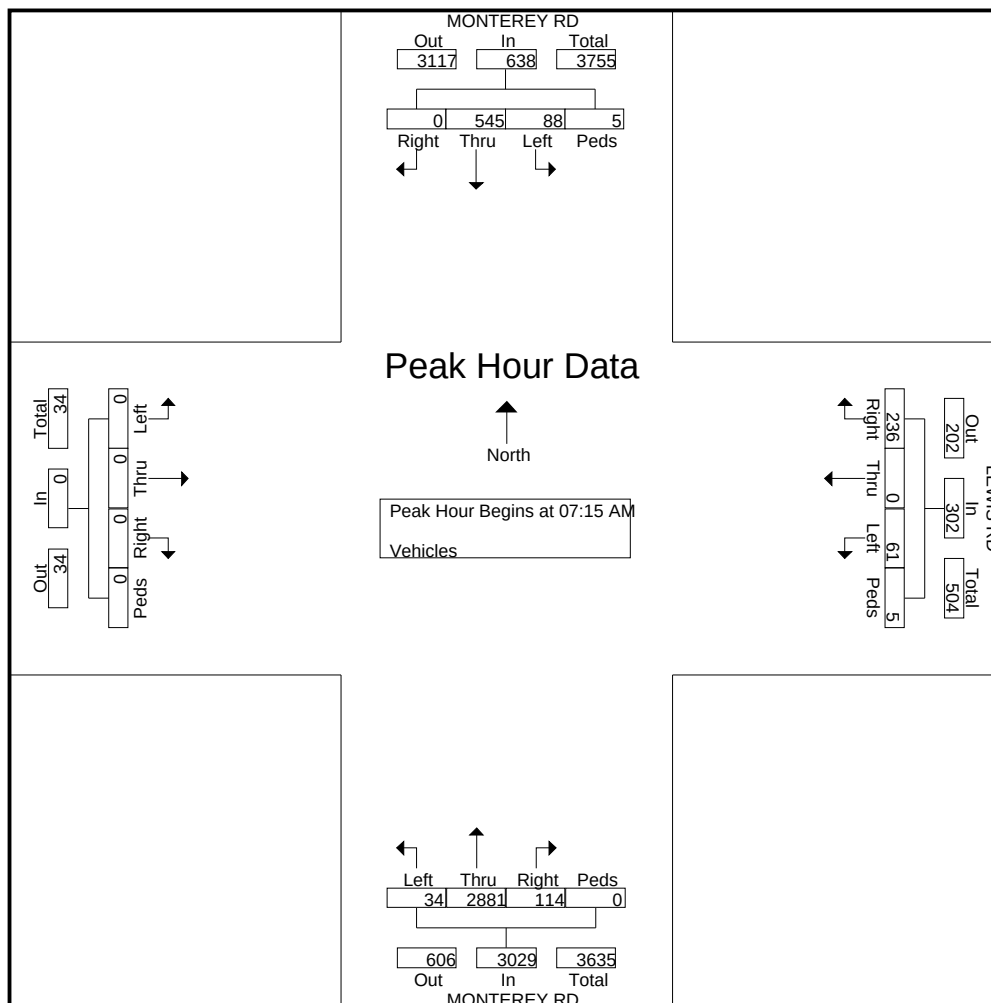
tdsbay@cs.com

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 9/19/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 6PM FINAL

Site Code : 00000006

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | LEWIS RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-----------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                         | 422  | 37   | 0    | 459        | 32                    | 1    | 35   | 3    | 71         | 23                        | 244  | 2    | 0    | 269        | 0         | 0    | 0    | 0    | 0          | 799        |
| 04:15 PM    | 0                         | 465  | 49   | 1    | 515        | 34                    | 1    | 31   | 0    | 66         | 19                        | 249  | 6    | 0    | 274        | 0         | 0    | 0    | 0    | 0          | 855        |
| 04:30 PM    | 0                         | 506  | 36   | 0    | 542        | 28                    | 2    | 33   | 1    | 64         | 29                        | 237  | 6    | 0    | 272        | 0         | 0    | 0    | 0    | 0          | 878        |
| 04:45 PM    | 0                         | 536  | 46   | 0    | 582        | 27                    | 1    | 19   | 0    | 47         | 17                        | 223  | 11   | 0    | 251        | 0         | 0    | 0    | 0    | 0          | 880        |
| Total       | 0                         | 1929 | 168  | 1    | 2098       | 121                   | 5    | 118  | 4    | 248        | 88                        | 953  | 25   | 0    | 1066       | 0         | 0    | 0    | 0    | 0          | 3412       |
| 05:00 PM    | 0                         | 565  | 43   | 0    | 608        | 33                    | 0    | 32   | 2    | 67         | 24                        | 230  | 7    | 0    | 261        | 0         | 0    | 0    | 0    | 0          | 936        |
| 05:15 PM    | 0                         | 589  | 33   | 0    | 622        | 27                    | 5    | 38   | 3    | 73         | 20                        | 222  | 10   | 0    | 252        | 0         | 0    | 0    | 0    | 0          | 947        |
| 05:30 PM    | 0                         | 648  | 32   | 0    | 680        | 33                    | 0    | 27   | 1    | 61         | 27                        | 229  | 4    | 0    | 260        | 0         | 0    | 0    | 0    | 0          | 1001       |
| 05:45 PM    | 0                         | 644  | 52   | 0    | 696        | 30                    | 0    | 26   | 5    | 61         | 20                        | 235  | 1    | 0    | 256        | 0         | 0    | 0    | 0    | 0          | 1013       |
| Total       | 0                         | 2446 | 160  | 0    | 2606       | 123                   | 5    | 123  | 11   | 262        | 91                        | 916  | 22   | 0    | 1029       | 0         | 0    | 0    | 0    | 0          | 3897       |
| Grand Total | 0                         | 4375 | 328  | 1    | 4704       | 244                   | 10   | 241  | 15   | 510        | 179                       | 1869 | 47   | 0    | 2095       | 0         | 0    | 0    | 0    | 0          | 7309       |
| Apprch %    | 0                         | 93   | 7    | 0    |            | 47.8                  | 2    | 47.3 | 2.9  |            | 8.5                       | 89.2 | 2.2  | 0    |            | 0         | 0    | 0    | 0    | 0          |            |
| Total %     | 0                         | 59.9 | 4.5  | 0    | 64.4       | 3.3                   | 0.1  | 3.3  | 0.2  | 7          | 2.4                       | 25.6 | 0.6  | 0    | 28.7       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |            |           |      |            | LEWIS RD<br>Westbound |          |           |          |            | MONTEREY RD<br>Northbound |            |           |      |            | Eastbound |      |      |      |            |             |
|------------------------------------------------------------|---------------------------|------------|-----------|------|------------|-----------------------|----------|-----------|----------|------------|---------------------------|------------|-----------|------|------------|-----------|------|------|------|------------|-------------|
| Start Time                                                 | Right                     | Thru       | Left      | Peds | App. Total | Right                 | Thru     | Left      | Peds     | App. Total | Right                     | Thru       | Left      | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total  |
| Peak Hour Analysis From 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                         | 565        | 43        | 0    | 608        | <b>33</b>             | 0        | 32        | 2        | 67         | 24                        | 230        | 7         | 0    | <b>261</b> | 0         | 0    | 0    | 0    | 0          | 936         |
| 05:15 PM                                                   | 0                         | 589        | 33        | 0    | 622        | 27                    | <b>5</b> | <b>38</b> | 3        | <b>73</b>  | 20                        | 222        | <b>10</b> | 0    | 252        | 0         | 0    | 0    | 0    | 0          | 947         |
| 05:30 PM                                                   | 0                         | <b>648</b> | 32        | 0    | 680        | 33                    | 0        | 27        | 1        | 61         | <b>27</b>                 | 229        | 4         | 0    | 260        | 0         | 0    | 0    | 0    | 0          | 1001        |
| 05:45 PM                                                   | 0                         | 644        | <b>52</b> | 0    | <b>696</b> | 30                    | 0        | 26        | <b>5</b> | 61         | 20                        | <b>235</b> | 1         | 0    | 256        | 0         | 0    | 0    | 0    | 0          | <b>1013</b> |
| Total Volume                                               | 0                         | 2446       | 160       | 0    | 2606       | 123                   | 5        | 123       | 11       | 262        | 91                        | 916        | 22        | 0    | 1029       | 0         | 0    | 0    | 0    | 0          | 3897        |
| % App. Total                                               |                           |            |           |      |            |                       |          |           |          |            |                           |            |           |      |            |           |      |      |      |            |             |
| PHF                                                        | .000                      | .944       | .769      | .000 | .936       | .932                  | .250     | .809      | .550     | .897       | .843                      | .974       | .550      | .000 | .986       | .000      | .000 | .000 | .000 | .000       | .962        |



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| MONTEREY RD |      |       |  |
|-------------|------|-------|--|
| Out         | In   | Total |  |
| 1039        | 2606 | 3645  |  |

| MONTEREY RD |      |      |      |
|-------------|------|------|------|
| 0           | 2446 | 160  | 0    |
| Right       | Thru | Left | Peds |

North

[illegible]

Left Thru Right Peds

22 916 91 0

2569 1029 3598

Out In Total

MONTEREY RD

# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | SOUTHSIDE DR<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                         | 102  | 26   | 3    | 131        | 45                        | 0    | 12   | 2    | 59         | 15                        | 425  | 3    | 0    | 443        | 0         | 0    | 0    | 0    | 0          | 633        |
| 07:15 AM    | 0                         | 120  | 18   | 1    | 139        | 39                        | 0    | 14   | 2    | 55         | 22                        | 675  | 0    | 0    | 697        | 0         | 0    | 0    | 0    | 0          | 891        |
| 07:30 AM    | 0                         | 125  | 20   | 1    | 146        | 47                        | 0    | 25   | 1    | 73         | 14                        | 735  | 1    | 0    | 750        | 0         | 0    | 0    | 0    | 0          | 969        |
| 07:45 AM    | 0                         | 139  | 34   | 1    | 174        | 37                        | 0    | 29   | 1    | 67         | 22                        | 817  | 1    | 0    | 840        | 0         | 0    | 0    | 0    | 0          | 1081       |
| Total       | 0                         | 486  | 98   | 6    | 590        | 168                       | 0    | 80   | 6    | 254        | 73                        | 2652 | 5    | 0    | 2730       | 0         | 0    | 0    | 0    | 0          | 3574       |
| 08:00 AM    | 0                         | 157  | 29   | 0    | 186        | 41                        | 0    | 21   | 1    | 63         | 13                        | 713  | 2    | 0    | 728        | 0         | 0    | 0    | 0    | 0          | 977        |
| 08:15 AM    | 0                         | 157  | 34   | 2    | 193        | 46                        | 0    | 25   | 4    | 75         | 19                        | 579  | 1    | 0    | 599        | 0         | 0    | 0    | 0    | 0          | 867        |
| 08:30 AM    | 0                         | 124  | 27   | 1    | 152        | 36                        | 0    | 20   | 1    | 57         | 21                        | 614  | 0    | 0    | 635        | 0         | 0    | 0    | 0    | 0          | 844        |
| 08:45 AM    | 0                         | 149  | 33   | 0    | 182        | 32                        | 0    | 14   | 3    | 49         | 17                        | 476  | 2    | 0    | 495        | 0         | 0    | 0    | 0    | 0          | 726        |
| Total       | 0                         | 587  | 123  | 3    | 713        | 155                       | 0    | 80   | 9    | 244        | 70                        | 2382 | 5    | 0    | 2457       | 0         | 0    | 0    | 0    | 0          | 3414       |
| Grand Total | 0                         | 1073 | 221  | 9    | 1303       | 323                       | 0    | 160  | 15   | 498        | 143                       | 5034 | 10   | 0    | 5187       | 0         | 0    | 0    | 0    | 0          | 6988       |
| Apprch %    | 0                         | 82.3 | 17   | 0.7  |            | 64.9                      | 0    | 32.1 | 3    |            | 2.8                       | 97.1 | 0.2  | 0    |            | 0         | 0    | 0    | 0    | 0          |            |
| Total %     | 0                         | 15.4 | 3.2  | 0.1  | 18.6       | 4.6                       | 0    | 2.3  | 0.2  | 7.1        | 2                         | 72   | 0.1  | 0    | 74.2       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |      |            | SOUTHSIDE DR<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |      |            |                           |      |      |      |            |                           |      |      |      |            |           |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |      |      |      |            |                           |      |      |      |            |                           |      |      |      |            |           |      |      |      |            |            |
| 07:15 AM                                                   | 0                         | 120  | 18   | 1    | 139        | 39                        | 0    | 14   | 2    | 55         | 22                        | 675  | 0    | 0    | 697        | 0         | 0    | 0    | 0    | 0          | 891        |
| 07:30 AM                                                   | 0                         | 125  | 20   | 1    | 146        | 47                        | 0    | 25   | 1    | 73         | 14                        | 735  | 1    | 0    | 750        | 0         | 0    | 0    | 0    | 0          | 969        |
| 07:45 AM                                                   | 0                         | 139  | 34   | 1    | 174        | 37                        | 0    | 29   | 1    | 67         | 22                        | 817  | 1    | 0    | 840        | 0         | 0    | 0    | 0    | 0          | 1081       |
| 08:00 AM                                                   | 0                         | 157  | 29   | 0    | 186        | 41                        | 0    | 21   | 1    | 63         | 13                        | 713  | 2    | 0    | 728        | 0         | 0    | 0    | 0    | 0          | 977        |
| Total Volume                                               | 0                         | 541  | 101  | 3    | 645        | 164                       | 0    | 89   | 5    | 258        | 71                        | 2940 | 4    | 0    | 3015       | 0         | 0    | 0    | 0    | 0          | 3918       |
| % App. Total                                               |                           |      |      |      |            |                           |      |      |      |            |                           |      |      |      |            |           |      |      |      |            |            |
| PHF                                                        | .000                      | .861 | .743 | .750 | .867       | .872                      | .000 | .767 | .625 | .884       | .807                      | .900 | .500 | .000 | .897       | .000      | .000 | .000 | .000 | .000       | .906       |

# Traffic Data Service

Campbell, CA

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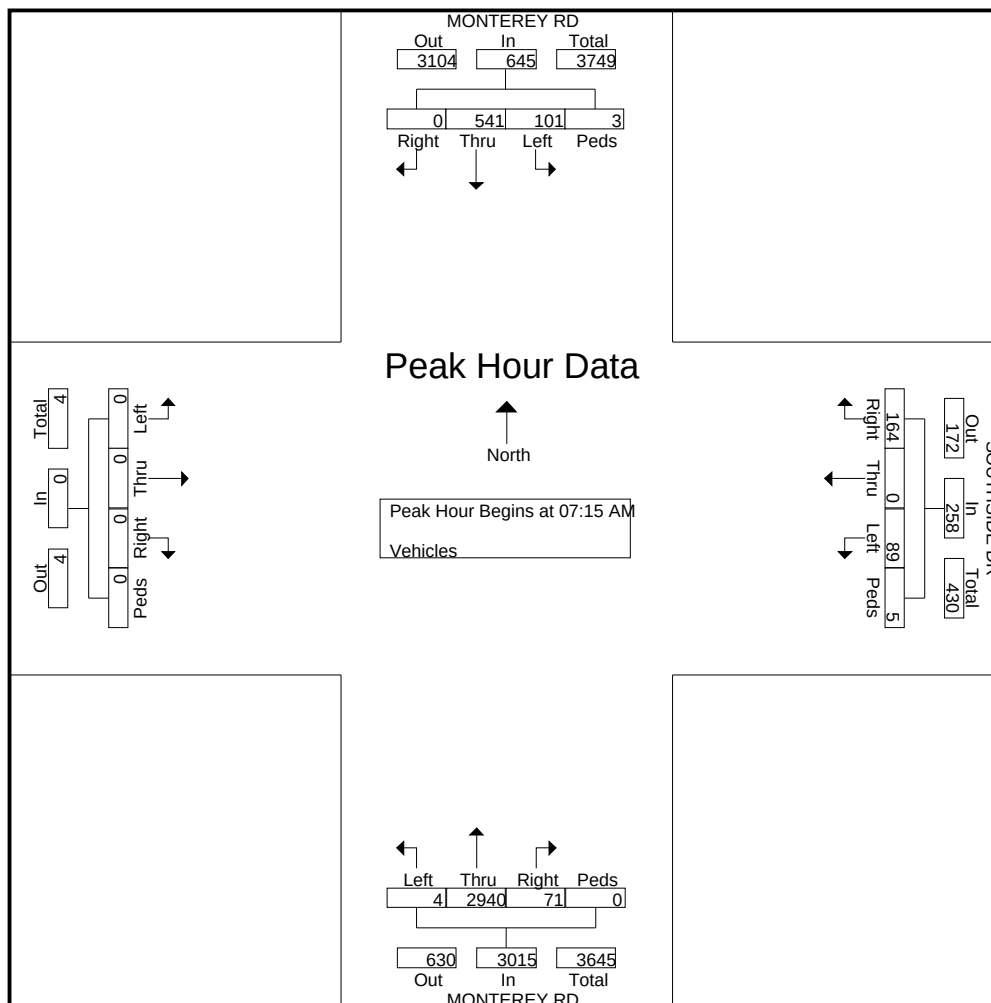
tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 9/19/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 7PM FINAL

Site Code : 00000007

Start Date : 9/19/2012

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | SOUTHSIDE DR<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                         | 428  | 49   | 2    | 479        | 21                        | 0    | 16   | 5    | 42         | 31                        | 234  | 0    | 0    | 265        | 0         | 0    | 0    | 0    | 0          | 786        |
| 04:15 PM    | 0                         | 456  | 68   | 2    | 526        | 17                        | 0    | 24   | 3    | 44         | 22                        | 254  | 0    | 0    | 276        | 0         | 0    | 0    | 0    | 0          | 846        |
| 04:30 PM    | 0                         | 491  | 67   | 2    | 560        | 19                        | 0    | 24   | 7    | 50         | 24                        | 250  | 0    | 0    | 274        | 0         | 0    | 0    | 0    | 0          | 884        |
| 04:45 PM    | 0                         | 507  | 47   | 0    | 554        | 8                         | 0    | 15   | 2    | 25         | 22                        | 230  | 2    | 0    | 254        | 0         | 0    | 0    | 0    | 0          | 833        |
| Total       | 0                         | 1882 | 231  | 6    | 2119       | 65                        | 0    | 79   | 17   | 161        | 99                        | 968  | 2    | 0    | 1069       | 0         | 0    | 0    | 0    | 0          | 3349       |
| 05:00 PM    | 0                         | 494  | 70   | 3    | 567        | 11                        | 0    | 29   | 5    | 45         | 33                        | 228  | 4    | 0    | 265        | 0         | 0    | 0    | 0    | 0          | 877        |
| 05:15 PM    | 0                         | 589  | 66   | 4    | 659        | 18                        | 0    | 15   | 4    | 37         | 28                        | 245  | 2    | 0    | 275        | 0         | 0    | 0    | 0    | 0          | 971        |
| 05:30 PM    | 0                         | 600  | 64   | 2    | 666        | 17                        | 0    | 22   | 2    | 41         | 37                        | 231  | 1    | 0    | 269        | 0         | 0    | 0    | 0    | 0          | 976        |
| 05:45 PM    | 0                         | 594  | 44   | 4    | 642        | 20                        | 0    | 29   | 2    | 51         | 32                        | 222  | 2    | 0    | 256        | 0         | 0    | 0    | 0    | 0          | 949        |
| Total       | 0                         | 2277 | 244  | 13   | 2534       | 66                        | 0    | 95   | 13   | 174        | 130                       | 926  | 9    | 0    | 1065       | 0         | 0    | 0    | 0    | 0          | 3773       |
| Grand Total | 0                         | 4159 | 475  | 19   | 4653       | 131                       | 0    | 174  | 30   | 335        | 229                       | 1894 | 11   | 0    | 2134       | 0         | 0    | 0    | 0    | 0          | 7122       |
| Apprch %    | 0                         | 89.4 | 10.2 | 0.4  |            | 39.1                      | 0    | 51.9 | 9    |            | 10.7                      | 88.8 | 0.5  | 0    |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 58.4 | 6.7  | 0.3  | 65.3       | 1.8                       | 0    | 2.4  | 0.4  | 4.7        | 3.2                       | 26.6 | 0.2  | 0    | 30         | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |            |           |          |            | SOUTHSIDE DR<br>Westbound |      |           |          |            | MONTEREY RD<br>Northbound |            |          |      |            | Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------------|------------|-----------|----------|------------|---------------------------|------|-----------|----------|------------|---------------------------|------------|----------|------|------------|-----------|------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru       | Left      | Peds     | App. Total | Right                     | Thru | Left      | Peds     | App. Total | Right                     | Thru       | Left     | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 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                         | 494        | <b>70</b> | 3        | 567        | 11                        | 0    | <b>29</b> | <b>5</b> | 45         | 33                        | 228        | <b>4</b> | 0    | 265        | 0         | 0    | 0    | 0    | 0          | 877        |
| 05:15 PM                                                   | 0                         | 589        | 66        | <b>4</b> | 659        | 18                        | 0    | 15        | 4        | 37         | 28                        | <b>245</b> | 2        | 0    | <b>275</b> | 0         | 0    | 0    | 0    | 0          | 971        |
| 05:30 PM                                                   | 0                         | <b>600</b> | 64        | 2        | <b>666</b> | 17                        | 0    | 22        | 2        | 41         | <b>37</b>                 | 231        | 1        | 0    | 269        | 0         | 0    | 0    | 0    | 0          | <b>976</b> |
| 05:45 PM                                                   | 0                         | 594        | 44        | 4        | 642        | <b>20</b>                 | 0    | 29        | 2        | <b>51</b>  | 32                        | 222        | 2        | 0    | 256        | 0         | 0    | 0    | 0    | 0          | 949        |
| Total Volume                                               | 0                         | 2277       | 244       | 13       | 2534       | 66                        | 0    | 95        | 13       | 174        | 130                       | 926        | 9        | 0    | 1065       | 0         | 0    | 0    | 0    | 0          | 3773       |
| % App. Total                                               |                           |            |           |          |            |                           |      |           |          |            |                           |            |          |      |            |           |      |      |      |            |            |
| PHF                                                        | .000                      | .949       | .871      | .813     | .951       | .825                      | .000 | .819      | .650     | .853       | .878                      | .945       | .563     | .000 | .968       | .000      | .000 | .000 | .000 | .000       | .966       |

# Traffic Data Service

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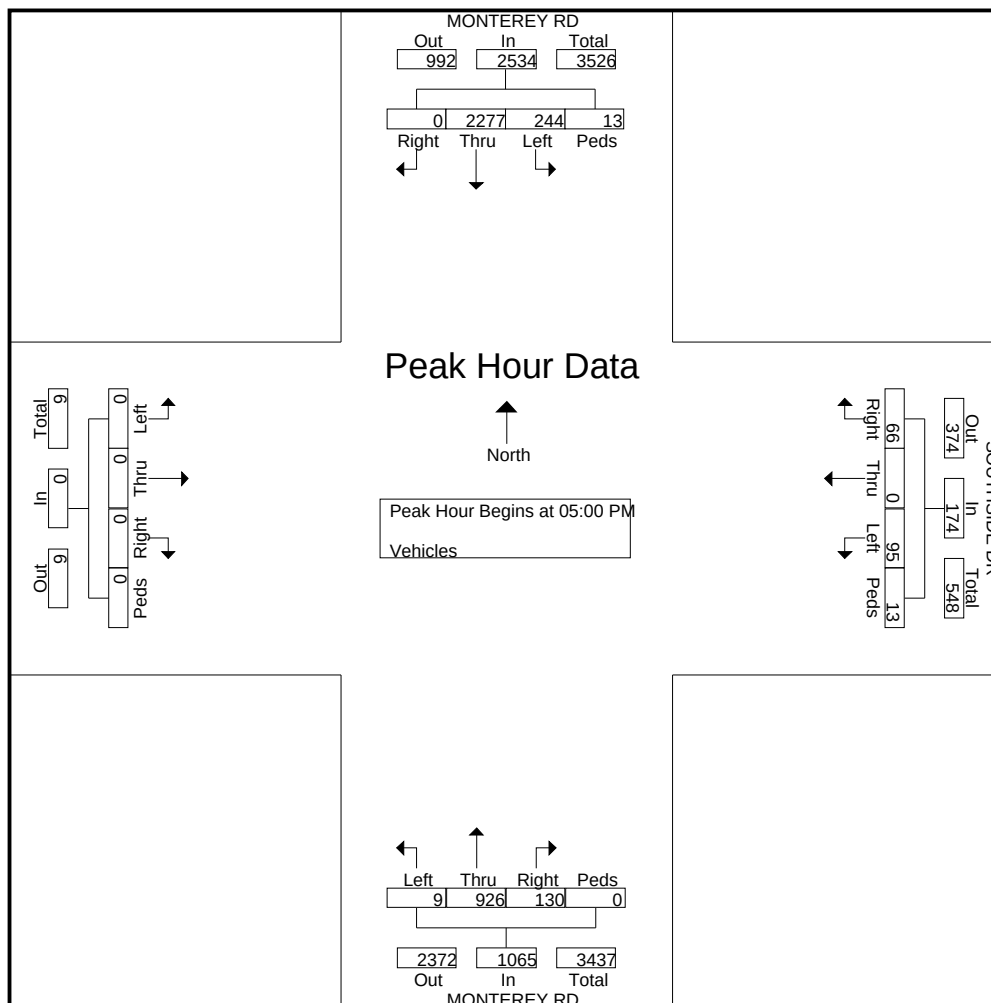
tdsbay@cs.com

File Name : 7PM FINAL

Site Code : 00000007

Start Date : 9/19/2012

Page No : 2



# Traffic Data Service

Campbell, CA

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File Name : 8AM FINAL

Site Code : 00000008

Start Date : 9/18/2012

Page No : 1

Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY WB<br>RAMPS (N)<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-------------------------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                                           | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                         | 99   | 10   | 0    | 109        | 64                                              | 0    | 12   | 4    | 80         | 39                        | 387  | 0    | 0    | 426        | 0         | 0    | 0    | 0    | 0          | 615        |
| 07:15 AM    | 0                         | 132  | 10   | 0    | 142        | 124                                             | 0    | 32   | 6    | 162        | 52                        | 586  | 0    | 0    | 638        | 0         | 0    | 0    | 0    | 0          | 942        |
| 07:30 AM    | 0                         | 141  | 20   | 0    | 161        | 137                                             | 0    | 22   | 2    | 161        | 68                        | 628  | 0    | 0    | 696        | 0         | 0    | 0    | 0    | 0          | 1018       |
| 07:45 AM    | 0                         | 134  | 10   | 0    | 144        | 109                                             | 0    | 21   | 0    | 130        | 112                       | 747  | 0    | 0    | 859        | 0         | 0    | 0    | 0    | 0          | 1133       |
| Total       | 0                         | 506  | 50   | 0    | 556        | 434                                             | 0    | 87   | 12   | 533        | 271                       | 2348 | 0    | 0    | 2619       | 0         | 0    | 0    | 0    | 0          | 3708       |
| 08:00 AM    | 0                         | 142  | 11   | 0    | 153        | 97                                              | 0    | 22   | 2    | 121        | 75                        | 592  | 0    | 0    | 667        | 0         | 0    | 0    | 0    | 0          | 941        |
| 08:15 AM    | 0                         | 143  | 10   | 0    | 153        | 92                                              | 0    | 30   | 1    | 123        | 60                        | 557  | 0    | 0    | 617        | 0         | 0    | 0    | 0    | 0          | 893        |
| 08:30 AM    | 0                         | 154  | 16   | 0    | 170        | 86                                              | 0    | 20   | 1    | 107        | 45                        | 549  | 0    | 0    | 594        | 0         | 0    | 0    | 0    | 0          | 871        |
| 08:45 AM    | 0                         | 148  | 10   | 0    | 158        | 73                                              | 0    | 20   | 1    | 94         | 37                        | 368  | 0    | 0    | 405        | 0         | 0    | 0    | 0    | 0          | 657        |
| Total       | 0                         | 587  | 47   | 0    | 634        | 348                                             | 0    | 92   | 5    | 445        | 217                       | 2066 | 0    | 0    | 2283       | 0         | 0    | 0    | 0    | 0          | 3362       |
| Grand Total | 0                         | 1093 | 97   | 0    | 1190       | 782                                             | 0    | 179  | 17   | 978        | 488                       | 4414 | 0    | 0    | 4902       | 0         | 0    | 0    | 0    | 0          | 7070       |
| Apprch %    | 0                         | 91.8 | 8.2  | 0    |            | 80                                              | 0    | 18.3 | 1.7  |            | 10                        | 90   | 0    | 0    |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 15.5 | 1.4  | 0    | 16.8       | 11.1                                            | 0    | 2.5  | 0.2  | 13.8       | 6.9                       | 62.4 | 0    | 0    | 69.3       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |            |           |      |            | CAPITOL EXPRESSWAY WB<br>RAMPS (N)<br>Westbound |      |           |          |            | MONTEREY RD<br>Northbound |            |      |      |            | Eastbound |      |      |      |            |             |
|------------------------------------------------------------|---------------------------|------------|-----------|------|------------|-------------------------------------------------|------|-----------|----------|------------|---------------------------|------------|------|------|------------|-----------|------|------|------|------------|-------------|
| Start Time                                                 | Right                     | Thru       | Left      | Peds | App. Total | Right                                           | Thru | Left      | Peds     | App. Total | Right                     | Thru       | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |            |           |      |            |                                                 |      |           |          |            |                           |            |      |      |            |           |      |      |      |            |             |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |            |           |      |            |                                                 |      |           |          |            |                           |            |      |      |            |           |      |      |      |            |             |
| 07:15 AM                                                   | 0                         | 132        | 10        | 0    | 142        | 124                                             | 0    | <b>32</b> | <b>6</b> | <b>162</b> | 52                        | 586        | 0    | 0    | 638        | 0         | 0    | 0    | 0    | 0          | 942         |
| 07:30 AM                                                   | 0                         | 141        | <b>20</b> | 0    | <b>161</b> | <b>137</b>                                      | 0    | 22        | 2        | 161        | 68                        | 628        | 0    | 0    | 696        | 0         | 0    | 0    | 0    | 0          | 1018        |
| 07:45 AM                                                   | 0                         | 134        | 10        | 0    | 144        | 109                                             | 0    | 21        | 0        | 130        | <b>112</b>                | <b>747</b> | 0    | 0    | <b>859</b> | 0         | 0    | 0    | 0    | 0          | <b>1133</b> |
| 08:00 AM                                                   | 0                         | <b>142</b> | 11        | 0    | 153        | 97                                              | 0    | 22        | 2        | 121        | 75                        | 592        | 0    | 0    | 667        | 0         | 0    | 0    | 0    | 0          | 941         |
| Total Volume                                               | 0                         | 549        | 51        | 0    | 600        | 467                                             | 0    | 97        | 10       | 574        | 307                       | 2553       | 0    | 0    | 2860       | 0         | 0    | 0    | 0    | 0          | 4034        |
| % App. Total                                               |                           |            |           |      |            |                                                 |      |           |          |            |                           |            |      |      |            |           |      |      |      |            |             |
| PHF                                                        | .000                      | .967       | .638      | .000 | .932       | .852                                            | .000 | .758      | .417     | .886       | .685                      | .854       | .000 | .000 | .832       | .000      | .000 | .000 | .000 | .000       | .890        |



# Traffic Data Service

Campbell, CA

(408) 377-2988

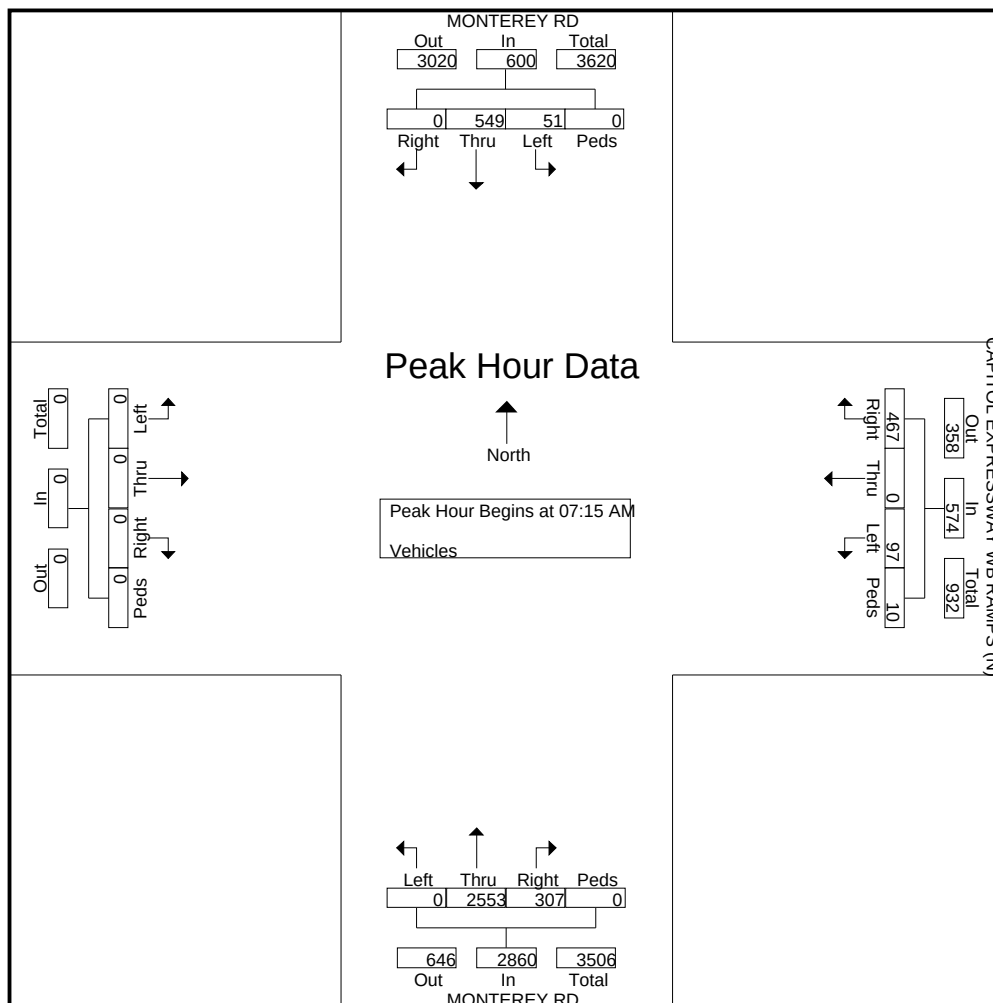
tdsbay@cs.com

File Name : 8AM FINAL

Site Code : 00000008

Start Date : 9/18/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 9/18/2012

Page No : 1

Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY EB<br>RAMPS (S)<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-------------------------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                                           | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                         | 95   | 20   | 4    | 119        | 28                                              | 0    | 37   | 3    | 68         | 33                        | 410  | 0    | 0    | 443        | 0         | 0    | 0    | 0    | 0          | 630        |
| 07:15 AM    | 0                         | 149  | 16   | 1    | 166        | 70                                              | 0    | 68   | 3    | 141        | 46                        | 585  | 0    | 3    | 634        | 0         | 0    | 0    | 0    | 0          | 941        |
| 07:30 AM    | 0                         | 119  | 25   | 2    | 146        | 115                                             | 0    | 53   | 3    | 171        | 70                        | 577  | 0    | 1    | 648        | 0         | 0    | 0    | 0    | 0          | 965        |
| 07:45 AM    | 0                         | 147  | 29   | 1    | 177        | 127                                             | 0    | 98   | 4    | 229        | 110                       | 695  | 0    | 0    | 805        | 0         | 0    | 0    | 0    | 0          | 1211       |
| Total       | 0                         | 510  | 90   | 8    | 608        | 340                                             | 0    | 256  | 13   | 609        | 259                       | 2267 | 0    | 4    | 2530       | 0         | 0    | 0    | 0    | 0          | 3747       |
| 08:00 AM    | 0                         | 120  | 34   | 6    | 160        | 93                                              | 0    | 87   | 4    | 184        | 73                        | 602  | 0    | 1    | 676        | 0         | 0    | 0    | 0    | 0          | 1020       |
| 08:15 AM    | 0                         | 128  | 34   | 2    | 164        | 79                                              | 0    | 74   | 8    | 161        | 74                        | 510  | 0    | 2    | 586        | 0         | 0    | 0    | 0    | 0          | 911        |
| 08:30 AM    | 0                         | 151  | 34   | 2    | 187        | 64                                              | 0    | 64   | 4    | 132        | 63                        | 532  | 0    | 0    | 595        | 0         | 0    | 0    | 0    | 0          | 914        |
| 08:45 AM    | 0                         | 127  | 32   | 0    | 159        | 43                                              | 0    | 41   | 5    | 89         | 60                        | 344  | 0    | 2    | 406        | 0         | 0    | 0    | 0    | 0          | 654        |
| Total       | 0                         | 526  | 134  | 10   | 670        | 279                                             | 0    | 266  | 21   | 566        | 270                       | 1988 | 0    | 5    | 2263       | 0         | 0    | 0    | 0    | 0          | 3499       |
| Grand Total | 0                         | 1036 | 224  | 18   | 1278       | 619                                             | 0    | 522  | 34   | 1175       | 529                       | 4255 | 0    | 9    | 4793       | 0         | 0    | 0    | 0    | 0          | 7246       |
| Apprch %    | 0                         | 81.1 | 17.5 | 1.4  |            | 52.7                                            | 0    | 44.4 | 2.9  |            | 11                        | 88.8 | 0    | 0.2  |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 14.3 | 3.1  | 0.2  | 17.6       | 8.5                                             | 0    | 7.2  | 0.5  | 16.2       | 7.3                       | 58.7 | 0    | 0.1  | 66.1       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |            |           |          |            | CAPITOL EXPRESSWAY EB<br>RAMPS (S)<br>Westbound |      |           |          |            | MONTEREY RD<br>Northbound |            |      |          |            | Eastbound |      |      |      |            |             |
|------------------------------------------------------------|---------------------------|------------|-----------|----------|------------|-------------------------------------------------|------|-----------|----------|------------|---------------------------|------------|------|----------|------------|-----------|------|------|------|------------|-------------|
| Start Time                                                 | Right                     | Thru       | Left      | Peds     | App. Total | Right                                           | Thru | Left      | Peds     | App. Total | Right                     | Thru       | Left | Peds     | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |            |           |          |            |                                                 |      |           |          |            |                           |            |      |          |            |           |      |      |      |            |             |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |            |           |          |            |                                                 |      |           |          |            |                           |            |      |          |            |           |      |      |      |            |             |
| 07:15 AM                                                   | 0                         | <b>149</b> | 16        | 1        | 166        | 70                                              | 0    | 68        | 3        | 141        | 46                        | 585        | 0    | <b>3</b> | 634        | 0         | 0    | 0    | 0    | 0          | 941         |
| 07:30 AM                                                   | 0                         | 119        | 25        | 2        | 146        | 115                                             | 0    | 53        | 3        | 171        | 70                        | 577        | 0    | 1        | 648        | 0         | 0    | 0    | 0    | 0          | 965         |
| 07:45 AM                                                   | 0                         | 147        | 29        | 1        | <b>177</b> | <b>127</b>                                      | 0    | <b>98</b> | <b>4</b> | <b>229</b> | <b>110</b>                | <b>695</b> | 0    | 0        | <b>805</b> | 0         | 0    | 0    | 0    | 0          | <b>1211</b> |
| 08:00 AM                                                   | 0                         | 120        | <b>34</b> | <b>6</b> | 160        | 93                                              | 0    | 87        | 4        | 184        | 73                        | 602        | 0    | 1        | 676        | 0         | 0    | 0    | 0    | 0          | 1020        |
| Total Volume                                               | 0                         | 535        | 104       | 10       | 649        | 405                                             | 0    | 306       | 14       | 725        | 299                       | 2459       | 0    | 5        | 2763       | 0         | 0    | 0    | 0    | 0          | 4137        |
| % App. Total                                               |                           |            |           |          |            |                                                 |      |           |          |            |                           |            |      |          |            |           |      |      |      |            |             |
| PHF                                                        | .000                      | .898       | .765      | .417     | .917       | .797                                            | .000 | .781      | .875     | .791       | .680                      | .885       | .000 | .417     | .858       | .000      | .000 | .000 | .000 | .000       | .854        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

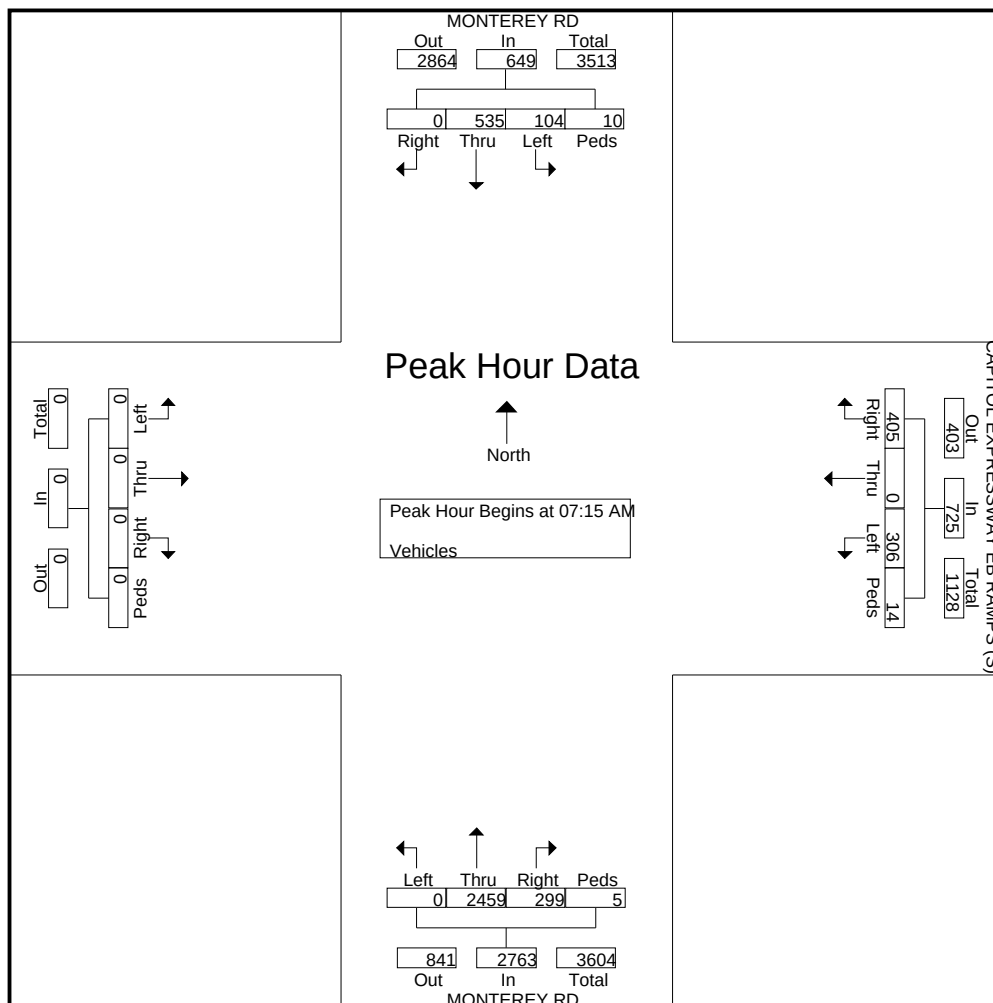
tdsbay@cs.com

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 9/18/2012

Page No : 2



# AM Peak-Hour Volume Count Worksheet

Date: 9/1/11  
 Counter: Huy and Matt  
 Intersection Name: Vine and Alma  
 Weather: Clear San Jose

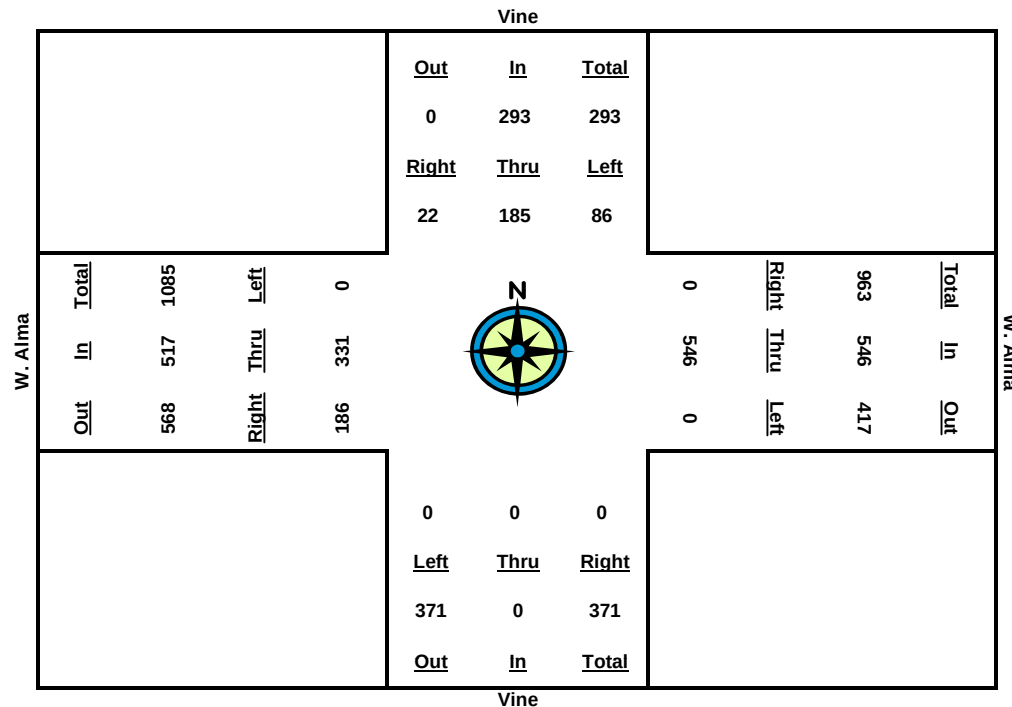
## AUTO-CENSUS

Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

| Start Time | Vine           |      |      |       | W. Alma       |      |      |       | Vine           |      |      |       | W. Alma       |      |      |       |
|------------|----------------|------|------|-------|---------------|------|------|-------|----------------|------|------|-------|---------------|------|------|-------|
|            | North Approach |      |      |       | East Approach |      |      |       | South Approach |      |      |       | West Approach |      |      |       |
|            | Right          | Thru | Left | Total | Right         | Thru | Left | Total | Right          | Thru | Left | Total | Right         | Thru | Left | Total |
| 7:00       | 0              | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0             | 0    | 0    | 0     |
| 7:15       | 11             | 30   | 15   | 56    | 0             | 115  | 1    | 116   | 0              | 0    | 0    | 0     | 27            | 48   | 0    | 75    |
| 7:30       | 21             | 62   | 29   | 112   | 0             | 225  | 1    | 226   | 0              | 0    | 0    | 0     | 48            | 129  | 0    | 177   |
| 7:45       | 29             | 108  | 36   | 173   | 0             | 385  | 1    | 386   | 0              | 0    | 0    | 0     | 93            | 202  | 0    | 295   |
| 8:00       | 37             | 167  | 57   | 261   | 0             | 538  | 1    | 539   | 0              | 0    | 0    | 0     | 141           | 271  | 0    | 412   |
| 8:15       | 41             | 218  | 85   | 344   | 0             | 661  | 1    | 662   | 0              | 0    | 0    | 0     | 187           | 364  | 0    | 551   |
| 8:30       | 43             | 247  | 115  | 405   | 0             | 771  | 1    | 772   | 0              | 0    | 0    | 0     | 234           | 460  | 0    | 694   |
| 8:45       | 48             | 282  | 141  | 471   | 0             | 902  | 1    | 903   | 0              | 0    | 0    | 0     | 265           | 536  | 0    | 801   |
| 9:00       | 53             | 319  | 161  | 533   | 0             | 978  | 1    | 979   | 0              | 0    | 0    | 0     | 301           | 625  | 0    | 926   |

| Peak Hour     | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | PK Hour |       |
|---------------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|---------|-------|
| 7:00 :00      | - 8   | 37   | 167  | 57    | 261   | 0    | 538  | 1     | 539   | 0    | 0    | 0     | 0     | 141  | 271  | 0     | 412     | 1,212 |
| 7:15 :15      | - 8   | 30   | 188  | 70    | 288   | 0    | 546  | 0     | 546   | 0    | 0    | 0     | 0     | 160  | 316  | 0     | 476     | 1,310 |
| 7:30 :30      | - 8   | 22   | 185  | 86    | 293   | 0    | 546  | 0     | 546   | 0    | 0    | 0     | 0     | 186  | 331  | 0     | 517     | 1,356 |
| 7:45 :45      | - 8   | 19   | 174  | 105   | 298   | 0    | 517  | 0     | 517   | 0    | 0    | 0     | 0     | 172  | 334  | 0     | 506     | 1,321 |
| 8:00 :00      | - 9   | 16   | 152  | 104   | 272   | 0    | 440  | 0     | 440   | 0    | 0    | 0     | 0     | 160  | 354  | 0     | 514     | 1,226 |
| Peak Volumes: | 22    | 185  | 86   | 293   | 0     | 546  | 0    | 546   | 0     | 0    | 0    | 0     | 186   | 331  | 0    | 517   | 1,356   |       |

| Cut and Paste | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|               | 0   | 0   | 0   | 86  | 185 | 22  | 0   | 331 | 186 | 0   | 546 | 0   |



# PM Peak-Hour Volume Count Worksheet

Date: 9/15/11  
Counter: Kevin and An  
Intersection Name: Alma and Vine  
Weather: Clear San Jose

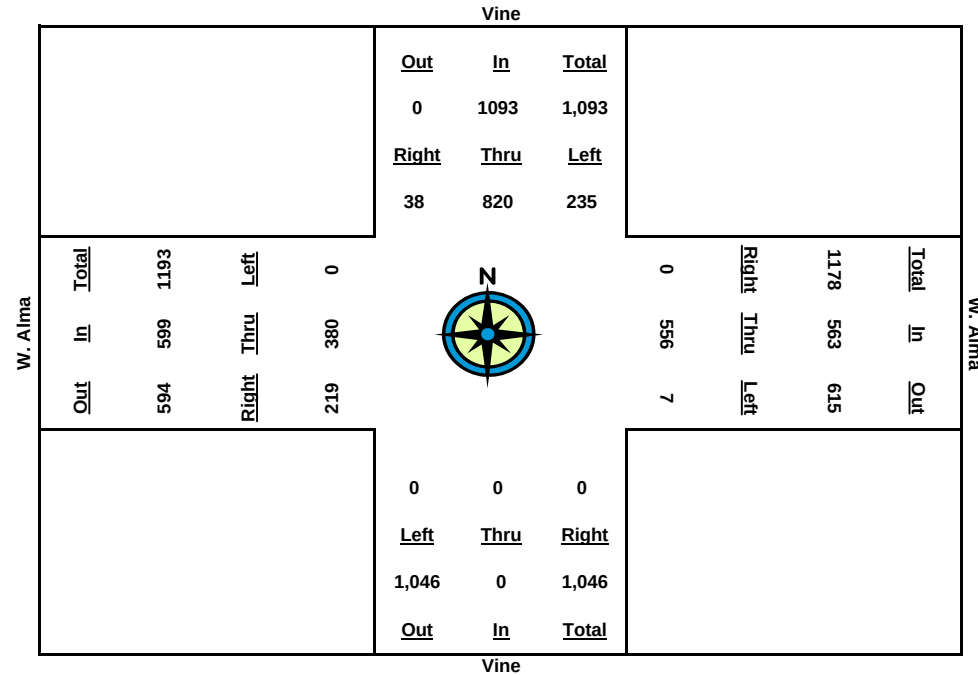
## AUTO-CENSUS

Traffic Monitoring and Analysis  
870 Castlewood Dr. #1  
Los Gatos, CA 95032  
Phone 408-826-9673 Fax 408-877-1625

| Start Time | Vine North Approach |       |      |       | W. Alma East Approach |       |      |       | Vine South Approach |      |      |       | W. Alma West Approach |      |      |       |
|------------|---------------------|-------|------|-------|-----------------------|-------|------|-------|---------------------|------|------|-------|-----------------------|------|------|-------|
|            | Right               | Thru  | Left | Total | Right                 | Thru  | Left | Total | Right               | Thru | Left | Total | Right                 | Thru | Left | Total |
| 4:00       | 0                   | 0     | 0    | 0     | 0                     | 0     | 0    | 0     | 0                   | 0    | 0    | 0     | 0                     | 0    | 0    | 0     |
| 4:15       | 3                   | 92    | 45   | 140   | 0                     | 127   | 0    | 127   | 0                   | 0    | 0    | 0     | 47                    | 89   | 0    | 136   |
| 4:30       | 16                  | 226   | 92   | 334   | 0                     | 213   | 2    | 215   | 0                   | 0    | 0    | 0     | 95                    | 184  | 0    | 279   |
| 4:45       | 18                  | 337   | 150  | 505   | 0                     | 334   | 4    | 338   | 0                   | 0    | 0    | 0     | 141                   | 292  | 0    | 433   |
| 5:00       | 24                  | 468   | 186  | 678   | 0                     | 472   | 5    | 477   | 0                   | 0    | 0    | 0     | 192                   | 362  | 0    | 554   |
| 5:15       | 37                  | 640   | 241  | 918   | 0                     | 620   | 6    | 626   | 0                   | 0    | 0    | 0     | 234                   | 449  | 0    | 683   |
| 5:30       | 52                  | 869   | 323  | 1,244 | 0                     | 760   | 8    | 768   | 0                   | 0    | 0    | 0     | 289                   | 542  | 0    | 831   |
| 5:45       | 57                  | 1,025 | 369  | 1,451 | 0                     | 898   | 10   | 908   | 0                   | 0    | 0    | 0     | 322                   | 611  | 0    | 933   |
| 6:00       | 62                  | 1,288 | 421  | 1,771 | 0                     | 1,028 | 12   | 1,040 | 0                   | 0    | 0    | 0     | 411                   | 742  | 0    | 1,153 |

| Peak Hour     | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | PK Hour |       |
|---------------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|---------|-------|
| 4:00 :00      | - 5   | 24   | 468  | 186   | 678   | 0    | 472  | 5     | 477   | 0    | 0    | 0     | 0     | 192  | 362  | 0     | 554     | 1,709 |
| 4:15 :15      | - 5   | 34   | 548  | 196   | 778   | 0    | 493  | 6     | 499   | 0    | 0    | 0     | 0     | 187  | 360  | 0     | 547     | 1,824 |
| 4:30 :30      | - 5   | 36   | 643  | 231   | 910   | 0    | 547  | 6     | 553   | 0    | 0    | 0     | 0     | 194  | 358  | 0     | 552     | 2,015 |
| 4:45 :45      | - 5   | 39   | 688  | 219   | 946   | 0    | 564  | 6     | 570   | 0    | 0    | 0     | 0     | 181  | 319  | 0     | 500     | 2,016 |
| 5:00 :00      | - 6   | 38   | 820  | 235   | 1,093 | 0    | 556  | 7     | 563   | 0    | 0    | 0     | 0     | 219  | 380  | 0     | 599     | 2,255 |
| Peak Volumes: | 38    | 820  | 235  | 1,093 | 0     | 556  | 7    | 563   | 0     | 0    | 0    | 0     | 219   | 380  | 0    | 599   | 2,255   |       |

| Cut and Paste | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|               | 0   | 0   | 0   | 235 | 820 | 38  | 0   | 380 | 219 | 7   | 556 | 0   |



# AM Peak-Hour Volume Count Worksheet

Date: 9/1/11  
 Counter: Logan and Stuart  
 Intersection Name: Alma and Almaden  
 Weather: Clear San Jose

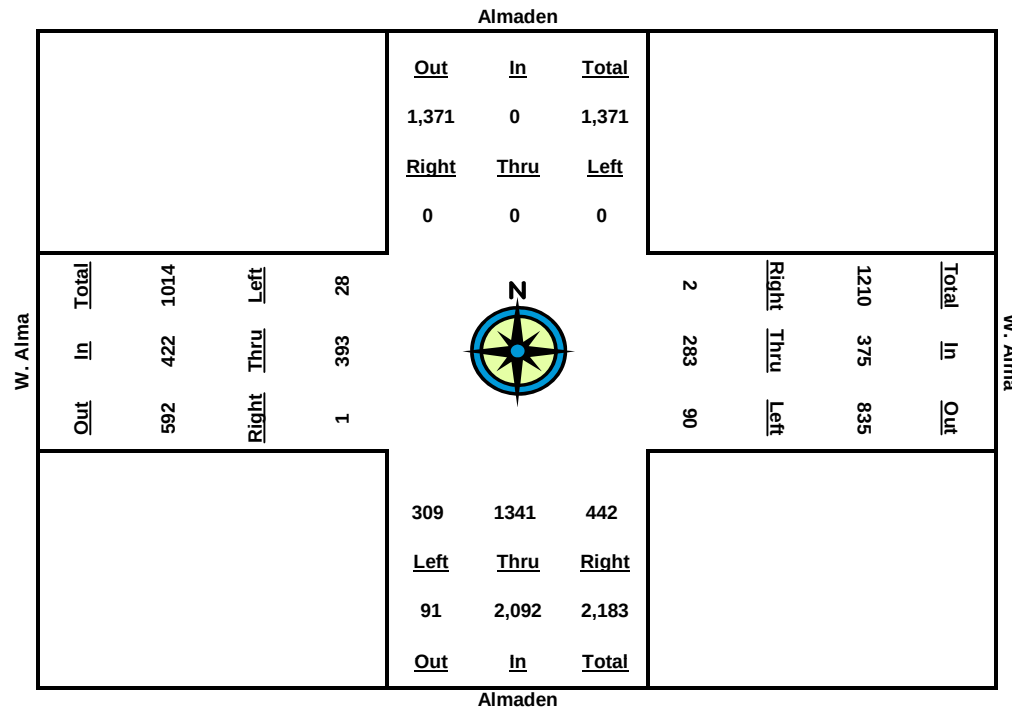
## AUTO-CENSUS

Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

| Start Time | Almaden        |      |      |       | W. Alma       |      |      |       | Almaden        |       |      |       | W. Alma       |      |      |       |
|------------|----------------|------|------|-------|---------------|------|------|-------|----------------|-------|------|-------|---------------|------|------|-------|
|            | North Approach |      |      |       | East Approach |      |      |       | South Approach |       |      |       | West Approach |      |      |       |
|            | Right          | Thru | Left | Total | Right         | Thru | Left | Total | Right          | Thru  | Left | Total | Right         | Thru | Left | Total |
| 7:00       | 0              | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0              | 0     | 0    | 0     | 0             | 0    | 0    | 0     |
| 7:15       | 0              | 0    | 0    | 0     | 0             | 63   | 16   | 79    | 66             | 152   | 54   | 272   | 0             | 63   | 6    | 69    |
| 7:30       | 0              | 0    | 0    | 0     | 1             | 113  | 44   | 158   | 149            | 374   | 125  | 648   | 0             | 150  | 11   | 161   |
| 7:45       | 0              | 0    | 0    | 0     | 1             | 183  | 65   | 249   | 257            | 678   | 223  | 1,158 | 0             | 234  | 16   | 250   |
| 8:00       | 0              | 0    | 0    | 0     | 3             | 288  | 93   | 384   | 373            | 1,023 | 316  | 1,712 | 0             | 329  | 19   | 348   |
| 8:15       | 0              | 0    | 0    | 0     | 3             | 334  | 106  | 443   | 468            | 1,333 | 382  | 2,183 | 0             | 422  | 26   | 448   |
| 8:30       | 0              | 0    | 0    | 0     | 3             | 395  | 134  | 532   | 589            | 1,687 | 459  | 2,735 | 1             | 533  | 34   | 568   |
| 8:45       | 0              | 0    | 0    | 0     | 3             | 466  | 155  | 624   | 699            | 2,019 | 532  | 3,250 | 1             | 627  | 44   | 672   |
| 9:00       | 0              | 0    | 0    | 0     | 4             | 538  | 179  | 721   | 778            | 2,209 | 577  | 3,564 | 1             | 715  | 49   | 765   |

| Peak Hour     | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru  | Left | Total | Right | Thru | Left | Total | PK Hour |
|---------------|-------|------|------|-------|-------|------|------|-------|-------|-------|------|-------|-------|------|------|-------|---------|
| 7:00 :00      | 8     | 0    | 0    | 0     | 3     | 288  | 93   | 384   | 373   | 1,023 | 316  | 1,712 | 0     | 329  | 19   | 348   | 2,444   |
| 7:15 :15      | 8     | 0    | 0    | 0     | 3     | 271  | 90   | 364   | 402   | 1,181 | 328  | 1,911 | 0     | 359  | 20   | 379   | 2,654   |
| 7:30 :30      | 8     | 0    | 0    | 0     | 2     | 282  | 90   | 374   | 440   | 1,313 | 334  | 2,087 | 1     | 383  | 23   | 407   | 2,868   |
| 7:45 :45      | 8     | 0    | 0    | 0     | 2     | 283  | 90   | 375   | 442   | 1,341 | 309  | 2,092 | 1     | 393  | 28   | 422   | 2,889   |
| 8:00 :00      | 9     | 0    | 0    | 0     | 1     | 250  | 86   | 337   | 405   | 1,186 | 261  | 1,852 | 1     | 386  | 30   | 417   | 2,606   |
| Peak Volumes: | 0     | 0    | 0    | 0     | 2     | 283  | 90   | 375   | 442   | 1,341 | 309  | 2,092 | 1     | 393  | 28   | 422   | 2,889   |

| Cut and Paste | NBL | NBT   | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---------------|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|               | 309 | 1,341 | 442 | 0   | 0   | 0   | 28  | 393 | 1   | 90  | 283 | 2   |





# PM Peak-Hour Volume Count Worksheet

Date: 9/1/11  
 Counter: Logan and Stuart  
 Intersection Name: Alma and Almaden  
 Weather: Clear San Jose

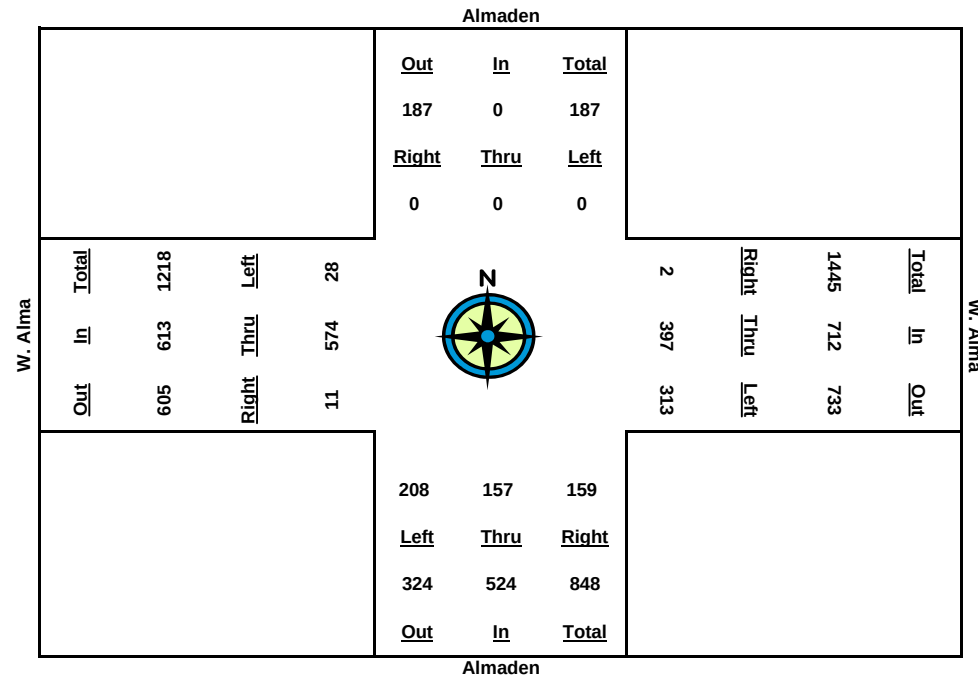
## AUTO-CENSUS

Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

| Start Time | Almaden        |      |      |       | W. Alma       |      |      |       | Almaden        |      |      |       | W. Alma       |       |      |       |
|------------|----------------|------|------|-------|---------------|------|------|-------|----------------|------|------|-------|---------------|-------|------|-------|
|            | North Approach |      |      |       | East Approach |      |      |       | South Approach |      |      |       | West Approach |       |      |       |
|            | Right          | Thru | Left | Total | Right         | Thru | Left | Total | Right          | Thru | Left | Total | Right         | Thru  | Left | Total |
| 4:00       | 0              | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0             | 0     | 0    | 0     |
| 4:15       | 0              | 0    | 0    | 0     | 1             | 84   | 59   | 144   | 53             | 43   | 50   | 146   | 2             | 139   | 6    | 147   |
| 4:30       | 0              | 0    | 0    | 0     | 1             | 173  | 128  | 302   | 102            | 88   | 83   | 273   | 5             | 258   | 11   | 274   |
| 4:45       | 0              | 0    | 0    | 0     | 2             | 253  | 189  | 444   | 132            | 139  | 136  | 407   | 6             | 386   | 16   | 408   |
| 5:00       | 0              | 0    | 0    | 0     | 2             | 348  | 254  | 604   | 179            | 179  | 191  | 549   | 12            | 556   | 19   | 587   |
| 5:15       | 0              | 0    | 0    | 0     | 3             | 463  | 331  | 797   | 220            | 226  | 242  | 688   | 15            | 682   | 26   | 723   |
| 5:30       | 0              | 0    | 0    | 0     | 4             | 546  | 418  | 968   | 256            | 267  | 295  | 818   | 16            | 830   | 34   | 880   |
| 5:45       | 0              | 0    | 0    | 0     | 4             | 650  | 502  | 1,156 | 291            | 296  | 344  | 931   | 17            | 960   | 44   | 1,021 |
| 6:00       | 0              | 0    | 0    | 0     | 4             | 724  | 588  | 1,316 | 337            | 342  | 397  | 1,076 | 21            | 1,111 | 49   | 1,181 |

| Peak Hour     | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | PK Hour |
|---------------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|---------|
| 4:00 :00      | 5     | 0    | 0    | 0     | 2     | 348  | 254  | 604   | 179   | 179  | 191  | 549   | 12    | 556  | 19   | 587   | 1,740   |
| 4:15 :15      | 5     | 0    | 0    | 0     | 2     | 379  | 272  | 653   | 167   | 183  | 192  | 542   | 13    | 543  | 20   | 576   | 1,771   |
| 4:30 :30      | 5     | 0    | 0    | 0     | 3     | 373  | 290  | 666   | 154   | 179  | 212  | 545   | 11    | 572  | 23   | 606   | 1,817   |
| 4:45 :45      | 5     | 0    | 0    | 0     | 2     | 397  | 313  | 712   | 159   | 157  | 208  | 524   | 11    | 574  | 28   | 613   | 1,849   |
| 5:00 :00      | 6     | 0    | 0    | 0     | 2     | 376  | 334  | 712   | 158   | 163  | 206  | 527   | 9     | 555  | 30   | 594   | 1,833   |
| Peak Volumes: | 0     | 0    | 0    | 0     | 2     | 397  | 313  | 712   | 159   | 157  | 208  | 524   | 11    | 574  | 28   | 613   | 1,849   |

| Cut and Paste | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|               | 208 | 157 | 159 | 0   | 0   | 0   | 28  | 574 | 11  | 313 | 397 | 2   |



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 12AM FINAL

Site Code : 00000012

Start Date : 9/27/2012

Page No : 1

## Groups Printed- Vehicles

|             | SR-87 NB ON-RAMP ONLY<br>Southbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Westbound |      |      |      |            | Northbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                               | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                                   | 0    | 0    | 0    | 0          | 3                               | 56   | 0    | 0    | 59         | 0          | 0    | 0    | 0    | 0          | 0                               | 297  | 161  | 0    | 458        | 517        |
| 07:15 AM    | 0                                   | 0    | 0    | 0    | 0          | 6                               | 58   | 0    | 0    | 64         | 0          | 0    | 0    | 0    | 0          | 0                               | 470  | 205  | 0    | 675        | 739        |
| 07:30 AM    | 0                                   | 0    | 0    | 0    | 0          | 5                               | 77   | 0    | 0    | 82         | 0          | 0    | 0    | 0    | 0          | 0                               | 480  | 183  | 0    | 663        | 745        |
| 07:45 AM    | 0                                   | 0    | 0    | 0    | 0          | 3                               | 70   | 0    | 0    | 73         | 0          | 0    | 0    | 0    | 0          | 0                               | 460  | 202  | 0    | 662        | 735        |
| Total       | 0                                   | 0    | 0    | 0    | 0          | 17                              | 261  | 0    | 0    | 278        | 0          | 0    | 0    | 0    | 0          | 0                               | 1707 | 751  | 0    | 2458       | 2736       |
| 08:00 AM    | 0                                   | 0    | 0    | 0    | 0          | 4                               | 60   | 0    | 0    | 64         | 0          | 0    | 0    | 0    | 0          | 0                               | 534  | 153  | 0    | 687        | 751        |
| 08:15 AM    | 0                                   | 0    | 0    | 0    | 0          | 4                               | 59   | 0    | 0    | 63         | 0          | 0    | 0    | 0    | 0          | 0                               | 503  | 163  | 0    | 666        | 729        |
| 08:30 AM    | 0                                   | 0    | 0    | 0    | 0          | 2                               | 65   | 0    | 0    | 67         | 0          | 0    | 0    | 0    | 0          | 0                               | 335  | 159  | 0    | 494        | 561        |
| 08:45 AM    | 0                                   | 0    | 0    | 0    | 0          | 3                               | 51   | 0    | 0    | 54         | 0          | 0    | 0    | 0    | 0          | 0                               | 263  | 191  | 0    | 454        | 508        |
| Total       | 0                                   | 0    | 0    | 0    | 0          | 13                              | 235  | 0    | 0    | 248        | 0          | 0    | 0    | 0    | 0          | 0                               | 1635 | 666  | 0    | 2301       | 2549       |
| Grand Total | 0                                   | 0    | 0    | 0    | 0          | 30                              | 496  | 0    | 0    | 526        | 0          | 0    | 0    | 0    | 0          | 0                               | 3342 | 1417 | 0    | 4759       | 5285       |
| Apprch %    | 0                                   | 0    | 0    | 0    | 0          | 5.7                             | 94.3 | 0    | 0    |            | 0          | 0    | 0    | 0    | 0          | 0                               | 70.2 | 29.8 | 0    |            |            |
| Total %     | 0                                   | 0    | 0    | 0    | 0          | 0.6                             | 9.4  | 0    | 0    | 10         | 0          | 0    | 0    | 0    | 0          | 0                               | 63.2 | 26.8 | 0    | 90         |            |

|                                                            | SR-87 NB ON-RAMP ONLY<br>Southbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Westbound |      |      |      |            | Northbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                               | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                     |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                                     |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| 07:15 AM                                                   | 0                                   | 0    | 0    | 0    | 0          | 6                               | 58   | 0    | 0    | 64         | 0          | 0    | 0    | 0    | 0          | 0                               | 470  | 205  | 0    | 675        | 739        |
| 07:30 AM                                                   | 0                                   | 0    | 0    | 0    | 0          | 5                               | 77   | 0    | 0    | 82         | 0          | 0    | 0    | 0    | 0          | 0                               | 480  | 183  | 0    | 663        | 745        |
| 07:45 AM                                                   | 0                                   | 0    | 0    | 0    | 0          | 3                               | 70   | 0    | 0    | 73         | 0          | 0    | 0    | 0    | 0          | 0                               | 460  | 202  | 0    | 662        | 735        |
| 08:00 AM                                                   | 0                                   | 0    | 0    | 0    | 0          | 4                               | 60   | 0    | 0    | 64         | 0          | 0    | 0    | 0    | 0          | 0                               | 534  | 153  | 0    | 687        | 751        |
| Total Volume                                               | 0                                   | 0    | 0    | 0    | 0          | 18                              | 265  | 0    | 0    | 283        | 0          | 0    | 0    | 0    | 0          | 0                               | 1944 | 743  | 0    | 2687       | 2970       |
| % App. Total                                               |                                     |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| PHF                                                        | .000                                | .000 | .000 | .000 | .000       | .750                            | .860 | .000 | .000 | .863       | .000       | .000 | .000 | .000 | .000       | .000                            | .910 | .906 | .000 | .978       | .989       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

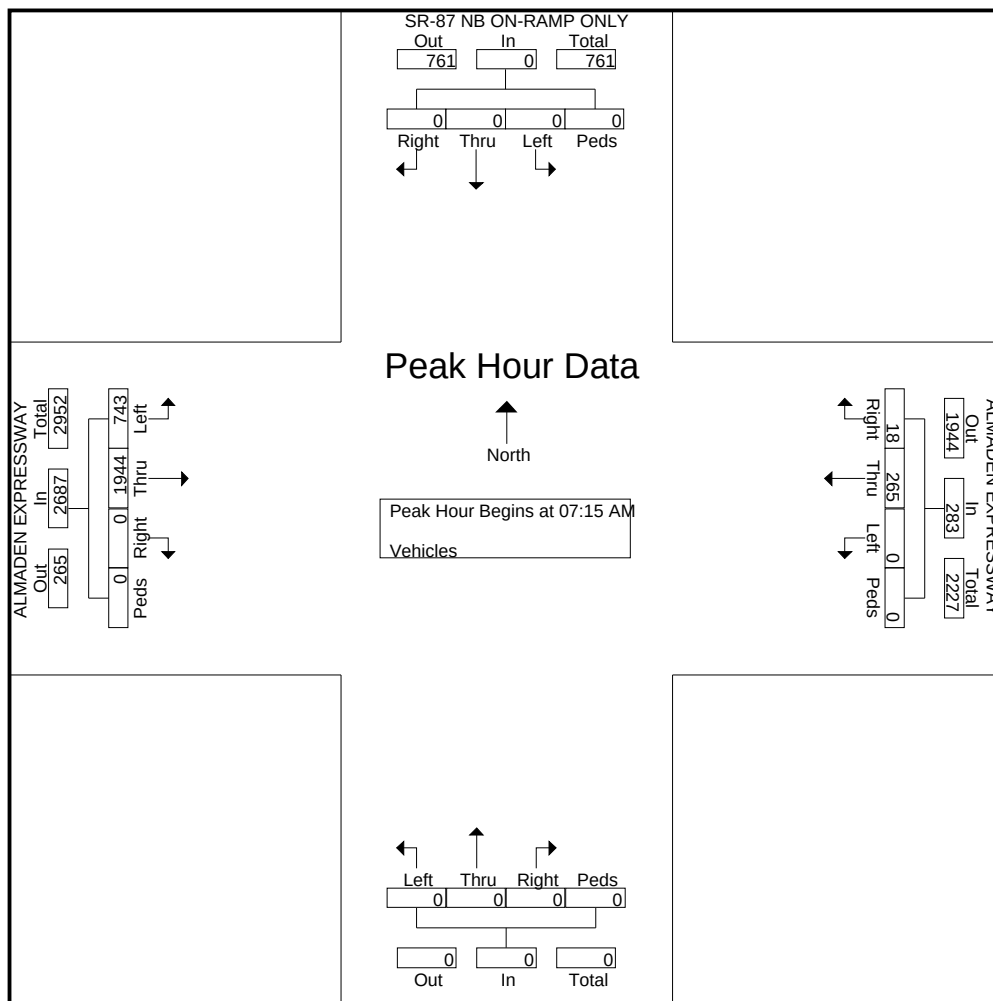
tdsbay@cs.com

File Name : 12AM FINAL

Site Code : 00000012

Start Date : 9/27/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 12PM FINAL

Site Code : 00000012

Start Date : 9/27/2012

Page No : 1

## Groups Printed- Vehicles

|             | SR-87 NB ON-RAMP ONLY<br>Southbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Westbound |      |      |      |            | Northbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                               | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                                   | 0    | 0    | 0    | 0          | 4                               | 131  | 0    | 0    | 135        | 0          | 0    | 0    | 0    | 0          | 0                               | 66   | 95   | 0    | 161        | 296        |
| 04:15 PM    | 0                                   | 0    | 0    | 0    | 0          | 7                               | 136  | 0    | 0    | 143        | 0          | 0    | 0    | 0    | 0          | 0                               | 76   | 117  | 0    | 193        | 336        |
| 04:30 PM    | 0                                   | 0    | 0    | 0    | 0          | 8                               | 159  | 0    | 0    | 167        | 0          | 0    | 0    | 0    | 0          | 0                               | 69   | 115  | 0    | 184        | 351        |
| 04:45 PM    | 0                                   | 0    | 0    | 0    | 0          | 4                               | 199  | 0    | 0    | 203        | 0          | 0    | 0    | 0    | 0          | 0                               | 72   | 116  | 0    | 188        | 391        |
| Total       | 0                                   | 0    | 0    | 0    | 0          | 23                              | 625  | 0    | 0    | 648        | 0          | 0    | 0    | 0    | 0          | 0                               | 283  | 443  | 0    | 726        | 1374       |
| 05:00 PM    | 0                                   | 0    | 0    | 0    | 0          | 9                               | 202  | 0    | 0    | 211        | 0          | 0    | 0    | 0    | 0          | 0                               | 80   | 142  | 0    | 222        | 433        |
| 05:15 PM    | 0                                   | 0    | 0    | 0    | 0          | 3                               | 294  | 0    | 0    | 297        | 0          | 0    | 0    | 0    | 0          | 0                               | 70   | 130  | 0    | 200        | 497        |
| 05:30 PM    | 0                                   | 0    | 0    | 0    | 0          | 4                               | 288  | 0    | 0    | 292        | 0          | 0    | 0    | 0    | 0          | 0                               | 64   | 124  | 0    | 188        | 480        |
| 05:45 PM    | 0                                   | 0    | 0    | 0    | 0          | 5                               | 279  | 0    | 0    | 284        | 0          | 0    | 0    | 0    | 0          | 0                               | 75   | 119  | 0    | 194        | 478        |
| Total       | 0                                   | 0    | 0    | 0    | 0          | 21                              | 1063 | 0    | 0    | 1084       | 0          | 0    | 0    | 0    | 0          | 0                               | 289  | 515  | 0    | 804        | 1888       |
| Grand Total | 0                                   | 0    | 0    | 0    | 0          | 44                              | 1688 | 0    | 0    | 1732       | 0          | 0    | 0    | 0    | 0          | 0                               | 572  | 958  | 0    | 1530       | 3262       |
| Apprch %    | 0                                   | 0    | 0    | 0    | 0          | 2.5                             | 97.5 | 0    | 0    | 0          | 0          | 0    | 0    | 0    | 0          | 0                               | 37.4 | 62.6 | 0    | 0          | 0          |
| Total %     | 0                                   | 0    | 0    | 0    | 0          | 1.3                             | 51.7 | 0    | 0    | 53.1       | 0          | 0    | 0    | 0    | 0          | 0                               | 17.5 | 29.4 | 0    | 46.9       | 0          |

|                                                            | SR-87 NB ON-RAMP ONLY<br>Southbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Westbound |      |      |      |            | Northbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                               | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                     |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                                     |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| 05:00 PM                                                   | 0                                   | 0    | 0    | 0    | 0          | 9                               | 202  | 0    | 0    | 211        | 0          | 0    | 0    | 0    | 0          | 0                               | 80   | 142  | 0    | 222        | 433        |
| 05:15 PM                                                   | 0                                   | 0    | 0    | 0    | 0          | 3                               | 294  | 0    | 0    | 297        | 0          | 0    | 0    | 0    | 0          | 0                               | 70   | 130  | 0    | 200        | 497        |
| 05:30 PM                                                   | 0                                   | 0    | 0    | 0    | 0          | 4                               | 288  | 0    | 0    | 292        | 0          | 0    | 0    | 0    | 0          | 0                               | 64   | 124  | 0    | 188        | 480        |
| 05:45 PM                                                   | 0                                   | 0    | 0    | 0    | 0          | 5                               | 279  | 0    | 0    | 284        | 0          | 0    | 0    | 0    | 0          | 0                               | 75   | 119  | 0    | 194        | 478        |
| Total Volume                                               | 0                                   | 0    | 0    | 0    | 0          | 21                              | 1063 | 0    | 0    | 1084       | 0          | 0    | 0    | 0    | 0          | 0                               | 289  | 515  | 0    | 804        | 1888       |
| % App. Total                                               |                                     |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| PHF                                                        | .000                                | .000 | .000 | .000 | .000       | .583                            | .904 | .000 | .000 | .912       | .000       | .000 | .000 | .000 | .000       | .000                            | .903 | .907 | .000 | .905       | .950       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

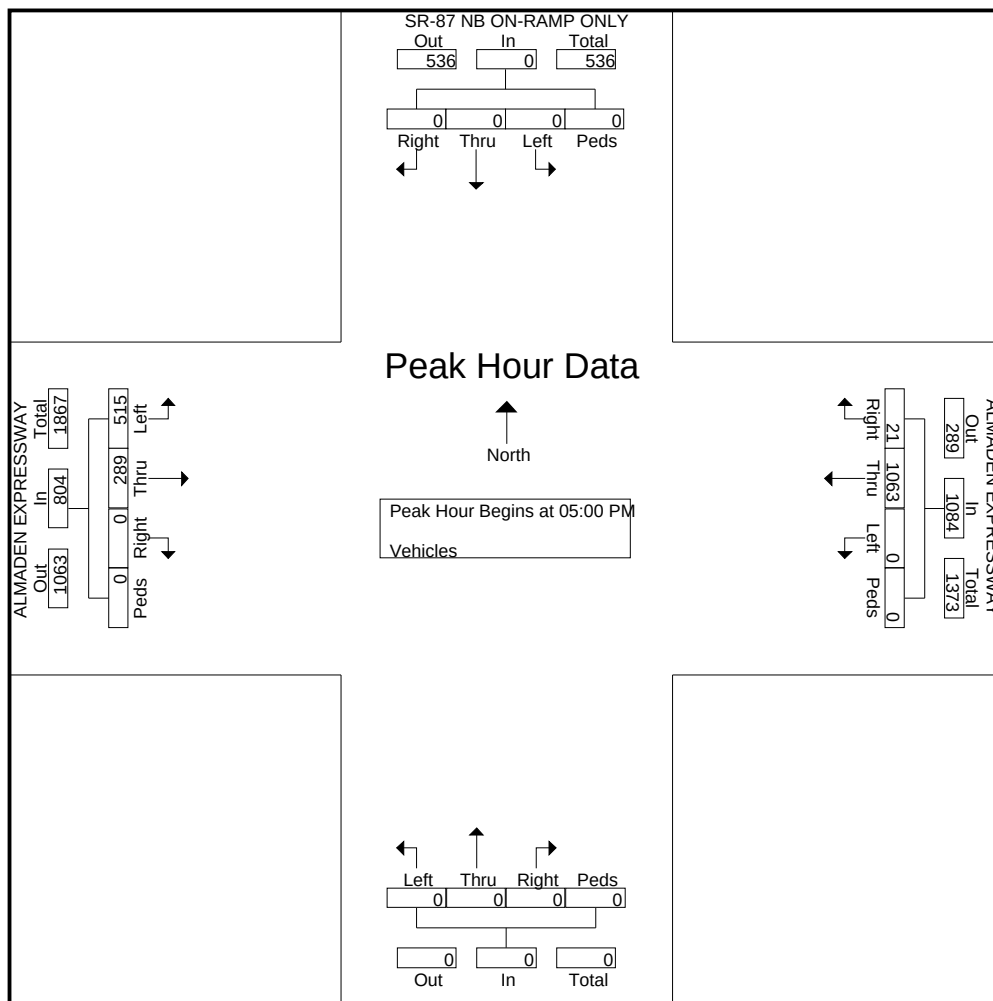
tdsbay@cs.com

File Name : 12PM FINAL

Site Code : 00000012

Start Date : 9/27/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 13AM FINAL

Site Code : 00000013

Start Date : 9/12/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |      |      |      |            | FOXWORTHY AVE<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | FOXWORTHY AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                            | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 10                               | 201  | 35   | 0    | 246        | 56                         | 2    | 26   | 2    | 86         | 13                               | 366  | 11   | 2    | 392        | 3                          | 5    | 28   | 0    | 36         | 760        |
| 07:15 AM    | 15                               | 179  | 39   | 0    | 233        | 77                         | 1    | 28   | 4    | 110        | 18                               | 564  | 30   | 0    | 612        | 5                          | 11   | 32   | 0    | 48         | 1003       |
| 07:30 AM    | 14                               | 245  | 37   | 0    | 296        | 77                         | 2    | 19   | 3    | 101        | 29                               | 590  | 15   | 7    | 641        | 24                         | 19   | 34   | 0    | 77         | 1115       |
| 07:45 AM    | 26                               | 237  | 53   | 0    | 316        | 104                        | 5    | 26   | 0    | 135        | 16                               | 610  | 24   | 0    | 650        | 14                         | 16   | 40   | 1    | 71         | 1172       |
| Total       | 65                               | 862  | 164  | 0    | 1091       | 314                        | 10   | 99   | 9    | 432        | 76                               | 2130 | 80   | 9    | 2295       | 46                         | 51   | 134  | 1    | 232        | 4050       |
| 08:00 AM    | 25                               | 244  | 52   | 0    | 321        | 65                         | 4    | 20   | 0    | 89         | 19                               | 608  | 26   | 2    | 655        | 12                         | 24   | 42   | 0    | 78         | 1143       |
| 08:15 AM    | 26                               | 255  | 49   | 0    | 330        | 57                         | 1    | 21   | 3    | 82         | 24                               | 604  | 27   | 7    | 662        | 20                         | 26   | 37   | 0    | 83         | 1157       |
| 08:30 AM    | 29                               | 235  | 46   | 0    | 310        | 49                         | 5    | 38   | 0    | 92         | 28                               | 492  | 21   | 1    | 542        | 29                         | 15   | 43   | 1    | 88         | 1032       |
| 08:45 AM    | 22                               | 236  | 48   | 0    | 306        | 49                         | 3    | 21   | 2    | 75         | 17                               | 439  | 24   | 1    | 481        | 24                         | 24   | 34   | 0    | 82         | 944        |
| Total       | 102                              | 970  | 195  | 0    | 1267       | 220                        | 13   | 100  | 5    | 338        | 88                               | 2143 | 98   | 11   | 2340       | 85                         | 89   | 156  | 1    | 331        | 4276       |
| Grand Total | 167                              | 1832 | 359  | 0    | 2358       | 534                        | 23   | 199  | 14   | 770        | 164                              | 4273 | 178  | 20   | 4635       | 131                        | 140  | 290  | 2    | 563        | 8326       |
| Apprch %    | 7.1                              | 77.7 | 15.2 | 0    |            | 69.4                       | 3    | 25.8 | 1.8  |            | 3.5                              | 92.2 | 3.8  | 0.4  |            | 23.3                       | 24.9 | 51.5 | 0.4  |            |            |
| Total %     | 2                                | 22   | 4.3  | 0    | 28.3       | 6.4                        | 0.3  | 2.4  | 0.2  | 9.2        | 2                                | 51.3 | 2.1  | 0.2  | 55.7       | 1.6                        | 1.7  | 3.5  | 0    | 6.8        |            |

|                                                            | ALMADEN EXPRESSWAY<br>Southbound |      |      |      |            | FOXWORTHY AVE<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | FOXWORTHY AVE<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|----------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                            | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                  |      |      |      |            |                            |      |      |      |            |                                  |      |      |      |            |                            |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                  |      |      |      |            |                            |      |      |      |            |                                  |      |      |      |            |                            |      |      |      |            |            |
| 07:30 AM                                                   | 14                               | 245  | 37   | 0    | 296        | 77                         | 2    | 19   | 3    | 101        | 29                               | 590  | 15   | 7    | 641        | 24                         | 19   | 34   | 0    | 77         | 1115       |
| 07:45 AM                                                   | 26                               | 237  | 53   | 0    | 316        | 104                        | 5    | 26   | 0    | 135        | 16                               | 610  | 24   | 0    | 650        | 14                         | 16   | 40   | 1    | 71         | 1172       |
| 08:00 AM                                                   | 25                               | 244  | 52   | 0    | 321        | 65                         | 4    | 20   | 0    | 89         | 19                               | 608  | 26   | 2    | 655        | 12                         | 24   | 42   | 0    | 78         | 1143       |
| 08:15 AM                                                   | 26                               | 255  | 49   | 0    | 330        | 57                         | 1    | 21   | 3    | 82         | 24                               | 604  | 27   | 7    | 662        | 20                         | 26   | 37   | 0    | 83         | 1157       |
| Total Volume                                               | 91                               | 981  | 191  | 0    | 1263       | 303                        | 12   | 86   | 6    | 407        | 88                               | 2412 | 92   | 16   | 2608       | 70                         | 85   | 153  | 1    | 309        | 4587       |
| % App. Total                                               |                                  |      |      |      |            |                            |      |      |      |            |                                  |      |      |      |            |                            |      |      |      |            |            |
| PHF                                                        | .875                             | .962 | .901 | .000 | .957       | .728                       | .600 | .827 | .500 | .754       | .759                             | .989 | .852 | .571 | .985       | .729                       | .817 | .911 | .250 | .931       | .978       |



# Traffic Data Service

Campbell, CA

(408) 377-2988

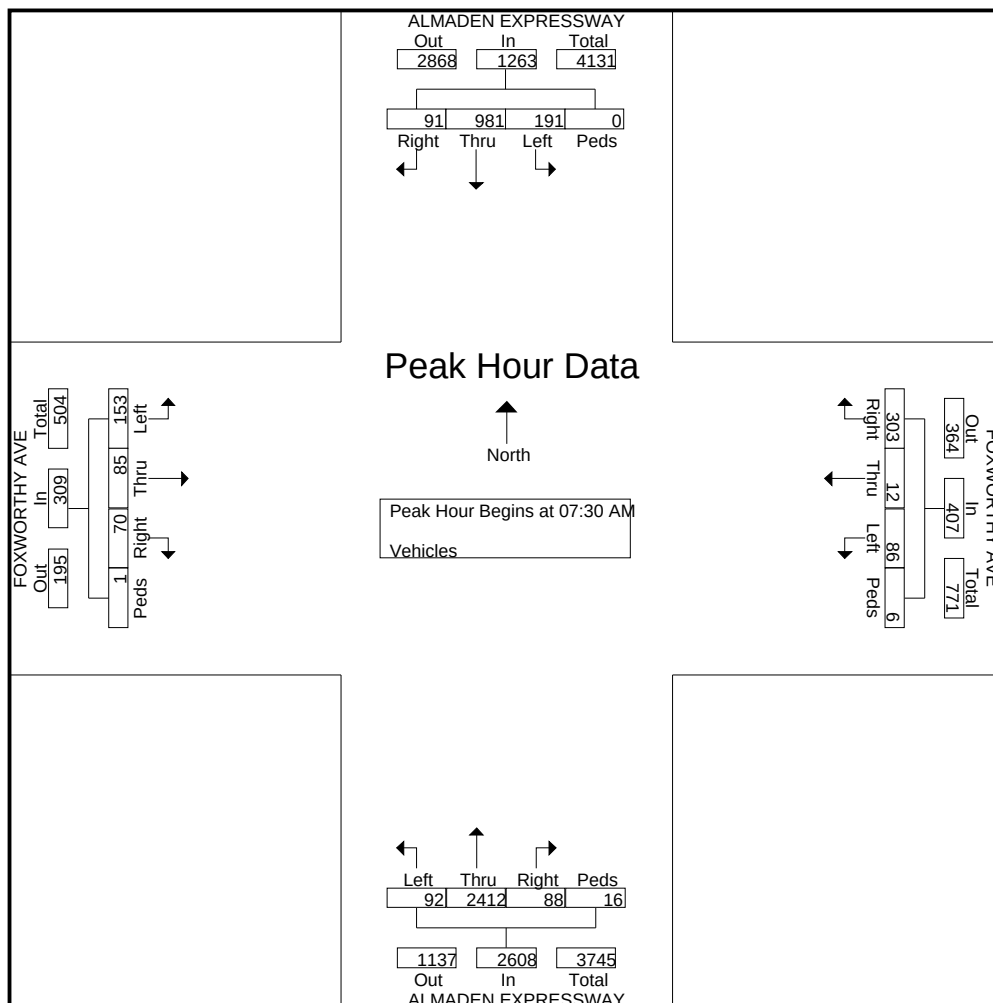
tdsbay@cs.com

File Name : 13AM FINAL

Site Code : 00000013

Start Date : 9/12/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 13pm final

Site Code : 00000013

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Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |      |      |      |            | FOXWORTHY AVE<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | FOXWORTHY AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                            | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 20                               | 353  | 85   | 1    | 459        | 18                         | 1    | 19   | 0    | 38         | 24                               | 161  | 14   | 1    | 200        | 16                         | 24   | 20   | 0    | 60         | 757        |
| 04:15 PM    | 24                               | 474  | 96   | 0    | 594        | 19                         | 3    | 23   | 0    | 45         | 17                               | 210  | 25   | 3    | 255        | 18                         | 17   | 31   | 2    | 68         | 962        |
| 04:30 PM    | 22                               | 599  | 151  | 0    | 772        | 19                         | 6    | 14   | 0    | 39         | 20                               | 229  | 25   | 0    | 274        | 10                         | 16   | 33   | 0    | 59         | 1144       |
| 04:45 PM    | 28                               | 571  | 151  | 0    | 750        | 13                         | 1    | 24   | 0    | 38         | 24                               | 234  | 27   | 0    | 285        | 5                          | 31   | 18   | 0    | 54         | 1127       |
| Total       | 94                               | 1997 | 483  | 1    | 2575       | 69                         | 11   | 80   | 0    | 160        | 85                               | 834  | 91   | 4    | 1014       | 49                         | 88   | 102  | 2    | 241        | 3990       |
| 05:00 PM    | 34                               | 594  | 112  | 0    | 740        | 33                         | 5    | 29   | 0    | 67         | 23                               | 255  | 37   | 1    | 316        | 21                         | 43   | 35   | 0    | 99         | 1222       |
| 05:15 PM    | 39                               | 681  | 163  | 0    | 883        | 13                         | 1    | 27   | 0    | 41         | 22                               | 252  | 25   | 3    | 302        | 14                         | 26   | 29   | 0    | 69         | 1295       |
| 05:30 PM    | 30                               | 630  | 162  | 0    | 822        | 10                         | 4    | 37   | 0    | 51         | 23                               | 208  | 26   | 1    | 258        | 29                         | 34   | 21   | 0    | 84         | 1215       |
| 05:45 PM    | 28                               | 592  | 161  | 0    | 781        | 13                         | 3    | 25   | 0    | 41         | 35                               | 183  | 24   | 2    | 244        | 13                         | 39   | 41   | 1    | 94         | 1160       |
| Total       | 131                              | 2497 | 598  | 0    | 3226       | 69                         | 13   | 118  | 0    | 200        | 103                              | 898  | 112  | 7    | 1120       | 77                         | 142  | 126  | 1    | 346        | 4892       |
| Grand Total | 225                              | 4494 | 1081 | 1    | 5801       | 138                        | 24   | 198  | 0    | 360        | 188                              | 1732 | 203  | 11   | 2134       | 126                        | 230  | 228  | 3    | 587        | 8882       |
| Apprch %    | 3.9                              | 77.5 | 18.6 | 0    |            | 38.3                       | 6.7  | 55   | 0    |            | 8.8                              | 81.2 | 9.5  | 0.5  |            | 21.5                       | 39.2 | 38.8 | 0.5  |            |            |
| Total %     | 2.5                              | 50.6 | 12.2 | 0    | 65.3       | 1.6                        | 0.3  | 2.2  | 0    | 4.1        | 2.1                              | 19.5 | 2.3  | 0.1  | 24         | 1.4                        | 2.6  | 2.6  | 0    | 6.6        |            |

|                                                            | ALMADEN EXPRESSWAY<br>Southbound |            |            |      |            | FOXWORTHY AVE<br>Westbound |          |           |      |            | ALMADEN EXPRESSWAY<br>Northbound |            |           |          |            | FOXWORTHY AVE<br>Eastbound |           |           |          |            |             |
|------------------------------------------------------------|----------------------------------|------------|------------|------|------------|----------------------------|----------|-----------|------|------------|----------------------------------|------------|-----------|----------|------------|----------------------------|-----------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                            | Thru       | Left       | Peds | App. Total | Right                      | Thru     | Left      | Peds | App. Total | Right                            | Thru       | Left      | Peds     | App. Total | Right                      | Thru      | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                  |            |            |      |            |                            |          |           |      |            |                                  |            |           |          |            |                            |           |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                                  |            |            |      |            |                            |          |           |      |            |                                  |            |           |          |            |                            |           |           |          |            |             |
| 05:00 PM                                                   | 34                               | 594        | 112        | 0    | 740        | <b>33</b>                  | <b>5</b> | 29        | 0    | <b>67</b>  | 23                               | <b>255</b> | <b>37</b> | 1        | <b>316</b> | 21                         | <b>43</b> | 35        | 0        | <b>99</b>  | 1222        |
| 05:15 PM                                                   | <b>39</b>                        | <b>681</b> | <b>163</b> | 0    | <b>883</b> | 13                         | 1        | 27        | 0    | 41         | 22                               | 252        | 25        | <b>3</b> | 302        | 14                         | 26        | 29        | 0        | 69         | <b>1295</b> |
| 05:30 PM                                                   | 30                               | 630        | 162        | 0    | 822        | 10                         | 4        | <b>37</b> | 0    | 51         | 23                               | 208        | 26        | 1        | 258        | <b>29</b>                  | 34        | 21        | 0        | 84         | 1215        |
| 05:45 PM                                                   | 28                               | 592        | 161        | 0    | 781        | 13                         | 3        | 25        | 0    | 41         | <b>35</b>                        | 183        | 24        | 2        | 244        | 13                         | 39        | <b>41</b> | <b>1</b> | 94         | 1160        |
| Total Volume                                               | 131                              | 2497       | 598        | 0    | 3226       | 69                         | 13       | 118       | 0    | 200        | 103                              | 898        | 112       | 7        | 1120       | 77                         | 142       | 126       | 1        | 346        | 4892        |
| % App. Total                                               |                                  |            |            |      |            |                            |          |           |      |            |                                  |            |           |          |            |                            |           |           |          |            |             |
| PHF                                                        | .840                             | .917       | .917       | .000 | .913       | .523                       | .650     | .797      | .000 | .746       | .736                             | .880       | .757      | .583     | .886       | .664                       | .826      | .768      | .250     | .874       | .944        |

# Traffic Data Service

Campbell, CA

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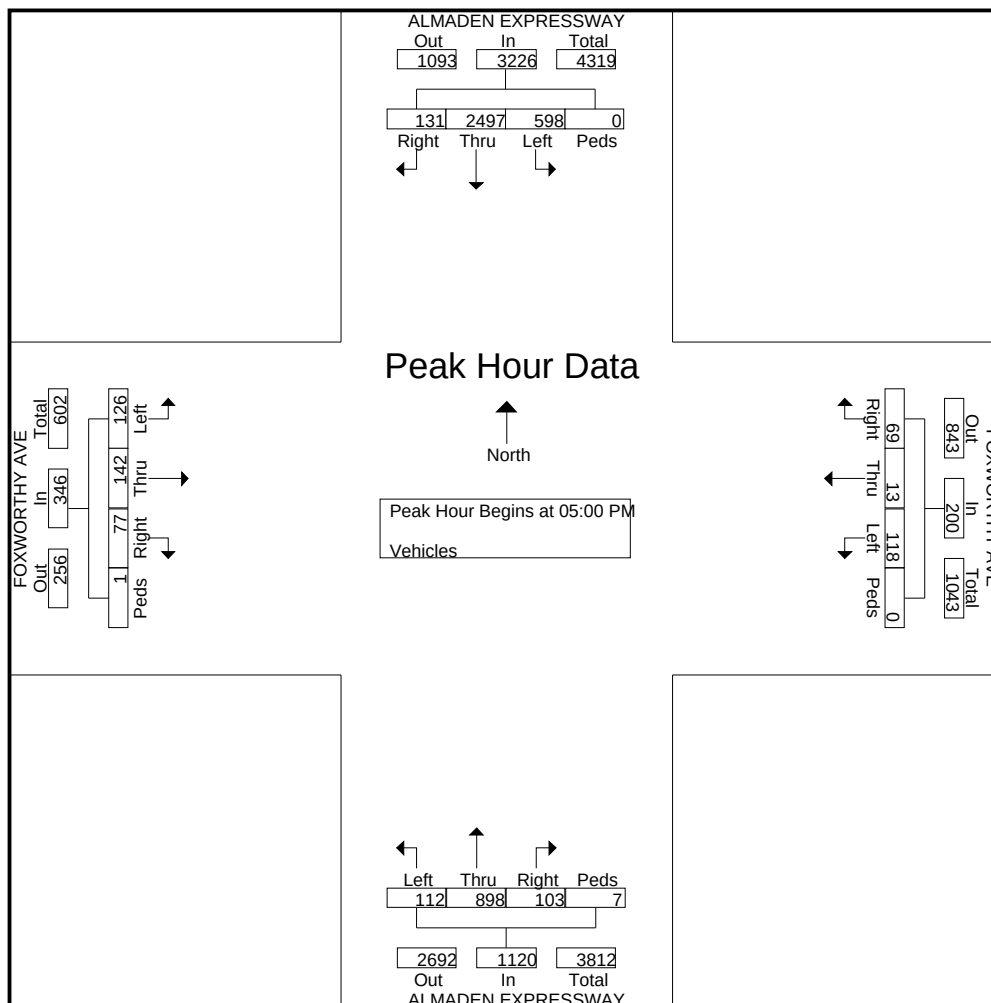
tdsbay@cs.com

File Name : 13pm final

Site Code : 00000013

Start Date : 9/12/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 14AM FINAL

Site Code : 00000014

Start Date : 9/25/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |      |      |      |            | BRANHAM LN<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | BRANHAM LN<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                            | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 12                               | 147  | 6    | 0    | 165        | 88                      | 112  | 99   | 2    | 301        | 49                               | 289  | 35   | 4    | 377        | 3                       | 6    | 10   | 0    | 19         | 862        |
| 07:15 AM    | 49                               | 137  | 8    | 4    | 198        | 104                     | 245  | 149  | 0    | 498        | 46                               | 389  | 35   | 11   | 481        | 29                      | 84   | 68   | 1    | 182        | 1359       |
| 07:30 AM    | 61                               | 182  | 29   | 2    | 274        | 147                     | 98   | 133  | 0    | 378        | 43                               | 396  | 34   | 2    | 475        | 39                      | 102  | 74   | 0    | 215        | 1342       |
| 07:45 AM    | 43                               | 194  | 18   | 2    | 257        | 122                     | 123  | 137  | 1    | 383        | 53                               | 485  | 59   | 0    | 597        | 22                      | 72   | 92   | 3    | 189        | 1426       |
| Total       | 165                              | 660  | 61   | 8    | 894        | 461                     | 578  | 518  | 3    | 1560       | 191                              | 1559 | 163  | 17   | 1930       | 93                      | 264  | 244  | 4    | 605        | 4989       |
| 08:00 AM    | 56                               | 150  | 24   | 1    | 231        | 97                      | 115  | 122  | 0    | 334        | 51                               | 504  | 53   | 0    | 608        | 17                      | 37   | 50   | 0    | 104        | 1277       |
| 08:15 AM    | 38                               | 143  | 30   | 0    | 211        | 126                     | 142  | 142  | 0    | 410        | 48                               | 481  | 51   | 2    | 582        | 10                      | 49   | 60   | 0    | 119        | 1322       |
| 08:30 AM    | 48                               | 184  | 49   | 0    | 281        | 100                     | 111  | 111  | 1    | 323        | 45                               | 427  | 61   | 0    | 533        | 13                      | 29   | 63   | 1    | 106        | 1243       |
| 08:45 AM    | 24                               | 182  | 21   | 0    | 227        | 74                      | 97   | 101  | 0    | 272        | 42                               | 422  | 66   | 0    | 530        | 11                      | 32   | 50   | 0    | 93         | 1122       |
| Total       | 166                              | 659  | 124  | 1    | 950        | 397                     | 465  | 476  | 1    | 1339       | 186                              | 1834 | 231  | 2    | 2253       | 51                      | 147  | 223  | 1    | 422        | 4964       |
| Grand Total | 331                              | 1319 | 185  | 9    | 1844       | 858                     | 1043 | 994  | 4    | 2899       | 377                              | 3393 | 394  | 19   | 4183       | 144                     | 411  | 467  | 5    | 1027       | 9953       |
| Apprch %    | 18                               | 71.5 | 10   | 0.5  |            | 29.6                    | 36   | 34.3 | 0.1  |            | 9                                | 81.1 | 9.4  | 0.5  |            | 14                      | 40   | 45.5 | 0.5  |            |            |
| Total %     | 3.3                              | 13.3 | 1.9  | 0.1  | 18.5       | 8.6                     | 10.5 | 10   | 0    | 29.1       | 3.8                              | 34.1 | 4    | 0.2  | 42         | 1.4                     | 4.1  | 4.7  | 0.1  | 10.3       |            |

|                                                            | ALMADEN EXPRESSWAY<br>Southbound |            |           |      |            | BRANHAM LN<br>Westbound |            |            |          |            | ALMADEN EXPRESSWAY<br>Northbound |            |           |           |            | BRANHAM LN<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|----------------------------------|------------|-----------|------|------------|-------------------------|------------|------------|----------|------------|----------------------------------|------------|-----------|-----------|------------|-------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                            | Thru       | Left      | Peds | App. Total | Right                   | Thru       | Left       | Peds     | App. Total | Right                            | Thru       | Left      | Peds      | App. Total | Right                   | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                  |            |           |      |            |                         |            |            |          |            |                                  |            |           |           |            |                         |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                                  |            |           |      |            |                         |            |            |          |            |                                  |            |           |           |            |                         |            |           |          |            |             |
| 07:15 AM                                                   | 49                               | 137        | 8         | 4    | 198        | 104                     | <b>245</b> | <b>149</b> | 0        | <b>498</b> | 46                               | 389        | 35        | <b>11</b> | 481        | 29                      | 84         | 68        | 1        | 182        | 1359        |
| 07:30 AM                                                   | <b>61</b>                        | 182        | <b>29</b> | 2    | <b>274</b> | <b>147</b>              | 98         | 133        | 0        | 378        | 43                               | 396        | 34        | 2         | 475        | <b>39</b>               | <b>102</b> | 74        | 0        | <b>215</b> | 1342        |
| 07:45 AM                                                   | 43                               | <b>194</b> | 18        | 2    | 257        | 122                     | 123        | 137        | <b>1</b> | 383        | <b>53</b>                        | 485        | <b>59</b> | 0         | 597        | 22                      | 72         | <b>92</b> | <b>3</b> | 189        | <b>1426</b> |
| 08:00 AM                                                   | 56                               | 150        | 24        | 1    | 231        | 97                      | 115        | 122        | 0        | 334        | 51                               | <b>504</b> | 53        | 0         | <b>608</b> | 17                      | 37         | 50        | 0        | 104        | 1277        |
| Total Volume                                               | 209                              | 663        | 79        | 9    | 960        | 470                     | 581        | 541        | 1        | 1593       | 193                              | 1774       | 181       | 13        | 2161       | 107                     | 295        | 284       | 4        | 690        | 5404        |
| % App. Total                                               |                                  |            |           |      |            |                         |            |            |          |            |                                  |            |           |           |            |                         |            |           |          |            |             |
| PHF                                                        | .857                             | .854       | .681      | .563 | .876       | .799                    | .593       | .908       | .250     | .800       | .910                             | .880       | .767      | .295      | .889       | .686                    | .723       | .772      | .333     | .802       | .947        |

# Traffic Data Service

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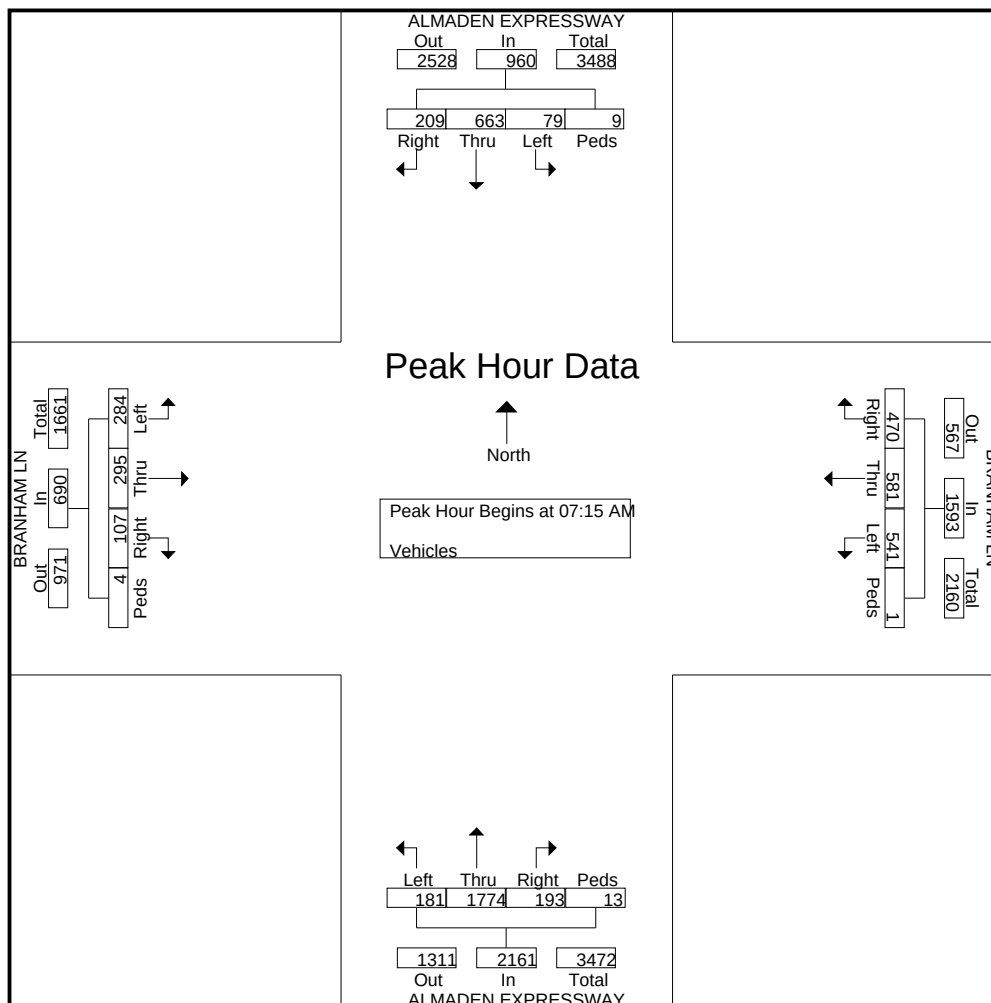
tdsbay@cs.com

File Name : 14AM FINAL

Site Code : 00000014

Start Date : 9/25/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 15AM FINAL

Site Code : 00000015

Start Date : 9/25/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |      |      |      |            | CHERRY AVE<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | CHERRY AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                            | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 23                               | 261  | 10   | 1    | 295        | 4                       | 2    | 13   | 0    | 19         | 11                               | 332  | 72   | 0    | 415        | 122                     | 5    | 14   | 1    | 142        | 871        |
| 07:15 AM    | 35                               | 231  | 11   | 3    | 280        | 2                       | 2    | 8    | 0    | 12         | 11                               | 462  | 112  | 0    | 585        | 135                     | 5    | 40   | 2    | 182        | 1059       |
| 07:30 AM    | 14                               | 328  | 17   | 5    | 364        | 6                       | 6    | 18   | 0    | 30         | 13                               | 496  | 66   | 0    | 575        | 111                     | 8    | 30   | 3    | 152        | 1121       |
| 07:45 AM    | 13                               | 310  | 15   | 5    | 343        | 8                       | 5    | 13   | 0    | 26         | 22                               | 602  | 66   | 0    | 690        | 102                     | 6    | 30   | 5    | 143        | 1202       |
| Total       | 85                               | 1130 | 53   | 14   | 1282       | 20                      | 15   | 52   | 0    | 87         | 57                               | 1892 | 316  | 0    | 2265       | 470                     | 24   | 114  | 11   | 619        | 4253       |
| 08:00 AM    | 15                               | 238  | 21   | 3    | 277        | 6                       | 5    | 16   | 0    | 27         | 14                               | 593  | 73   | 0    | 680        | 103                     | 5    | 24   | 1    | 133        | 1117       |
| 08:15 AM    | 20                               | 247  | 12   | 4    | 283        | 5                       | 5    | 17   | 0    | 27         | 15                               | 555  | 92   | 0    | 662        | 102                     | 4    | 33   | 2    | 141        | 1113       |
| 08:30 AM    | 15                               | 260  | 14   | 3    | 292        | 7                       | 4    | 11   | 0    | 22         | 15                               | 546  | 91   | 0    | 652        | 95                      | 4    | 33   | 3    | 135        | 1101       |
| 08:45 AM    | 14                               | 259  | 19   | 8    | 300        | 4                       | 5    | 19   | 0    | 28         | 15                               | 527  | 80   | 0    | 622        | 98                      | 4    | 30   | 5    | 137        | 1087       |
| Total       | 64                               | 1004 | 66   | 18   | 1152       | 22                      | 19   | 63   | 0    | 104        | 59                               | 2221 | 336  | 0    | 2616       | 398                     | 17   | 120  | 11   | 546        | 4418       |
| Grand Total | 149                              | 2134 | 119  | 32   | 2434       | 42                      | 34   | 115  | 0    | 191        | 116                              | 4113 | 652  | 0    | 4881       | 868                     | 41   | 234  | 22   | 1165       | 8671       |
| Apprch %    | 6.1                              | 87.7 | 4.9  | 1.3  |            | 22                      | 17.8 | 60.2 | 0    |            | 2.4                              | 84.3 | 13.4 | 0    |            | 74.5                    | 3.5  | 20.1 | 1.9  |            |            |
| Total %     | 1.7                              | 24.6 | 1.4  | 0.4  | 28.1       | 0.5                     | 0.4  | 1.3  | 0    | 2.2        | 1.3                              | 47.4 | 7.5  | 0    | 56.3       | 10                      | 0.5  | 2.7  | 0.3  | 13.4       |            |

|                                                            | ALMADEN EXPRESSWAY<br>Southbound |            |           |          |            | CHERRY AVE<br>Westbound |          |           |      |            | ALMADEN EXPRESSWAY<br>Northbound |            |           |      |            | CHERRY AVE<br>Eastbound |          |           |          |            |             |
|------------------------------------------------------------|----------------------------------|------------|-----------|----------|------------|-------------------------|----------|-----------|------|------------|----------------------------------|------------|-----------|------|------------|-------------------------|----------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                            | Thru       | Left      | Peds     | App. Total | Right                   | Thru     | Left      | Peds | App. Total | Right                            | Thru       | Left      | Peds | App. Total | Right                   | Thru     | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                  |            |           |          |            |                         |          |           |      |            |                                  |            |           |      |            |                         |          |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                  |            |           |          |            |                         |          |           |      |            |                                  |            |           |      |            |                         |          |           |          |            |             |
| 07:30 AM                                                   | 14                               | <b>328</b> | 17        | <b>5</b> | <b>364</b> | 6                       | <b>6</b> | <b>18</b> | 0    | <b>30</b>  | 13                               | 496        | 66        | 0    | 575        | <b>111</b>              | <b>8</b> | 30        | 3        | <b>152</b> | 1121        |
| 07:45 AM                                                   | 13                               | 310        | 15        | 5        | 343        | <b>8</b>                | 5        | 13        | 0    | 26         | <b>22</b>                        | <b>602</b> | 66        | 0    | <b>690</b> | 102                     | 6        | 30        | <b>5</b> | 143        | <b>1202</b> |
| 08:00 AM                                                   | 15                               | 238        | <b>21</b> | 3        | 277        | 6                       | 5        | 16        | 0    | 27         | 14                               | 593        | 73        | 0    | 680        | 103                     | 5        | 24        | 1        | 133        | 1117        |
| 08:15 AM                                                   | <b>20</b>                        | 247        | 12        | 4        | 283        | 5                       | 5        | 17        | 0    | 27         | 15                               | 555        | <b>92</b> | 0    | 662        | 102                     | 4        | <b>33</b> | 2        | 141        | 1113        |
| Total Volume                                               | 62                               | 1123       | 65        | 17       | 1267       | 25                      | 21       | 64        | 0    | 110        | 64                               | 2246       | 297       | 0    | 2607       | 418                     | 23       | 117       | 11       | 569        | 4553        |
| % App. Total                                               |                                  |            |           |          |            |                         |          |           |      |            |                                  |            |           |      |            |                         |          |           |          |            |             |
| PHF                                                        | .775                             | .856       | .774      | .850     | .870       | .781                    | .875     | .889      | .000 | .917       | .727                             | .933       | .807      | .000 | .945       | .941                    | .719     | .886      | .550     | .936       | .947        |



# Traffic Data Service

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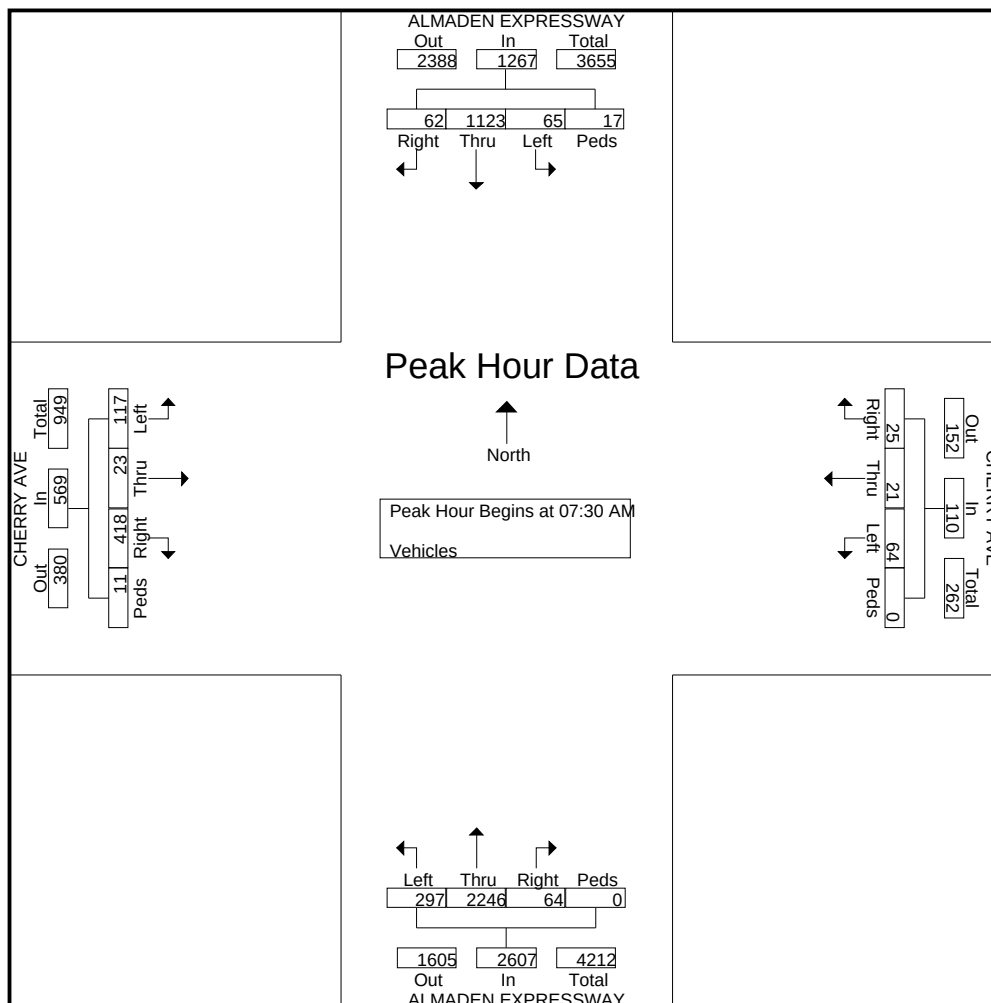
tdsbay@cs.com

File Name : 15AM FINAL

Site Code : 00000015

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Page No : 2



# Traffic Data Service

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File Name : 15PM FINAL

Site Code : 00000015

Start Date : 9/25/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |      |      |      |            | CHERRY AVE<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | CHERRY AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                            | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 30                               | 373  | 30   | 1    | 434        | 4                       | 19   | 36   | 0    | 59         | 18                               | 270  | 102  | 0    | 390        | 84                      | 8    | 24   | 6    | 122        | 1005       |
| 04:15 PM    | 30                               | 428  | 14   | 0    | 472        | 6                       | 7    | 26   | 0    | 39         | 18                               | 261  | 96   | 0    | 375        | 77                      | 13   | 29   | 3    | 122        | 1008       |
| 04:30 PM    | 31                               | 404  | 21   | 4    | 460        | 8                       | 15   | 34   | 0    | 57         | 24                               | 284  | 80   | 0    | 388        | 83                      | 7    | 36   | 2    | 128        | 1033       |
| 04:45 PM    | 29                               | 493  | 34   | 0    | 556        | 8                       | 10   | 17   | 0    | 35         | 26                               | 286  | 122  | 0    | 434        | 81                      | 4    | 25   | 4    | 114        | 1139       |
| Total       | 120                              | 1698 | 99   | 5    | 1922       | 26                      | 51   | 113  | 0    | 190        | 86                               | 1101 | 400  | 0    | 1587       | 325                     | 32   | 114  | 15   | 486        | 4185       |
| 05:00 PM    | 31                               | 488  | 25   | 6    | 550        | 7                       | 18   | 27   | 0    | 52         | 36                               | 267  | 95   | 0    | 398        | 87                      | 12   | 34   | 2    | 135        | 1135       |
| 05:15 PM    | 37                               | 514  | 33   | 6    | 590        | 10                      | 13   | 33   | 0    | 56         | 22                               | 285  | 83   | 0    | 390        | 86                      | 11   | 29   | 7    | 133        | 1169       |
| 05:30 PM    | 29                               | 536  | 40   | 3    | 608        | 11                      | 17   | 33   | 0    | 61         | 17                               | 253  | 107  | 0    | 377        | 86                      | 12   | 31   | 3    | 132        | 1178       |
| 05:45 PM    | 26                               | 577  | 29   | 8    | 640        | 10                      | 16   | 29   | 1    | 56         | 20                               | 271  | 132  | 0    | 423        | 76                      | 7    | 22   | 2    | 107        | 1226       |
| Total       | 123                              | 2115 | 127  | 23   | 2388       | 38                      | 64   | 122  | 1    | 225        | 95                               | 1076 | 417  | 0    | 1588       | 335                     | 42   | 116  | 14   | 507        | 4708       |
| Grand Total | 243                              | 3813 | 226  | 28   | 4310       | 64                      | 115  | 235  | 1    | 415        | 181                              | 2177 | 817  | 0    | 3175       | 660                     | 74   | 230  | 29   | 993        | 8893       |
| Apprch %    | 5.6                              | 88.5 | 5.2  | 0.6  |            | 15.4                    | 27.7 | 56.6 | 0.2  |            | 5.7                              | 68.6 | 25.7 | 0    |            | 66.5                    | 7.5  | 23.2 | 2.9  |            |            |
| Total %     | 2.7                              | 42.9 | 2.5  | 0.3  | 48.5       | 0.7                     | 1.3  | 2.6  | 0    | 4.7        | 2                                | 24.5 | 9.2  | 0    | 35.7       | 7.4                     | 0.8  | 2.6  | 0.3  | 11.2       |            |

|                                                            | ALMADEN EXPRESSWAY<br>Southbound |            |           |          |            | CHERRY AVE<br>Westbound |           |           |          |            | ALMADEN EXPRESSWAY<br>Northbound |            |            |      |            | CHERRY AVE<br>Eastbound |           |           |          |            |             |
|------------------------------------------------------------|----------------------------------|------------|-----------|----------|------------|-------------------------|-----------|-----------|----------|------------|----------------------------------|------------|------------|------|------------|-------------------------|-----------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                            | Thru       | Left      | Peds     | App. Total | Right                   | Thru      | Left      | Peds     | App. Total | Right                            | Thru       | Left       | Peds | App. Total | Right                   | Thru      | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                  |            |           |          |            |                         |           |           |          |            |                                  |            |            |      |            |                         |           |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                                  |            |           |          |            |                         |           |           |          |            |                                  |            |            |      |            |                         |           |           |          |            |             |
| 05:00 PM                                                   | 31                               | 488        | 25        | 6        | 550        | 7                       | <b>18</b> | 27        | 0        | 52         | <b>36</b>                        | 267        | 95         | 0    | 398        | <b>87</b>               | <b>12</b> | <b>34</b> | 2        | <b>135</b> | 1135        |
| 05:15 PM                                                   | <b>37</b>                        | 514        | 33        | 6        | 590        | 10                      | 13        | <b>33</b> | 0        | 56         | 22                               | <b>285</b> | 83         | 0    | 390        | 86                      | 11        | 29        | <b>7</b> | 133        | 1169        |
| 05:30 PM                                                   | 29                               | 536        | <b>40</b> | 3        | 608        | <b>11</b>               | 17        | 33        | 0        | <b>61</b>  | 17                               | 253        | 107        | 0    | 377        | 86                      | 12        | 31        | 3        | 132        | 1178        |
| 05:45 PM                                                   | 26                               | <b>577</b> | 29        | <b>8</b> | <b>640</b> | 10                      | 16        | 29        | <b>1</b> | 56         | 20                               | 271        | <b>132</b> | 0    | <b>423</b> | 76                      | 7         | 22        | 2        | 107        | <b>1226</b> |
| Total Volume                                               | 123                              | 2115       | 127       | 23       | 2388       | 38                      | 64        | 122       | 1        | 225        | 95                               | 1076       | 417        | 0    | 1588       | 335                     | 42        | 116       | 14       | 507        | 4708        |
| % App. Total                                               |                                  |            |           |          |            |                         |           |           |          |            |                                  |            |            |      |            |                         |           |           |          |            |             |
| PHF                                                        | .831                             | .916       | .794      | .719     | .933       | .864                    | .889      | .924      | .250     | .922       | .660                             | .944       | .790       | .000 | .939       | .963                    | .875      | .853      | .500     | .939       | .960        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

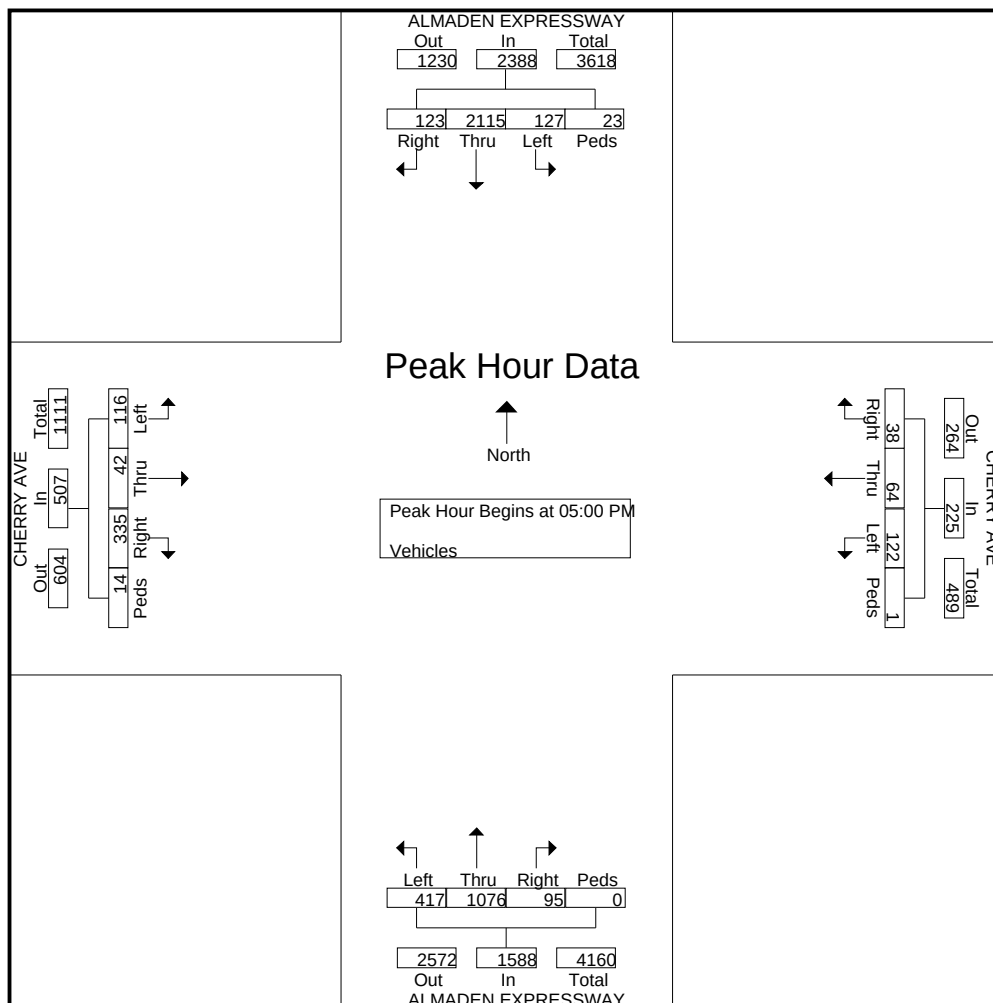
tdsbay@cs.com

File Name : 15PM FINAL

Site Code : 00000015

Start Date : 9/25/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 16AM FINAL

Site Code : 00000016

Start Date : 9/25/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |                   |      |      |      |            | SR-85 NB OFF-RAMP<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | DRIVEWAY - SR-85 NB ON-<br>RAMP<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|-------------------|------|------|------|------------|--------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|----------------------------------------------|------|------|------|------------|------------|
| Start Time  | Right to<br>Drwy                 | Right to<br>SR-85 | Thru | Left | Peds | App. Total | Right                          | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                                        | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 2                                | 88                | 283  | 0    | 2    | 375        | 33                             | 8    | 112  | 0    | 153        | 184                              | 351  | 5    | 0    | 540        | 5                                            | 0    | 10   | 0    | 15         | 1083       |
| 07:15 AM    | 8                                | 90                | 296  | 0    | 0    | 394        | 55                             | 2    | 106  | 0    | 163        | 151                              | 509  | 5    | 0    | 665        | 4                                            | 0    | 6    | 0    | 10         | 1232       |
| 07:30 AM    | 9                                | 106               | 309  | 0    | 0    | 424        | 59                             | 0    | 118  | 0    | 177        | 91                               | 516  | 6    | 0    | 613        | 6                                            | 0    | 6    | 0    | 12         | 1226       |
| 07:45 AM    | 13                               | 99                | 346  | 0    | 1    | 459        | 54                             | 3    | 110  | 0    | 167        | 83                               | 636  | 13   | 0    | 732        | 10                                           | 0    | 4    | 3    | 17         | 1375       |
| Total       | 32                               | 383               | 1234 | 0    | 3    | 1652       | 201                            | 13   | 446  | 0    | 660        | 509                              | 2012 | 29   | 0    | 2550       | 25                                           | 0    | 26   | 3    | 54         | 4916       |
| 08:00 AM    | 14                               | 82                | 303  | 0    | 2    | 401        | 59                             | 0    | 134  | 0    | 193        | 99                               | 609  | 12   | 0    | 720        | 3                                            | 0    | 8    | 2    | 13         | 1327       |
| 08:15 AM    | 9                                | 84                | 311  | 0    | 1    | 405        | 87                             | 1    | 146  | 0    | 234        | 106                              | 591  | 15   | 0    | 712        | 8                                            | 0    | 6    | 0    | 14         | 1365       |
| 08:30 AM    | 12                               | 102               | 253  | 0    | 2    | 369        | 52                             | 0    | 133  | 0    | 185        | 115                              | 582  | 16   | 0    | 713        | 11                                           | 0    | 13   | 3    | 27         | 1294       |
| 08:45 AM    | 8                                | 101               | 265  | 0    | 0    | 374        | 64                             | 5    | 159  | 0    | 228        | 147                              | 518  | 27   | 0    | 692        | 15                                           | 0    | 7    | 3    | 25         | 1319       |
| Total       | 43                               | 369               | 1132 | 0    | 5    | 1549       | 262                            | 6    | 572  | 0    | 840        | 467                              | 2300 | 70   | 0    | 2837       | 37                                           | 0    | 34   | 8    | 79         | 5305       |
| Grand Total |                                  |                   | 2366 | 0    | 8    | 3201       | 463                            | 19   | 1018 | 0    | 1500       | 976                              | 4312 | 99   | 0    | 5387       | 62                                           | 0    | 60   | 11   | 133        | 10221      |
| Apprch %    | 2.3                              | 23.5              | 73.9 | 0    | 0.2  |            | 30.9                           | 1.3  | 67.9 | 0    |            | 18.1                             | 80   | 1.8  | 0    |            | 46.6                                         | 0    | 45.1 | 8.3  |            |            |
| Total %     | 0.7                              | 7.4               | 23.1 | 0    | 0.1  | 31.3       | 4.5                            | 0.2  | 10   | 0    | 14.7       | 9.5                              | 42.2 | 1    | 0    | 52.7       | 0.6                                          | 0    | 0.6  | 0.1  | 1.3        |            |

|                                                            | ALMADEN EXPRESSWAY<br>Southbound |                   |            |      |          |            | SR-85 NB OFF-RAMP<br>Westbound |          |            |      |            | ALMADEN EXPRESSWAY<br>Northbound |            |           |      |            | DRIVEWAY - SR-85 NB ON-<br>RAMP<br>Eastbound |      |           |          |            |             |
|------------------------------------------------------------|----------------------------------|-------------------|------------|------|----------|------------|--------------------------------|----------|------------|------|------------|----------------------------------|------------|-----------|------|------------|----------------------------------------------|------|-----------|----------|------------|-------------|
| Start Time                                                 | Right to<br>Drwy                 | Right to<br>SR-85 | Thr        | Left | Peds     | App. Total | Right                          | Thru     | Left       | Peds | App. Total | Right                            | Thru       | Left      | Peds | App. Total | Right                                        | Thru | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                  |                   |            |      |          |            |                                |          |            |      |            |                                  |            |           |      |            |                                              |      |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                  |                   |            |      |          |            |                                |          |            |      |            |                                  |            |           |      |            |                                              |      |           |          |            |             |
| 07:45 AM                                                   | 13                               | 99                | <b>346</b> | 0    | 1        | <b>459</b> | 54                             | <b>3</b> | 110        | 0    | 167        | 83                               | <b>636</b> | 13        | 0    | <b>732</b> | 10                                           | 0    | 4         | <b>3</b> | 17         | <b>1375</b> |
| 08:00 AM                                                   | <b>14</b>                        | 82                | 303        | 0    | <b>2</b> | 401        | 59                             | 0        | 134        | 0    | 193        | 99                               | 609        | 12        | 0    | 720        | 3                                            | 0    | 8         | 2        | 13         | 1327        |
| 08:15 AM                                                   | 9                                | 84                | 311        | 0    | 1        | 405        | <b>87</b>                      | 1        | <b>146</b> | 0    | <b>234</b> | 106                              | 591        | 15        | 0    | 712        | 8                                            | 0    | 6         | 0        | 14         | 1365        |
| 08:30 AM                                                   | 12                               | <b>102</b>        | 253        | 0    | 2        | 369        | 52                             | 0        | 133        | 0    | 185        | <b>115</b>                       | 582        | <b>16</b> | 0    | 713        | <b>11</b>                                    | 0    | <b>13</b> | 3        | <b>27</b>  | 1294        |
| Total Volume                                               | 48                               | 367               | 1213       | 0    | 6        | 1634       | 252                            | 4        | 523        | 0    | 779        | 403                              | 2418       | 56        | 0    | 2877       | 32                                           | 0    | 31        | 8        | 71         | 5361        |
| % App. Total                                               |                                  |                   |            |      |          |            |                                |          |            |      |            |                                  |            |           |      |            |                                              |      |           |          |            |             |
| PHF                                                        | .857                             | .900              | .876       | .000 | .750     | .890       | .724                           | .333     | .896       | .000 | .832       | .876                             | .950       | .875      | .000 | .983       | .727                                         | .000 | .596      | .667     | .657       | .975        |

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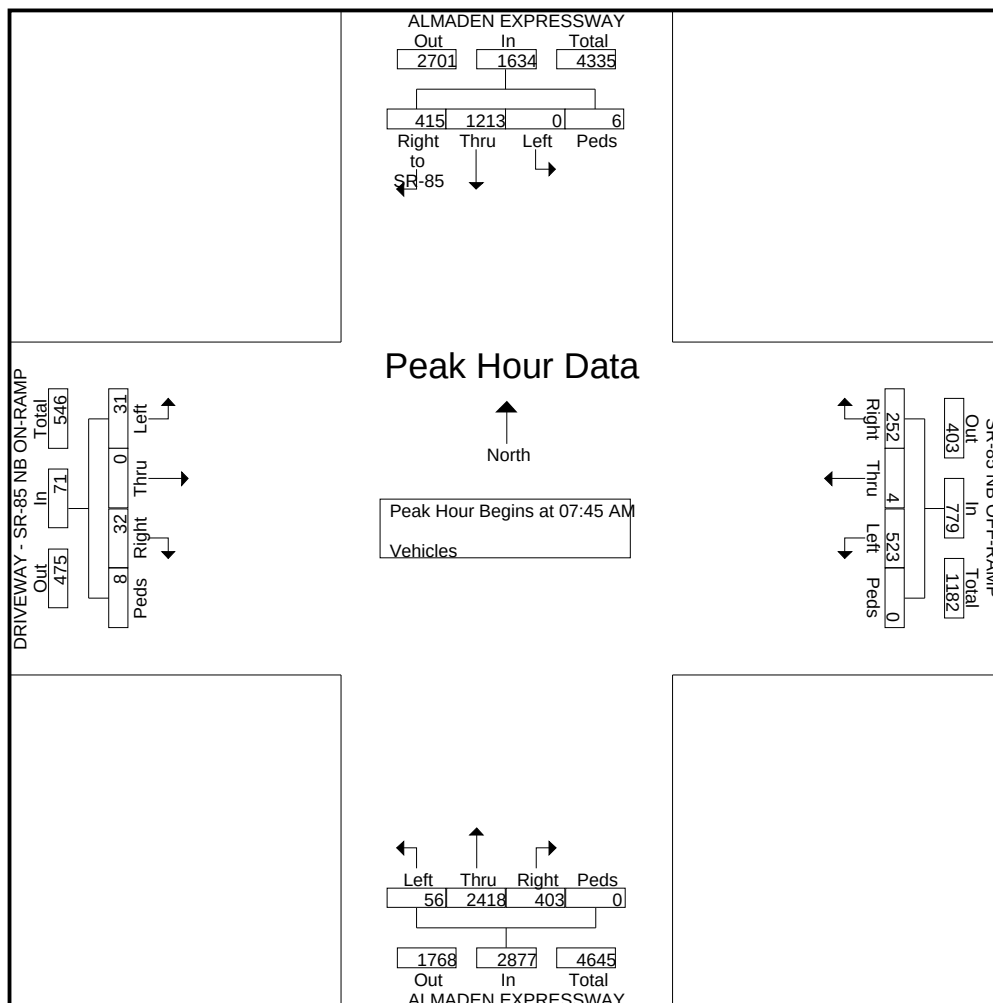
tdsbay@cs.com

File Name : 16AM FINAL

Site Code : 00000016

Start Date : 9/25/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 17AM FINAL

Site Code : 00000017

Start Date : 9/25/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |                   |      |      |      |            | Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | ALMADEN PLAZA WY - SR-<br>85 SB OFF-RAMP<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|-------------------|------|------|------|------------|-----------|------|------|------|------------|----------------------------------|------|------|------|------------|-------------------------------------------------------|------|------|------|------------|------------|
| Start Time  | Right to<br>Plaza                | Right to<br>SR-85 | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                                                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 12                               | 128               | 232  | 0    | 0    | 372        | 0         | 0    | 0    | 0    | 0          | 214                              | 427  | 2    | 0    | 643        | 82                                                    | 3    | 98   | 0    | 183        | 1198       |
| 07:15 AM    | 16                               | 102               | 315  | 0    | 1    | 434        | 0         | 0    | 0    | 0    | 0          | 205                              | 577  | 1    | 1    | 784        | 93                                                    | 11   | 97   | 0    | 201        | 1419       |
| 07:30 AM    | 16                               | 93                | 359  | 0    | 0    | 468        | 0         | 0    | 0    | 0    | 0          | 233                              | 534  | 3    | 0    | 770        | 104                                                   | 2    | 101  | 0    | 207        | 1445       |
| 07:45 AM    | 12                               | 134               | 341  | 0    | 2    | 489        | 0         | 0    | 0    | 0    | 0          | 215                              | 568  | 2    | 0    | 785        | 163                                                   | 4    | 130  | 0    | 297        | 1571       |
| Total       | 56                               | 457               | 1247 | 0    | 3    | 1763       | 0         | 0    | 0    | 0    | 0          | 867                              | 2106 | 8    | 1    | 2982       | 442                                                   | 20   | 426  | 0    | 888        | 5633       |
| 08:00 AM    | 25                               | 121               | 257  | 0    | 0    | 403        | 0         | 0    | 0    | 0    | 0          | 238                              | 621  | 0    | 0    | 859        | 95                                                    | 5    | 95   | 0    | 195        | 1457       |
| 08:15 AM    | 21                               | 113               | 301  | 0    | 1    | 436        | 0         | 0    | 0    | 0    | 0          | 272                              | 588  | 2    | 0    | 862        | 105                                                   | 2    | 101  | 0    | 208        | 1506       |
| 08:30 AM    | 21                               | 92                | 325  | 0    | 0    | 438        | 0         | 0    | 0    | 0    | 0          | 223                              | 649  | 1    | 0    | 873        | 100                                                   | 5    | 87   | 0    | 192        | 1503       |
| 08:45 AM    | 23                               | 93                | 343  | 0    | 1    | 460        | 0         | 0    | 0    | 0    | 0          | 226                              | 558  | 1    | 0    | 785        | 101                                                   | 3    | 92   | 0    | 196        | 1441       |
| Total       | 90                               | 419               | 1226 | 0    | 2    | 1737       | 0         | 0    | 0    | 0    | 0          | 959                              | 2416 | 4    | 0    | 3379       | 401                                                   | 15   | 375  | 0    | 791        | 5907       |
| Grand Total |                                  |                   | 2473 | 0    | 5    | 3500       | 0         | 0    | 0    | 0    | 0          | 1826                             | 4522 | 12   | 1    | 6361       | 843                                                   | 35   | 801  | 0    | 1679       | 11540      |
| Apprch %    | 4.2                              | 25                | 70.7 | 0    | 0.1  |            | 0         | 0    | 0    | 0    |            | 28.7                             | 71.1 | 0.2  | 0    |            | 50.2                                                  | 2.1  | 47.7 | 0    |            |            |
| Total %     | 1.3                              | 7.6               | 21.4 | 0    | 0    | 30.3       | 0         | 0    | 0    | 0    | 0          | 15.8                             | 39.2 | 0.1  | 0    | 55.1       | 7.3                                                   | 0.3  | 6.9  | 0    | 14.5       |            |

|              | ALMADEN EXPRESSWAY<br>Southbound |                   |            |      |          |            | Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |            |          |      |            | ALMADEN PLAZA WY - SR-85<br>SB OFF-RAMP<br>Eastbound |          |            |      |            |             |
|--------------|----------------------------------|-------------------|------------|------|----------|------------|-----------|------|------|------|------------|----------------------------------|------------|----------|------|------------|------------------------------------------------------|----------|------------|------|------------|-------------|
| Start Time   | Right to<br>Plaza                | Right to<br>SR-85 | Thr        | Left | Peds     | App. Total | Right     | Thru | Left | Peds | App. Total | Right                            | Thru       | Left     | Peds | App. Total | Right                                                | Thru     | Left       | Peds | App. Total | Int. Total  |
| 07:45 AM     | 12                               | <b>134</b>        | <b>341</b> | 0    | <b>2</b> | <b>489</b> | 0         | 0    | 0    | 0    | 0          | 215                              | 568        | <b>2</b> | 0    | 785        | <b>163</b>                                           | 4        | <b>130</b> | 0    | <b>297</b> | <b>1571</b> |
| 08:00 AM     | <b>25</b>                        | 121               | 257        | 0    | 0        | 403        | 0         | 0    | 0    | 0    | 0          | 238                              | 621        | 0        | 0    | 859        | 95                                                   | <b>5</b> | 95         | 0    | 195        | 1457        |
| 08:15 AM     | 21                               | 113               | 301        | 0    | 1        | 436        | 0         | 0    | 0    | 0    | 0          | <b>272</b>                       | 588        | 2        | 0    | 862        | 105                                                  | 2        | 101        | 0    | 208        | 1506        |
| 08:30 AM     | 21                               | 92                | 325        | 0    | 0        | 438        | 0         | 0    | 0    | 0    | 0          | 223                              | <b>649</b> | 1        | 0    | <b>873</b> | 100                                                  | 5        | 87         | 0    | 192        | 1503        |
| Total Volume | 79                               | 460               | 1224       | 0    | 3        | 1766       | 0         | 0    | 0    | 0    | 0          | 948                              | 2426       | 5        | 0    | 3379       | 463                                                  | 16       | 413        | 0    | 892        | 6037        |
| % App. Total |                                  |                   |            |      |          |            |           |      |      |      |            |                                  |            |          |      |            |                                                      |          |            |      |            |             |
| PHF          | .790                             | .858              | .897       | .000 | .375     | .903       | .000      | .000 | .000 | .000 | .000       | .871                             | .935       | .625     | .000 | .968       | .710                                                 | .800     | .794       | .000 | .751       | .961        |

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

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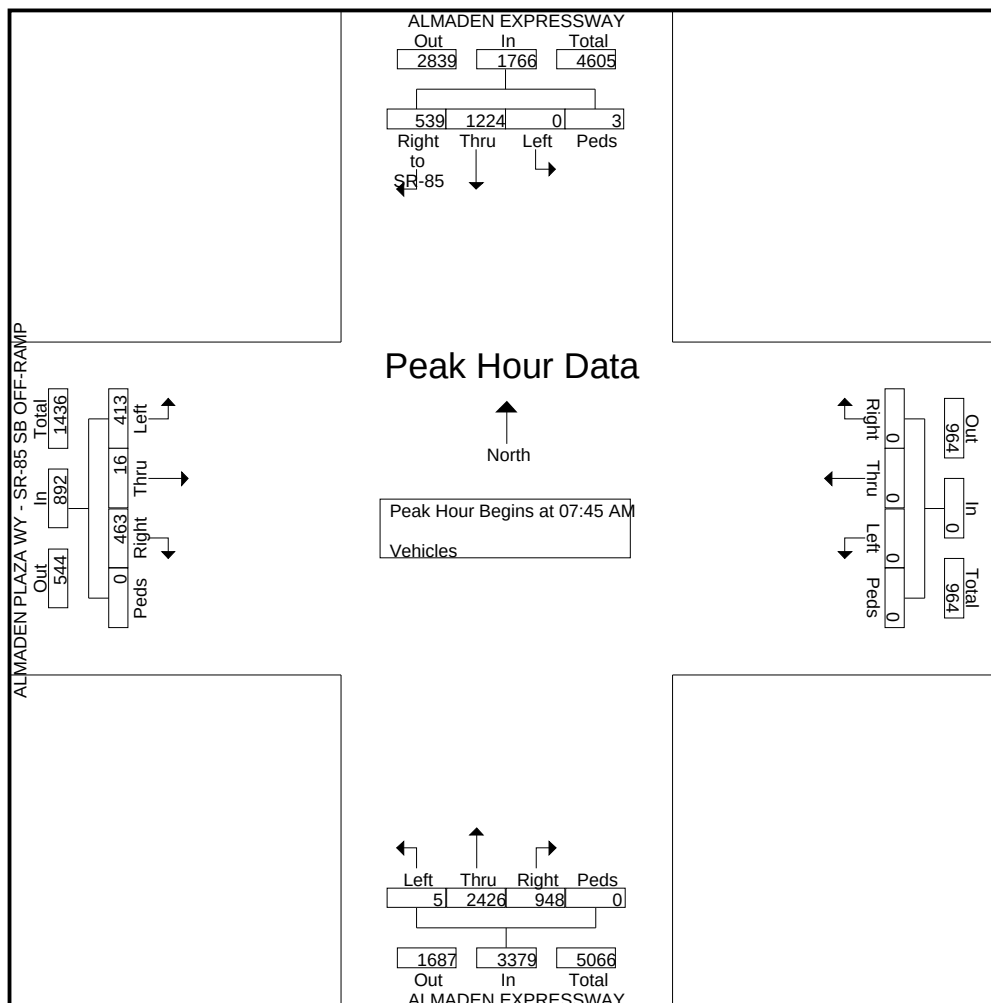
tdsbay@cs.com

File Name : 17AM FINAL

Site Code : 00000017

Start Date : 9/25/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 18AM FINAL

Site Code : 00000018

Start Date : 9/25/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY<br>Southbound |      |      |      |            | BLOSSOM HILL RD<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY<br>Northbound |      |      |      |            | BLOSSOM HILL RD<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|------------|
| Start Time  | Right                            | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                            | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 175                              | 133  | 29   | 4    | 341        | 67                           | 136  | 15   | 0    | 218        | 3                                | 401  | 40   | 2    | 446        | 27                           | 58   | 140  | 1    | 226        | 1231       |
| 07:15 AM    | 162                              | 187  | 27   | 1    | 377        | 87                           | 147  | 4    | 0    | 238        | 11                               | 525  | 33   | 2    | 571        | 56                           | 90   | 185  | 0    | 331        | 1517       |
| 07:30 AM    | 127                              | 297  | 47   | 5    | 476        | 90                           | 134  | 32   | 0    | 256        | 8                                | 575  | 20   | 3    | 606        | 8                            | 40   | 139  | 5    | 192        | 1530       |
| 07:45 AM    | 104                              | 322  | 46   | 3    | 475        | 90                           | 192  | 53   | 0    | 335        | 15                               | 611  | 24   | 0    | 650        | 16                           | 42   | 118  | 1    | 177        | 1637       |
| Total       | 568                              | 939  | 149  | 13   | 1669       | 334                          | 609  | 104  | 0    | 1047       | 37                               | 2112 | 117  | 7    | 2273       | 107                          | 230  | 582  | 7    | 926        | 5915       |
| 08:00 AM    | 105                              | 181  | 42   | 2    | 330        | 119                          | 198  | 28   | 1    | 346        | 10                               | 656  | 45   | 1    | 712        | 7                            | 61   | 112  | 0    | 180        | 1568       |
| 08:15 AM    | 120                              | 246  | 62   | 1    | 429        | 122                          | 216  | 35   | 0    | 373        | 15                               | 681  | 47   | 4    | 747        | 14                           | 71   | 89   | 2    | 176        | 1725       |
| 08:30 AM    | 106                              | 246  | 46   | 4    | 402        | 114                          | 217  | 40   | 0    | 371        | 6                                | 591  | 35   | 0    | 632        | 20                           | 64   | 114  | 2    | 200        | 1605       |
| 08:45 AM    | 104                              | 251  | 58   | 7    | 420        | 111                          | 222  | 54   | 0    | 387        | 12                               | 583  | 28   | 4    | 627        | 14                           | 55   | 129  | 3    | 201        | 1635       |
| Total       | 435                              | 924  | 208  | 14   | 1581       | 466                          | 853  | 157  | 1    | 1477       | 43                               | 2511 | 155  | 9    | 2718       | 55                           | 251  | 444  | 7    | 757        | 6533       |
| Grand Total | 1003                             | 1863 | 357  | 27   | 3250       | 800                          | 1462 | 261  | 1    | 2524       | 80                               | 4623 | 272  | 16   | 4991       | 162                          | 481  | 1026 | 14   | 1683       | 12448      |
| Apprch %    | 30.9                             | 57.3 | 11   | 0.8  |            | 31.7                         | 57.9 | 10.3 | 0    |            | 1.6                              | 92.6 | 5.4  | 0.3  |            | 9.6                          | 28.6 | 61   | 0.8  |            |            |
| Total %     | 8.1                              | 15   | 2.9  | 0.2  | 26.1       | 6.4                          | 11.7 | 2.1  | 0    | 20.3       | 0.6                              | 37.1 | 2.2  | 0.1  | 40.1       | 1.3                          | 3.9  | 8.2  | 0.1  | 13.5       |            |

|                                                            | ALMADEN EXPRESSWAY<br>Southbound |            |           |          |            | BLOSSOM HILL RD<br>Westbound |            |           |          |            | ALMADEN EXPRESSWAY<br>Northbound |            |           |          |            | BLOSSOM HILL RD<br>Eastbound |           |            |          |            |             |
|------------------------------------------------------------|----------------------------------|------------|-----------|----------|------------|------------------------------|------------|-----------|----------|------------|----------------------------------|------------|-----------|----------|------------|------------------------------|-----------|------------|----------|------------|-------------|
| Start Time                                                 | Right                            | Thru       | Left      | Peds     | App. Total | Right                        | Thru       | Left      | Peds     | App. Total | Right                            | Thru       | Left      | Peds     | App. Total | Right                        | Thru      | Left       | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                  |            |           |          |            |                              |            |           |          |            |                                  |            |           |          |            |                              |           |            |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                  |            |           |          |            |                              |            |           |          |            |                                  |            |           |          |            |                              |           |            |          |            |             |
| 07:45 AM                                                   | 104                              | <b>322</b> | 46        | 3        | <b>475</b> | 90                           | 192        | <b>53</b> | 0        | 335        | <b>15</b>                        | 611        | 24        | 0        | 650        | 16                           | 42        | <b>118</b> | 1        | 177        | 1637        |
| 08:00 AM                                                   | 105                              | 181        | 42        | 2        | 330        | 119                          | 198        | 28        | <b>1</b> | 346        | 10                               | 656        | 45        | 1        | 712        | 7                            | 61        | 112        | 0        | 180        | 1568        |
| 08:15 AM                                                   | <b>120</b>                       | 246        | <b>62</b> | 1        | 429        | <b>122</b>                   | 216        | 35        | 0        | <b>373</b> | 15                               | <b>681</b> | <b>47</b> | <b>4</b> | <b>747</b> | 14                           | <b>71</b> | 89         | <b>2</b> | 176        | <b>1725</b> |
| 08:30 AM                                                   | 106                              | 246        | 46        | <b>4</b> | 402        | 114                          | <b>217</b> | 40        | 0        | 371        | 6                                | 591        | 35        | 0        | 632        | <b>20</b>                    | 64        | 114        | 2        | <b>200</b> | 1605        |
| Total Volume                                               | 435                              | 995        | 196       | 10       | 1636       | 445                          | 823        | 156       | 1        | 1425       | 46                               | 2539       | 151       | 5        | 2741       | 57                           | 238       | 433        | 5        | 733        | 6535        |
| % App. Total                                               |                                  |            |           |          |            |                              |            |           |          |            |                                  |            |           |          |            |                              |           |            |          |            |             |
| PHF                                                        | .906                             | .773       | .790      | .625     | .861       | .912                         | .948       | .736      | .250     | .955       | .767                             | .932       | .803      | .313     | .917       | .713                         | .838      | .917       | .625     | .916       | .947        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

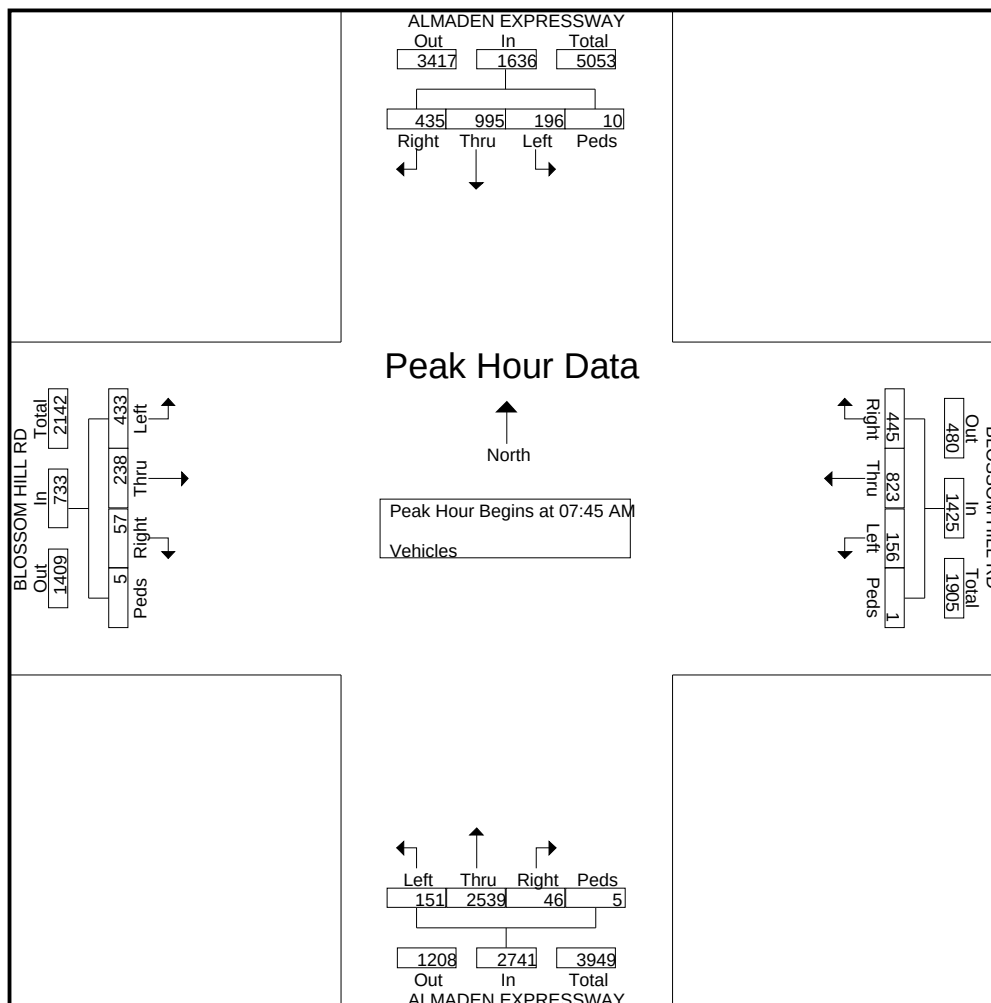
tdsbay@cs.com

File Name : 18AM FINAL

Site Code : 00000018

Start Date : 9/25/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 19AM RECOUNT

Site Code : 00000019

Start Date : 2/7/2013

Page No : 1

## Groups Printed- Vehicles

|             | CANOAS GARDEN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | CANOAS GARDEN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 9                               | 1    | 13   | 0    | 23         | 21                       | 121  | 33   | 0    | 175        | 24                              | 12   | 14   | 0    | 50         | 23                       | 176  | 4    | 0    | 203        | 451        |
| 07:15 AM    | 21                              | 1    | 12   | 0    | 34         | 39                       | 169  | 25   | 0    | 233        | 33                              | 5    | 29   | 0    | 67         | 23                       | 179  | 8    | 0    | 210        | 544        |
| 07:30 AM    | 22                              | 4    | 26   | 0    | 52         | 33                       | 176  | 60   | 0    | 269        | 30                              | 17   | 32   | 0    | 79         | 41                       | 226  | 10   | 0    | 277        | 677        |
| 07:45 AM    | 20                              | 10   | 25   | 0    | 55         | 24                       | 166  | 88   | 0    | 278        | 70                              | 11   | 27   | 0    | 108        | 78                       | 231  | 14   | 0    | 323        | 764        |
| Total       | 72                              | 16   | 76   | 0    | 164        | 117                      | 632  | 206  | 0    | 955        | 157                             | 45   | 102  | 0    | 304        | 165                      | 812  | 36   | 0    | 1013       | 2436       |
| 08:00 AM    | 13                              | 23   | 12   | 0    | 48         | 42                       | 165  | 113  | 0    | 320        | 123                             | 16   | 42   | 0    | 181        | 136                      | 228  | 14   | 0    | 378        | 927        |
| 08:15 AM    | 24                              | 9    | 21   | 0    | 54         | 28                       | 171  | 72   | 0    | 271        | 125                             | 16   | 56   | 0    | 197        | 59                       | 192  | 6    | 0    | 257        | 779        |
| 08:30 AM    | 18                              | 5    | 19   | 0    | 42         | 27                       | 171  | 30   | 0    | 228        | 42                              | 9    | 29   | 0    | 80         | 34                       | 212  | 9    | 0    | 255        | 605        |
| 08:45 AM    | 25                              | 0    | 12   | 0    | 37         | 32                       | 233  | 52   | 0    | 317        | 23                              | 4    | 17   | 0    | 44         | 28                       | 245  | 11   | 0    | 284        | 682        |
| Total       | 80                              | 37   | 64   | 0    | 181        | 129                      | 740  | 267  | 0    | 1136       | 313                             | 45   | 144  | 0    | 502        | 257                      | 877  | 40   | 0    | 1174       | 2993       |
| Grand Total | 152                             | 53   | 140  | 0    | 345        | 246                      | 1372 | 473  | 0    | 2091       | 470                             | 90   | 246  | 0    | 806        | 422                      | 1689 | 76   | 0    | 2187       | 5429       |
| Apprch %    | 44.1                            | 15.4 | 40.6 | 0    |            | 11.8                     | 65.6 | 22.6 | 0    |            | 58.3                            | 11.2 | 30.5 | 0    |            | 19.3                     | 77.2 | 3.5  | 0    |            |            |
| Total %     | 2.8                             | 1    | 2.6  | 0    | 6.4        | 4.5                      | 25.3 | 8.7  | 0    | 38.5       | 8.7                             | 1.7  | 4.5  | 0    | 14.8       | 7.8                      | 31.1 | 1.4  | 0    | 40.3       |            |

|                                                            | CANOAS GARDEN AVE<br>Southbound |           |           |      |            | CURTNER AVE<br>Westbound |            |            |      |            | CANOAS GARDEN AVE<br>Northbound |           |           |      |            | CURTNER AVE<br>Eastbound |            |           |      |            |            |
|------------------------------------------------------------|---------------------------------|-----------|-----------|------|------------|--------------------------|------------|------------|------|------------|---------------------------------|-----------|-----------|------|------------|--------------------------|------------|-----------|------|------------|------------|
| Start Time                                                 | Right                           | Thru      | Left      | Peds | App. Total | Right                    | Thru       | Left       | Peds | App. Total | Right                           | Thru      | Left      | Peds | App. Total | Right                    | Thru       | Left      | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                 |           |           |      |            |                          |            |            |      |            |                                 |           |           |      |            |                          |            |           |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                 |           |           |      |            |                          |            |            |      |            |                                 |           |           |      |            |                          |            |           |      |            |            |
| 07:30 AM                                                   | 22                              | 4         | <b>26</b> | 0    | 52         | 33                       | <b>176</b> | 60         | 0    | 269        | 30                              | <b>17</b> | 32        | 0    | 79         | 41                       | 226        | 10        | 0    | 277        | 677        |
| 07:45 AM                                                   | 20                              | 10        | 25        | 0    | <b>55</b>  | 24                       | 166        | 88         | 0    | 278        | 70                              | 11        | 27        | 0    | 108        | 78                       | <b>231</b> | <b>14</b> | 0    | 323        | 764        |
| 08:00 AM                                                   | 13                              | <b>23</b> | 12        | 0    | 48         | <b>42</b>                | 165        | <b>113</b> | 0    | <b>320</b> | 123                             | 16        | 42        | 0    | 181        | <b>136</b>               | 228        | 14        | 0    | <b>378</b> | <b>927</b> |
| 08:15 AM                                                   | <b>24</b>                       | 9         | 21        | 0    | 54         | 28                       | 171        | 72         | 0    | 271        | <b>125</b>                      | 16        | <b>56</b> | 0    | <b>197</b> | 59                       | 192        | 6         | 0    | 257        | 779        |
| Total Volume                                               | 79                              | 46        | 84        | 0    | 209        | 127                      | 678        | 333        | 0    | 1138       | 348                             | 60        | 157       | 0    | 565        | 314                      | 877        | 44        | 0    | 1235       | 3147       |
| % App. Total                                               | 37.8                            | 22        | 40.2      | 0    |            | 11.2                     | 59.6       | 29.3       | 0    |            | 61.6                            | 10.6      | 27.8      | 0    |            | 25.4                     | 71         | 3.6       | 0    |            |            |
| PHF                                                        | .823                            | .500      | .808      | .000 | .950       | .756                     | .963       | .737       | .000 | .889       | .696                            | .882      | .701      | .000 | .717       | .577                     | .949       | .786      | .000 | .817       | .849       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

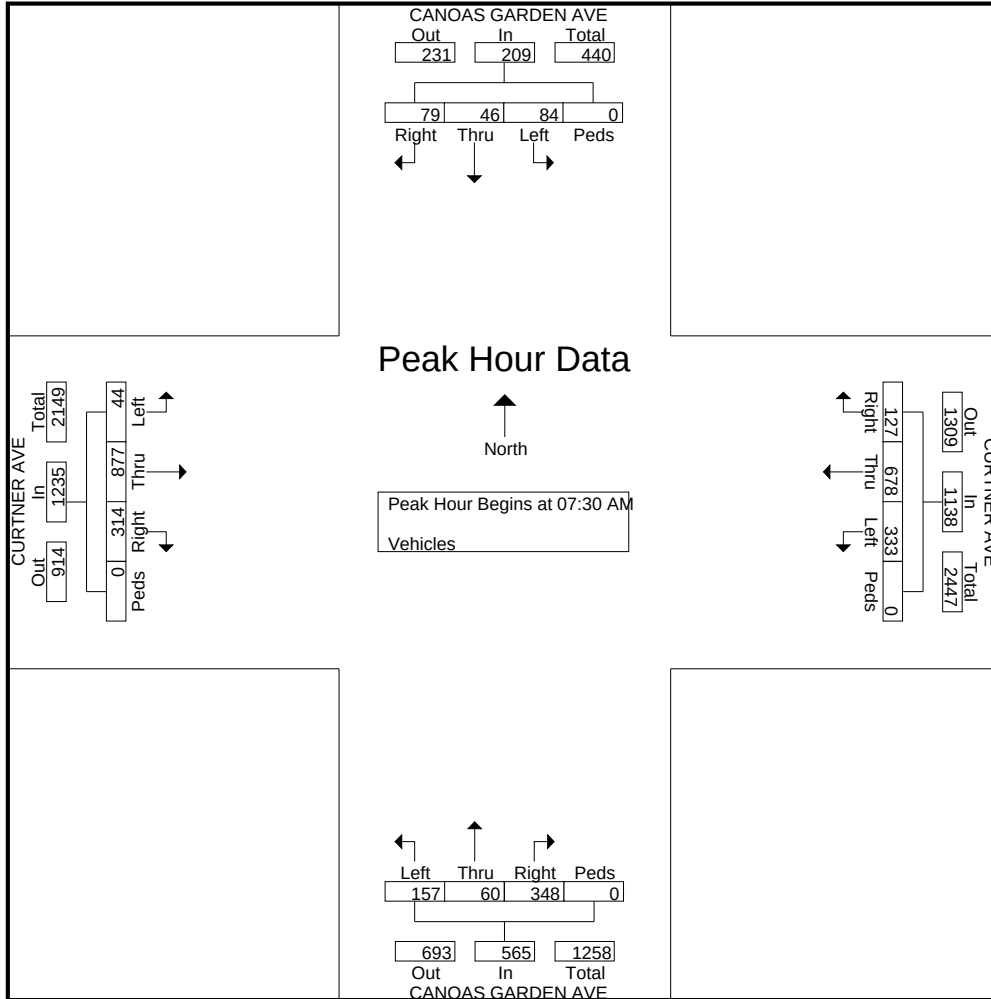
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 19AM RECOUNT

Site Code : 00000019

Start Date : 2/7/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 19PM FINAL

Site Code : 00000019

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | CANOAS GARDEN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | CANOAS GARDEN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 10                              | 8    | 20   | 0    | 38         | 31                       | 175  | 40   | 7    | 253        | 40                              | 6    | 20   | 6    | 72         | 26                       | 221  | 13   | 2    | 262        | 625        |
| 04:15 PM    | 5                               | 2    | 21   | 3    | 31         | 40                       | 198  | 32   | 14   | 284        | 35                              | 9    | 21   | 1    | 66         | 19                       | 237  | 10   | 5    | 271        | 652        |
| 04:30 PM    | 11                              | 2    | 20   | 2    | 35         | 39                       | 212  | 31   | 4    | 286        | 34                              | 5    | 15   | 2    | 56         | 24                       | 237  | 18   | 1    | 280        | 657        |
| 04:45 PM    | 9                               | 2    | 15   | 3    | 29         | 33                       | 216  | 37   | 1    | 287        | 36                              | 5    | 19   | 4    | 64         | 23                       | 278  | 8    | 4    | 313        | 693        |
| Total       | 35                              | 14   | 76   | 8    | 133        | 143                      | 801  | 140  | 26   | 1110       | 145                             | 25   | 75   | 13   | 258        | 92                       | 973  | 49   | 12   | 1126       | 2627       |
| 05:00 PM    | 15                              | 0    | 33   | 3    | 51         | 39                       | 236  | 48   | 6    | 329        | 46                              | 3    | 14   | 14   | 77         | 23                       | 277  | 14   | 7    | 321        | 778        |
| 05:15 PM    | 14                              | 3    | 17   | 3    | 37         | 47                       | 239  | 35   | 6    | 327        | 37                              | 6    | 17   | 2    | 62         | 39                       | 280  | 12   | 1    | 332        | 758        |
| 05:30 PM    | 8                               | 0    | 19   | 0    | 27         | 32                       | 207  | 58   | 5    | 302        | 54                              | 3    | 17   | 1    | 75         | 25                       | 289  | 15   | 1    | 330        | 734        |
| 05:45 PM    | 7                               | 1    | 21   | 2    | 31         | 38                       | 191  | 28   | 0    | 257        | 41                              | 3    | 13   | 5    | 62         | 36                       | 261  | 15   | 3    | 315        | 665        |
| Total       | 44                              | 4    | 90   | 8    | 146        | 156                      | 873  | 169  | 17   | 1215       | 178                             | 15   | 61   | 22   | 276        | 123                      | 1107 | 56   | 12   | 1298       | 2935       |
| Grand Total | 79                              | 18   | 166  | 16   | 279        | 299                      | 1674 | 309  | 43   | 2325       | 323                             | 40   | 136  | 35   | 534        | 215                      | 2080 | 105  | 24   | 2424       | 5562       |
| Apprch %    | 28.3                            | 6.5  | 59.5 | 5.7  |            | 12.9                     | 72   | 13.3 | 1.8  |            | 60.5                            | 7.5  | 25.5 | 6.6  |            | 8.9                      | 85.8 | 4.3  | 1    |            |            |
| Total %     | 1.4                             | 0.3  | 3    | 0.3  | 5          | 5.4                      | 30.1 | 5.6  | 0.8  | 41.8       | 5.8                             | 0.7  | 2.4  | 0.6  | 9.6        | 3.9                      | 37.4 | 1.9  | 0.4  | 43.6       |            |

|                                                            | CANOAS GARDEN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | CANOAS GARDEN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |      |            |                          |      |      |      |            |                                 |      |      |      |            |                          |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                                 |      |      |      |            |                          |      |      |      |            |                                 |      |      |      |            |                          |      |      |      |            |            |
| 04:45 PM                                                   | 9                               | 2    | 15   | 3    | 29         | 33                       | 216  | 37   | 1    | 287        | 36                              | 5    | 19   | 4    | 64         | 23                       | 278  | 8    | 4    | 313        | 693        |
| 05:00 PM                                                   | 15                              | 0    | 33   | 3    | 51         | 39                       | 236  | 48   | 6    | 329        | 46                              | 3    | 14   | 14   | 77         | 23                       | 277  | 14   | 7    | 321        | 778        |
| 05:15 PM                                                   | 14                              | 3    | 17   | 3    | 37         | 47                       | 239  | 35   | 6    | 327        | 37                              | 6    | 17   | 2    | 62         | 39                       | 280  | 12   | 1    | 332        | 758        |
| 05:30 PM                                                   | 8                               | 0    | 19   | 0    | 27         | 32                       | 207  | 58   | 5    | 302        | 54                              | 3    | 17   | 1    | 75         | 25                       | 289  | 15   | 1    | 330        | 734        |
| Total Volume                                               | 46                              | 5    | 84   | 9    | 144        | 151                      | 898  | 178  | 18   | 1245       | 173                             | 17   | 67   | 21   | 278        | 110                      | 1124 | 49   | 13   | 1296       | 2963       |
| % App. Total                                               |                                 |      |      |      |            |                          |      |      |      |            |                                 |      |      |      |            |                          |      |      |      |            |            |
| PHF                                                        | .767                            | .417 | .636 | .750 | .706       | .803                     | .939 | .767 | .750 | .946       | .801                            | .708 | .882 | .375 | .903       | .705                     | .972 | .817 | .464 | .976       | .952       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

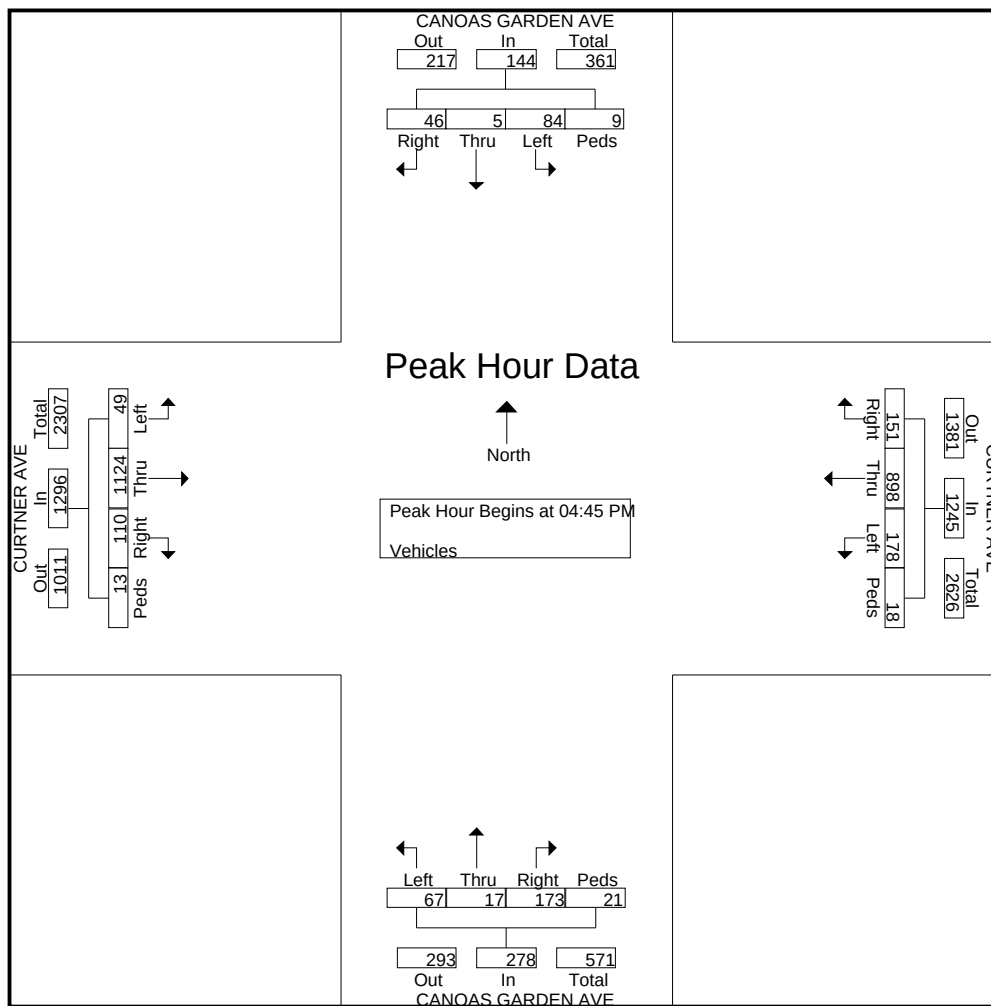
tdsbay@cs.com

File Name : 19PM FINAL

Site Code : 00000019

Start Date : 9/20/2012

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 20AM FINAL

Site Code : 00000020

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | SR-87 SB RAMP<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                       | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 34                          | 0    | 88   | 0    | 122        | 43                       | 176  | 0    | 0    | 219        | 0          | 0    | 0    | 0    | 0          | 50                       | 121  | 0    | 0    | 171        | 512        |
| 07:15 AM    | 27                          | 0    | 67   | 0    | 94         | 73                       | 183  | 0    | 0    | 256        | 0          | 0    | 0    | 0    | 0          | 55                       | 167  | 0    | 0    | 222        | 572        |
| 07:30 AM    | 31                          | 0    | 88   | 0    | 119        | 86                       | 241  | 0    | 0    | 327        | 0          | 0    | 0    | 0    | 0          | 81                       | 183  | 0    | 0    | 264        | 710        |
| 07:45 AM    | 43                          | 0    | 78   | 2    | 123        | 80                       | 258  | 0    | 0    | 338        | 0          | 0    | 0    | 4    | 4          | 92                       | 196  | 0    | 0    | 288        | 753        |
| Total       | 135                         | 0    | 321  | 2    | 458        | 282                      | 858  | 0    | 0    | 1140       | 0          | 0    | 0    | 4    | 4          | 278                      | 667  | 0    | 0    | 945        | 2547       |
| 08:00 AM    | 38                          | 0    | 73   | 0    | 111        | 55                       | 320  | 0    | 0    | 375        | 0          | 0    | 0    | 0    | 0          | 91                       | 218  | 0    | 0    | 309        | 795        |
| 08:15 AM    | 37                          | 0    | 71   | 1    | 109        | 71                       | 244  | 0    | 0    | 315        | 0          | 0    | 0    | 4    | 4          | 127                      | 217  | 0    | 0    | 344        | 772        |
| 08:30 AM    | 30                          | 0    | 63   | 0    | 93         | 73                       | 228  | 0    | 0    | 301        | 0          | 0    | 0    | 2    | 2          | 89                       | 183  | 0    | 0    | 272        | 668        |
| 08:45 AM    | 20                          | 0    | 88   | 0    | 108        | 75                       | 253  | 0    | 0    | 328        | 0          | 0    | 0    | 5    | 5          | 81                       | 189  | 0    | 0    | 270        | 711        |
| Total       | 125                         | 0    | 295  | 1    | 421        | 274                      | 1045 | 0    | 0    | 1319       | 0          | 0    | 0    | 11   | 11         | 388                      | 807  | 0    | 0    | 1195       | 2946       |
| Grand Total | 260                         | 0    | 616  | 3    | 879        | 556                      | 1903 | 0    | 0    | 2459       | 0          | 0    | 0    | 15   | 15         | 666                      | 1474 | 0    | 0    | 2140       | 5493       |
| Apprch %    | 29.6                        | 0    | 70.1 | 0.3  |            | 22.6                     | 77.4 | 0    | 0    |            | 0          | 0    | 0    | 100  |            | 31.1                     | 68.9 | 0    | 0    |            |            |
| Total %     | 4.7                         | 0    | 11.2 | 0.1  | 16         | 10.1                     | 34.6 | 0    | 0    | 44.8       | 0          | 0    | 0    | 0.3  | 0.3        | 12.1                     | 26.8 | 0    | 0    | 39         |            |

|                                                            | SR-87 SB RAMP<br>Southbound |      |           |          |            | CURTNER AVE<br>Westbound |            |      |      |            | Northbound |      |      |          |            | CURTNER AVE<br>Eastbound |            |      |      |            |            |
|------------------------------------------------------------|-----------------------------|------|-----------|----------|------------|--------------------------|------------|------|------|------------|------------|------|------|----------|------------|--------------------------|------------|------|------|------------|------------|
| Start Time                                                 | Right                       | Thru | Left      | Peds     | App. Total | Right                    | Thru       | Left | Peds | App. Total | Right      | Thru | Left | Peds     | App. Total | Right                    | Thru       | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                             |      |           |          |            |                          |            |      |      |            |            |      |      |          |            |                          |            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                             |      |           |          |            |                          |            |      |      |            |            |      |      |          |            |                          |            |      |      |            |            |
| 07:30 AM                                                   | 31                          | 0    | <b>88</b> | 0        | 119        | <b>86</b>                | 241        | 0    | 0    | 327        | 0          | 0    | 0    | 0        | 0          | 81                       | 183        | 0    | 0    | 264        | 710        |
| 07:45 AM                                                   | <b>43</b>                   | 0    | 78        | <b>2</b> | <b>123</b> | 80                       | 258        | 0    | 0    | 338        | 0          | 0    | 0    | <b>4</b> | <b>4</b>   | 92                       | 196        | 0    | 0    | 288        | 753        |
| 08:00 AM                                                   | 38                          | 0    | 73        | 0        | 111        | 55                       | <b>320</b> | 0    | 0    | <b>375</b> | 0          | 0    | 0    | 0        | 0          | 91                       | <b>218</b> | 0    | 0    | 309        | <b>795</b> |
| 08:15 AM                                                   | 37                          | 0    | 71        | 1        | 109        | 71                       | 244        | 0    | 0    | 315        | 0          | 0    | 0    | 4        | 4          | <b>127</b>               | 217        | 0    | 0    | <b>344</b> | 772        |
| Total Volume                                               | 149                         | 0    | 310       | 3        | 462        | 292                      | 1063       | 0    | 0    | 1355       | 0          | 0    | 0    | 8        | 8          | 391                      | 814        | 0    | 0    | 1205       | 3030       |
| % App. Total                                               |                             |      |           |          |            |                          |            |      |      |            |            |      |      |          |            |                          |            |      |      |            |            |
| PHF                                                        | .866                        | .000 | .881      | .375     | .939       | .849                     | .830       | .000 | .000 | .903       | .000       | .000 | .000 | .500     | .500       | .770                     | .933       | .000 | .000 | .876       | .953       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

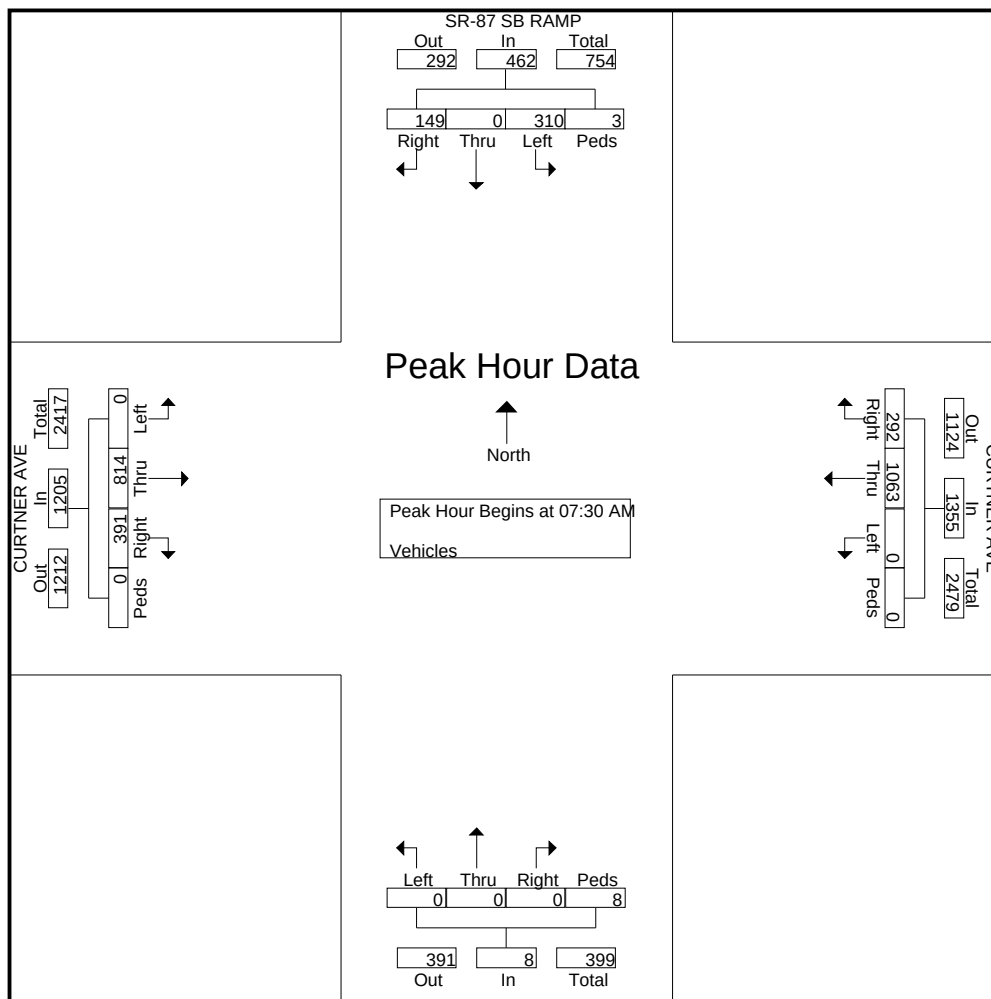
tdsbay@cs.com

File Name : 20AM FINAL

Site Code : 00000020

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 20PM FINAL

Site Code : 00000020

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | SR-87 SB RAMP<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                       | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 23                          | 0    | 102  | 0    | 125        | 124                      | 252  | 0    | 0    | 376        | 0          | 0    | 0    | 2    | 2          | 94                       | 174  | 0    | 0    | 268        | 771        |
| 04:15 PM    | 32                          | 0    | 130  | 0    | 162        | 123                      | 238  | 0    | 0    | 361        | 0          | 0    | 0    | 6    | 6          | 98                       | 230  | 0    | 0    | 328        | 857        |
| 04:30 PM    | 26                          | 0    | 86   | 0    | 112        | 116                      | 278  | 0    | 0    | 394        | 0          | 0    | 0    | 3    | 3          | 107                      | 201  | 0    | 0    | 308        | 817        |
| 04:45 PM    | 26                          | 0    | 118  | 0    | 144        | 112                      | 272  | 0    | 0    | 384        | 0          | 0    | 0    | 1    | 1          | 90                       | 212  | 0    | 0    | 302        | 831        |
| Total       | 107                         | 0    | 436  | 0    | 543        | 475                      | 1040 | 0    | 0    | 1515       | 0          | 0    | 0    | 12   | 12         | 389                      | 817  | 0    | 0    | 1206       | 3276       |
| 05:00 PM    | 24                          | 0    | 88   | 0    | 112        | 133                      | 299  | 0    | 0    | 432        | 0          | 0    | 0    | 1    | 1          | 124                      | 222  | 0    | 0    | 346        | 891        |
| 05:15 PM    | 26                          | 0    | 78   | 0    | 104        | 101                      | 332  | 0    | 0    | 433        | 0          | 0    | 0    | 3    | 3          | 122                      | 216  | 0    | 0    | 338        | 878        |
| 05:30 PM    | 23                          | 0    | 96   | 0    | 119        | 91                       | 290  | 0    | 0    | 381        | 0          | 0    | 0    | 0    | 0          | 100                      | 228  | 0    | 0    | 328        | 828        |
| 05:45 PM    | 19                          | 0    | 89   | 0    | 108        | 97                       | 275  | 0    | 0    | 372        | 0          | 0    | 0    | 2    | 2          | 123                      | 194  | 0    | 0    | 317        | 799        |
| Total       | 92                          | 0    | 351  | 0    | 443        | 422                      | 1196 | 0    | 0    | 1618       | 0          | 0    | 0    | 6    | 6          | 469                      | 860  | 0    | 0    | 1329       | 3396       |
| Grand Total | 199                         | 0    | 787  | 0    | 986        | 897                      | 2236 | 0    | 0    | 3133       | 0          | 0    | 0    | 18   | 18         | 858                      | 1677 | 0    | 0    | 2535       | 6672       |
| Apprch %    | 20.2                        | 0    | 79.8 | 0    |            | 28.6                     | 71.4 | 0    | 0    |            | 0          | 0    | 0    | 100  |            | 33.8                     | 66.2 | 0    | 0    |            |            |
| Total %     | 3                           | 0    | 11.8 | 0    | 14.8       | 13.4                     | 33.5 | 0    | 0    | 47         | 0          | 0    | 0    | 0.3  | 0.3        | 12.9                     | 25.1 | 0    | 0    | 38         |            |

|                                                            | SR-87 SB RAMP<br>Southbound |      |            |      |            | CURTNER AVE<br>Westbound |            |      |      |            | Northbound |      |      |          |            | CURTNER AVE<br>Eastbound |            |      |      |            |            |
|------------------------------------------------------------|-----------------------------|------|------------|------|------------|--------------------------|------------|------|------|------------|------------|------|------|----------|------------|--------------------------|------------|------|------|------------|------------|
| Start Time                                                 | Right                       | Thru | Left       | Peds | App. Total | Right                    | Thru       | Left | Peds | App. Total | Right      | Thru | Left | Peds     | App. Total | Right                    | Thru       | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 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>26</b>                   | 0    | <b>118</b> | 0    | <b>144</b> | 112                      | 272        | 0    | 0    | 384        | 0          | 0    | 0    | 1        | 1          | 90                       | 212        | 0    | 0    | 302        | 831        |
| 05:00 PM                                                   | 24                          | 0    | 88         | 0    | 112        | <b>133</b>               | 299        | 0    | 0    | 432        | 0          | 0    | 0    | 1        | 1          | <b>124</b>               | 222        | 0    | 0    | <b>346</b> | <b>891</b> |
| 05:15 PM                                                   | 26                          | 0    | 78         | 0    | 104        | 101                      | <b>332</b> | 0    | 0    | <b>433</b> | 0          | 0    | 0    | <b>3</b> | <b>3</b>   | 122                      | 216        | 0    | 0    | 338        | 878        |
| 05:30 PM                                                   | 23                          | 0    | 96         | 0    | 119        | 91                       | 290        | 0    | 0    | 381        | 0          | 0    | 0    | 0        | 0          | 100                      | <b>228</b> | 0    | 0    | 328        | 828        |
| Total Volume                                               | 99                          | 0    | 380        | 0    | 479        | 437                      | 1193       | 0    | 0    | 1630       | 0          | 0    | 0    | 5        | 5          | 436                      | 878        | 0    | 0    | 1314       | 3428       |
| % App. Total                                               |                             |      |            |      |            |                          |            |      |      |            |            |      |      |          |            |                          |            |      |      |            |            |
| PHF                                                        | .952                        | .000 | .805       | .000 | .832       | .821                     | .898       | .000 | .000 | .941       | .000       | .000 | .000 | .417     | .417       | .879                     | .963       | .000 | .000 | .949       | .962       |

# Traffic Data Service

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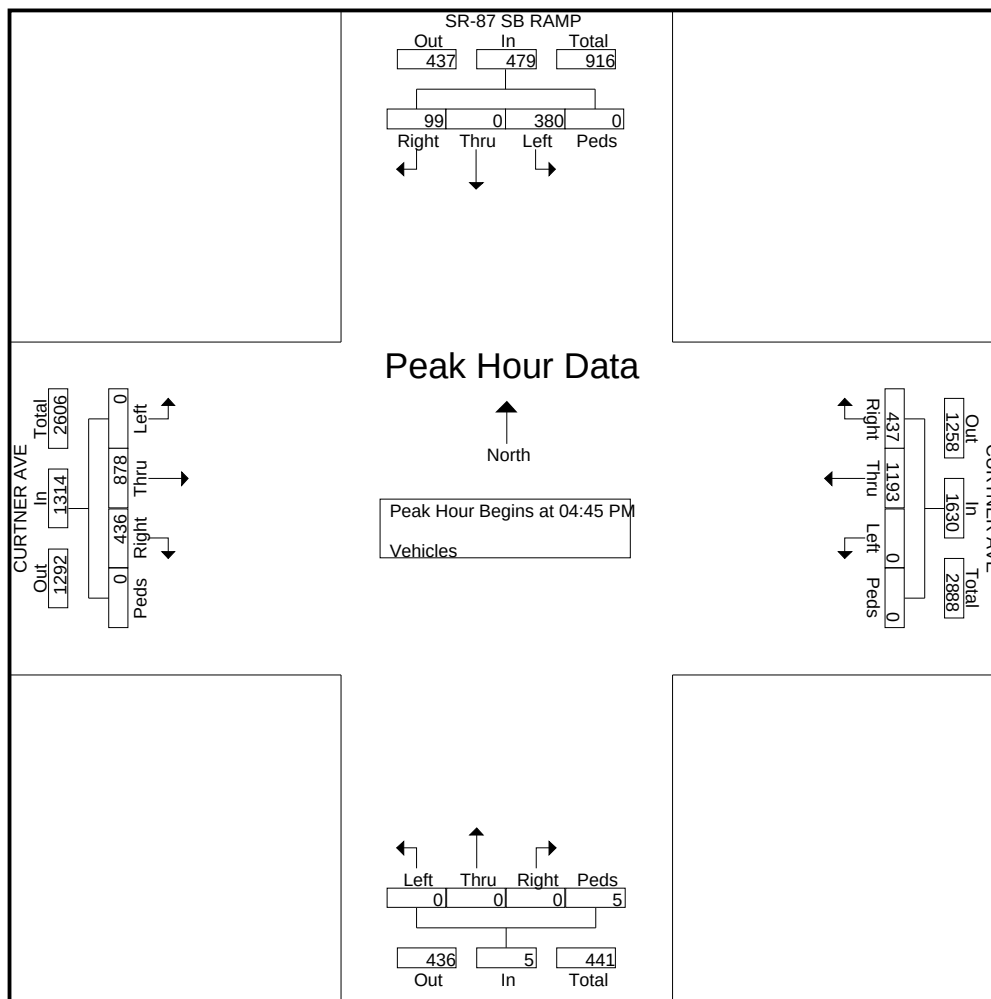
tdsbay@cs.com

File Name : 20PM FINAL

Site Code : 00000020

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 21AM FINAL

Site Code : 00000021

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | SR-87 NB RAMP - UNIFIED WY<br>Southbound |      |      |      |            |  | CURTNER AVE<br>Westbound |      |      |      |            | SR-87 NB RAMP<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|------------------------------------------|------|------|------|------------|--|--------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                                    | Thru | Left | Peds | App. Total |  | Right                    | Thru | Left | Peds | App. Total | Right                       | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 3                                        | 0    | 0    | 0    | 3          |  | 68                       | 171  | 0    | 0    | 239        | 68                          | 2    | 42   | 1    | 113        | 0                        | 189  | 48   | 0    | 237        | 592        |
| 07:15 AM    | 4                                        | 0    | 0    | 0    | 4          |  | 66                       | 192  | 0    | 0    | 258        | 54                          | 1    | 43   | 8    | 106        | 0                        | 178  | 48   | 0    | 226        | 594        |
| 07:30 AM    | 7                                        | 0    | 1    | 0    | 8          |  | 46                       | 306  | 0    | 0    | 352        | 51                          | 3    | 46   | 1    | 101        | 0                        | 203  | 55   | 0    | 258        | 719        |
| 07:45 AM    | 3                                        | 0    | 1    | 0    | 4          |  | 58                       | 268  | 0    | 0    | 326        | 59                          | 0    | 73   | 0    | 132        | 0                        | 249  | 63   | 0    | 312        | 774        |
| Total       | 17                                       | 0    | 2    | 0    | 19         |  | 238                      | 937  | 0    | 0    | 1175       | 232                         | 6    | 204  | 10   | 452        | 0                        | 819  | 214  | 0    | 1033       | 2679       |
| 08:00 AM    | 3                                        | 0    | 1    | 0    | 4          |  | 65                       | 292  | 0    | 0    | 357        | 51                          | 0    | 74   | 0    | 125        | 0                        | 240  | 47   | 0    | 287        | 773        |
| 08:15 AM    | 2                                        | 0    | 0    | 0    | 2          |  | 68                       | 285  | 0    | 0    | 353        | 48                          | 2    | 51   | 3    | 104        | 0                        | 253  | 57   | 0    | 310        | 769        |
| 08:30 AM    | 2                                        | 0    | 1    | 0    | 3          |  | 72                       | 227  | 0    | 0    | 299        | 41                          | 1    | 46   | 0    | 88         | 0                        | 233  | 48   | 0    | 281        | 671        |
| 08:45 AM    | 2                                        | 0    | 0    | 0    | 2          |  | 97                       | 281  | 0    | 0    | 378        | 45                          | 0    | 58   | 3    | 106        | 0                        | 232  | 55   | 0    | 287        | 773        |
| Total       | 9                                        | 0    | 2    | 0    | 11         |  | 302                      | 1085 | 0    | 0    | 1387       | 185                         | 3    | 229  | 6    | 423        | 0                        | 958  | 207  | 0    | 1165       | 2986       |
| Grand Total | 26                                       | 0    | 4    | 0    | 30         |  | 540                      | 2022 | 0    | 0    | 2562       | 417                         | 9    | 433  | 16   | 875        | 0                        | 1777 | 421  | 0    | 2198       | 5665       |
| Apprch %    | 86.7                                     | 0    | 13.3 | 0    |            |  | 21.1                     | 78.9 | 0    | 0    |            | 47.7                        | 1    | 49.5 | 1.8  |            | 0                        | 80.8 | 19.2 | 0    |            |            |
| Total %     | 0.5                                      | 0    | 0.1  | 0    | 0.5        |  | 9.5                      | 35.7 | 0    | 0    | 45.2       | 7.4                         | 0.2  | 7.6  | 0.3  | 15.4       | 0                        | 31.4 | 7.4  | 0    | 38.8       |            |

|                                                            | SR-87 NB RAMP - UNIFIED WY<br>Southbound |      |      |      |            |  | CURTNER AVE<br>Westbound |      |      |      |            | SR-87 NB RAMP<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|------------------------------------------|------|------|------|------------|--|--------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                                    | Thru | Left | Peds | App. Total |  | Right                    | Thru | Left | Peds | App. Total | Right                       | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                          |      |      |      |            |  |                          |      |      |      |            |                             |      |      |      |            |                          |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                          |      |      |      |            |  |                          |      |      |      |            |                             |      |      |      |            |                          |      |      |      |            |            |
| 07:30 AM                                                   | 7                                        | 0    | 1    | 0    | 8          |  | 46                       | 306  | 0    | 0    | 352        | 51                          | 3    | 46   | 1    | 101        | 0                        | 203  | 55   | 0    | 258        | 719        |
| 07:45 AM                                                   | 3                                        | 0    | 1    | 0    | 4          |  | 58                       | 268  | 0    | 0    | 326        | 59                          | 0    | 73   | 0    | 132        | 0                        | 249  | 63   | 0    | 312        | 774        |
| 08:00 AM                                                   | 3                                        | 0    | 1    | 0    | 4          |  | 65                       | 292  | 0    | 0    | 357        | 51                          | 0    | 74   | 0    | 125        | 0                        | 240  | 47   | 0    | 287        | 773        |
| 08:15 AM                                                   | 2                                        | 0    | 0    | 0    | 2          |  | 68                       | 285  | 0    | 0    | 353        | 48                          | 2    | 51   | 3    | 104        | 0                        | 253  | 57   | 0    | 310        | 769        |
| Total Volume                                               | 15                                       | 0    | 3    | 0    | 18         |  | 237                      | 1151 | 0    | 0    | 1388       | 209                         | 5    | 244  | 4    | 462        | 0                        | 945  | 222  | 0    | 1167       | 3035       |
| % App. Total                                               |                                          |      |      |      |            |  |                          |      |      |      |            |                             |      |      |      |            |                          |      |      |      |            |            |
| PHF                                                        | .536                                     | .000 | .750 | .000 | .563       |  | .871                     | .940 | .000 | .000 | .972       | .886                        | .417 | .824 | .333 | .875       | .000                     | .934 | .881 | .000 | .935       | .980       |

# Traffic Data Service

Campbell, CA

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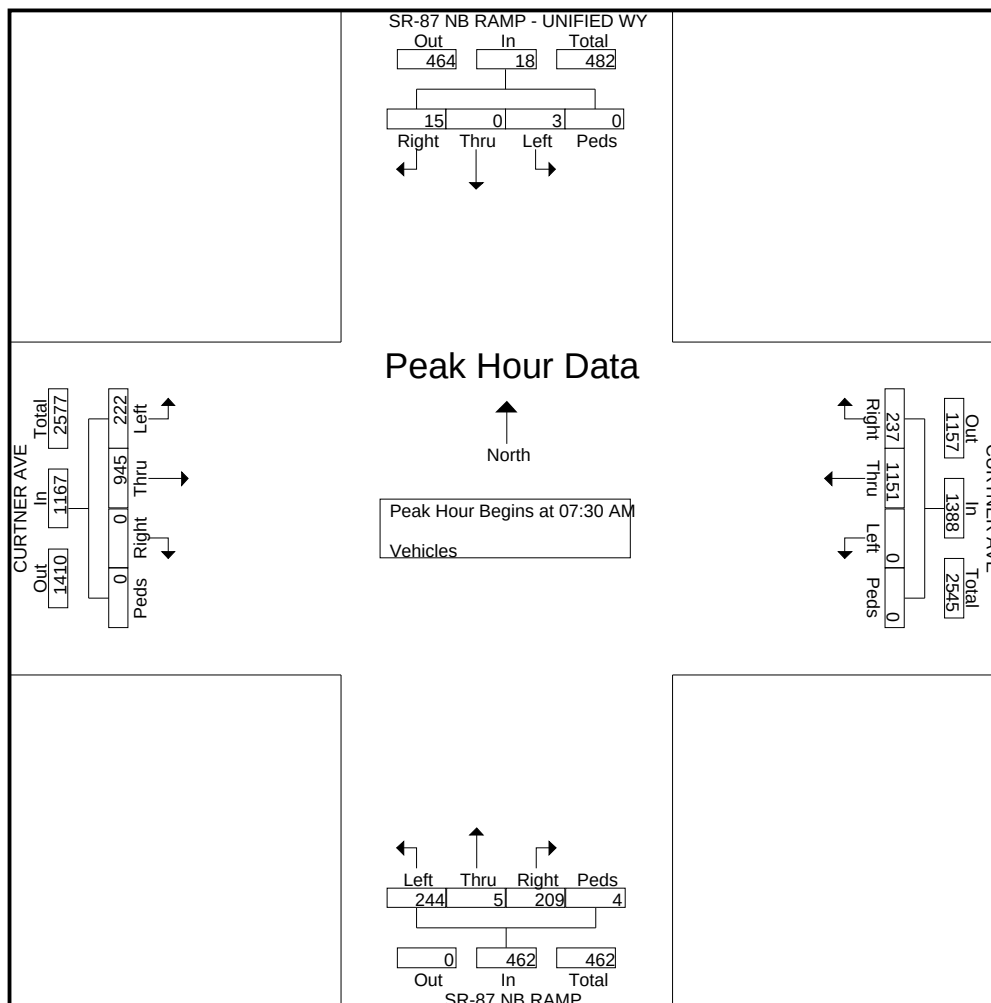
tdsbay@cs.com

File Name : 21AM FINAL

Site Code : 00000021

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 21PM FINAL

Site Code : 00000021

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | SR-87 NB RAMP - UNIFIED WY Southbound |      |      |      |            | CURTNER AVE Westbound |      |      |      |            | SR-87 NB RAMP Northbound |      |      |      |            | CURTNER AVE Eastbound |      |      |      |            |            |
|-------------|---------------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|--------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 1                                     | 0    | 2    | 0    | 3          | 141                   | 296  | 0    | 0    | 437        | 131                      | 2    | 59   | 0    | 192        | 0                     | 231  | 40   | 0    | 271        | 903        |
| 04:15 PM    | 5                                     | 0    | 1    | 0    | 6          | 143                   | 294  | 0    | 0    | 437        | 120                      | 4    | 67   | 0    | 191        | 0                     | 299  | 65   | 0    | 364        | 998        |
| 04:30 PM    | 3                                     | 0    | 1    | 0    | 4          | 152                   | 316  | 0    | 0    | 468        | 123                      | 1    | 87   | 0    | 211        | 0                     | 230  | 60   | 0    | 290        | 973        |
| 04:45 PM    | 1                                     | 0    | 0    | 0    | 1          | 127                   | 282  | 0    | 0    | 409        | 130                      | 1    | 103  | 0    | 234        | 0                     | 281  | 67   | 0    | 348        | 992        |
| Total       | 10                                    | 0    | 4    | 0    | 14         | 563                   | 1188 | 0    | 0    | 1751       | 504                      | 8    | 316  | 0    | 828        | 0                     | 1041 | 232  | 0    | 1273       | 3866       |
| 05:00 PM    | 7                                     | 0    | 0    | 0    | 7          | 135                   | 330  | 0    | 0    | 465        | 111                      | 0    | 85   | 0    | 196        | 0                     | 259  | 53   | 0    | 312        | 980        |
| 05:15 PM    | 3                                     | 0    | 3    | 0    | 6          | 153                   | 303  | 0    | 0    | 456        | 128                      | 1    | 91   | 0    | 220        | 0                     | 233  | 50   | 0    | 283        | 965        |
| 05:30 PM    | 3                                     | 0    | 1    | 0    | 4          | 122                   | 318  | 0    | 0    | 440        | 103                      | 0    | 90   | 0    | 193        | 0                     | 267  | 64   | 0    | 331        | 968        |
| 05:45 PM    | 3                                     | 0    | 1    | 0    | 4          | 99                    | 252  | 0    | 0    | 351        | 133                      | 0    | 101  | 0    | 234        | 0                     | 266  | 54   | 0    | 320        | 909        |
| Total       | 16                                    | 0    | 5    | 0    | 21         | 509                   | 1203 | 0    | 0    | 1712       | 475                      | 1    | 367  | 0    | 843        | 0                     | 1025 | 221  | 0    | 1246       | 3822       |
| Grand Total | 26                                    | 0    | 9    | 0    | 35         | 1072                  | 2391 | 0    | 0    | 3463       | 979                      | 9    | 683  | 0    | 1671       | 0                     | 2066 | 453  | 0    | 2519       | 7688       |
| Apprch %    | 74.3                                  | 0    | 25.7 | 0    |            | 31                    | 69   | 0    | 0    |            | 58.6                     | 0.5  | 40.9 | 0    |            | 0                     | 82   | 18   | 0    |            |            |
| Total %     | 0.3                                   | 0    | 0.1  | 0    | 0.5        | 13.9                  | 31.1 | 0    | 0    | 45         | 12.7                     | 0.1  | 8.9  | 0    | 21.7       | 0                     | 26.9 | 5.9  | 0    | 32.8       |            |

|                                                            | SR-87 NB RAMP - UNIFIED WY Southbound |      |      |      |            | CURTNER AVE Westbound |      |      |      |            | SR-87 NB RAMP Northbound |      |      |      |            | CURTNER AVE Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|--------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 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                                                   | 5                                     | 0    | 1    | 0    | 6          | 143                   | 294  | 0    | 0    | 437        | 120                      | 4    | 67   | 0    | 191        | 0                     | 299  | 65   | 0    | 364        | 998        |
| 04:30 PM                                                   | 3                                     | 0    | 1    | 0    | 4          | 152                   | 316  | 0    | 0    | 468        | 123                      | 1    | 87   | 0    | 211        | 0                     | 230  | 60   | 0    | 290        | 973        |
| 04:45 PM                                                   | 1                                     | 0    | 0    | 0    | 1          | 127                   | 282  | 0    | 0    | 409        | 130                      | 1    | 103  | 0    | 234        | 0                     | 281  | 67   | 0    | 348        | 992        |
| 05:00 PM                                                   | 7                                     | 0    | 0    | 0    | 7          | 135                   | 330  | 0    | 0    | 465        | 111                      | 0    | 85   | 0    | 196        | 0                     | 259  | 53   | 0    | 312        | 980        |
| Total Volume                                               | 16                                    | 0    | 2    | 0    | 18         | 557                   | 1222 | 0    | 0    | 1779       | 484                      | 6    | 342  | 0    | 832        | 0                     | 1069 | 245  | 0    | 1314       | 3943       |
| % App. Total                                               |                                       |      |      |      |            |                       |      |      |      |            |                          |      |      |      |            |                       |      |      |      |            |            |
| PHF                                                        | .571                                  | .000 | .500 | .000 | .643       | .916                  | .926 | .000 | .000 | .950       | .931                     | .375 | .830 | .000 | .889       | .000                  | .894 | .914 | .000 | .902       | .988       |



# Traffic Data Service

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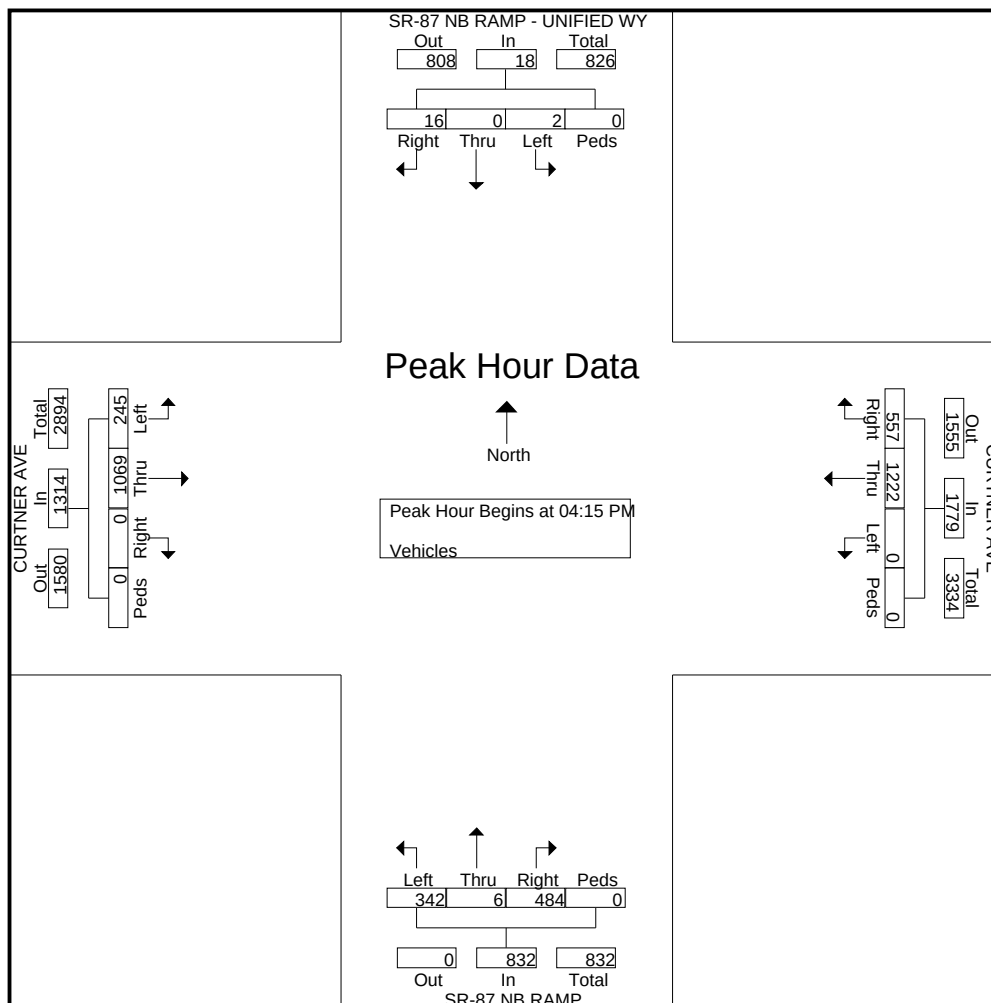
tdsbay@cs.com

File Name : 21PM FINAL

Site Code : 00000021

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# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 22AM FINAL

Site Code : 00000022

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | STONE AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | COMMUNICATION HILL BLVD<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                 | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 17                      | 0    | 8    | 1    | 26         | 17                       | 154  | 1    | 2    | 174        | 6                                     | 0    | 29   | 4    | 39         | 3                        | 193  | 51   | 0    | 247        | 486        |
| 07:15 AM    | 20                      | 0    | 1    | 1    | 22         | 7                        | 236  | 1    | 2    | 246        | 12                                    | 1    | 33   | 2    | 48         | 5                        | 205  | 43   | 0    | 253        | 569        |
| 07:30 AM    | 26                      | 0    | 2    | 0    | 28         | 9                        | 272  | 2    | 1    | 284        | 23                                    | 2    | 40   | 1    | 66         | 3                        | 199  | 55   | 0    | 257        | 635        |
| 07:45 AM    | 5                       | 0    | 5    | 0    | 10         | 18                       | 289  | 8    | 1    | 316        | 15                                    | 1    | 36   | 0    | 52         | 12                       | 253  | 40   | 0    | 305        | 683        |
| Total       | 68                      | 0    | 16   | 2    | 86         | 51                       | 951  | 12   | 6    | 1020       | 56                                    | 4    | 138  | 7    | 205        | 23                       | 850  | 189  | 0    | 1062       | 2373       |
| 08:00 AM    | 16                      | 0    | 3    | 0    | 19         | 21                       | 318  | 9    | 1    | 349        | 12                                    | 2    | 36   | 1    | 51         | 6                        | 245  | 34   | 0    | 285        | 704        |
| 08:15 AM    | 19                      | 1    | 3    | 1    | 24         | 15                       | 253  | 0    | 0    | 268        | 10                                    | 1    | 22   | 0    | 33         | 6                        | 270  | 36   | 0    | 312        | 637        |
| 08:30 AM    | 14                      | 0    | 3    | 0    | 17         | 14                       | 275  | 3    | 0    | 292        | 6                                     | 1    | 18   | 0    | 25         | 11                       | 243  | 35   | 0    | 289        | 623        |
| 08:45 AM    | 24                      | 1    | 4    | 0    | 29         | 14                       | 305  | 7    | 1    | 327        | 9                                     | 0    | 18   | 1    | 28         | 7                        | 221  | 28   | 0    | 256        | 640        |
| Total       | 73                      | 2    | 13   | 1    | 89         | 64                       | 1151 | 19   | 2    | 1236       | 37                                    | 4    | 94   | 2    | 137        | 30                       | 979  | 133  | 0    | 1142       | 2604       |
| Grand Total | 141                     | 2    | 29   | 3    | 175        | 115                      | 2102 | 31   | 8    | 2256       | 93                                    | 8    | 232  | 9    | 342        | 53                       | 1829 | 322  | 0    | 2204       | 4977       |
| Apprch %    | 80.6                    | 1.1  | 16.6 | 1.7  |            | 5.1                      | 93.2 | 1.4  | 0.4  |            | 27.2                                  | 2.3  | 67.8 | 2.6  |            | 2.4                      | 83   | 14.6 | 0    |            |            |
| Total %     | 2.8                     | 0    | 0.6  | 0.1  | 3.5        | 2.3                      | 42.2 | 0.6  | 0.2  | 45.3       | 1.9                                   | 0.2  | 4.7  | 0.2  | 6.9        | 1.1                      | 36.7 | 6.5  | 0    | 44.3       |            |

|                                                            | STONE AVE<br>Southbound |          |          |          |            | CURTNER AVE<br>Westbound |            |          |          |            | COMMUNICATION HILL BLVD<br>Northbound |          |           |          |            | CURTNER AVE<br>Eastbound |            |           |      |            |            |
|------------------------------------------------------------|-------------------------|----------|----------|----------|------------|--------------------------|------------|----------|----------|------------|---------------------------------------|----------|-----------|----------|------------|--------------------------|------------|-----------|------|------------|------------|
| Start Time                                                 | Right                   | Thru     | Left     | Peds     | App. Total | Right                    | Thru       | Left     | Peds     | App. Total | Right                                 | Thru     | Left      | Peds     | App. Total | Right                    | Thru       | Left      | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |          |          |          |            |                          |            |          |          |            |                                       |          |           |          |            |                          |            |           |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                         |          |          |          |            |                          |            |          |          |            |                                       |          |           |          |            |                          |            |           |      |            |            |
| 07:30 AM                                                   | <b>26</b>               | 0        | 2        | 0        | <b>28</b>  | 9                        | 272        | 2        | <b>1</b> | 284        | <b>23</b>                             | <b>2</b> | <b>40</b> | <b>1</b> | <b>66</b>  | 3                        | 199        | <b>55</b> | 0    | 257        | 635        |
| 07:45 AM                                                   | 5                       | 0        | <b>5</b> | 0        | 10         | 18                       | 289        | 8        | 1        | 316        | 15                                    | 1        | 36        | 0        | 52         | <b>12</b>                | 253        | 40        | 0    | 305        | 683        |
| 08:00 AM                                                   | 16                      | 0        | 3        | 0        | 19         | <b>21</b>                | <b>318</b> | <b>9</b> | 1        | <b>349</b> | 12                                    | 2        | 36        | 1        | 51         | 6                        | 245        | 34        | 0    | 285        | <b>704</b> |
| 08:15 AM                                                   | 19                      | <b>1</b> | 3        | <b>1</b> | 24         | 15                       | 253        | 0        | 0        | 268        | 10                                    | 1        | 22        | 0        | 33         | 6                        | <b>270</b> | 36        | 0    | <b>312</b> | 637        |
| Total Volume                                               | 66                      | 1        | 13       | 1        | 81         | 63                       | 1132       | 19       | 3        | 1217       | 60                                    | 6        | 134       | 2        | 202        | 27                       | 967        | 165       | 0    | 1159       | 2659       |
| % App. Total                                               |                         |          |          |          |            |                          |            |          |          |            |                                       |          |           |          |            |                          |            |           |      |            |            |
| PHF                                                        | .635                    | .250     | .650     | .250     | .723       | .750                     | .890       | .528     | .750     | .872       | .652                                  | .750     | .838      | .500     | .765       | .563                     | .895       | .750      | .000 | .929       | .944       |

# Traffic Data Service

Campbell, CA

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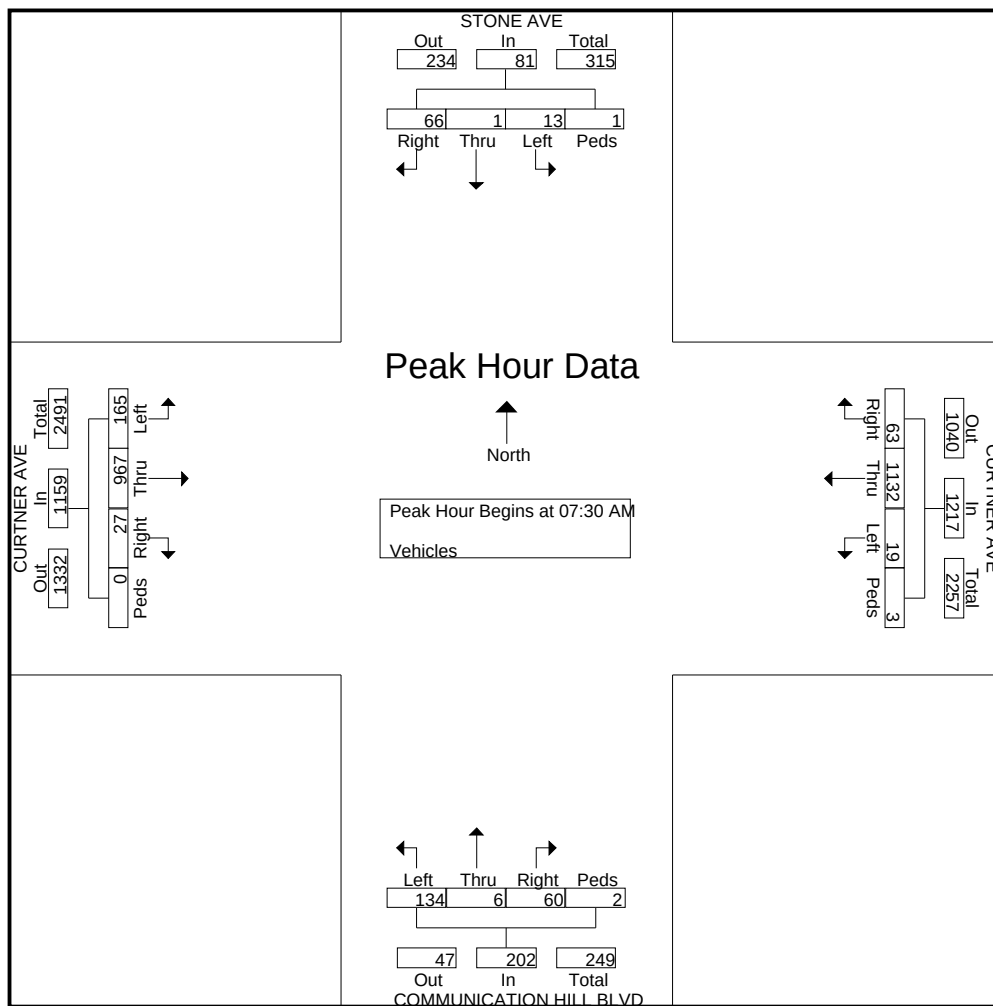
tdsbay@cs.com

File Name : 22AM FINAL

Site Code : 00000022

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 22PM FINAL

Site Code : 00000022

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | STONE AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | COMMUNICATION HILL BLVD<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                 | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 53                      | 0    | 13   | 0    | 66         | 12                       | 362  | 8    | 1    | 383        | 4                                     | 0    | 10   | 0    | 14         | 16                       | 329  | 43   | 0    | 388        | 851        |
| 04:15 PM    | 61                      | 1    | 5    | 1    | 68         | 12                       | 345  | 9    | 3    | 369        | 7                                     | 0    | 11   | 4    | 22         | 16                       | 347  | 34   | 0    | 397        | 856        |
| 04:30 PM    | 86                      | 0    | 8    | 0    | 94         | 6                        | 350  | 3    | 0    | 359        | 11                                    | 0    | 10   | 2    | 23         | 23                       | 316  | 24   | 0    | 363        | 839        |
| 04:45 PM    | 54                      | 2    | 5    | 0    | 61         | 21                       | 362  | 12   | 0    | 395        | 3                                     | 1    | 5    | 1    | 10         | 17                       | 374  | 23   | 0    | 414        | 880        |
| Total       | 254                     | 3    | 31   | 1    | 289        | 51                       | 1419 | 32   | 4    | 1506       | 25                                    | 1    | 36   | 7    | 69         | 72                       | 1366 | 124  | 0    | 1562       | 3426       |
| 05:00 PM    | 72                      | 2    | 21   | 1    | 96         | 15                       | 399  | 13   | 0    | 427        | 12                                    | 0    | 13   | 1    | 26         | 21                       | 319  | 17   | 0    | 357        | 906        |
| 05:15 PM    | 51                      | 2    | 11   | 2    | 66         | 7                        | 367  | 13   | 3    | 390        | 13                                    | 0    | 13   | 4    | 30         | 29                       | 316  | 18   | 0    | 363        | 849        |
| 05:30 PM    | 41                      | 4    | 12   | 0    | 57         | 9                        | 374  | 12   | 0    | 395        | 6                                     | 0    | 14   | 2    | 22         | 34                       | 310  | 12   | 0    | 356        | 830        |
| 05:45 PM    | 45                      | 3    | 10   | 0    | 58         | 10                       | 285  | 4    | 0    | 299        | 3                                     | 0    | 13   | 1    | 17         | 30                       | 375  | 15   | 0    | 420        | 794        |
| Total       | 209                     | 11   | 54   | 3    | 277        | 41                       | 1425 | 42   | 3    | 1511       | 34                                    | 0    | 53   | 8    | 95         | 114                      | 1320 | 62   | 0    | 1496       | 3379       |
| Grand Total | 463                     | 14   | 85   | 4    | 566        | 92                       | 2844 | 74   | 7    | 3017       | 59                                    | 1    | 89   | 15   | 164        | 186                      | 2686 | 186  | 0    | 3058       | 6805       |
| Apprch %    | 81.8                    | 2.5  | 15   | 0.7  |            | 3                        | 94.3 | 2.5  | 0.2  |            | 36                                    | 0.6  | 54.3 | 9.1  |            | 6.1                      | 87.8 | 6.1  | 0    |            |            |
| Total %     | 6.8                     | 0.2  | 1.2  | 0.1  | 8.3        | 1.4                      | 41.8 | 1.1  | 0.1  | 44.3       | 0.9                                   | 0    | 1.3  | 0.2  | 2.4        | 2.7                      | 39.5 | 2.7  | 0    | 44.9       |            |

|                                                            | STONE AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | COMMUNICATION HILL BLVD<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                 | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |      |            |                          |      |      |      |            |                                       |      |      |      |            |                          |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                         |      |      |      |            |                          |      |      |      |            |                                       |      |      |      |            |                          |      |      |      |            |            |
| 04:15 PM                                                   | 61                      | 1    | 5    | 1    | 68         | 12                       | 345  | 9    | 3    | 369        | 7                                     | 0    | 11   | 4    | 22         | 16                       | 347  | 34   | 0    | 397        | 856        |
| 04:30 PM                                                   | 86                      | 0    | 8    | 0    | 94         | 6                        | 350  | 3    | 0    | 359        | 11                                    | 0    | 10   | 2    | 23         | 23                       | 316  | 24   | 0    | 363        | 839        |
| 04:45 PM                                                   | 54                      | 2    | 5    | 0    | 61         | 21                       | 362  | 12   | 0    | 395        | 3                                     | 1    | 5    | 1    | 10         | 17                       | 374  | 23   | 0    | 414        | 880        |
| 05:00 PM                                                   | 72                      | 2    | 21   | 1    | 96         | 15                       | 399  | 13   | 0    | 427        | 12                                    | 0    | 13   | 1    | 26         | 21                       | 319  | 17   | 0    | 357        | 906        |
| Total Volume                                               | 273                     | 5    | 39   | 2    | 319        | 54                       | 1456 | 37   | 3    | 1550       | 33                                    | 1    | 39   | 8    | 81         | 77                       | 1356 | 98   | 0    | 1531       | 3481       |
| % App. Total                                               |                         |      |      |      |            |                          |      |      |      |            |                                       |      |      |      |            |                          |      |      |      |            |            |
| PHF                                                        | .794                    | .625 | .464 | .500 | .831       | .643                     | .912 | .712 | .250 | .907       | .688                                  | .250 | .750 | .500 | .779       | .837                     | .906 | .721 | .000 | .925       | .961       |

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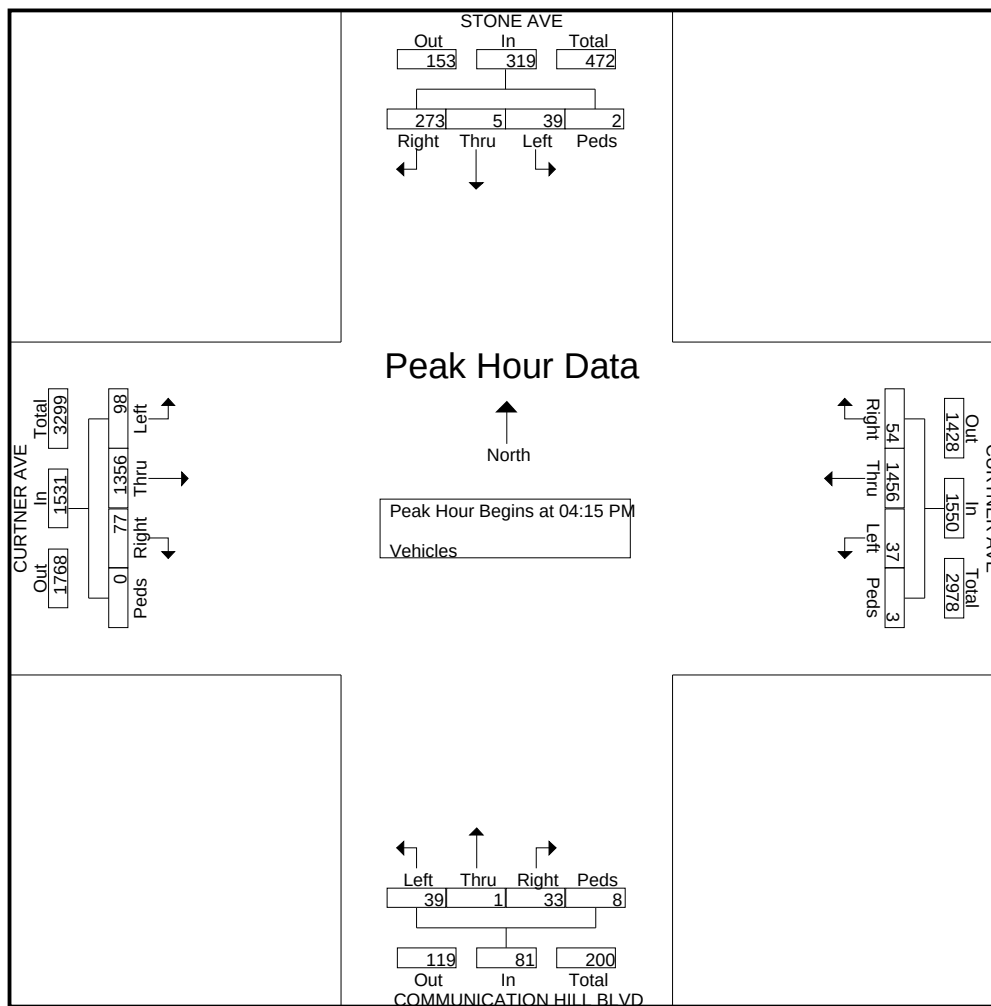
tdsbay@cs.com

File Name : 22PM FINAL

Site Code : 00000022

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 23AM FINAL

Site Code : 00000023

Start Date : 9/27/2012

Page No : 1

## Groups Printed- Vehicles

|             | LITTLE ORCHARD ST<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | OAK HILL MEMORIAL PARK<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 29                              | 0    | 26   | 0    | 55         | 38                       | 148  | 3    | 0    | 189        | 0                                    | 0    | 2    | 0    | 2          | 5                        | 131  | 26   | 0    | 162        | 408        |
| 07:15 AM    | 25                              | 3    | 23   | 0    | 51         | 42                       | 227  | 3    | 0    | 272        | 1                                    | 2    | 0    | 0    | 3          | 2                        | 185  | 33   | 0    | 220        | 546        |
| 07:30 AM    | 28                              | 2    | 12   | 0    | 42         | 63                       | 251  | 3    | 0    | 317        | 0                                    | 0    | 0    | 0    | 0          | 7                        | 208  | 50   | 0    | 265        | 624        |
| 07:45 AM    | 31                              | 1    | 17   | 0    | 49         | 32                       | 278  | 4    | 0    | 314        | 1                                    | 1    | 2    | 0    | 4          | 5                        | 254  | 42   | 0    | 301        | 668        |
| Total       | 113                             | 6    | 78   | 0    | 197        | 175                      | 904  | 13   | 0    | 1092       | 2                                    | 3    | 4    | 0    | 9          | 19                       | 778  | 151  | 0    | 948        | 2246       |
| 08:00 AM    | 28                              | 1    | 14   | 0    | 43         | 43                       | 279  | 1    | 0    | 323        | 0                                    | 0    | 0    | 0    | 0          | 10                       | 211  | 30   | 0    | 251        | 617        |
| 08:15 AM    | 30                              | 1    | 15   | 0    | 46         | 28                       | 280  | 6    | 0    | 314        | 1                                    | 1    | 1    | 0    | 3          | 10                       | 187  | 51   | 0    | 248        | 611        |
| 08:30 AM    | 40                              | 0    | 21   | 0    | 61         | 50                       | 271  | 2    | 0    | 323        | 0                                    | 0    | 1    | 0    | 1          | 7                        | 214  | 38   | 0    | 259        | 644        |
| 08:45 AM    | 36                              | 0    | 22   | 0    | 58         | 36                       | 254  | 5    | 0    | 295        | 0                                    | 0    | 1    | 0    | 1          | 5                        | 203  | 78   | 0    | 286        | 640        |
| Total       | 134                             | 2    | 72   | 0    | 208        | 157                      | 1084 | 14   | 0    | 1255       | 1                                    | 1    | 3    | 0    | 5          | 32                       | 815  | 197  | 0    | 1044       | 2512       |
| Grand Total | 247                             | 8    | 150  | 0    | 405        | 332                      | 1988 | 27   | 0    | 2347       | 3                                    | 4    | 7    | 0    | 14         | 51                       | 1593 | 348  | 0    | 1992       | 4758       |
| Apprch %    | 61                              | 2    | 37   | 0    |            | 14.1                     | 84.7 | 1.2  | 0    |            | 21.4                                 | 28.6 | 50   | 0    |            | 2.6                      | 80   | 17.5 | 0    |            |            |
| Total %     | 5.2                             | 0.2  | 3.2  | 0    | 8.5        | 7                        | 41.8 | 0.6  | 0    | 49.3       | 0.1                                  | 0.1  | 0.1  | 0    | 0.3        | 1.1                      | 33.5 | 7.3  | 0    | 41.9       |            |

|                                                            | LITTLE ORCHARD ST<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | OAK HILL MEMORIAL PARK<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                 |      |      |      |            |                          |      |      |      |            |                                      |      |      |      |            |                          |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                 |      |      |      |            |                          |      |      |      |            |                                      |      |      |      |            |                          |      |      |      |            |            |
| 07:45 AM                                                   | 31                              | 1    | 17   | 0    | 49         | 32                       | 278  | 4    | 0    | 314        | 1                                    | 1    | 2    | 0    | 4          | 5                        | 254  | 42   | 0    | 301        | 668        |
| 08:00 AM                                                   | 28                              | 1    | 14   | 0    | 43         | 43                       | 279  | 1    | 0    | 323        | 0                                    | 0    | 0    | 0    | 0          | 10                       | 211  | 30   | 0    | 251        | 617        |
| 08:15 AM                                                   | 30                              | 1    | 15   | 0    | 46         | 28                       | 280  | 6    | 0    | 314        | 1                                    | 1    | 1    | 0    | 3          | 10                       | 187  | 51   | 0    | 248        | 611        |
| 08:30 AM                                                   | 40                              | 0    | 21   | 0    | 61         | 50                       | 271  | 2    | 0    | 323        | 0                                    | 0    | 1    | 0    | 1          | 7                        | 214  | 38   | 0    | 259        | 644        |
| Total Volume                                               | 129                             | 3    | 67   | 0    | 199        | 153                      | 1108 | 13   | 0    | 1274       | 2                                    | 2    | 4    | 0    | 8          | 32                       | 866  | 161  | 0    | 1059       | 2540       |
| % App. Total                                               |                                 |      |      |      |            |                          |      |      |      |            |                                      |      |      |      |            |                          |      |      |      |            |            |
| PHF                                                        | .806                            | .750 | .798 | .000 | .816       | .765                     | .989 | .542 | .000 | .986       | .500                                 | .500 | .500 | .000 | .500       | .800                     | .852 | .789 | .000 | .880       | .951       |

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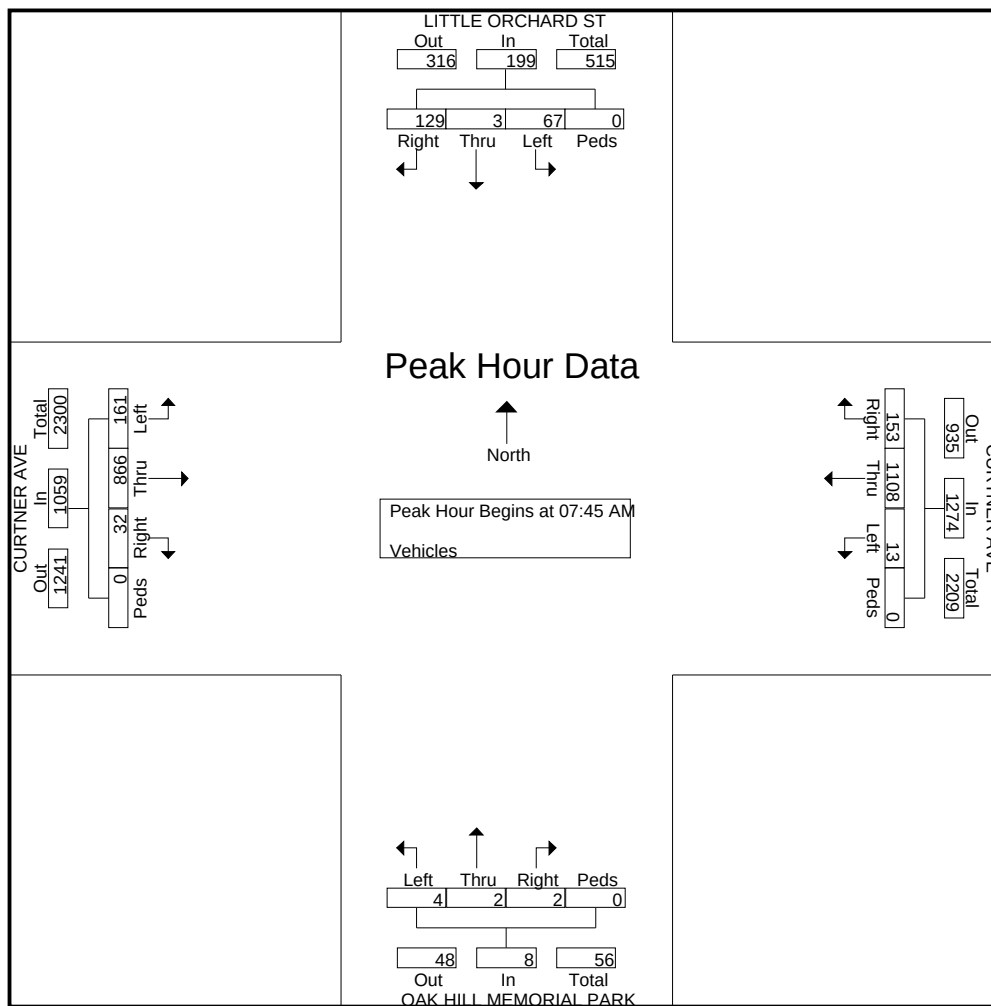
tdsbay@cs.com

File Name : 23AM FINAL

Site Code : 00000023

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Page No : 2





# Traffic Data Service

Campbell, CA

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File Name : 23PM FINAL

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Page No : 1

## Groups Printed- Vehicles

|             | LITTLE ORCHARD ST<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | OAK HILL MEMORIAL PARK<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                           | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 55                              | 1    | 30   | 1    | 87         | 21                       | 295  | 7    | 0    | 323        | 3                                    | 1    | 11   | 1    | 16         | 5                        | 281  | 47   | 0    | 333        | 759        |
| 04:15 PM    | 66                              | 5    | 29   | 0    | 100        | 24                       | 270  | 9    | 0    | 303        | 2                                    | 1    | 7    | 2    | 12         | 6                        | 323  | 52   | 1    | 382        | 797        |
| 04:30 PM    | 56                              | 3    | 37   | 1    | 97         | 18                       | 324  | 6    | 0    | 348        | 7                                    | 1    | 10   | 5    | 23         | 7                        | 288  | 47   | 4    | 346        | 814        |
| 04:45 PM    | 68                              | 1    | 29   | 6    | 104        | 22                       | 318  | 9    | 0    | 349        | 4                                    | 2    | 19   | 1    | 26         | 9                        | 330  | 54   | 1    | 394        | 873        |
| Total       | 245                             | 10   | 125  | 8    | 388        | 85                       | 1207 | 31   | 0    | 1323       | 16                                   | 5    | 47   | 9    | 77         | 27                       | 1222 | 200  | 6    | 1455       | 3243       |
| 05:00 PM    | 97                              | 2    | 54   | 1    | 154        | 20                       | 323  | 13   | 0    | 356        | 5                                    | 4    | 20   | 1    | 30         | 5                        | 295  | 57   | 2    | 359        | 899        |
| 05:15 PM    | 74                              | 1    | 43   | 0    | 118        | 20                       | 299  | 22   | 0    | 341        | 4                                    | 0    | 6    | 0    | 10         | 12                       | 299  | 52   | 0    | 363        | 832        |
| 05:30 PM    | 84                              | 0    | 43   | 1    | 128        | 14                       | 294  | 12   | 0    | 320        | 4                                    | 1    | 9    | 0    | 14         | 6                        | 287  | 40   | 0    | 333        | 795        |
| 05:45 PM    | 62                              | 1    | 37   | 1    | 101        | 24                       | 246  | 11   | 0    | 281        | 8                                    | 3    | 2    | 2    | 15         | 8                        | 316  | 40   | 0    | 364        | 761        |
| Total       | 317                             | 4    | 177  | 3    | 501        | 78                       | 1162 | 58   | 0    | 1298       | 21                                   | 8    | 37   | 3    | 69         | 31                       | 1197 | 189  | 2    | 1419       | 3287       |
| Grand Total | 562                             | 14   | 302  | 11   | 889        | 163                      | 2369 | 89   | 0    | 2621       | 37                                   | 13   | 84   | 12   | 146        | 58                       | 2419 | 389  | 8    | 2874       | 6530       |
| Apprch %    | 63.2                            | 1.6  | 34   | 1.2  |            | 6.2                      | 90.4 | 3.4  | 0    |            | 25.3                                 | 8.9  | 57.5 | 8.2  |            | 2                        | 84.2 | 13.5 | 0.3  |            |            |
| Total %     | 8.6                             | 0.2  | 4.6  | 0.2  | 13.6       | 2.5                      | 36.3 | 1.4  | 0    | 40.1       | 0.6                                  | 0.2  | 1.3  | 0.2  | 2.2        | 0.9                      | 37   | 6    | 0.1  | 44         |            |

|                                                            | LITTLE ORCHARD ST<br>Southbound |          |           |          |            | CURTNER AVE<br>Westbound |            |           |      |            | OAK HILL MEMORIAL PARK<br>Northbound |          |           |          |            | CURTNER AVE<br>Eastbound |            |           |          |            |            |
|------------------------------------------------------------|---------------------------------|----------|-----------|----------|------------|--------------------------|------------|-----------|------|------------|--------------------------------------|----------|-----------|----------|------------|--------------------------|------------|-----------|----------|------------|------------|
| Start Time                                                 | Right                           | Thru     | Left      | Peds     | App. Total | Right                    | Thru       | Left      | Peds | App. Total | Right                                | Thru     | Left      | Peds     | App. Total | Right                    | Thru       | Left      | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |          |           |          |            |                          |            |           |      |            |                                      |          |           |          |            |                          |            |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                                 |          |           |          |            |                          |            |           |      |            |                                      |          |           |          |            |                          |            |           |          |            |            |
| 04:30 PM                                                   | 56                              | <b>3</b> | 37        | 1        | 97         | 18                       | <b>324</b> | 6         | 0    | 348        | <b>7</b>                             | 1        | 10        | <b>5</b> | 23         | 7                        | 288        | 47        | <b>4</b> | 346        | 814        |
| 04:45 PM                                                   | 68                              | 1        | 29        | <b>6</b> | 104        | <b>22</b>                | 318        | 9         | 0    | 349        | 4                                    | 2        | 19        | 1        | 26         | 9                        | <b>330</b> | 54        | 1        | <b>394</b> | 873        |
| 05:00 PM                                                   | <b>97</b>                       | 2        | <b>54</b> | 1        | <b>154</b> | 20                       | 323        | 13        | 0    | <b>356</b> | 5                                    | <b>4</b> | <b>20</b> | 1        | <b>30</b>  | 5                        | 295        | <b>57</b> | 2        | 359        | <b>899</b> |
| 05:15 PM                                                   | 74                              | 1        | 43        | 0        | 118        | 20                       | 299        | <b>22</b> | 0    | 341        | 4                                    | 0        | 6         | 0        | 10         | <b>12</b>                | 299        | 52        | 0        | 363        | 832        |
| Total Volume                                               | 295                             | 7        | 163       | 8        | 473        | 80                       | 1264       | 50        | 0    | 1394       | 20                                   | 7        | 55        | 7        | 89         | 33                       | 1212       | 210       | 7        | 1462       | 3418       |
| % App. Total                                               |                                 |          |           |          |            |                          |            |           |      |            |                                      |          |           |          |            |                          |            |           |          |            |            |
| PHF                                                        | .760                            | .583     | .755      | .333     | .768       | .909                     | .975       | .568      | .000 | .979       | .714                                 | .438     | .688      | .350     | .742       | .688                     | .918       | .921      | .438     | .928       | .951       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

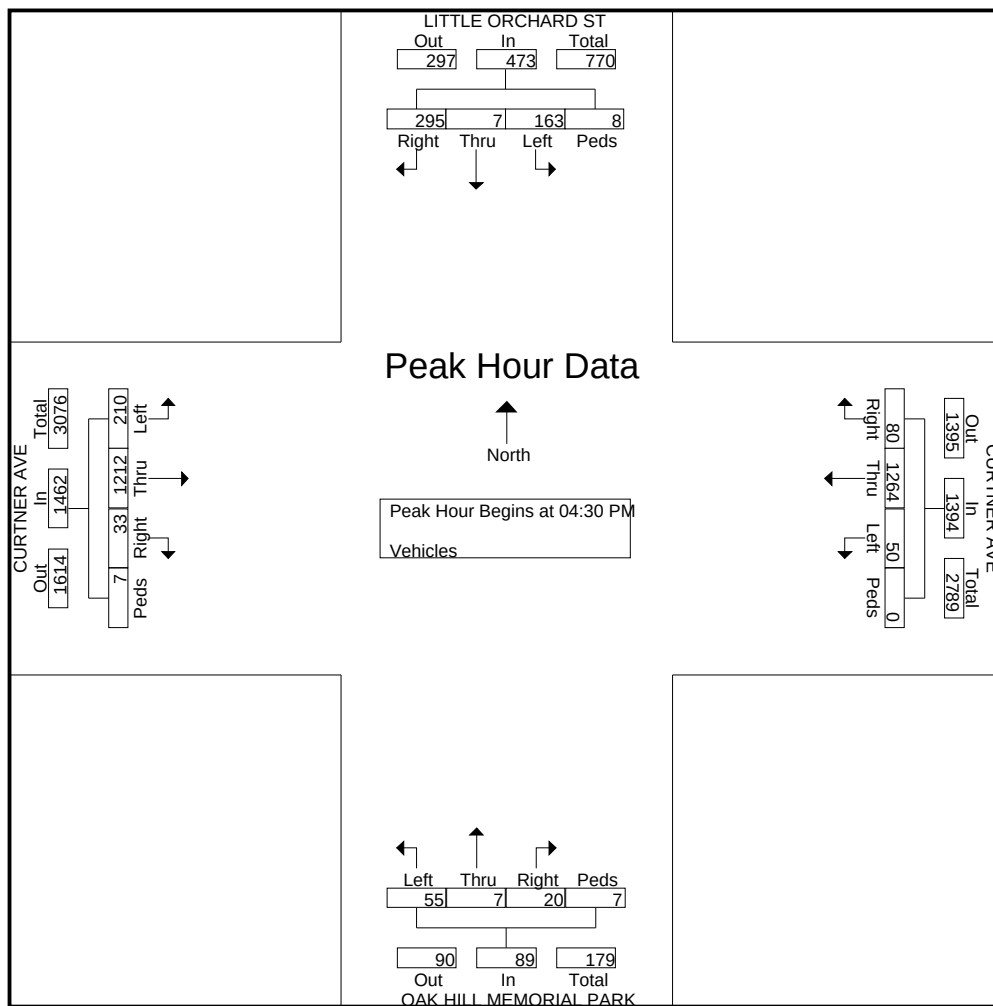
tdsbay@cs.com

File Name : 23PM FINAL

Site Code : 00000023

Start Date : 9/27/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 24AM FINAL

Site Code : 00000024

Start Date : 9/26/2012

Page No : 1

## Groups Printed- Vehicles

|             | SEVENTH ST<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | SEVENTH ST<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|-----------------------|------|------|------|------------|--------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 9                        | 9    | 10   | 1    | 29         | 36                    | 145  | 13   | 1    | 195        | 61                       | 23   | 1    | 0    | 85         | 0                     | 84   | 9    | 0    | 93         | 402        |
| 07:15 AM    | 10                       | 13   | 14   | 2    | 39         | 36                    | 174  | 14   | 0    | 224        | 78                       | 17   | 1    | 0    | 96         | 1                     | 114  | 26   | 1    | 142        | 501        |
| 07:30 AM    | 10                       | 2    | 22   | 3    | 37         | 27                    | 230  | 17   | 0    | 274        | 106                      | 21   | 1    | 0    | 128        | 1                     | 118  | 31   | 0    | 150        | 589        |
| 07:45 AM    | 17                       | 4    | 28   | 1    | 50         | 52                    | 251  | 33   | 0    | 336        | 100                      | 46   | 0    | 2    | 148        | 1                     | 137  | 30   | 3    | 171        | 705        |
| Total       | 46                       | 28   | 74   | 7    | 155        | 151                   | 800  | 77   | 1    | 1029       | 345                      | 107  | 3    | 2    | 457        | 3                     | 453  | 96   | 4    | 556        | 2197       |
| 08:00 AM    | 7                        | 9    | 37   | 0    | 53         | 74                    | 236  | 24   | 1    | 335        | 120                      | 49   | 0    | 0    | 169        | 0                     | 124  | 26   | 0    | 150        | 707        |
| 08:15 AM    | 16                       | 4    | 17   | 0    | 37         | 72                    | 246  | 33   | 0    | 351        | 69                       | 58   | 0    | 0    | 127        | 0                     | 104  | 50   | 0    | 154        | 669        |
| 08:30 AM    | 16                       | 7    | 23   | 1    | 47         | 45                    | 283  | 35   | 3    | 366        | 61                       | 34   | 0    | 0    | 95         | 1                     | 108  | 58   | 0    | 167        | 675        |
| 08:45 AM    | 45                       | 19   | 41   | 2    | 107        | 25                    | 181  | 35   | 0    | 241        | 57                       | 18   | 1    | 0    | 76         | 0                     | 99   | 65   | 0    | 164        | 588        |
| Total       | 84                       | 39   | 118  | 3    | 244        | 216                   | 946  | 127  | 4    | 1293       | 307                      | 159  | 1    | 0    | 467        | 1                     | 435  | 199  | 0    | 635        | 2639       |
| Grand Total | 130                      | 67   | 192  | 10   | 399        | 367                   | 1746 | 204  | 5    | 2322       | 652                      | 266  | 4    | 2    | 924        | 4                     | 888  | 295  | 4    | 1191       | 4836       |
| Apprch %    | 32.6                     | 16.8 | 48.1 | 2.5  |            | 15.8                  | 75.2 | 8.8  | 0.2  |            | 70.6                     | 28.8 | 0.4  | 0.2  |            | 0.3                   | 74.6 | 24.8 | 0.3  |            |            |
| Total %     | 2.7                      | 1.4  | 4    | 0.2  | 8.3        | 7.6                   | 36.1 | 4.2  | 0.1  | 48         | 13.5                     | 5.5  | 0.1  | 0    | 19.1       | 0.1                   | 18.4 | 6.1  | 0.1  | 24.6       |            |

|                                                            | SEVENTH ST<br>Southbound |          |           |          |            | TULLY RD<br>Westbound |            |           |          |            | SEVENTH ST<br>Northbound |           |      |          |            | TULLY RD<br>Eastbound |            |           |          |            |            |
|------------------------------------------------------------|--------------------------|----------|-----------|----------|------------|-----------------------|------------|-----------|----------|------------|--------------------------|-----------|------|----------|------------|-----------------------|------------|-----------|----------|------------|------------|
| Start Time                                                 | Right                    | Thru     | Left      | Peds     | App. Total | Right                 | Thru       | Left      | Peds     | App. Total | Right                    | Thru      | Left | Peds     | App. Total | Right                 | Thru       | Left      | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                          |          |           |          |            |                       |            |           |          |            |                          |           |      |          |            |                       |            |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                          |          |           |          |            |                       |            |           |          |            |                          |           |      |          |            |                       |            |           |          |            |            |
| 07:45 AM                                                   | <b>17</b>                | 4        | 28        | <b>1</b> | 50         | 52                    | 251        | 33        | 0        | 336        | 100                      | 46        | 0    | <b>2</b> | 148        | <b>1</b>              | <b>137</b> | 30        | <b>3</b> | <b>171</b> | 705        |
| 08:00 AM                                                   | 7                        | <b>9</b> | <b>37</b> | 0        | <b>53</b>  | <b>74</b>             | 236        | 24        | 1        | 335        | <b>120</b>               | 49        | 0    | 0        | <b>169</b> | 0                     | 124        | 26        | 0        | 150        | <b>707</b> |
| 08:15 AM                                                   | 16                       | 4        | 17        | 0        | 37         | 72                    | 246        | 33        | 0        | 351        | 69                       | <b>58</b> | 0    | 0        | 127        | 0                     | 104        | 50        | 0        | 154        | 669        |
| 08:30 AM                                                   | 16                       | 7        | 23        | 1        | 47         | 45                    | <b>283</b> | <b>35</b> | <b>3</b> | <b>366</b> | 61                       | 34        | 0    | 0        | 95         | 1                     | 108        | <b>58</b> | 0        | 167        | 675        |
| Total Volume                                               | 56                       | 24       | 105       | 2        | 187        | 243                   | 1016       | 125       | 4        | 1388       | 350                      | 187       | 0    | 2        | 539        | 2                     | 473        | 164       | 3        | 642        | 2756       |
| % App. Total                                               |                          |          |           |          |            |                       |            |           |          |            |                          |           |      |          |            |                       |            |           |          |            |            |
| PHF                                                        | .824                     | .667     | .709      | .500     | .882       | .821                  | .898       | .893      | .333     | .948       | .729                     | .806      | .000 | .250     | .797       | .500                  | .863       | .707      | .250     | .939       | .975       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

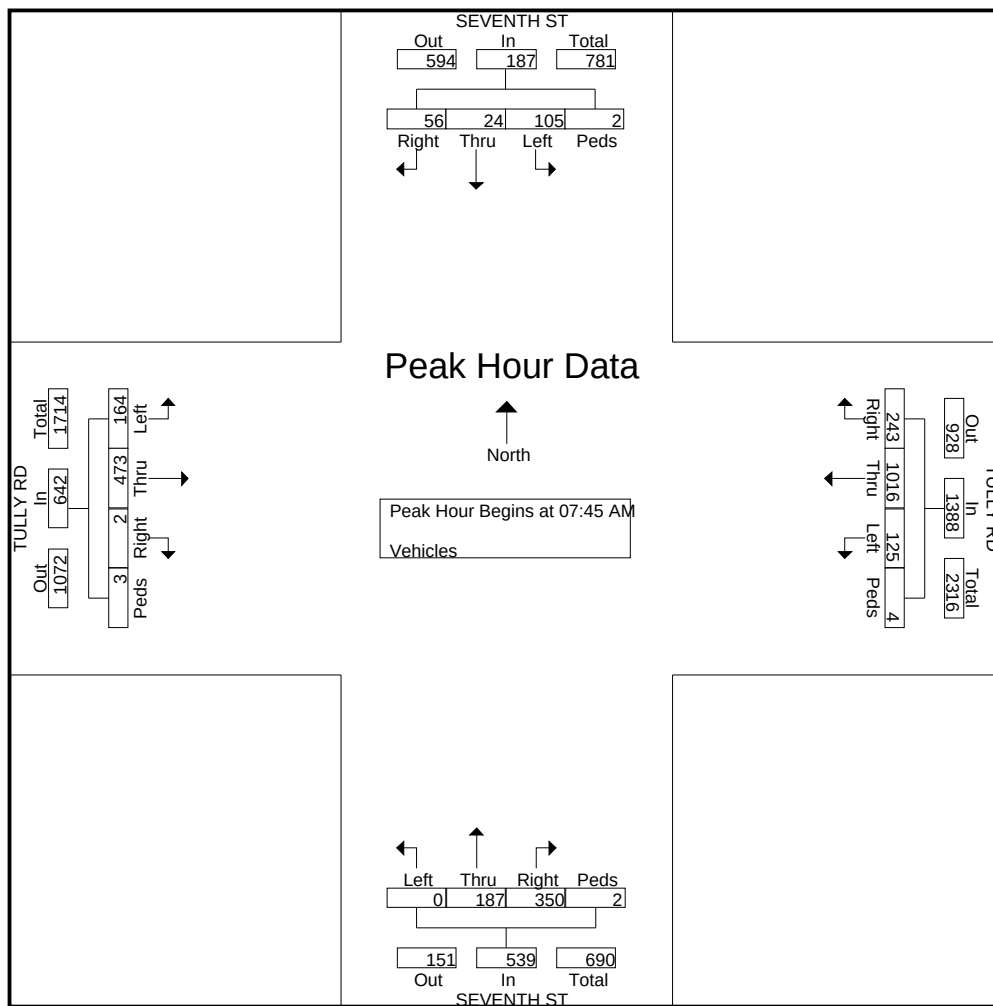
tdsbay@cs.com

File Name : 24AM FINAL

Site Code : 00000024

Start Date : 9/26/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 24PM FINAL

Site Code : 00000024

Start Date : 9/26/2012

Page No : 1

## Groups Printed- Vehicles

|             | SEVENTH ST<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | SEVENTH ST<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|-----------------------|------|------|------|------------|--------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 40                       | 32   | 39   | 0    | 111        | 30                    | 199  | 66   | 1    | 296        | 42                       | 10   | 0    | 0    | 52         | 2                     | 239  | 15   | 0    | 256        | 715        |
| 04:15 PM    | 25                       | 29   | 31   | 1    | 86         | 27                    | 172  | 85   | 1    | 285        | 34                       | 11   | 0    | 0    | 45         | 1                     | 239  | 18   | 1    | 259        | 675        |
| 04:30 PM    | 31                       | 36   | 47   | 0    | 114        | 29                    | 222  | 84   | 0    | 335        | 36                       | 14   | 2    | 0    | 52         | 0                     | 221  | 30   | 0    | 251        | 752        |
| 04:45 PM    | 26                       | 34   | 30   | 0    | 90         | 28                    | 223  | 94   | 1    | 346        | 30                       | 8    | 0    | 1    | 39         | 2                     | 238  | 19   | 1    | 260        | 735        |
| Total       | 122                      | 131  | 147  | 1    | 401        | 114                   | 816  | 329  | 3    | 1262       | 142                      | 43   | 2    | 1    | 188        | 5                     | 937  | 82   | 2    | 1026       | 2877       |
| 05:00 PM    | 39                       | 55   | 42   | 1    | 137        | 35                    | 269  | 92   | 1    | 397        | 32                       | 10   | 0    | 1    | 43         | 3                     | 234  | 15   | 0    | 252        | 829        |
| 05:15 PM    | 23                       | 55   | 39   | 1    | 118        | 26                    | 235  | 100  | 1    | 362        | 39                       | 13   | 1    | 0    | 53         | 6                     | 227  | 13   | 3    | 249        | 782        |
| 05:30 PM    | 31                       | 47   | 36   | 5    | 119        | 21                    | 212  | 89   | 0    | 322        | 42                       | 11   | 0    | 0    | 53         | 0                     | 243  | 28   | 1    | 272        | 766        |
| 05:45 PM    | 37                       | 43   | 40   | 8    | 128        | 18                    | 196  | 86   | 0    | 300        | 32                       | 20   | 0    | 0    | 52         | 2                     | 190  | 11   | 1    | 204        | 684        |
| Total       | 130                      | 200  | 157  | 15   | 502        | 100                   | 912  | 367  | 2    | 1381       | 145                      | 54   | 1    | 1    | 201        | 11                    | 894  | 67   | 5    | 977        | 3061       |
| Grand Total | 252                      | 331  | 304  | 16   | 903        | 214                   | 1728 | 696  | 5    | 2643       | 287                      | 97   | 3    | 2    | 389        | 16                    | 1831 | 149  | 7    | 2003       | 5938       |
| Apprch %    | 27.9                     | 36.7 | 33.7 | 1.8  |            | 8.1                   | 65.4 | 26.3 | 0.2  |            | 73.8                     | 24.9 | 0.8  | 0.5  |            | 0.8                   | 91.4 | 7.4  | 0.3  |            |            |
| Total %     | 4.2                      | 5.6  | 5.1  | 0.3  | 15.2       | 3.6                   | 29.1 | 11.7 | 0.1  | 44.5       | 4.8                      | 1.6  | 0.1  | 0    | 6.6        | 0.3                   | 30.8 | 2.5  | 0.1  | 33.7       |            |

|                                                            | SEVENTH ST<br>Southbound |           |           |          |            | TULLY RD<br>Westbound |            |            |      |            | SEVENTH ST<br>Northbound |           |          |      |            | TULLY RD<br>Eastbound |            |           |          |            |            |
|------------------------------------------------------------|--------------------------|-----------|-----------|----------|------------|-----------------------|------------|------------|------|------------|--------------------------|-----------|----------|------|------------|-----------------------|------------|-----------|----------|------------|------------|
| Start Time                                                 | Right                    | Thru      | Left      | Peds     | App. Total | Right                 | Thru       | Left       | Peds | App. Total | Right                    | Thru      | Left     | Peds | App. Total | Right                 | Thru       | Left      | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |           |           |          |            |                       |            |            |      |            |                          |           |          |      |            |                       |            |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                          |           |           |          |            |                       |            |            |      |            |                          |           |          |      |            |                       |            |           |          |            |            |
| 04:45 PM                                                   | 26                       | 34        | 30        | 0        | 90         | 28                    | 223        | 94         | 1    | 346        | 30                       | 8         | 0        | 1    | 39         | 2                     | 238        | 19        | 1        | 260        | 735        |
| 05:00 PM                                                   | <b>39</b>                | <b>55</b> | <b>42</b> | 1        | <b>137</b> | <b>35</b>             | <b>269</b> | 92         | 1    | <b>397</b> | 32                       | 10        | 0        | 1    | 43         | 3                     | 234        | 15        | 0        | 252        | <b>829</b> |
| 05:15 PM                                                   | 23                       | 55        | 39        | 1        | 118        | 26                    | 235        | <b>100</b> | 1    | 362        | 39                       | <b>13</b> | <b>1</b> | 0    | <b>53</b>  | <b>6</b>              | 227        | 13        | <b>3</b> | 249        | 782        |
| 05:30 PM                                                   | 31                       | 47        | 36        | <b>5</b> | 119        | 21                    | 212        | 89         | 0    | 322        | <b>42</b>                | 11        | 0        | 0    | 53         | 0                     | <b>243</b> | <b>28</b> | 1        | <b>272</b> | 766        |
| Total Volume                                               | 119                      | 191       | 147       | 7        | 464        | 110                   | 939        | 375        | 3    | 1427       | 143                      | 42        | 1        | 2    | 188        | 11                    | 942        | 75        | 5        | 1033       | 3112       |
| % App. Total                                               | 25.6                     | 41.2      | 31.7      | 1.5      |            | 7.7                   | 65.8       | 26.3       | 0.2  |            | 76.1                     | 22.3      | 0.5      | 1.1  |            | 1.1                   | 91.2       | 7.3       | 0.5      |            |            |
| PHF                                                        | .763                     | .868      | .875      | .350     | .847       | .786                  | .873       | .938       | .750 | .899       | .851                     | .808      | .250     | .500 | .887       | .458                  | .969       | .670      | .417     | .949       | .938       |

# Traffic Data Service

Campbell, CA

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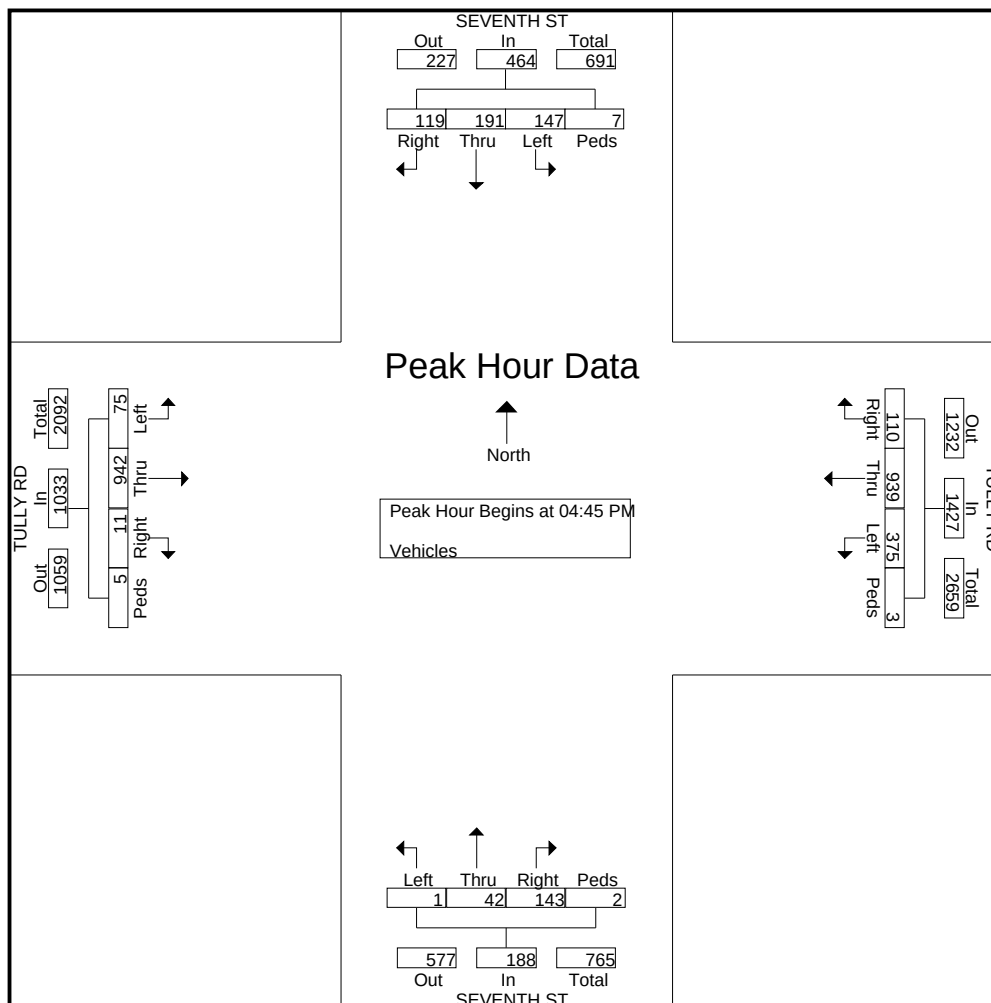
tdsbay@cs.com

File Name : 24PM FINAL

Site Code : 00000024

Start Date : 9/26/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 25AM FINAL

Site Code : 00000025

Start Date : 9/26/2012

Page No : 1

## Groups Printed- Vehicles

|             | 10TH ST<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | DRIVEWAY<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 15                    | 1    | 15   | 0    | 31         | 75                    | 196  | 0    | 0    | 271        | 0                      | 0    | 0    | 0    | 0          | 0                     | 95   | 64   | 0    | 159        | 461        |
| 07:15 AM    | 15                    | 0    | 11   | 0    | 26         | 78                    | 181  | 0    | 0    | 259        | 1                      | 0    | 1    | 2    | 4          | 0                     | 126  | 92   | 1    | 219        | 508        |
| 07:30 AM    | 34                    | 1    | 17   | 0    | 52         | 92                    | 247  | 0    | 0    | 339        | 0                      | 0    | 0    | 0    | 0          | 1                     | 159  | 108  | 0    | 268        | 659        |
| 07:45 AM    | 28                    | 1    | 18   | 2    | 49         | 88                    | 309  | 0    | 1    | 398        | 0                      | 0    | 1    | 1    | 2          | 4                     | 154  | 95   | 3    | 256        | 705        |
| Total       | 92                    | 3    | 61   | 2    | 158        | 333                   | 933  | 0    | 1    | 1267       | 1                      | 0    | 2    | 3    | 6          | 5                     | 534  | 359  | 4    | 902        | 2333       |
| 08:00 AM    | 24                    | 1    | 27   | 1    | 53         | 117                   | 331  | 0    | 0    | 448        | 0                      | 0    | 0    | 0    | 0          | 6                     | 188  | 107  | 0    | 301        | 802        |
| 08:15 AM    | 46                    | 5    | 18   | 1    | 70         | 75                    | 334  | 0    | 0    | 409        | 0                      | 0    | 4    | 2    | 6          | 4                     | 203  | 92   | 0    | 299        | 784        |
| 08:30 AM    | 25                    | 0    | 18   | 1    | 44         | 70                    | 309  | 0    | 0    | 379        | 4                      | 1    | 2    | 2    | 9          | 3                     | 185  | 75   | 0    | 263        | 695        |
| 08:45 AM    | 26                    | 0    | 20   | 1    | 47         | 71                    | 261  | 0    | 0    | 332        | 0                      | 0    | 0    | 0    | 0          | 0                     | 176  | 74   | 0    | 250        | 629        |
| Total       | 121                   | 6    | 83   | 4    | 214        | 333                   | 1235 | 0    | 0    | 1568       | 4                      | 1    | 6    | 4    | 15         | 13                    | 752  | 348  | 0    | 1113       | 2910       |
| Grand Total | 213                   | 9    | 144  | 6    | 372        | 666                   | 2168 | 0    | 1    | 2835       | 5                      | 1    | 8    | 7    | 21         | 18                    | 1286 | 707  | 4    | 2015       | 5243       |
| Apprch %    | 57.3                  | 2.4  | 38.7 | 1.6  |            | 23.5                  | 76.5 | 0    | 0    |            | 23.8                   | 4.8  | 38.1 | 33.3 |            | 0.9                   | 63.8 | 35.1 | 0.2  |            |            |
| Total %     | 4.1                   | 0.2  | 2.7  | 0.1  | 7.1        | 12.7                  | 41.4 | 0    | 0    | 54.1       | 0.1                    | 0    | 0.2  | 0.1  | 0.4        | 0.3                   | 24.5 | 13.5 | 0.1  | 38.4       |            |

|                                                            | 10TH ST<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | DRIVEWAY<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                       |      |      |      |            |                       |      |      |      |            |                        |      |      |      |            |                       |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                       |      |      |      |            |                       |      |      |      |            |                        |      |      |      |            |                       |      |      |      |            |            |
| 07:45 AM                                                   | 28                    | 1    | 18   | 2    | 49         | 88                    | 309  | 0    | 1    | 398        | 0                      | 0    | 1    | 1    | 2          | 4                     | 154  | 95   | 3    | 256        | 705        |
| 08:00 AM                                                   | 24                    | 1    | 27   | 1    | 53         | 117                   | 331  | 0    | 0    | 448        | 0                      | 0    | 0    | 0    | 0          | 6                     | 188  | 107  | 0    | 301        | 802        |
| 08:15 AM                                                   | 46                    | 5    | 18   | 1    | 70         | 75                    | 334  | 0    | 0    | 409        | 0                      | 0    | 4    | 2    | 6          | 4                     | 203  | 92   | 0    | 299        | 784        |
| 08:30 AM                                                   | 25                    | 0    | 18   | 1    | 44         | 70                    | 309  | 0    | 0    | 379        | 4                      | 1    | 2    | 2    | 9          | 3                     | 185  | 75   | 0    | 263        | 695        |
| Total Volume                                               | 123                   | 7    | 81   | 5    | 216        | 350                   | 1283 | 0    | 1    | 1634       | 4                      | 1    | 7    | 5    | 17         | 17                    | 730  | 369  | 3    | 1119       | 2986       |
| % App. Total                                               |                       |      |      |      |            |                       |      |      |      |            |                        |      |      |      |            |                       |      |      |      |            |            |
| PHF                                                        | .668                  | .350 | .750 | .625 | .771       | .748                  | .960 | .000 | .250 | .912       | .250                   | .250 | .438 | .625 | .472       | .708                  | .899 | .862 | .250 | .929       | .931       |



# Traffic Data Service

Campbell, CA

(408) 377-2988

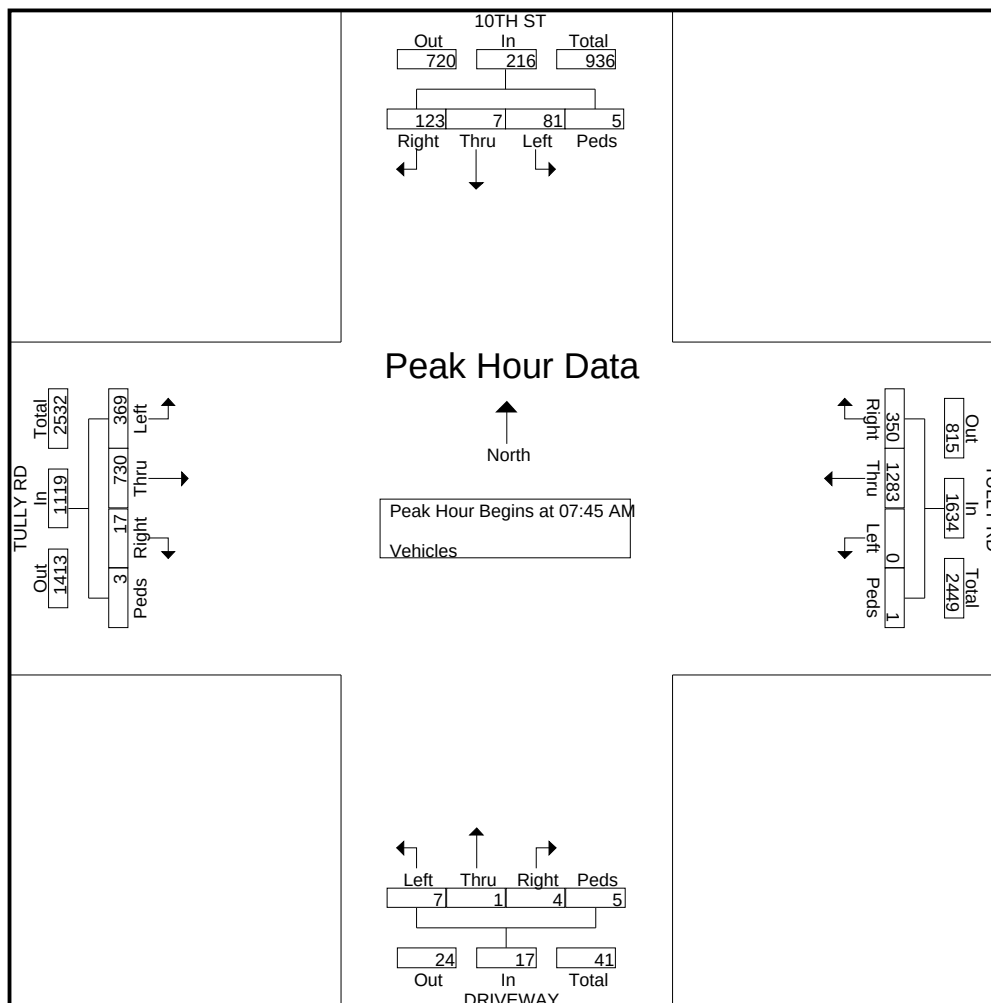
tdsbay@cs.com

File Name : 25AM FINAL

Site Code : 00000025

Start Date : 9/26/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 25PM FINAL

Site Code : 00000025

Start Date : 9/26/2012

Page No : 1

## Groups Printed- Vehicles

|             | 10TH ST<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | DRIVEWAY<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 33                    | 0    | 23   | 0    | 56         | 15                    | 281  | 0    | 0    | 296        | 0                      | 0    | 0    | 6    | 6          | 0                     | 283  | 44   | 1    | 328        | 686        |
| 04:15 PM    | 29                    | 0    | 20   | 3    | 52         | 13                    | 257  | 0    | 0    | 270        | 0                      | 0    | 0    | 0    | 0          | 0                     | 253  | 41   | 1    | 295        | 617        |
| 04:30 PM    | 36                    | 0    | 34   | 2    | 72         | 23                    | 300  | 0    | 3    | 326        | 0                      | 0    | 0    | 5    | 5          | 0                     | 239  | 38   | 3    | 280        | 683        |
| 04:45 PM    | 20                    | 0    | 36   | 0    | 56         | 11                    | 314  | 0    | 2    | 327        | 0                      | 0    | 0    | 1    | 1          | 0                     | 239  | 35   | 1    | 275        | 659        |
| Total       | 118                   | 0    | 113  | 5    | 236        | 62                    | 1152 | 0    | 5    | 1219       | 0                      | 0    | 0    | 12   | 12         | 0                     | 1014 | 158  | 6    | 1178       | 2645       |
| 05:00 PM    | 44                    | 0    | 35   | 6    | 85         | 18                    | 389  | 0    | 8    | 415        | 0                      | 0    | 0    | 3    | 3          | 0                     | 260  | 33   | 5    | 298        | 801        |
| 05:15 PM    | 46                    | 0    | 22   | 0    | 68         | 29                    | 305  | 0    | 0    | 334        | 0                      | 0    | 0    | 4    | 4          | 0                     | 280  | 28   | 0    | 308        | 714        |
| 05:30 PM    | 29                    | 0    | 30   | 1    | 60         | 13                    | 320  | 0    | 4    | 337        | 0                      | 0    | 0    | 2    | 2          | 0                     | 263  | 28   | 11   | 302        | 701        |
| 05:45 PM    | 24                    | 0    | 13   | 0    | 37         | 28                    | 310  | 0    | 1    | 339        | 0                      | 0    | 0    | 4    | 4          | 0                     | 218  | 26   | 4    | 248        | 628        |
| Total       | 143                   | 0    | 100  | 7    | 250        | 88                    | 1324 | 0    | 13   | 1425       | 0                      | 0    | 0    | 13   | 13         | 0                     | 1021 | 115  | 20   | 1156       | 2844       |
| Grand Total | 261                   | 0    | 213  | 12   | 486        | 150                   | 2476 | 0    | 18   | 2644       | 0                      | 0    | 0    | 25   | 25         | 0                     | 2035 | 273  | 26   | 2334       | 5489       |
| Apprch %    | 53.7                  | 0    | 43.8 | 2.5  |            | 5.7                   | 93.6 | 0    | 0.7  |            | 0                      | 0    | 0    | 100  |            | 0                     | 87.2 | 11.7 | 1.1  |            |            |
| Total %     | 4.8                   | 0    | 3.9  | 0.2  | 8.9        | 2.7                   | 45.1 | 0    | 0.3  | 48.2       | 0                      | 0    | 0    | 0.5  | 0.5        | 0                     | 37.1 | 5    | 0.5  | 42.5       |            |

|                                                            | 10TH ST<br>Southbound |      |           |          |            | TULLY RD<br>Westbound |            |      |          |            | DRIVEWAY<br>Northbound |      |      |          |            | TULLY RD<br>Eastbound |            |           |           |            |            |
|------------------------------------------------------------|-----------------------|------|-----------|----------|------------|-----------------------|------------|------|----------|------------|------------------------|------|------|----------|------------|-----------------------|------------|-----------|-----------|------------|------------|
| Start Time                                                 | Right                 | Thru | Left      | Peds     | App. Total | Right                 | Thru       | Left | Peds     | App. Total | Right                  | Thru | Left | Peds     | App. Total | Right                 | Thru       | Left      | Peds      | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                       |      |           |          |            |                       |            |      |          |            |                        |      |      |          |            |                       |            |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                       |      |           |          |            |                       |            |      |          |            |                        |      |      |          |            |                       |            |           |           |            |            |
| 04:45 PM                                                   | 20                    | 0    | <b>36</b> | 0        | 56         | 11                    | 314        | 0    | 2        | 327        | 0                      | 0    | 0    | 1        | 1          | 0                     | 239        | <b>35</b> | 1         | 275        | 659        |
| 05:00 PM                                                   | 44                    | 0    | 35        | <b>6</b> | <b>85</b>  | 18                    | <b>389</b> | 0    | <b>8</b> | <b>415</b> | 0                      | 0    | 0    | 3        | 3          | 0                     | 260        | 33        | 5         | 298        | <b>801</b> |
| 05:15 PM                                                   | <b>46</b>             | 0    | 22        | 0        | 68         | <b>29</b>             | 305        | 0    | 0        | 334        | 0                      | 0    | 0    | <b>4</b> | <b>4</b>   | 0                     | <b>280</b> | 28        | 0         | <b>308</b> | 714        |
| 05:30 PM                                                   | 29                    | 0    | 30        | 1        | 60         | 13                    | 320        | 0    | 4        | 337        | 0                      | 0    | 0    | 2        | 2          | 0                     | 263        | 28        | <b>11</b> | 302        | 701        |
| Total Volume                                               | 139                   | 0    | 123       | 7        | 269        | 71                    | 1328       | 0    | 14       | 1413       | 0                      | 0    | 0    | 10       | 10         | 0                     | 1042       | 124       | 17        | 1183       | 2875       |
| % App. Total                                               |                       |      |           |          |            |                       |            |      |          |            |                        |      |      |          |            |                       |            |           |           |            |            |
| PHF                                                        | .755                  | .000 | .854      | .292     | .791       | .612                  | .853       | .000 | .438     | .851       | .000                   | .000 | .000 | .625     | .625       | .000                  | .930       | .886      | .386      | .960       | .897       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

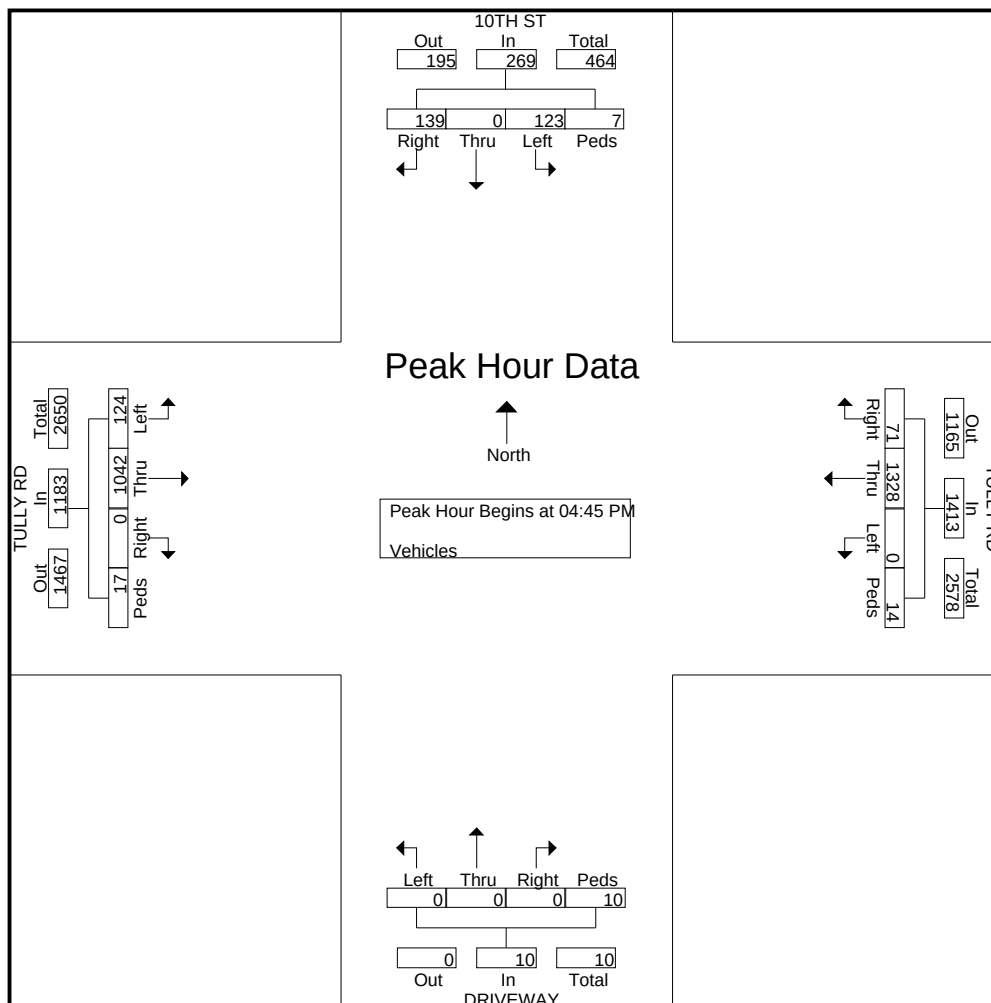
tdsbay@cs.com

File Name : 25PM FINAL

Site Code : 00000025

Start Date : 9/26/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 26AM FINAL

Site Code : 00000026

Start Date : 9/26/2012

Page No : 1

## Groups Printed- Vehicles

|             | SENTER RD<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | SENTER RD<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 15                      | 78   | 34   | 0    | 127        | 102                   | 158  | 75   | 5    | 340        | 78                      | 170  | 56   | 4    | 308        | 13                    | 76   | 25   | 3    | 117        | 892        |
| 07:15 AM    | 13                      | 86   | 56   | 1    | 156        | 118                   | 232  | 83   | 0    | 433        | 111                     | 272  | 48   | 1    | 432        | 11                    | 97   | 39   | 4    | 151        | 1172       |
| 07:30 AM    | 18                      | 91   | 59   | 2    | 170        | 124                   | 264  | 90   | 7    | 485        | 123                     | 364  | 67   | 9    | 563        | 16                    | 104  | 60   | 0    | 180        | 1398       |
| 07:45 AM    | 19                      | 109  | 44   | 3    | 175        | 164                   | 323  | 110  | 5    | 602        | 153                     | 322  | 76   | 5    | 556        | 24                    | 127  | 41   | 2    | 194        | 1527       |
| Total       | 65                      | 364  | 193  | 6    | 628        | 508                   | 977  | 358  | 17   | 1860       | 465                     | 1128 | 247  | 19   | 1859       | 64                    | 404  | 165  | 9    | 642        | 4989       |
| 08:00 AM    | 18                      | 48   | 34   | 4    | 104        | 178                   | 350  | 152  | 3    | 683        | 119                     | 276  | 92   | 4    | 491        | 43                    | 114  | 38   | 3    | 198        | 1476       |
| 08:15 AM    | 12                      | 47   | 50   | 1    | 110        | 118                   | 318  | 99   | 3    | 538        | 142                     | 290  | 98   | 5    | 535        | 53                    | 120  | 46   | 3    | 222        | 1405       |
| 08:30 AM    | 20                      | 58   | 46   | 2    | 126        | 136                   | 300  | 98   | 8    | 542        | 107                     | 257  | 78   | 6    | 448        | 66                    | 121  | 40   | 1    | 228        | 1344       |
| 08:45 AM    | 14                      | 70   | 35   | 3    | 122        | 87                    | 244  | 78   | 2    | 411        | 88                      | 196  | 67   | 2    | 353        | 39                    | 141  | 18   | 2    | 200        | 1086       |
| Total       | 64                      | 223  | 165  | 10   | 462        | 519                   | 1212 | 427  | 16   | 2174       | 456                     | 1019 | 335  | 17   | 1827       | 201                   | 496  | 142  | 9    | 848        | 5311       |
| Grand Total | 129                     | 587  | 358  | 16   | 1090       | 1027                  | 2189 | 785  | 33   | 4034       | 921                     | 2147 | 582  | 36   | 3686       | 265                   | 900  | 307  | 18   | 1490       | 10300      |
| Apprch %    | 11.8                    | 53.9 | 32.8 | 1.5  |            | 25.5                  | 54.3 | 19.5 | 0.8  |            | 25                      | 58.2 | 15.8 | 1    |            | 17.8                  | 60.4 | 20.6 | 1.2  |            |            |
| Total %     | 1.3                     | 5.7  | 3.5  | 0.2  | 10.6       | 10                    | 21.3 | 7.6  | 0.3  | 39.2       | 8.9                     | 20.8 | 5.7  | 0.3  | 35.8       | 2.6                   | 8.7  | 3    | 0.2  | 14.5       |            |

|                                                            | SENTER RD<br>Southbound |            |           |          |            | TULLY RD<br>Westbound |            |            |          |            | SENTER RD<br>Northbound |            |           |          |            | TULLY RD<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|-------------------------|------------|-----------|----------|------------|-----------------------|------------|------------|----------|------------|-------------------------|------------|-----------|----------|------------|-----------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                   | Thru       | Left      | Peds     | App. Total | Right                 | Thru       | Left       | Peds     | App. Total | Right                   | Thru       | Left      | Peds     | App. Total | Right                 | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |            |           |          |            |                       |            |            |          |            |                         |            |           |          |            |                       |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                         |            |           |          |            |                       |            |            |          |            |                         |            |           |          |            |                       |            |           |          |            |             |
| 07:30 AM                                                   | 18                      | 91         | <b>59</b> | 2        | 170        | 124                   | 264        | 90         | <b>7</b> | 485        | 123                     | <b>364</b> | 67        | <b>9</b> | <b>563</b> | 16                    | 104        | <b>60</b> | 0        | 180        | 1398        |
| 07:45 AM                                                   | <b>19</b>               | <b>109</b> | 44        | 3        | <b>175</b> | 164                   | 323        | 110        | 5        | 602        | <b>153</b>              | 322        | 76        | 5        | 556        | 24                    | <b>127</b> | 41        | 2        | 194        | <b>1527</b> |
| 08:00 AM                                                   | 18                      | 48         | 34        | <b>4</b> | 104        | <b>178</b>            | <b>350</b> | <b>152</b> | 3        | <b>683</b> | 119                     | 276        | 92        | 4        | 491        | 43                    | 114        | 38        | <b>3</b> | 198        | 1476        |
| 08:15 AM                                                   | 12                      | 47         | 50        | 1        | 110        | 118                   | 318        | 99         | 3        | 538        | 142                     | 290        | <b>98</b> | 5        | 535        | <b>53</b>             | 120        | 46        | 3        | <b>222</b> | 1405        |
| Total Volume                                               | 67                      | 295        | 187       | 10       | 559        | 584                   | 1255       | 451        | 18       | 2308       | 537                     | 1252       | 333       | 23       | 2145       | 136                   | 465        | 185       | 8        | 794        | 5806        |
| % App. Total                                               |                         |            |           |          |            |                       |            |            |          |            |                         |            |           |          |            |                       |            |           |          |            |             |
| PHF                                                        | .882                    | .677       | .792      | .625     | .799       | .820                  | .896       | .742       | .643     | .845       | .877                    | .860       | .849      | .639     | .952       | .642                  | .915       | .771      | .667     | .894       | .951        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

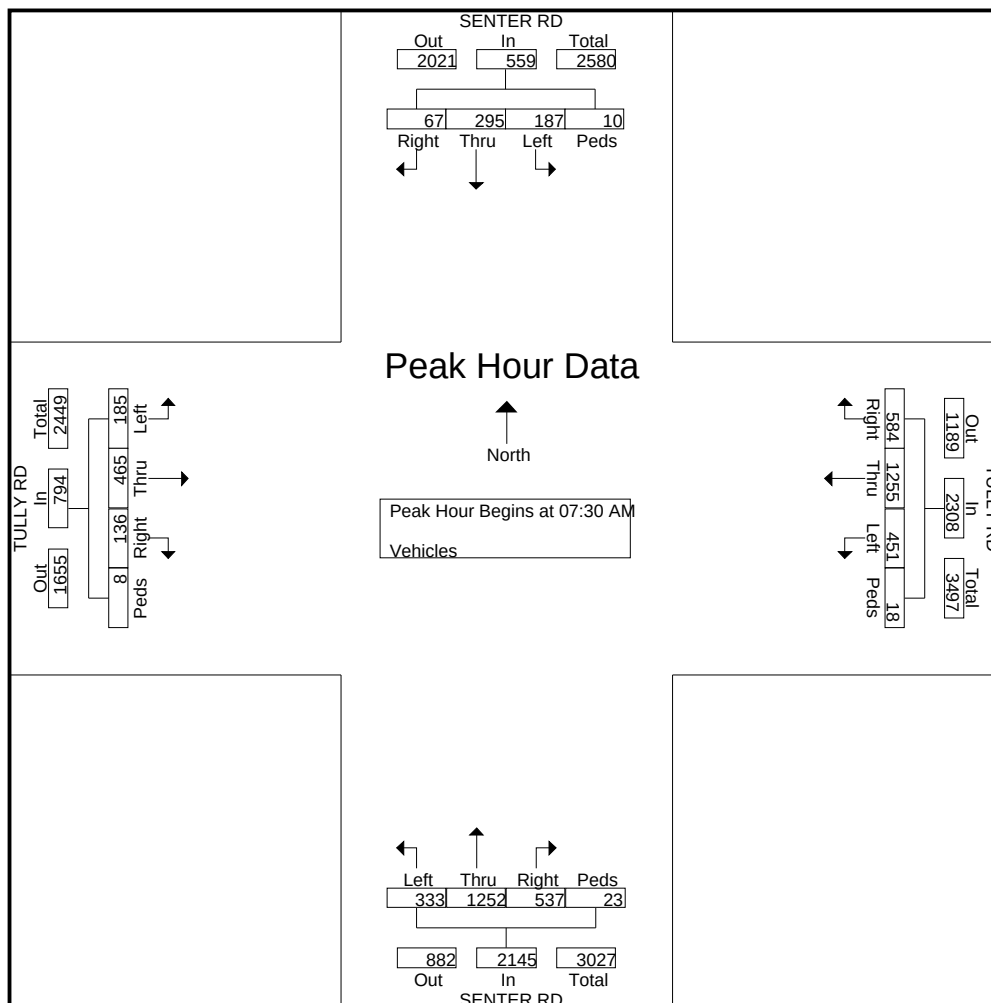
tdsbay@cs.com

File Name : 26AM FINAL

Site Code : 00000026

Start Date : 9/26/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 27AM FINAL

Site Code : 00000027

Start Date : 9/27/2012

Page No : 1

## Groups Printed- Vehicles

|             | McLAUGHLIN AVE<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | McLAUGHLIN AVE<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                        | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 10                           | 30   | 82   | 1    | 123        | 53                    | 246  | 21   | 2    | 322        | 73                           | 108  | 20   | 0    | 201        | 10                    | 241  | 17   | 0    | 268        | 914        |
| 07:15 AM    | 24                           | 44   | 80   | 10   | 158        | 52                    | 304  | 29   | 1    | 386        | 61                           | 113  | 47   | 0    | 221        | 10                    | 255  | 22   | 8    | 295        | 1060       |
| 07:30 AM    | 18                           | 41   | 91   | 6    | 156        | 61                    | 371  | 38   | 1    | 471        | 94                           | 170  | 46   | 3    | 313        | 9                     | 289  | 37   | 4    | 339        | 1279       |
| 07:45 AM    | 40                           | 73   | 91   | 3    | 207        | 48                    | 320  | 26   | 0    | 394        | 90                           | 162  | 59   | 1    | 312        | 15                    | 318  | 57   | 0    | 390        | 1303       |
| Total       | 92                           | 188  | 344  | 20   | 644        | 214                   | 1241 | 114  | 4    | 1573       | 318                          | 553  | 172  | 4    | 1047       | 44                    | 1103 | 133  | 12   | 1292       | 4556       |
| 08:00 AM    | 37                           | 71   | 88   | 4    | 200        | 64                    | 357  | 83   | 0    | 504        | 67                           | 167  | 59   | 0    | 293        | 19                    | 272  | 42   | 0    | 333        | 1330       |
| 08:15 AM    | 35                           | 43   | 75   | 4    | 157        | 36                    | 295  | 50   | 3    | 384        | 99                           | 153  | 75   | 2    | 329        | 13                    | 303  | 12   | 2    | 330        | 1200       |
| 08:30 AM    | 12                           | 34   | 74   | 10   | 130        | 58                    | 373  | 66   | 4    | 501        | 62                           | 110  | 63   | 0    | 235        | 4                     | 308  | 26   | 3    | 341        | 1207       |
| 08:45 AM    | 23                           | 31   | 47   | 1    | 102        | 34                    | 204  | 64   | 1    | 303        | 76                           | 125  | 58   | 0    | 259        | 8                     | 289  | 15   | 3    | 315        | 979        |
| Total       | 107                          | 179  | 284  | 19   | 589        | 192                   | 1229 | 263  | 8    | 1692       | 304                          | 555  | 255  | 2    | 1116       | 44                    | 1172 | 95   | 8    | 1319       | 4716       |
| Grand Total | 199                          | 367  | 628  | 39   | 1233       | 406                   | 2470 | 377  | 12   | 3265       | 622                          | 1108 | 427  | 6    | 2163       | 88                    | 2275 | 228  | 20   | 2611       | 9272       |
| Apprch %    | 16.1                         | 29.8 | 50.9 | 3.2  |            | 12.4                  | 75.7 | 11.5 | 0.4  |            | 28.8                         | 51.2 | 19.7 | 0.3  |            | 3.4                   | 87.1 | 8.7  | 0.8  |            |            |
| Total %     | 2.1                          | 4    | 6.8  | 0.4  | 13.3       | 4.4                   | 26.6 | 4.1  | 0.1  | 35.2       | 6.7                          | 11.9 | 4.6  | 0.1  | 23.3       | 0.9                   | 24.5 | 2.5  | 0.2  | 28.2       |            |

|                                                            | McLAUGHLIN AVE<br>Southbound |           |           |          |            | TULLY RD<br>Westbound |            |           |          |            | McLAUGHLIN AVE<br>Northbound |            |           |          |            | TULLY RD<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|------------------------------|-----------|-----------|----------|------------|-----------------------|------------|-----------|----------|------------|------------------------------|------------|-----------|----------|------------|-----------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                        | Thru      | Left      | Peds     | App. Total | Right                 | Thru       | Left      | Peds     | App. Total | Right                        | Thru       | Left      | Peds     | App. Total | Right                 | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                              |           |           |          |            |                       |            |           |          |            |                              |            |           |          |            |                       |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                              |           |           |          |            |                       |            |           |          |            |                              |            |           |          |            |                       |            |           |          |            |             |
| 07:30 AM                                                   | 18                           | 41        | <b>91</b> | <b>6</b> | 156        | 61                    | <b>371</b> | 38        | 1        | 471        | 94                           | <b>170</b> | 46        | <b>3</b> | 313        | 9                     | 289        | 37        | <b>4</b> | 339        | 1279        |
| 07:45 AM                                                   | <b>40</b>                    | <b>73</b> | 91        | 3        | <b>207</b> | 48                    | 320        | 26        | 0        | 394        | 90                           | 162        | 59        | 1        | 312        | 15                    | <b>318</b> | <b>57</b> | 0        | <b>390</b> | 1303        |
| 08:00 AM                                                   | 37                           | 71        | 88        | 4        | 200        | <b>64</b>             | 357        | <b>83</b> | 0        | <b>504</b> | 67                           | 167        | 59        | 0        | 293        | <b>19</b>             | 272        | 42        | 0        | 333        | <b>1330</b> |
| 08:15 AM                                                   | 35                           | 43        | 75        | 4        | 157        | 36                    | 295        | 50        | <b>3</b> | 384        | <b>99</b>                    | 153        | <b>75</b> | 2        | <b>329</b> | 13                    | 303        | 12        | 2        | 330        | 1200        |
| Total Volume                                               | 130                          | 228       | 345       | 17       | 720        | 209                   | 1343       | 197       | 4        | 1753       | 350                          | 652        | 239       | 6        | 1247       | 56                    | 1182       | 148       | 6        | 1392       | 5112        |
| % App. Total                                               |                              |           |           |          |            |                       |            |           |          |            |                              |            |           |          |            |                       |            |           |          |            |             |
| PHF                                                        | .813                         | .781      | .948      | .708     | .870       | .816                  | .905       | .593      | .333     | .870       | .884                         | .959       | .797      | .500     | .948       | .737                  | .929       | .649      | .375     | .892       | .961        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

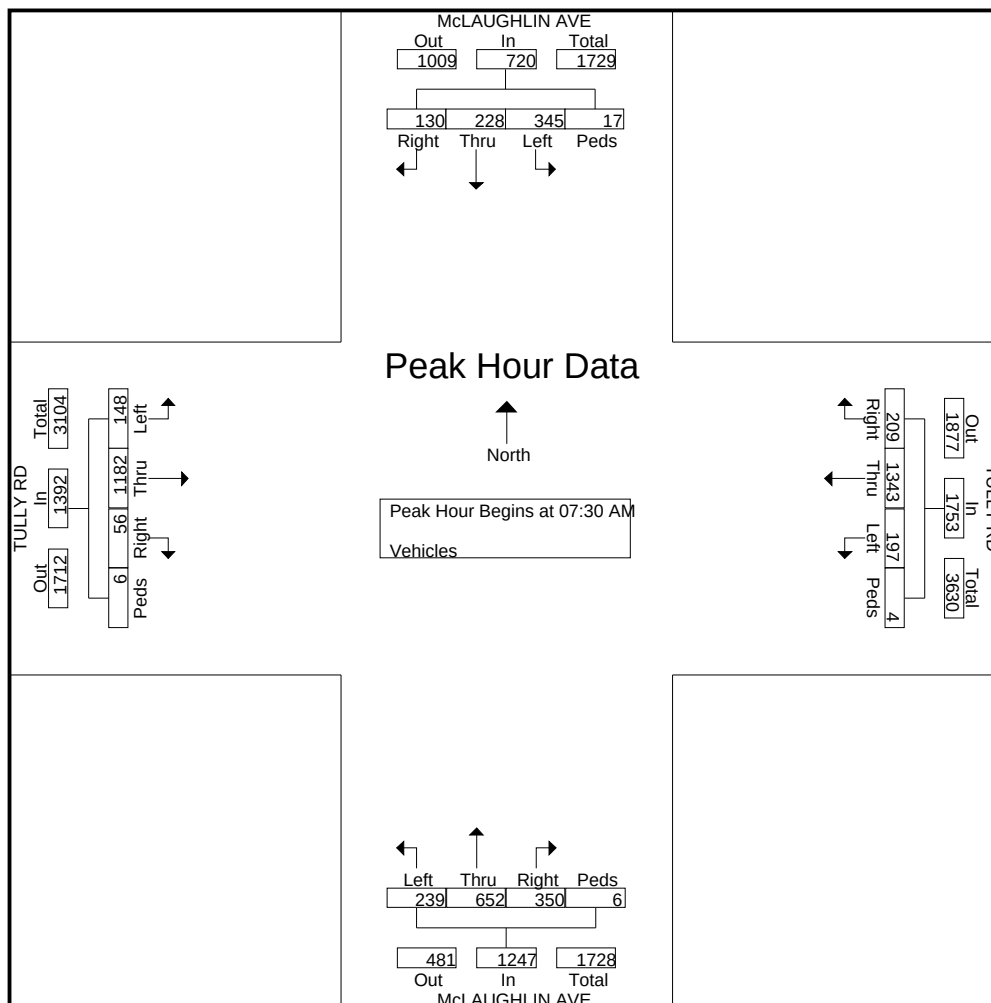
tdsbay@cs.com

File Name : 27AM FINAL

Site Code : 00000027

Start Date : 9/27/2012

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 28AM FINAL

Site Code : 00000028

Start Date : 9/18/2012

Page No : 1

## Groups Printed- Vehicles

|             | PEARL AVE<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | PEARL AVE<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 43                      | 19   | 19   | 0    | 81         | 52                              | 257  | 39   | 3    | 351        | 33                      | 35   | 51   | 0    | 119        | 10                              | 111  | 14   | 0    | 135        | 686        |
| 07:15 AM    | 82                      | 30   | 39   | 0    | 151        | 98                              | 393  | 59   | 1    | 551        | 42                      | 75   | 99   | 0    | 216        | 16                              | 125  | 38   | 1    | 180        | 1098       |
| 07:30 AM    | 60                      | 40   | 41   | 0    | 141        | 77                              | 462  | 71   | 3    | 613        | 51                      | 64   | 87   | 0    | 202        | 26                              | 175  | 30   | 0    | 231        | 1187       |
| 07:45 AM    | 36                      | 30   | 41   | 0    | 107        | 83                              | 455  | 65   | 1    | 604        | 60                      | 67   | 116  | 1    | 244        | 23                              | 144  | 26   | 1    | 194        | 1149       |
| Total       | 221                     | 119  | 140  | 0    | 480        | 310                             | 1567 | 234  | 8    | 2119       | 186                     | 241  | 353  | 1    | 781        | 75                              | 555  | 108  | 2    | 740        | 4120       |
| 08:00 AM    | 42                      | 35   | 42   | 0    | 119        | 73                              | 395  | 78   | 5    | 551        | 65                      | 91   | 90   | 1    | 247        | 12                              | 150  | 38   | 1    | 201        | 1118       |
| 08:15 AM    | 41                      | 38   | 38   | 0    | 117        | 72                              | 405  | 77   | 1    | 555        | 52                      | 57   | 55   | 1    | 165        | 16                              | 140  | 29   | 0    | 185        | 1022       |
| 08:30 AM    | 45                      | 57   | 38   | 0    | 140        | 54                              | 366  | 61   | 0    | 481        | 52                      | 59   | 62   | 1    | 174        | 22                              | 173  | 20   | 0    | 215        | 1010       |
| 08:45 AM    | 31                      | 31   | 23   | 1    | 86         | 50                              | 336  | 56   | 3    | 445        | 51                      | 76   | 93   | 0    | 220        | 16                              | 105  | 28   | 0    | 149        | 900        |
| Total       | 159                     | 161  | 141  | 1    | 462        | 249                             | 1502 | 272  | 9    | 2032       | 220                     | 283  | 300  | 3    | 806        | 66                              | 568  | 115  | 1    | 750        | 4050       |
| Grand Total | 380                     | 280  | 281  | 1    | 942        | 559                             | 3069 | 506  | 17   | 4151       | 406                     | 524  | 653  | 4    | 1587       | 141                             | 1123 | 223  | 3    | 1490       | 8170       |
| Apprch %    | 40.3                    | 29.7 | 29.8 | 0.1  |            | 13.5                            | 73.9 | 12.2 | 0.4  |            | 25.6                    | 33   | 41.1 | 0.3  |            | 9.5                             | 75.4 | 15   | 0.2  |            |            |
| Total %     | 4.7                     | 3.4  | 3.4  | 0    | 11.5       | 6.8                             | 37.6 | 6.2  | 0.2  | 50.8       | 5                       | 6.4  | 8    | 0    | 19.4       | 1.7                             | 13.7 | 2.7  | 0    | 18.2       |            |

|                                                            | PEARL AVE<br>Southbound |           |           |      |            | CAPITOL EXPRESSWAY<br>Westbound |            |           |          |            | PEARL AVE<br>Northbound |           |            |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|-------------------------|-----------|-----------|------|------------|---------------------------------|------------|-----------|----------|------------|-------------------------|-----------|------------|----------|------------|---------------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                   | Thru      | Left      | Peds | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Right                   | Thru      | Left       | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |           |           |      |            |                                 |            |           |          |            |                         |           |            |          |            |                                 |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                         |           |           |      |            |                                 |            |           |          |            |                         |           |            |          |            |                                 |            |           |          |            |             |
| 07:15 AM                                                   | <b>82</b>               | 30        | 39        | 0    | <b>151</b> | <b>98</b>                       | 393        | 59        | 1        | 551        | 42                      | 75        | 99         | 0        | 216        | 16                              | 125        | <b>38</b> | <b>1</b> | 180        | 1098        |
| 07:30 AM                                                   | 60                      | <b>40</b> | 41        | 0    | 141        | 77                              | <b>462</b> | 71        | 3        | <b>613</b> | 51                      | 64        | 87         | 0        | 202        | <b>26</b>                       | <b>175</b> | 30        | 0        | <b>231</b> | <b>1187</b> |
| 07:45 AM                                                   | 36                      | 30        | 41        | 0    | 107        | 83                              | 455        | 65        | 1        | 604        | 60                      | 67        | <b>116</b> | <b>1</b> | 244        | 23                              | 144        | 26        | 1        | 194        | 1149        |
| 08:00 AM                                                   | 42                      | 35        | <b>42</b> | 0    | 119        | 73                              | 395        | <b>78</b> | <b>5</b> | 551        | <b>65</b>               | <b>91</b> | 90         | 1        | <b>247</b> | 12                              | 150        | 38        | 1        | 201        | 1118        |
| Total Volume                                               | 220                     | 135       | 163       | 0    | 518        | 331                             | 1705       | 273       | 10       | 2319       | 218                     | 297       | 392        | 2        | 909        | 77                              | 594        | 132       | 3        | 806        | 4552        |
| % App. Total                                               |                         |           |           |      |            |                                 |            |           |          |            |                         |           |            |          |            |                                 |            |           |          |            |             |
| PHF                                                        | .671                    | .844      | .970      | .000 | .858       | .844                            | .923       | .875      | .500     | .946       | .838                    | .816      | .845       | .500     | .920       | .740                            | .849       | .868      | .750     | .872       | .959        |

# Traffic Data Service

Campbell, CA

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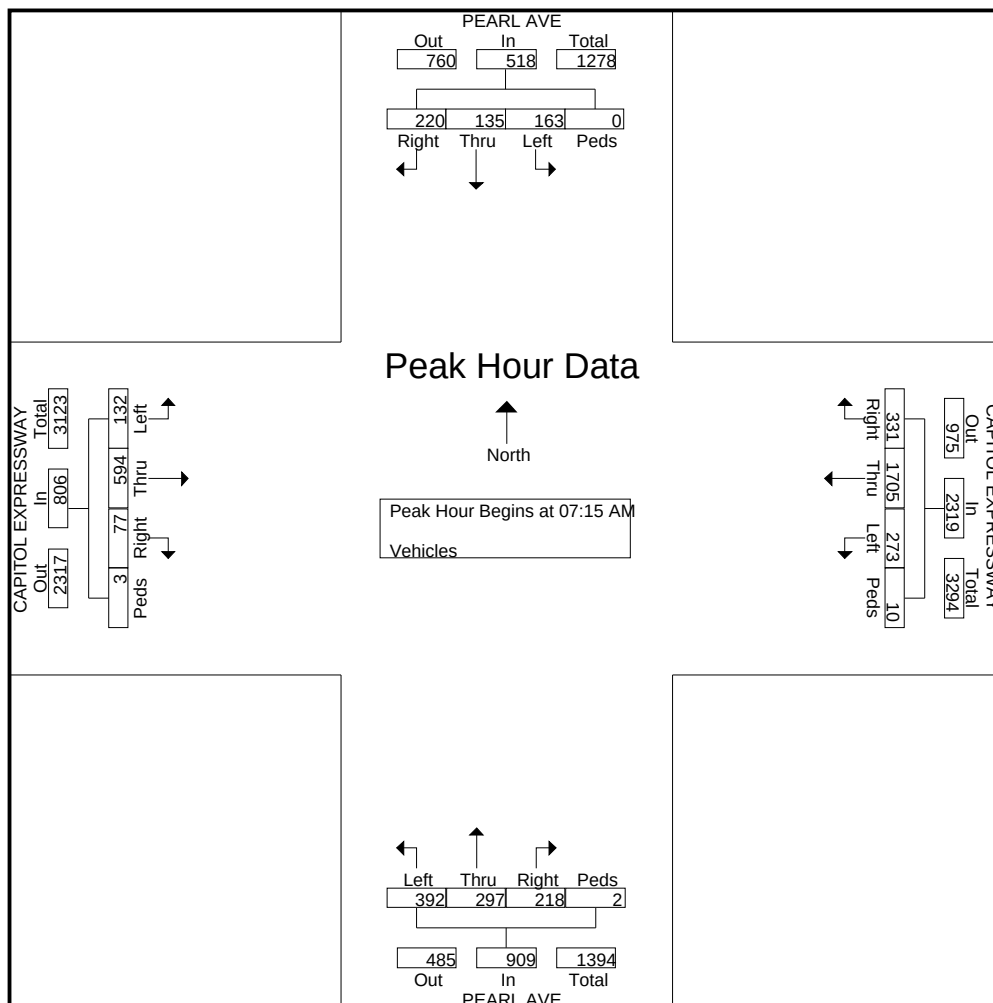
tdsbay@cs.com

File Name : 28AM FINAL

Site Code : 00000028

Start Date : 9/18/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 29AM FINAL

Site Code : 00000029

Start Date : 9/18/2012

Page No : 1

## Groups Printed- Vehicles

|             | SR-87 SB RAMP<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                       | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 82                          | 0    | 71   | 2    | 155        | 0                               | 283  | 123  | 0    | 406        | 0          | 0    | 0    | 3    | 3          | 34                              | 112  | 0    | 2    | 148        | 712        |
| 07:15 AM    | 133                         | 0    | 115  | 0    | 248        | 0                               | 458  | 223  | 0    | 681        | 0          | 0    | 0    | 5    | 5          | 53                              | 174  | 0    | 3    | 230        | 1164       |
| 07:30 AM    | 122                         | 1    | 113  | 1    | 237        | 0                               | 527  | 219  | 0    | 746        | 0          | 0    | 0    | 5    | 5          | 78                              | 166  | 0    | 0    | 244        | 1232       |
| 07:45 AM    | 156                         | 0    | 203  | 4    | 363        | 0                               | 497  | 212  | 0    | 709        | 0          | 0    | 0    | 1    | 1          | 94                              | 174  | 0    | 1    | 269        | 1342       |
| Total       | 493                         | 1    | 502  | 7    | 1003       | 0                               | 1765 | 777  | 0    | 2542       | 0          | 0    | 0    | 14   | 14         | 259                             | 626  | 0    | 6    | 891        | 4450       |
| 08:00 AM    | 164                         | 0    | 178  | 7    | 349        | 0                               | 432  | 258  | 0    | 690        | 0          | 0    | 0    | 4    | 4          | 89                              | 213  | 0    | 1    | 303        | 1346       |
| 08:15 AM    | 152                         | 0    | 136  | 4    | 292        | 0                               | 456  | 192  | 0    | 648        | 0          | 0    | 0    | 4    | 4          | 71                              | 140  | 0    | 0    | 211        | 1155       |
| 08:30 AM    | 121                         | 1    | 102  | 4    | 228        | 0                               | 417  | 180  | 0    | 597        | 0          | 0    | 0    | 3    | 3          | 80                              | 194  | 0    | 0    | 274        | 1102       |
| 08:45 AM    | 102                         | 0    | 97   | 3    | 202        | 0                               | 374  | 188  | 0    | 562        | 0          | 0    | 0    | 4    | 4          | 47                              | 167  | 0    | 3    | 217        | 985        |
| Total       | 539                         | 1    | 513  | 18   | 1071       | 0                               | 1679 | 818  | 0    | 2497       | 0          | 0    | 0    | 15   | 15         | 287                             | 714  | 0    | 4    | 1005       | 4588       |
| Grand Total | 1032                        | 2    | 1015 | 25   | 2074       | 0                               | 3444 | 1595 | 0    | 5039       | 0          | 0    | 0    | 29   | 29         | 546                             | 1340 | 0    | 10   | 1896       | 9038       |
| Apprch %    | 49.8                        | 0.1  | 48.9 | 1.2  |            | 0                               | 68.3 | 31.7 | 0    |            | 0          | 0    | 0    | 100  |            | 28.8                            | 70.7 | 0    | 0.5  |            |            |
| Total %     | 11.4                        | 0    | 11.2 | 0.3  | 22.9       | 0                               | 38.1 | 17.6 | 0    | 55.8       | 0          | 0    | 0    | 0.3  | 0.3        | 6                               | 14.8 | 0    | 0.1  | 21         |            |

|                                                            | SR-87 SB RAMP<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-----------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                       | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                             |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                             |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| 07:15 AM                                                   | 133                         | 0    | 115  | 0    | 248        | 0                               | 458  | 223  | 0    | 681        | 0          | 0    | 0    | 5    | 5          | 53                              | 174  | 0    | 3    | 230        | 1164       |
| 07:30 AM                                                   | 122                         | 1    | 113  | 1    | 237        | 0                               | 527  | 219  | 0    | 746        | 0          | 0    | 0    | 5    | 5          | 78                              | 166  | 0    | 0    | 244        | 1232       |
| 07:45 AM                                                   | 156                         | 0    | 203  | 4    | 363        | 0                               | 497  | 212  | 0    | 709        | 0          | 0    | 0    | 1    | 1          | 94                              | 174  | 0    | 1    | 269        | 1342       |
| 08:00 AM                                                   | 164                         | 0    | 178  | 7    | 349        | 0                               | 432  | 258  | 0    | 690        | 0          | 0    | 0    | 4    | 4          | 89                              | 213  | 0    | 1    | 303        | 1346       |
| Total Volume                                               | 575                         | 1    | 609  | 12   | 1197       | 0                               | 1914 | 912  | 0    | 2826       | 0          | 0    | 0    | 15   | 15         | 314                             | 727  | 0    | 5    | 1046       | 5084       |
| % App. Total                                               |                             |      |      |      |            |                                 |      |      |      |            |            |      |      |      |            |                                 |      |      |      |            |            |
| PHF                                                        | .877                        | .250 | .750 | .429 | .824       | .000                            | .908 | .884 | .000 | .947       | .000       | .000 | .000 | .750 | .750       | .835                            | .853 | .000 | .417 | .863       | .944       |

# Traffic Data Service

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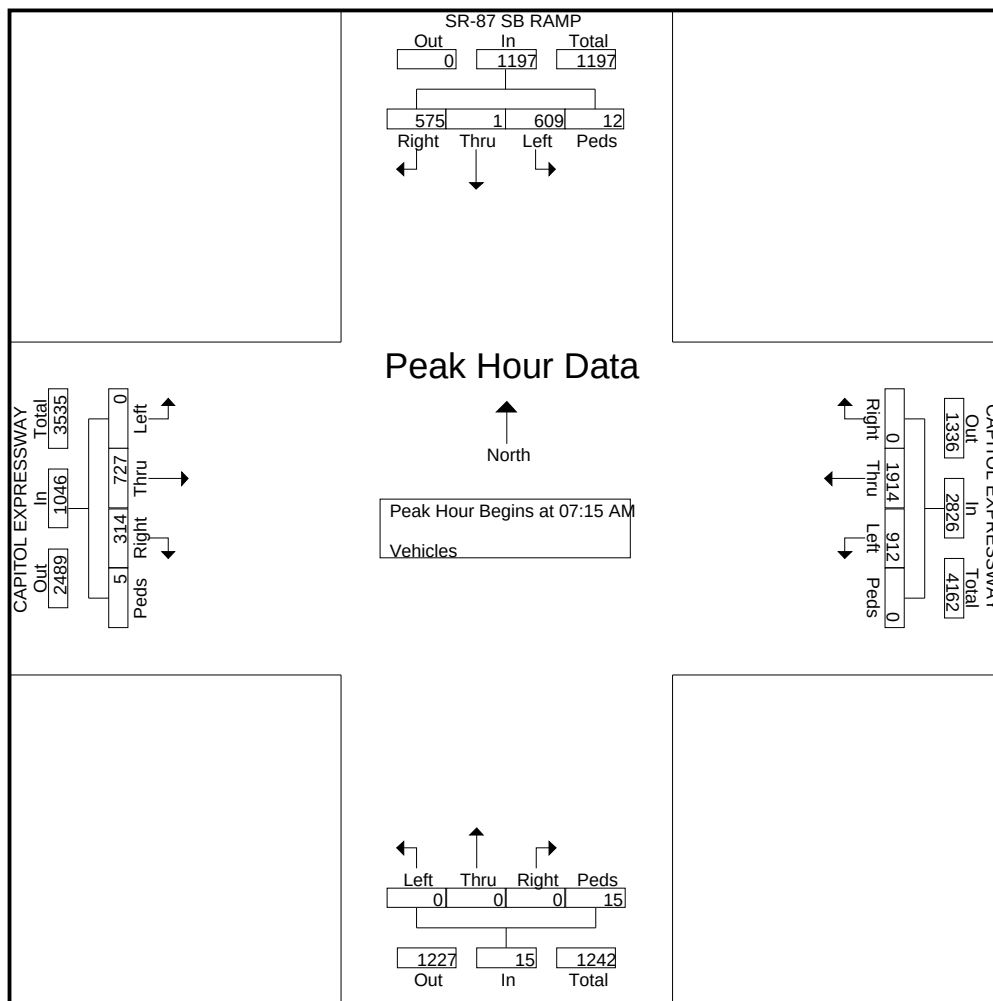
tdsbay@cs.com

File Name : 29AM FINAL

Site Code : 00000029

Start Date : 9/18/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 30AM FINAL

Site Code : 00000030

Start Date : 9/13/2012

Page No : 1

## Groups Printed- Vehicles

|             | NARVAEZ AVE<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | NARVAEZ AVE<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 33                        | 12   | 28   | 5    | 78         | 77                              | 369  | 2    | 0    | 448        | 10                        | 61   | 52   | 3    | 126        | 12                              | 171  | 37   | 4    | 224        | 876        |
| 07:15 AM    | 54                        | 9    | 21   | 3    | 87         | 87                              | 536  | 13   | 0    | 636        | 11                        | 46   | 34   | 0    | 91         | 23                              | 239  | 14   | 0    | 276        | 1090       |
| 07:30 AM    | 52                        | 10   | 32   | 4    | 98         | 86                              | 621  | 31   | 0    | 738        | 21                        | 41   | 49   | 1    | 112        | 26                              | 211  | 19   | 0    | 256        | 1204       |
| 07:45 AM    | 68                        | 12   | 31   | 4    | 115        | 67                              | 611  | 10   | 0    | 688        | 14                        | 27   | 50   | 1    | 92         | 32                              | 311  | 28   | 3    | 374        | 1269       |
| Total       | 207                       | 43   | 112  | 16   | 378        | 317                             | 2137 | 56   | 0    | 2510       | 56                        | 175  | 185  | 5    | 421        | 93                              | 932  | 98   | 7    | 1130       | 4439       |
| 08:00 AM    | 42                        | 5    | 38   | 3    | 88         | 77                              | 596  | 13   | 0    | 686        | 13                        | 44   | 67   | 0    | 124        | 32                              | 268  | 36   | 0    | 336        | 1234       |
| 08:15 AM    | 37                        | 5    | 41   | 1    | 84         | 92                              | 545  | 25   | 1    | 663        | 11                        | 42   | 34   | 0    | 87         | 17                              | 284  | 38   | 1    | 340        | 1174       |
| 08:30 AM    | 40                        | 4    | 40   | 2    | 86         | 92                              | 549  | 9    | 0    | 650        | 19                        | 41   | 46   | 0    | 106        | 14                              | 241  | 32   | 2    | 289        | 1131       |
| 08:45 AM    | 42                        | 5    | 32   | 1    | 80         | 88                              | 471  | 18   | 0    | 577        | 16                        | 27   | 39   | 0    | 82         | 17                              | 224  | 36   | 4    | 281        | 1020       |
| Total       | 161                       | 19   | 151  | 7    | 338        | 349                             | 2161 | 65   | 1    | 2576       | 59                        | 154  | 186  | 0    | 399        | 80                              | 1017 | 142  | 7    | 1246       | 4559       |
| Grand Total | 368                       | 62   | 263  | 23   | 716        | 666                             | 4298 | 121  | 1    | 5086       | 115                       | 329  | 371  | 5    | 820        | 173                             | 1949 | 240  | 14   | 2376       | 8998       |
| Apprch %    | 51.4                      | 8.7  | 36.7 | 3.2  |            | 13.1                            | 84.5 | 2.4  | 0    |            | 14                        | 40.1 | 45.2 | 0.6  |            | 7.3                             | 82   | 10.1 | 0.6  |            |            |
| Total %     | 4.1                       | 0.7  | 2.9  | 0.3  | 8          | 7.4                             | 47.8 | 1.3  | 0    | 56.5       | 1.3                       | 3.7  | 4.1  | 0.1  | 9.1        | 1.9                             | 21.7 | 2.7  | 0.2  | 26.4       |            |

|                                                            | NARVAEZ AVE<br>Southbound |           |           |      |            | CAPITOL EXPRESSWAY<br>Westbound |            |           |          |            | NARVAEZ AVE<br>Northbound |           |           |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|---------------------------|-----------|-----------|------|------------|---------------------------------|------------|-----------|----------|------------|---------------------------|-----------|-----------|----------|------------|---------------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                     | Thru      | Left      | Peds | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Right                     | Thru      | Left      | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |           |           |      |            |                                 |            |           |          |            |                           |           |           |          |            |                                 |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                           |           |           |      |            |                                 |            |           |          |            |                           |           |           |          |            |                                 |            |           |          |            |             |
| 07:30 AM                                                   | 52                        | 10        | 32        | 4    | 98         | 86                              | <b>621</b> | <b>31</b> | 0        | <b>738</b> | <b>21</b>                 | 41        | 49        | <b>1</b> | 112        | 26                              | 211        | 19        | 0        | 256        | 1204        |
| 07:45 AM                                                   | <b>68</b>                 | <b>12</b> | 31        | 4    | <b>115</b> | 67                              | 611        | 10        | 0        | 688        | 14                        | 27        | 50        | 1        | 92         | <b>32</b>                       | <b>311</b> | 28        | <b>3</b> | <b>374</b> | <b>1269</b> |
| 08:00 AM                                                   | 42                        | 5         | 38        | 3    | 88         | 77                              | 596        | 13        | 0        | 686        | 13                        | <b>44</b> | <b>67</b> | 0        | <b>124</b> | 32                              | 268        | 36        | 0        | 336        | 1234        |
| 08:15 AM                                                   | 37                        | 5         | <b>41</b> | 1    | 84         | <b>92</b>                       | 545        | 25        | <b>1</b> | 663        | 11                        | 42        | 34        | 0        | 87         | 17                              | 284        | <b>38</b> | 1        | 340        | 1174        |
| Total Volume                                               | 199                       | 32        | 142       | 12   | 385        | 322                             | 2373       | 79        | 1        | 2775       | 59                        | 154       | 200       | 2        | 415        | 107                             | 1074       | 121       | 4        | 1306       | 4881        |
| % App. Total                                               |                           |           |           |      |            |                                 |            |           |          |            |                           |           |           |          |            |                                 |            |           |          |            |             |
| PHF                                                        | .732                      | .667      | .866      | .750 | .837       | .875                            | .955       | .637      | .250     | .940       | .702                      | .875      | .746      | .500     | .837       | .836                            | .863       | .796      | .333     | .873       | .962        |

# Traffic Data Service

Campbell, CA

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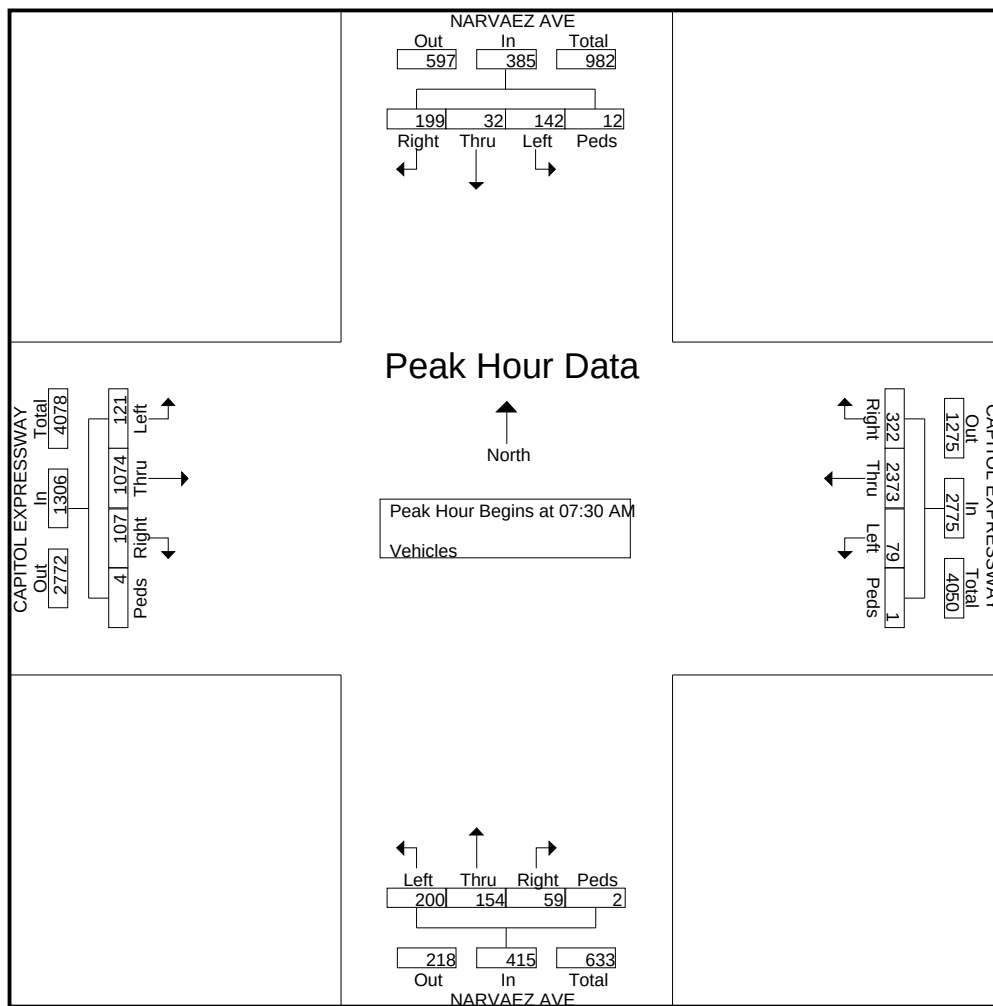
tdsbay@cs.com

File Name : 30AM FINAL

Site Code : 00000030

Start Date : 9/13/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 31AM FINAL

Site Code : 00000031

Start Date : 9/13/2012

Page No : 1

## Groups Printed- Vehicles

|             | COPPERFIELD DR<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | COPPERFIELD DR<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                        | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 27                           | 0    | 12   | 3    | 42         | 7                               | 476  | 0    | 0    | 483        | 13                           | 0    | 0    | 0    | 13         | 5                               | 216  | 24   | 0    | 245        | 783        |
| 07:15 AM    | 31                           | 0    | 19   | 2    | 52         | 3                               | 526  | 0    | 0    | 529        | 11                           | 0    | 0    | 1    | 12         | 6                               | 285  | 19   | 1    | 311        | 904        |
| 07:30 AM    | 36                           | 0    | 23   | 1    | 60         | 14                              | 612  | 0    | 0    | 626        | 11                           | 0    | 0    | 1    | 12         | 8                               | 226  | 37   | 1    | 272        | 970        |
| 07:45 AM    | 40                           | 0    | 15   | 1    | 56         | 13                              | 600  | 0    | 0    | 613        | 13                           | 0    | 0    | 0    | 13         | 5                               | 295  | 44   | 0    | 344        | 1026       |
| Total       | 134                          | 0    | 69   | 7    | 210        | 37                              | 2214 | 0    | 0    | 2251       | 48                           | 0    | 0    | 2    | 50         | 24                              | 1022 | 124  | 2    | 1172       | 3683       |
| 08:00 AM    | 31                           | 0    | 14   | 1    | 46         | 11                              | 580  | 0    | 0    | 591        | 13                           | 0    | 0    | 1    | 14         | 7                               | 242  | 60   | 4    | 313        | 964        |
| 08:15 AM    | 27                           | 0    | 18   | 0    | 45         | 10                              | 598  | 0    | 0    | 608        | 14                           | 0    | 0    | 0    | 14         | 4                               | 266  | 52   | 2    | 324        | 991        |
| 08:30 AM    | 23                           | 0    | 17   | 1    | 41         | 25                              | 588  | 0    | 0    | 613        | 3                            | 0    | 0    | 0    | 3          | 5                               | 241  | 31   | 1    | 278        | 935        |
| 08:45 AM    | 16                           | 0    | 24   | 1    | 41         | 16                              | 495  | 0    | 0    | 511        | 5                            | 0    | 0    | 1    | 6          | 5                               | 234  | 51   | 0    | 290        | 848        |
| Total       | 97                           | 0    | 73   | 3    | 173        | 62                              | 2261 | 0    | 0    | 2323       | 35                           | 0    | 0    | 2    | 37         | 21                              | 983  | 194  | 7    | 1205       | 3738       |
| Grand Total | 231                          | 0    | 142  | 10   | 383        | 99                              | 4475 | 0    | 0    | 4574       | 83                           | 0    | 0    | 4    | 87         | 45                              | 2005 | 318  | 9    | 2377       | 7421       |
| Apprch %    | 60.3                         | 0    | 37.1 | 2.6  |            | 2.2                             | 97.8 | 0    | 0    |            | 95.4                         | 0    | 0    | 4.6  |            | 1.9                             | 84.4 | 13.4 | 0.4  |            |            |
| Total %     | 3.1                          | 0    | 1.9  | 0.1  | 5.2        | 1.3                             | 60.3 | 0    | 0    | 61.6       | 1.1                          | 0    | 0    | 0.1  | 1.2        | 0.6                             | 27   | 4.3  | 0.1  | 32         |            |

|                                                            | COPPERFIELD DR<br>Southbound |      |           |          |            | CAPITOL EXPRESSWAY<br>Westbound |            |      |      |            | COPPERFIELD DR<br>Northbound |      |      |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|------------------------------|------|-----------|----------|------------|---------------------------------|------------|------|------|------------|------------------------------|------|------|----------|------------|---------------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                        | Thru | Left      | Peds     | App. Total | Right                           | Thru       | Left | Peds | App. Total | Right                        | Thru | Left | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                              |      |           |          |            |                                 |            |      |      |            |                              |      |      |          |            |                                 |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                              |      |           |          |            |                                 |            |      |      |            |                              |      |      |          |            |                                 |            |           |          |            |             |
| 07:30 AM                                                   | 36                           | 0    | <b>23</b> | <b>1</b> | <b>60</b>  | <b>14</b>                       | <b>612</b> | 0    | 0    | <b>626</b> | 11                           | 0    | 0    | <b>1</b> | 12         | <b>8</b>                        | 226        | 37        | 1        | 272        | 970         |
| 07:45 AM                                                   | <b>40</b>                    | 0    | 15        | 1        | 56         | 13                              | 600        | 0    | 0    | 613        | 13                           | 0    | 0    | 0        | 13         | 5                               | <b>295</b> | 44        | 0        | <b>344</b> | <b>1026</b> |
| 08:00 AM                                                   | 31                           | 0    | 14        | 1        | 46         | 11                              | 580        | 0    | 0    | 591        | 13                           | 0    | 0    | 1        | <b>14</b>  | 7                               | 242        | <b>60</b> | <b>4</b> | 313        | 964         |
| 08:15 AM                                                   | 27                           | 0    | 18        | 0        | 45         | 10                              | 598        | 0    | 0    | 608        | <b>14</b>                    | 0    | 0    | 0        | 14         | 4                               | 266        | 52        | 2        | 324        | 991         |
| Total Volume                                               | 134                          | 0    | 70        | 3        | 207        | 48                              | 2390       | 0    | 0    | 2438       | 51                           | 0    | 0    | 2        | 53         | 24                              | 1029       | 193       | 7        | 1253       | 3951        |
| % App. Total                                               |                              |      |           |          |            |                                 |            |      |      |            |                              |      |      |          |            |                                 |            |           |          |            |             |
| PHF                                                        | .838                         | .000 | .761      | .750     | .863       | .857                            | .976       | .000 | .000 | .974       | .911                         | .000 | .000 | .500     | .946       | .750                            | .872       | .804      | .438     | .911       | .963        |

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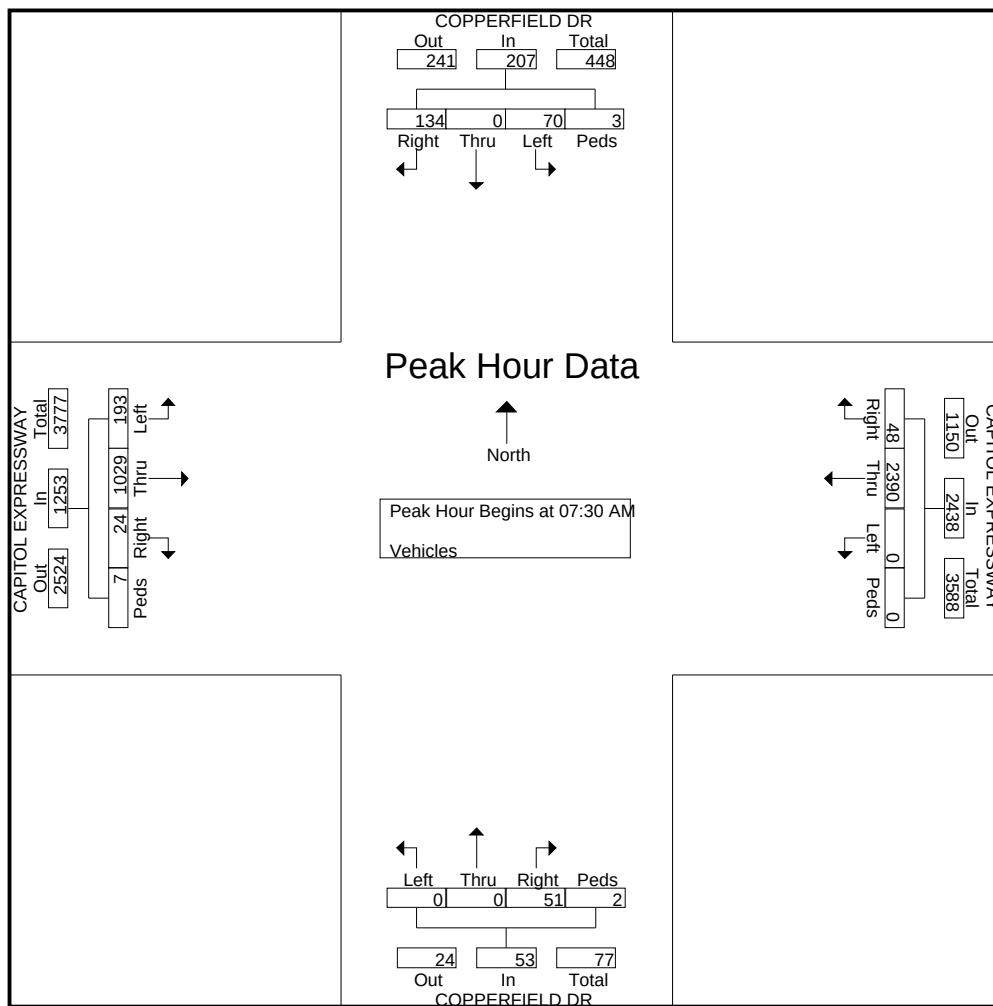
tdsbay@cs.com

File Name : 31AM FINAL

Site Code : 00000031

Start Date : 9/13/2012

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# Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 31PM FINAL

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## Groups Printed- Vehicles

|             | COPPERFIELD DR<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | COPPERFIELD DR<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                        | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 27                           | 0    | 31   | 2    | 60         | 15                              | 285  | 0    | 0    | 300        | 3                            | 0    | 0    | 2    | 5          | 27                              | 420  | 67   | 3    | 517        | 882        |
| 04:15 PM    | 22                           | 0    | 38   | 3    | 63         | 11                              | 292  | 0    | 0    | 303        | 6                            | 0    | 0    | 3    | 9          | 27                              | 449  | 77   | 6    | 559        | 934        |
| 04:30 PM    | 32                           | 0    | 27   | 1    | 60         | 12                              | 293  | 0    | 0    | 305        | 5                            | 0    | 0    | 1    | 6          | 25                              | 480  | 79   | 1    | 585        | 956        |
| 04:45 PM    | 32                           | 0    | 33   | 0    | 65         | 18                              | 327  | 0    | 0    | 345        | 6                            | 0    | 0    | 1    | 7          | 24                              | 494  | 88   | 1    | 607        | 1024       |
| Total       | 113                          | 0    | 129  | 6    | 248        | 56                              | 1197 | 0    | 0    | 1253       | 20                           | 0    | 0    | 7    | 27         | 103                             | 1843 | 311  | 11   | 2268       | 3796       |
| 05:00 PM    | 34                           | 0    | 33   | 1    | 68         | 14                              | 326  | 0    | 0    | 340        | 4                            | 0    | 0    | 1    | 5          | 34                              | 478  | 80   | 6    | 598        | 1011       |
| 05:15 PM    | 28                           | 0    | 33   | 0    | 61         | 17                              | 385  | 0    | 0    | 402        | 5                            | 0    | 0    | 1    | 6          | 39                              | 489  | 75   | 3    | 606        | 1075       |
| 05:30 PM    | 25                           | 0    | 33   | 3    | 61         | 12                              | 359  | 0    | 0    | 371        | 11                           | 0    | 0    | 2    | 13         | 34                              | 540  | 95   | 2    | 671        | 1116       |
| 05:45 PM    | 38                           | 0    | 26   | 2    | 66         | 9                               | 368  | 0    | 0    | 377        | 7                            | 0    | 0    | 1    | 8          | 41                              | 517  | 102  | 3    | 663        | 1114       |
| Total       | 125                          | 0    | 125  | 6    | 256        | 52                              | 1438 | 0    | 0    | 1490       | 27                           | 0    | 0    | 5    | 32         | 148                             | 2024 | 352  | 14   | 2538       | 4316       |
| Grand Total | 238                          | 0    | 254  | 12   | 504        | 108                             | 2635 | 0    | 0    | 2743       | 47                           | 0    | 0    | 12   | 59         | 251                             | 3867 | 663  | 25   | 4806       | 8112       |
| Apprch %    | 47.2                         | 0    | 50.4 | 2.4  |            | 3.9                             | 96.1 | 0    | 0    |            | 79.7                         | 0    | 0    | 20.3 |            | 5.2                             | 80.5 | 13.8 | 0.5  |            |            |
| Total %     | 2.9                          | 0    | 3.1  | 0.1  | 6.2        | 1.3                             | 32.5 | 0    | 0    | 33.8       | 0.6                          | 0    | 0    | 0.1  | 0.7        | 3.1                             | 47.7 | 8.2  | 0.3  | 59.2       |            |

|                                                            | COPPERFIELD DR<br>Southbound |      |           |          |            | CAPITOL EXPRESSWAY<br>Westbound |            |      |      |            | COPPERFIELD DR<br>Northbound |      |      |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |            |          |            |             |
|------------------------------------------------------------|------------------------------|------|-----------|----------|------------|---------------------------------|------------|------|------|------------|------------------------------|------|------|----------|------------|---------------------------------|------------|------------|----------|------------|-------------|
| Start Time                                                 | Right                        | Thru | Left      | Peds     | App. Total | Right                           | Thru       | Left | Peds | App. Total | Right                        | Thru | Left | Peds     | App. Total | Right                           | Thru       | Left       | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                              |      |           |          |            |                                 |            |      |      |            |                              |      |      |          |            |                                 |            |            |          |            |             |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                              |      |           |          |            |                                 |            |      |      |            |                              |      |      |          |            |                                 |            |            |          |            |             |
| 05:00 PM                                                   | 34                           | 0    | <b>33</b> | 1        | <b>68</b>  | 14                              | 326        | 0    | 0    | 340        | 4                            | 0    | 0    | 1        | 5          | 34                              | 478        | 80         | <b>6</b> | 598        | 1011        |
| 05:15 PM                                                   | 28                           | 0    | 33        | 0        | 61         | <b>17</b>                       | <b>385</b> | 0    | 0    | <b>402</b> | 5                            | 0    | 0    | 1        | 6          | 39                              | 489        | 75         | 3        | 606        | 1075        |
| 05:30 PM                                                   | 25                           | 0    | 33        | <b>3</b> | 61         | 12                              | 359        | 0    | 0    | 371        | <b>11</b>                    | 0    | 0    | <b>2</b> | <b>13</b>  | 34                              | <b>540</b> | 95         | 2        | <b>671</b> | <b>1116</b> |
| 05:45 PM                                                   | <b>38</b>                    | 0    | 26        | 2        | 66         | 9                               | 368        | 0    | 0    | 377        | 7                            | 0    | 0    | 1        | 8          | <b>41</b>                       | 517        | <b>102</b> | 3        | 663        | 1114        |
| Total Volume                                               | 125                          | 0    | 125       | 6        | 256        | 52                              | 1438       | 0    | 0    | 1490       | 27                           | 0    | 0    | 5        | 32         | 148                             | 2024       | 352        | 14       | 2538       | 4316        |
| % App. Total                                               |                              |      |           |          |            |                                 |            |      |      |            |                              |      |      |          |            |                                 |            |            |          |            |             |
| PHF                                                        | .822                         | .000 | .947      | .500     | .941       | .765                            | .934       | .000 | .000 | .927       | .614                         | .000 | .000 | .625     | .615       | .902                            | .937       | .863       | .583     | .946       | .967        |

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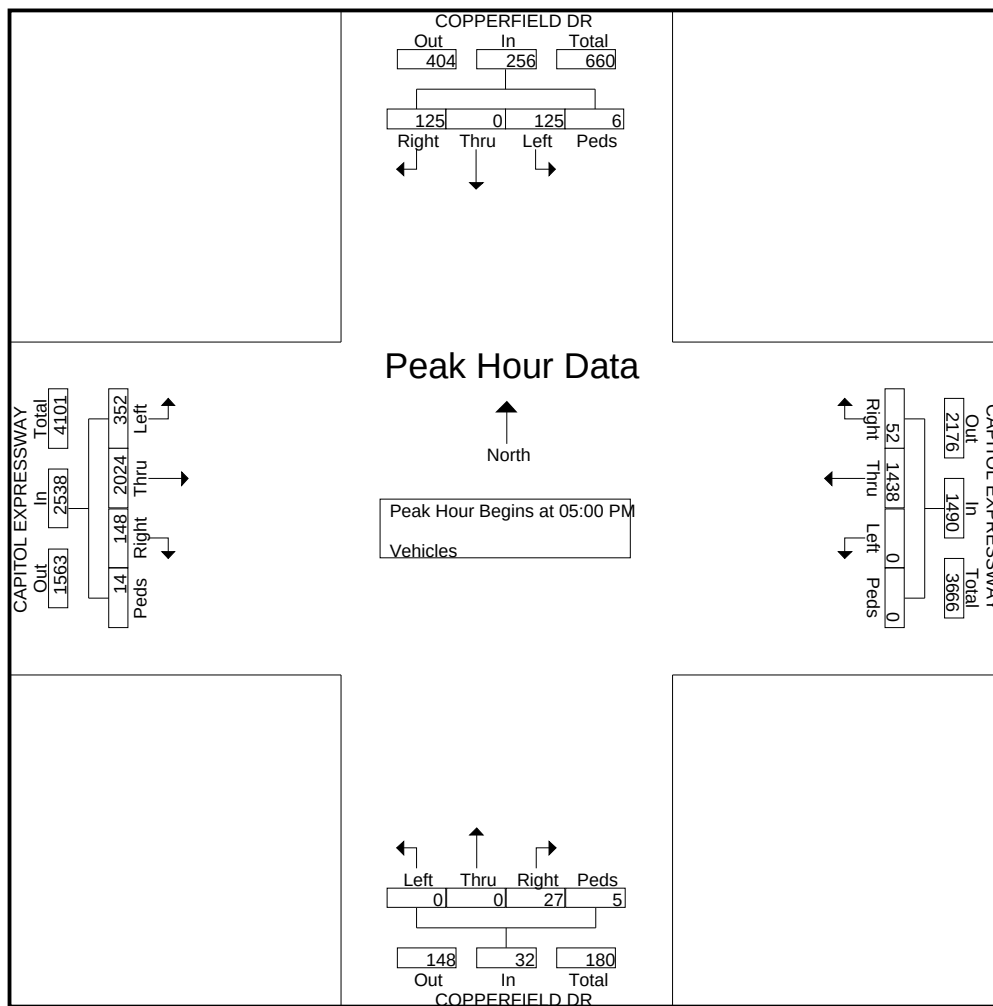
tdsbay@cs.com

File Name : 31PM FINAL

Site Code : 00000031

Start Date : 9/13/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 32AM FINAL

Site Code : 00000032

Start Date : 9/13/2012

Page No : 1

## Groups Printed- Vehicles

|             | VISTA PARK DR<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | VISTA PARK DR<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                       | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                       | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 1                           | 11   | 16   | 0    | 28         | 5                               | 407  | 14   | 0    | 426        | 21                          | 13   | 51   | 2    | 87         | 13                              | 186  | 7    | 1    | 207        | 748        |
| 07:15 AM    | 9                           | 9    | 25   | 2    | 45         | 10                              | 453  | 13   | 0    | 476        | 49                          | 15   | 49   | 1    | 114        | 8                               | 284  | 8    | 0    | 300        | 935        |
| 07:30 AM    | 5                           | 14   | 16   | 0    | 35         | 14                              | 617  | 38   | 3    | 672        | 54                          | 21   | 61   | 0    | 136        | 16                              | 279  | 10   | 5    | 310        | 1153       |
| 07:45 AM    | 7                           | 5    | 12   | 3    | 27         | 11                              | 571  | 32   | 2    | 616        | 57                          | 14   | 36   | 0    | 107        | 14                              | 290  | 11   | 0    | 315        | 1065       |
| Total       | 22                          | 39   | 69   | 5    | 135        | 40                              | 2048 | 97   | 5    | 2190       | 181                         | 63   | 197  | 3    | 444        | 51                              | 1039 | 36   | 6    | 1132       | 3901       |
| 08:00 AM    | 11                          | 12   | 25   | 1    | 49         | 12                              | 476  | 23   | 0    | 511        | 40                          | 15   | 53   | 1    | 109        | 14                              | 261  | 9    | 0    | 284        | 953        |
| 08:15 AM    | 8                           | 8    | 20   | 4    | 40         | 24                              | 524  | 22   | 0    | 570        | 38                          | 14   | 69   | 1    | 122        | 27                              | 279  | 19   | 0    | 325        | 1057       |
| 08:30 AM    | 4                           | 12   | 20   | 1    | 37         | 19                              | 538  | 18   | 2    | 577        | 36                          | 13   | 51   | 0    | 100        | 16                              | 236  | 2    | 1    | 255        | 969        |
| 08:45 AM    | 10                          | 19   | 28   | 2    | 59         | 17                              | 432  | 24   | 0    | 473        | 32                          | 12   | 62   | 1    | 107        | 16                              | 250  | 9    | 4    | 279        | 918        |
| Total       | 33                          | 51   | 93   | 8    | 185        | 72                              | 1970 | 87   | 2    | 2131       | 146                         | 54   | 235  | 3    | 438        | 73                              | 1026 | 39   | 5    | 1143       | 3897       |
| Grand Total | 55                          | 90   | 162  | 13   | 320        | 112                             | 4018 | 184  | 7    | 4321       | 327                         | 117  | 432  | 6    | 882        | 124                             | 2065 | 75   | 11   | 2275       | 7798       |
| Apprch %    | 17.2                        | 28.1 | 50.6 | 4.1  |            | 2.6                             | 93   | 4.3  | 0.2  |            | 37.1                        | 13.3 | 49   | 0.7  |            | 5.5                             | 90.8 | 3.3  | 0.5  |            |            |
| Total %     | 0.7                         | 1.2  | 2.1  | 0.2  | 4.1        | 1.4                             | 51.5 | 2.4  | 0.1  | 55.4       | 4.2                         | 1.5  | 5.5  | 0.1  | 11.3       | 1.6                             | 26.5 | 1    | 0.1  | 29.2       |            |

|                                                            | VISTA PARK DR<br>Southbound |           |           |          |            | CAPITOL EXPRESSWAY<br>Westbound |            |           |          |            | VISTA PARK DR<br>Northbound |           |           |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|-----------------------------|-----------|-----------|----------|------------|---------------------------------|------------|-----------|----------|------------|-----------------------------|-----------|-----------|----------|------------|---------------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                       | Thru      | Left      | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Right                       | Thru      | Left      | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                             |           |           |          |            |                                 |            |           |          |            |                             |           |           |          |            |                                 |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                             |           |           |          |            |                                 |            |           |          |            |                             |           |           |          |            |                                 |            |           |          |            |             |
| 07:30 AM                                                   | 5                           | <b>14</b> | 16        | 0        | 35         | 14                              | <b>617</b> | <b>38</b> | <b>3</b> | <b>672</b> | 54                          | <b>21</b> | 61        | 0        | <b>136</b> | 16                              | 279        | 10        | <b>5</b> | 310        | <b>1153</b> |
| 07:45 AM                                                   | 7                           | 5         | 12        | 3        | 27         | 11                              | 571        | 32        | 2        | 616        | <b>57</b>                   | 14        | 36        | 0        | 107        | 14                              | <b>290</b> | 11        | 0        | 315        | 1065        |
| 08:00 AM                                                   | <b>11</b>                   | 12        | <b>25</b> | 1        | <b>49</b>  | 12                              | 476        | 23        | 0        | 511        | 40                          | 15        | 53        | <b>1</b> | 109        | 14                              | 261        | 9         | 0        | 284        | 953         |
| 08:15 AM                                                   | 8                           | 8         | 20        | <b>4</b> | 40         | <b>24</b>                       | 524        | 22        | 0        | 570        | 38                          | 14        | <b>69</b> | 1        | 122        | <b>27</b>                       | 279        | <b>19</b> | 0        | <b>325</b> | 1057        |
| Total Volume                                               | 31                          | 39        | 73        | 8        | 151        | 61                              | 2188       | 115       | 5        | 2369       | 189                         | 64        | 219       | 2        | 474        | 71                              | 1109       | 49        | 5        | 1234       | 4228        |
| % App. Total                                               |                             |           |           |          |            |                                 |            |           |          |            |                             |           |           |          |            |                                 |            |           |          |            |             |
| PHF                                                        | .705                        | .696      | .730      | .500     | .770       | .635                            | .887       | .757      | .417     | .881       | .829                        | .762      | .793      | .500     | .871       | .657                            | .956       | .645      | .250     | .949       | .917        |

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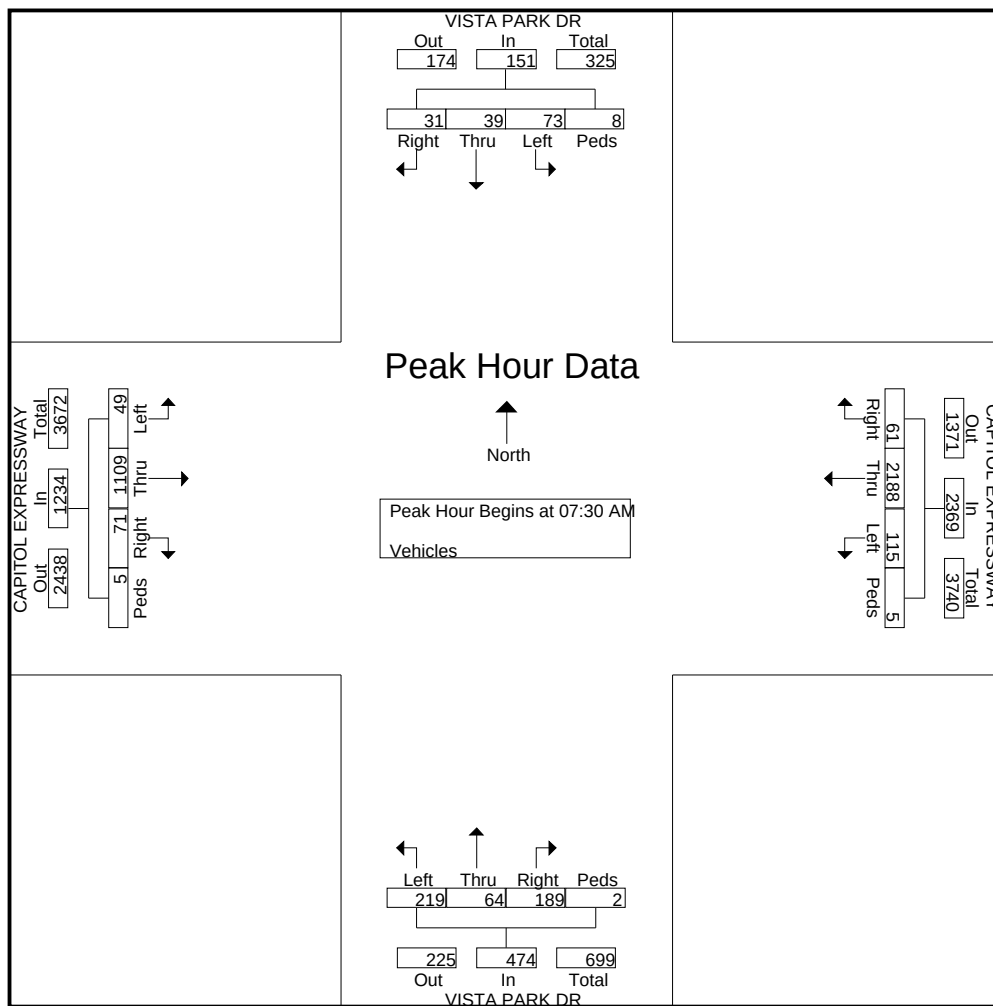
tdsbay@cs.com

File Name : 32AM FINAL

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# Traffic Data Service

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## Groups Printed- Vehicles

|             | VISTAPARK DR<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | VISTAPARK DR<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                          | 13   | 21   | 1    | 35         | 4                               | 226  | 23   | 4    | 257        | 26                         | 12   | 30   | 1    | 69         | 35                              | 432  | 11   | 1    | 479        | 840        |
| 04:15 PM    | 8                          | 24   | 26   | 3    | 61         | 10                              | 293  | 42   | 3    | 348        | 20                         | 12   | 46   | 2    | 80         | 46                              | 395  | 17   | 2    | 460        | 949        |
| 04:30 PM    | 3                          | 17   | 37   | 3    | 60         | 13                              | 296  | 24   | 1    | 334        | 19                         | 7    | 31   | 0    | 57         | 37                              | 476  | 22   | 0    | 535        | 986        |
| 04:45 PM    | 3                          | 25   | 33   | 2    | 63         | 17                              | 303  | 30   | 0    | 350        | 19                         | 10   | 34   | 1    | 64         | 44                              | 491  | 24   | 3    | 562        | 1039       |
| Total       | 14                         | 79   | 117  | 9    | 219        | 44                              | 1118 | 119  | 8    | 1289       | 84                         | 41   | 141  | 4    | 270        | 162                             | 1794 | 74   | 6    | 2036       | 3814       |
| 05:00 PM    | 3                          | 23   | 50   | 1    | 77         | 15                              | 315  | 43   | 0    | 373        | 25                         | 20   | 42   | 1    | 88         | 39                              | 391  | 27   | 2    | 459        | 997        |
| 05:15 PM    | 6                          | 30   | 46   | 4    | 86         | 13                              | 378  | 49   | 4    | 444        | 35                         | 8    | 47   | 2    | 92         | 42                              | 520  | 19   | 0    | 581        | 1203       |
| 05:30 PM    | 5                          | 27   | 48   | 2    | 82         | 16                              | 344  | 56   | 1    | 417        | 32                         | 11   | 39   | 1    | 83         | 41                              | 528  | 27   | 5    | 601        | 1183       |
| 05:45 PM    | 1                          | 31   | 53   | 3    | 88         | 16                              | 339  | 55   | 0    | 410        | 26                         | 14   | 42   | 0    | 82         | 49                              | 520  | 18   | 1    | 588        | 1168       |
| Total       | 15                         | 111  | 197  | 10   | 333        | 60                              | 1376 | 203  | 5    | 1644       | 118                        | 53   | 170  | 4    | 345        | 171                             | 1959 | 91   | 8    | 2229       | 4551       |
| Grand Total | 29                         | 190  | 314  | 19   | 552        | 104                             | 2494 | 322  | 13   | 2933       | 202                        | 94   | 311  | 8    | 615        | 333                             | 3753 | 165  | 14   | 4265       | 8365       |
| Apprch %    | 5.3                        | 34.4 | 56.9 | 3.4  |            | 3.5                             | 85   | 11   | 0.4  |            | 32.8                       | 15.3 | 50.6 | 1.3  |            | 7.8                             | 88   | 3.9  | 0.3  |            |            |
| Total %     | 0.3                        | 2.3  | 3.8  | 0.2  | 6.6        | 1.2                             | 29.8 | 3.8  | 0.2  | 35.1       | 2.4                        | 1.1  | 3.7  | 0.1  | 7.4        | 4                               | 44.9 | 2    | 0.2  | 51         |            |

|                                                            | VISTAPARK DR<br>Southbound |           |           |          |            | CAPITOL EXPRESSWAY<br>Westbound |            |           |          |            | VISTAPARK DR<br>Northbound |           |           |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|----------------------------|-----------|-----------|----------|------------|---------------------------------|------------|-----------|----------|------------|----------------------------|-----------|-----------|----------|------------|---------------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                      | Thru      | Left      | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Right                      | Thru      | Left      | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 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                          | 23        | 50        | 1        | 77         | 15                              | 315        | 43        | 0        | 373        | 25                         | <b>20</b> | 42        | 1        | 88         | 39                              | 391        | <b>27</b> | 2        | 459        | 997         |
| 05:15 PM                                                   | <b>6</b>                   | 30        | 46        | <b>4</b> | 86         | 13                              | <b>378</b> | 49        | <b>4</b> | <b>444</b> | <b>35</b>                  | 8         | <b>47</b> | <b>2</b> | <b>92</b>  | 42                              | 520        | 19        | 0        | 581        | <b>1203</b> |
| 05:30 PM                                                   | 5                          | 27        | 48        | 2        | 82         | <b>16</b>                       | 344        | <b>56</b> | 1        | 417        | 32                         | 11        | 39        | 1        | 83         | 41                              | <b>528</b> | 27        | <b>5</b> | <b>601</b> | 1183        |
| 05:45 PM                                                   | 1                          | <b>31</b> | <b>53</b> | 3        | <b>88</b>  | 16                              | 339        | 55        | 0        | 410        | 26                         | 14        | 42        | 0        | 82         | <b>49</b>                       | 520        | 18        | 1        | 588        | 1168        |
| Total Volume                                               | 15                         | 111       | 197       | 10       | 333        | 60                              | 1376       | 203       | 5        | 1644       | 118                        | 53        | 170       | 4        | 345        | 171                             | 1959       | 91        | 8        | 2229       | 4551        |
| % App. Total                                               |                            |           |           |          |            |                                 |            |           |          |            |                            |           |           |          |            |                                 |            |           |          |            |             |
| PHF                                                        | .625                       | .895      | .929      | .625     | .946       | .938                            | .910       | .906      | .313     | .926       | .843                       | .663      | .904      | .500     | .938       | .872                            | .928       | .843      | .400     | .927       | .946        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

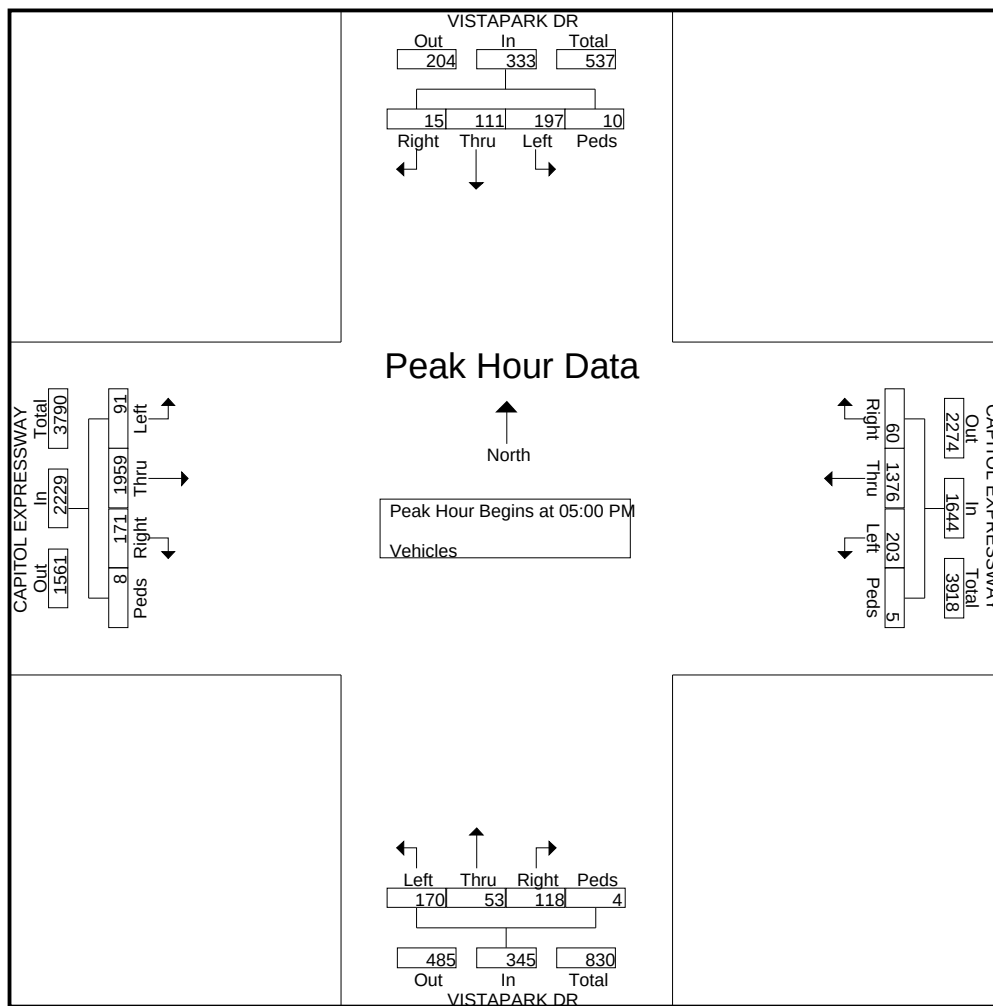
tdsbay@cs.com

File Name : 32PM FINAL

Site Code : 00000032

Start Date : 9/13/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 33AM FINAL

Site Code : 00000033

Start Date : 9/13/2012

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 19                      | 24   | 75   | 4    | 122        | 117                             | 285  | 30   | 1    | 433        | 86                      | 59   | 104  | 0    | 249        | 29                              | 134  | 19   | 4    | 186        | 990        |
| 07:15 AM    | 16                      | 36   | 155  | 6    | 213        | 129                             | 411  | 43   | 4    | 587        | 133                     | 66   | 118  | 0    | 317        | 54                              | 262  | 15   | 6    | 337        | 1454       |
| 07:30 AM    | 5                       | 44   | 107  | 0    | 156        | 132                             | 488  | 84   | 2    | 706        | 202                     | 91   | 109  | 2    | 404        | 35                              | 369  | 40   | 3    | 447        | 1713       |
| 07:45 AM    | 5                       | 34   | 148  | 17   | 204        | 133                             | 458  | 84   | 8    | 683        | 140                     | 109  | 117  | 0    | 366        | 22                              | 344  | 28   | 5    | 399        | 1652       |
| Total       | 45                      | 138  | 485  | 27   | 695        | 511                             | 1642 | 241  | 15   | 2409       | 561                     | 325  | 448  | 2    | 1336       | 140                             | 1109 | 102  | 18   | 1369       | 5809       |
| 08:00 AM    | 5                       | 37   | 130  | 15   | 187        | 122                             | 427  | 106  | 13   | 668        | 104                     | 87   | 105  | 3    | 299        | 31                              | 279  | 33   | 9    | 352        | 1506       |
| 08:15 AM    | 13                      | 38   | 127  | 10   | 188        | 150                             | 435  | 93   | 7    | 685        | 110                     | 107  | 115  | 0    | 332        | 43                              | 306  | 51   | 0    | 400        | 1605       |
| 08:30 AM    | 14                      | 88   | 162  | 21   | 285        | 142                             | 482  | 132  | 9    | 765        | 53                      | 89   | 111  | 0    | 253        | 30                              | 259  | 29   | 7    | 325        | 1628       |
| 08:45 AM    | 15                      | 58   | 157  | 32   | 262        | 123                             | 429  | 98   | 12   | 662        | 45                      | 58   | 85   | 0    | 188        | 39                              | 274  | 40   | 15   | 368        | 1480       |
| Total       | 47                      | 221  | 576  | 78   | 922        | 537                             | 1773 | 429  | 41   | 2780       | 312                     | 341  | 416  | 3    | 1072       | 143                             | 1118 | 153  | 31   | 1445       | 6219       |
| Grand Total | 92                      | 359  | 1061 | 105  | 1617       | 1048                            | 3415 | 670  | 56   | 5189       | 873                     | 666  | 864  | 5    | 2408       | 283                             | 2227 | 255  | 49   | 2814       | 12028      |
| Apprch %    | 5.7                     | 22.2 | 65.6 | 6.5  |            | 20.2                            | 65.8 | 12.9 | 1.1  |            | 36.3                    | 27.7 | 35.9 | 0.2  |            | 10.1                            | 79.1 | 9.1  | 1.7  |            |            |
| Total %     | 0.8                     | 3    | 8.8  | 0.9  | 13.4       | 8.7                             | 28.4 | 5.6  | 0.5  | 43.1       | 7.3                     | 5.5  | 7.2  | 0    | 20         | 2.4                             | 18.5 | 2.1  | 0.4  | 23.4       |            |

|                                                            | SNELL AVE<br>Southbound |           |            |           |            | CAPITOL EXPRESSWAY<br>Westbound |            |            |           |            | SNELL AVE<br>Northbound |            |            |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |           |          |            |             |
|------------------------------------------------------------|-------------------------|-----------|------------|-----------|------------|---------------------------------|------------|------------|-----------|------------|-------------------------|------------|------------|----------|------------|---------------------------------|------------|-----------|----------|------------|-------------|
| Start Time                                                 | Right                   | Thru      | Left       | Peds      | App. Total | Right                           | Thru       | Left       | Peds      | App. Total | Right                   | Thru       | Left       | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |           |            |           |            |                                 |            |            |           |            |                         |            |            |          |            |                                 |            |           |          |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                         |           |            |           |            |                                 |            |            |           |            |                         |            |            |          |            |                                 |            |           |          |            |             |
| 07:30 AM                                                   | 5                       | <b>44</b> | 107        | 0         | 156        | 132                             | <b>488</b> | 84         | 2         | <b>706</b> | <b>202</b>              | 91         | 109        | 2        | <b>404</b> | 35                              | <b>369</b> | 40        | 3        | <b>447</b> | <b>1713</b> |
| 07:45 AM                                                   | 5                       | 34        | <b>148</b> | <b>17</b> | <b>204</b> | 133                             | 458        | 84         | 8         | 683        | 140                     | <b>109</b> | <b>117</b> | 0        | 366        | 22                              | 344        | 28        | 5        | 399        | 1652        |
| 08:00 AM                                                   | 5                       | 37        | 130        | 15        | 187        | 122                             | 427        | <b>106</b> | <b>13</b> | 668        | 104                     | 87         | 105        | <b>3</b> | 299        | 31                              | 279        | 33        | <b>9</b> | 352        | 1506        |
| 08:15 AM                                                   | <b>13</b>               | 38        | 127        | 10        | 188        | <b>150</b>                      | 435        | 93         | 7         | 685        | 110                     | 107        | 115        | 0        | 332        | <b>43</b>                       | 306        | <b>51</b> | 0        | 400        | 1605        |
| Total Volume                                               | 28                      | 153       | 512        | 42        | 735        | 537                             | 1808       | 367        | 30        | 2742       | 556                     | 394        | 446        | 5        | 1401       | 131                             | 1298       | 152       | 17       | 1598       | 6476        |
| % App. Total                                               |                         |           |            |           |            |                                 |            |            |           |            |                         |            |            |          |            |                                 |            |           |          |            |             |
| PHF                                                        | .538                    | .869      | .865       | .618      | .901       | .895                            | .926       | .866       | .577      | .971       | .688                    | .904       | .953       | .417     | .867       | .762                            | .879       | .745      | .472     | .894       | .945        |

# Traffic Data Service

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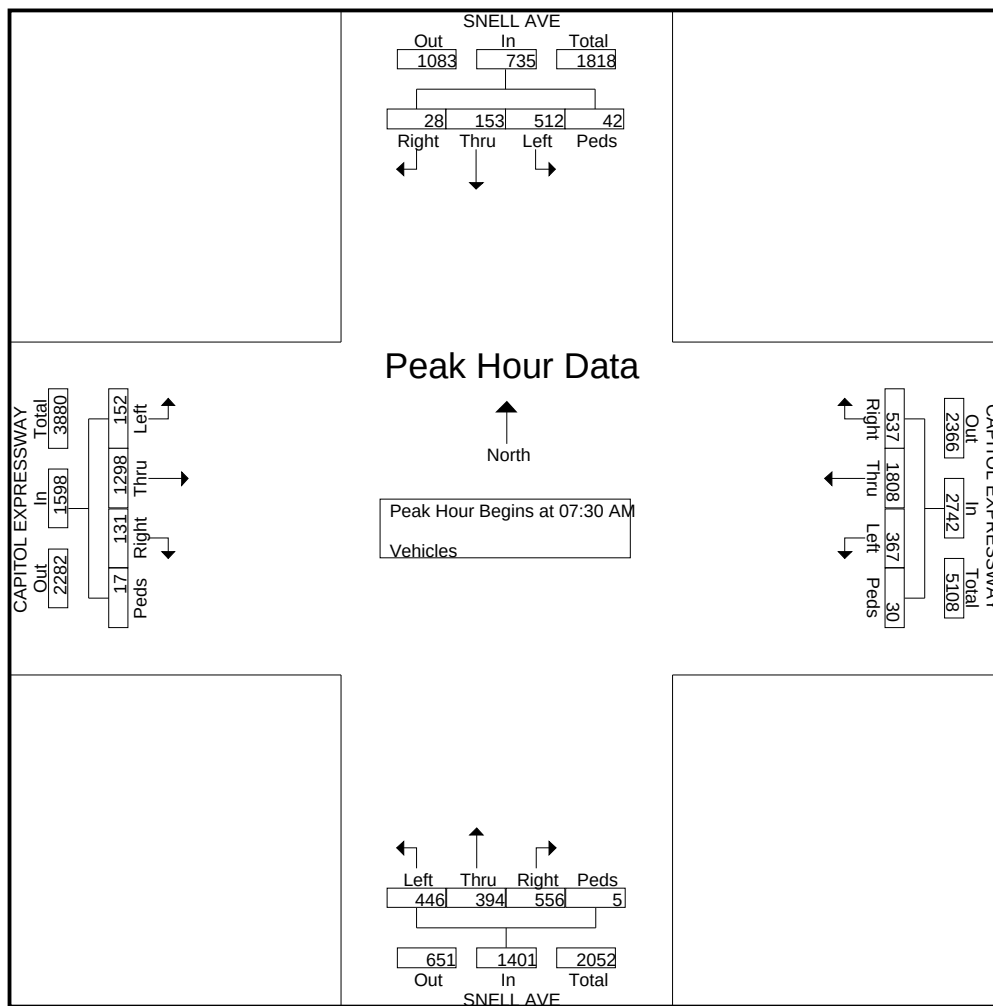
tdsbay@cs.com

File Name : 33AM FINAL

Site Code : 00000033

Start Date : 9/13/2012

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 35AM FINAL

Site Code : 00000035

Start Date : 9/26/2012

Page No : 1

## Groups Printed- Vehicles

|             | McLAUGHLIN AVE<br>Southbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Westbound |      |      |      |            | McLAUGHLIN AVE<br>Northbound |      |      |      |            | CAPITOL EXPRESSWAY<br>Eastbound |      |      |      |            |            |
|-------------|------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| Start Time  | Right                        | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 29                           | 16   | 89   | 1    | 135        | 68                              | 325  | 11   | 0    | 404        | 25                           | 20   | 70   | 0    | 115        | 8                               | 286  | 32   | 1    | 327        | 981        |
| 07:15 AM    | 44                           | 15   | 111  | 0    | 170        | 58                              | 474  | 11   | 2    | 545        | 20                           | 59   | 91   | 0    | 170        | 5                               | 378  | 42   | 5    | 430        | 1315       |
| 07:30 AM    | 50                           | 55   | 138  | 5    | 248        | 77                              | 421  | 27   | 2    | 527        | 21                           | 76   | 112  | 0    | 209        | 15                              | 408  | 72   | 0    | 495        | 1479       |
| 07:45 AM    | 44                           | 38   | 114  | 0    | 196        | 89                              | 574  | 20   | 4    | 687        | 11                           | 115  | 148  | 2    | 276        | 16                              | 508  | 85   | 5    | 614        | 1773       |
| Total       | 167                          | 124  | 452  | 6    | 749        | 292                             | 1794 | 69   | 8    | 2163       | 77                           | 270  | 421  | 2    | 770        | 44                              | 1580 | 231  | 11   | 1866       | 5548       |
| 08:00 AM    | 42                           | 47   | 143  | 0    | 232        | 83                              | 510  | 28   | 0    | 621        | 45                           | 80   | 111  | 5    | 241        | 4                               | 501  | 103  | 11   | 619        | 1713       |
| 08:15 AM    | 25                           | 27   | 164  | 0    | 216        | 82                              | 570  | 24   | 2    | 678        | 14                           | 65   | 99   | 4    | 182        | 4                               | 393  | 87   | 1    | 485        | 1561       |
| 08:30 AM    | 37                           | 23   | 148  | 2    | 210        | 103                             | 493  | 20   | 1    | 617        | 9                            | 50   | 78   | 3    | 140        | 7                               | 380  | 89   | 6    | 482        | 1449       |
| 08:45 AM    | 20                           | 33   | 136  | 0    | 189        | 70                              | 458  | 31   | 0    | 559        | 13                           | 31   | 65   | 5    | 114        | 6                               | 355  | 77   | 4    | 442        | 1304       |
| Total       | 124                          | 130  | 591  | 2    | 847        | 338                             | 2031 | 103  | 3    | 2475       | 81                           | 226  | 353  | 17   | 677        | 21                              | 1629 | 356  | 22   | 2028       | 6027       |
| Grand Total | 291                          | 254  | 1043 | 8    | 1596       | 630                             | 3825 | 172  | 11   | 4638       | 158                          | 496  | 774  | 19   | 1447       | 65                              | 3209 | 587  | 33   | 3894       | 11575      |
| Apprch %    | 18.2                         | 15.9 | 65.4 | 0.5  |            | 13.6                            | 82.5 | 3.7  | 0.2  |            | 10.9                         | 34.3 | 53.5 | 1.3  |            | 1.7                             | 82.4 | 15.1 | 0.8  |            |            |
| Total %     | 2.5                          | 2.2  | 9    | 0.1  | 13.8       | 5.4                             | 33   | 1.5  | 0.1  | 40.1       | 1.4                          | 4.3  | 6.7  | 0.2  | 12.5       | 0.6                             | 27.7 | 5.1  | 0.3  | 33.6       |            |

|                                                            | McLAUGHLIN AVE<br>Southbound |           |            |          |            | CAPITOL EXPRESSWAY<br>Westbound |            |           |          |            | McLAUGHLIN AVE<br>Northbound |            |            |          |            | CAPITOL EXPRESSWAY<br>Eastbound |            |            |           |            |             |
|------------------------------------------------------------|------------------------------|-----------|------------|----------|------------|---------------------------------|------------|-----------|----------|------------|------------------------------|------------|------------|----------|------------|---------------------------------|------------|------------|-----------|------------|-------------|
| Start Time                                                 | Right                        | Thru      | Left       | Peds     | App. Total | Right                           | Thru       | Left      | Peds     | App. Total | Right                        | Thru       | Left       | Peds     | App. Total | Right                           | Thru       | Left       | Peds      | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                              |           |            |          |            |                                 |            |           |          |            |                              |            |            |          |            |                                 |            |            |           |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                              |           |            |          |            |                                 |            |           |          |            |                              |            |            |          |            |                                 |            |            |           |            |             |
| 07:30 AM                                                   | <b>50</b>                    | <b>55</b> | 138        | <b>5</b> | <b>248</b> | 77                              | 421        | 27        | 2        | 527        | 21                           | 76         | 112        | 0        | 209        | 15                              | 408        | 72         | 0         | 495        | 1479        |
| 07:45 AM                                                   | 44                           | 38        | 114        | 0        | 196        | <b>89</b>                       | <b>574</b> | 20        | <b>4</b> | <b>687</b> | 11                           | <b>115</b> | <b>148</b> | 2        | <b>276</b> | <b>16</b>                       | <b>508</b> | 85         | 5         | 614        | <b>1773</b> |
| 08:00 AM                                                   | 42                           | 47        | 143        | 0        | 232        | 83                              | 510        | <b>28</b> | 0        | 621        | <b>45</b>                    | 80         | 111        | <b>5</b> | 241        | 4                               | 501        | <b>103</b> | <b>11</b> | <b>619</b> | 1713        |
| 08:15 AM                                                   | 25                           | 27        | <b>164</b> | 0        | 216        | 82                              | 570        | 24        | 2        | 678        | 14                           | 65         | 99         | 4        | 182        | 4                               | 393        | 87         | 1         | 485        | 1561        |
| Total Volume                                               | 161                          | 167       | 559        | 5        | 892        | 331                             | 2075       | 99        | 8        | 2513       | 91                           | 336        | 470        | 11       | 908        | 39                              | 1810       | 347        | 17        | 2213       | 6526        |
| % App. Total                                               |                              |           |            |          |            |                                 |            |           |          |            |                              |            |            |          |            |                                 |            |            |           |            |             |
| PHF                                                        | .805                         | .759      | .852       | .250     | .899       | .930                            | .904       | .884      | .500     | .914       | .506                         | .730       | .794       | .550     | .822       | .609                            | .891       | .842       | .386      | .894       | .920        |

# Traffic Data Service

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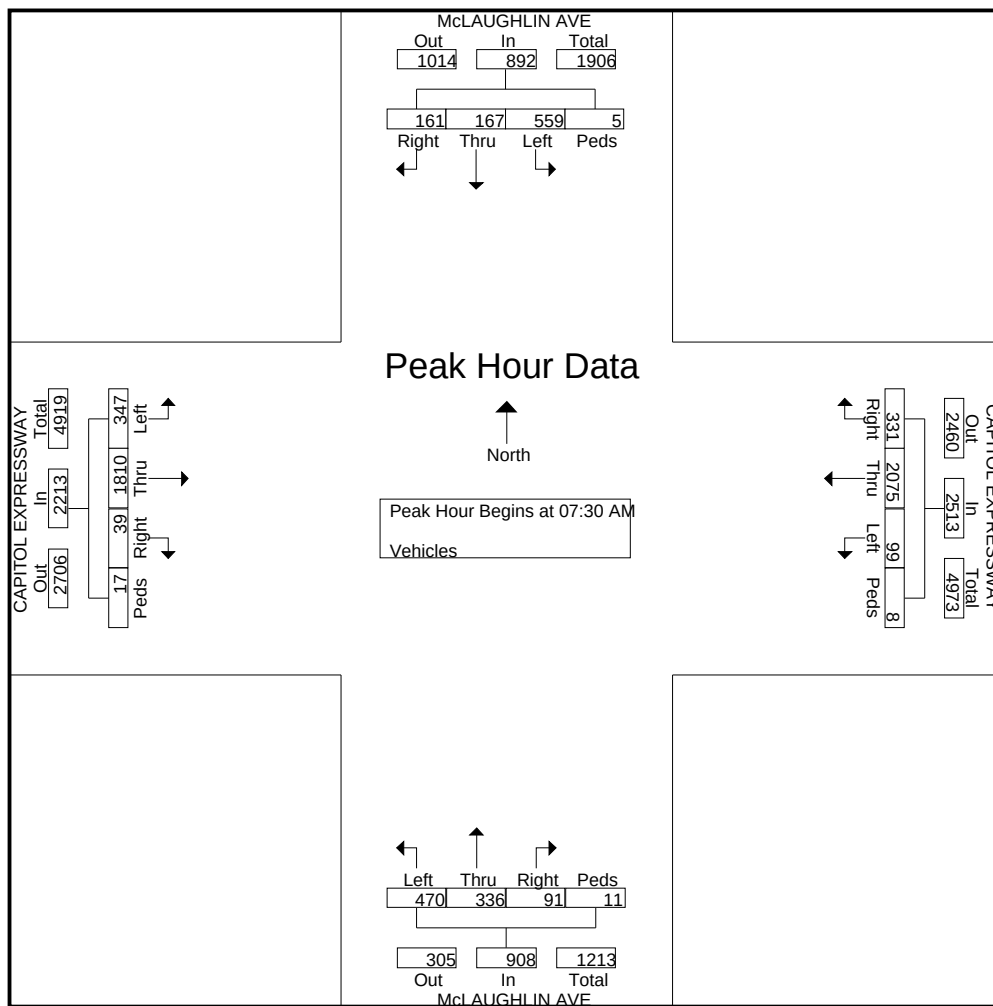
tdsbay@cs.com

File Name : 35AM FINAL

Site Code : 00000035

Start Date : 9/26/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 36AM FINAL

Site Code : 00000036

Start Date : 9/18/2012

Page No : 1

## Groups Printed- Vehicles

|             | NARVAEZ AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | NARVAEZ AVE<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 21                        | 25   | 8    | 0    | 54         | 5                          | 80   | 47   | 3    | 135        | 16                        | 1    | 29   | 2    | 48         | 18                         | 35   | 0    | 0    | 53         | 290        |
| 07:15 AM    | 26                        | 44   | 10   | 0    | 80         | 0                          | 134  | 62   | 8    | 204        | 21                        | 6    | 33   | 3    | 63         | 31                         | 45   | 1    | 0    | 77         | 424        |
| 07:30 AM    | 30                        | 31   | 4    | 0    | 65         | 5                          | 179  | 67   | 3    | 254        | 15                        | 3    | 18   | 0    | 36         | 34                         | 60   | 4    | 0    | 98         | 453        |
| 07:45 AM    | 21                        | 27   | 8    | 0    | 56         | 3                          | 135  | 55   | 1    | 194        | 18                        | 5    | 17   | 0    | 40         | 25                         | 59   | 10   | 0    | 94         | 384        |
| Total       | 98                        | 127  | 30   | 0    | 255        | 13                         | 528  | 231  | 15   | 787        | 70                        | 15   | 97   | 5    | 187        | 108                        | 199  | 15   | 0    | 322        | 1551       |
| 08:00 AM    | 31                        | 28   | 6    | 0    | 65         | 3                          | 154  | 52   | 0    | 209        | 18                        | 6    | 27   | 2    | 53         | 30                         | 51   | 5    | 0    | 86         | 413        |
| 08:15 AM    | 40                        | 29   | 7    | 1    | 77         | 4                          | 166  | 52   | 1    | 223        | 16                        | 4    | 44   | 1    | 65         | 27                         | 51   | 4    | 0    | 82         | 447        |
| 08:30 AM    | 21                        | 24   | 5    | 3    | 53         | 5                          | 130  | 53   | 1    | 189        | 30                        | 7    | 31   | 1    | 69         | 30                         | 46   | 6    | 0    | 82         | 393        |
| 08:45 AM    | 12                        | 29   | 6    | 0    | 47         | 4                          | 77   | 35   | 0    | 116        | 13                        | 7    | 9    | 1    | 30         | 16                         | 34   | 8    | 0    | 58         | 251        |
| Total       | 104                       | 110  | 24   | 4    | 242        | 16                         | 527  | 192  | 2    | 737        | 77                        | 24   | 111  | 5    | 217        | 103                        | 182  | 23   | 0    | 308        | 1504       |
| Grand Total | 202                       | 237  | 54   | 4    | 497        | 29                         | 1055 | 423  | 17   | 1524       | 147                       | 39   | 208  | 10   | 404        | 211                        | 381  | 38   | 0    | 630        | 3055       |
| Apprch %    | 40.6                      | 47.7 | 10.9 | 0.8  |            | 1.9                        | 69.2 | 27.8 | 1.1  |            | 36.4                      | 9.7  | 51.5 | 2.5  |            | 33.5                       | 60.5 | 6    | 0    |            |            |
| Total %     | 6.6                       | 7.8  | 1.8  | 0.1  | 16.3       | 0.9                        | 34.5 | 13.8 | 0.6  | 49.9       | 4.8                       | 1.3  | 6.8  | 0.3  | 13.2       | 6.9                        | 12.5 | 1.2  | 0    | 20.6       |            |

|                                                            | NARVAEZ AVE<br>Southbound |           |          |          |            | HILLSDALE AVE<br>Westbound |            |           |          |            | NARVAEZ AVE<br>Northbound |          |           |          |            | HILLSDALE AVE<br>Eastbound |           |           |      |            |            |
|------------------------------------------------------------|---------------------------|-----------|----------|----------|------------|----------------------------|------------|-----------|----------|------------|---------------------------|----------|-----------|----------|------------|----------------------------|-----------|-----------|------|------------|------------|
| Start Time                                                 | Right                     | Thru      | Left     | Peds     | App. Total | Right                      | Thru       | Left      | Peds     | App. Total | Right                     | Thru     | Left      | Peds     | App. Total | Right                      | Thru      | Left      | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |           |          |          |            |                            |            |           |          |            |                           |          |           |          |            |                            |           |           |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                           |           |          |          |            |                            |            |           |          |            |                           |          |           |          |            |                            |           |           |      |            |            |
| 07:30 AM                                                   | 30                        | <b>31</b> | 4        | 0        | 65         | <b>5</b>                   | <b>179</b> | <b>67</b> | <b>3</b> | <b>254</b> | 15                        | 3        | 18        | 0        | 36         | <b>34</b>                  | <b>60</b> | 4         | 0    | <b>98</b>  | <b>453</b> |
| 07:45 AM                                                   | 21                        | 27        | <b>8</b> | 0        | 56         | 3                          | 135        | 55        | 1        | 194        | <b>18</b>                 | 5        | 17        | 0        | 40         | 25                         | 59        | <b>10</b> | 0    | 94         | 384        |
| 08:00 AM                                                   | 31                        | 28        | 6        | 0        | 65         | 3                          | 154        | 52        | 0        | 209        | 18                        | <b>6</b> | 27        | <b>2</b> | 53         | 30                         | 51        | 5         | 0    | 86         | 413        |
| 08:15 AM                                                   | <b>40</b>                 | 29        | 7        | <b>1</b> | <b>77</b>  | 4                          | 166        | 52        | 1        | 223        | 16                        | 4        | <b>44</b> | 1        | <b>65</b>  | 27                         | 51        | 4         | 0    | 82         | 447        |
| Total Volume                                               | 122                       | 115       | 25       | 1        | 263        | 15                         | 634        | 226       | 5        | 880        | 67                        | 18       | 106       | 3        | 194        | 116                        | 221       | 23        | 0    | 360        | 1697       |
| % App. Total                                               | 46.4                      | 43.7      | 9.5      | 0.4      |            | 1.7                        | 72         | 25.7      | 0.6      |            | 34.5                      | 9.3      | 54.6      | 1.5      |            | 32.2                       | 61.4      | 6.4       | 0    |            |            |
| PHF                                                        | .763                      | .927      | .781     | .250     | .854       | .750                       | .885       | .843      | .417     | .866       | .931                      | .750     | .602      | .375     | .746       | .853                       | .921      | .575      | .000 | .918       | .937       |

# Traffic Data Service

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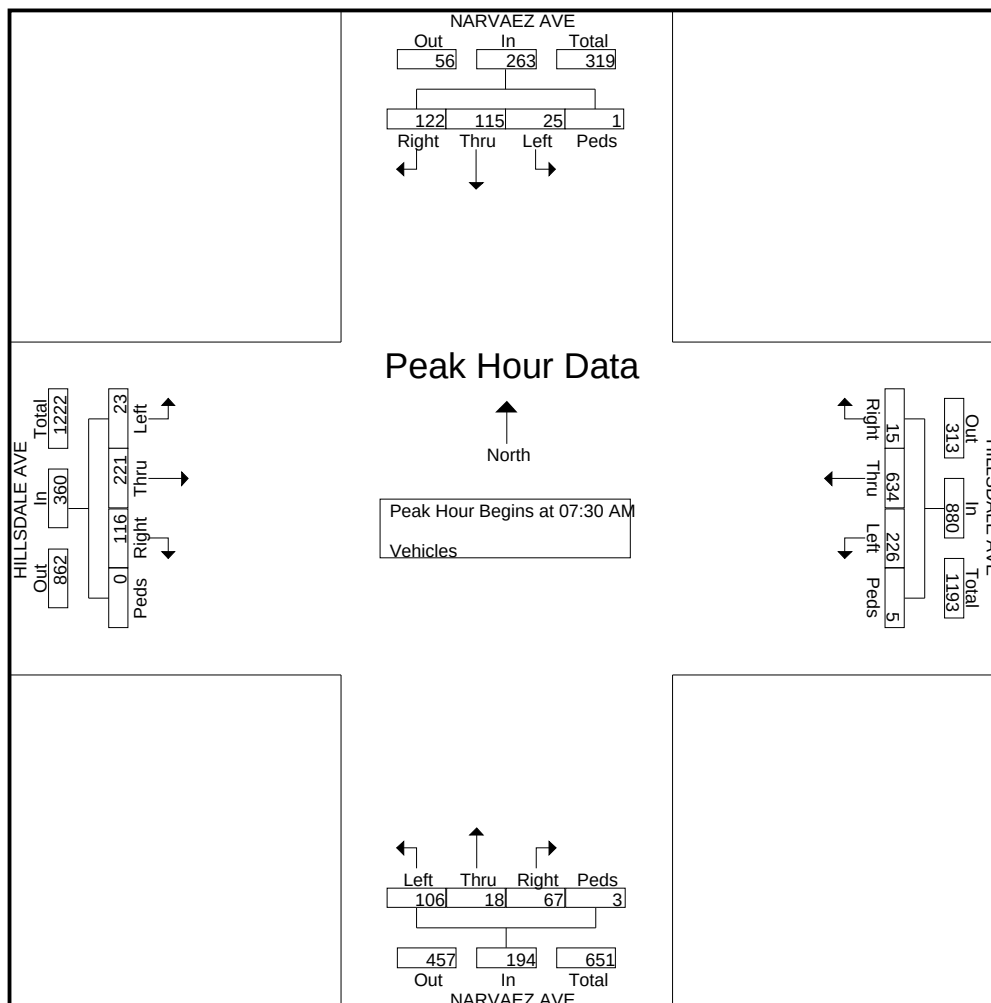
tdsbay@cs.com

File Name : 36AM FINAL

Site Code : 00000036

Start Date : 9/18/2012

Page No : 2



# Traffic Data Service

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tdsbay@cs.com

File Name : 36PM FINAL

Site Code : 00000036

Start Date : 9/18/2012

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## Groups Printed- Vehicles

|             | NARVAEZ AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | NARVAEZ AVE<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 2                         | 11   | 1    | 0    | 14         | 6                          | 43   | 23   | 0    | 72         | 37                        | 14   | 34   | 0    | 85         | 30                         | 75   | 6    | 0    | 111        | 282        |
| 04:15 PM    | 9                         | 15   | 6    | 0    | 30         | 4                          | 56   | 34   | 1    | 95         | 36                        | 9    | 17   | 3    | 65         | 26                         | 62   | 11   | 0    | 99         | 289        |
| 04:30 PM    | 9                         | 11   | 0    | 2    | 22         | 7                          | 34   | 24   | 3    | 68         | 42                        | 10   | 16   | 0    | 68         | 42                         | 79   | 12   | 0    | 133        | 291        |
| 04:45 PM    | 4                         | 7    | 7    | 0    | 18         | 4                          | 62   | 30   | 2    | 98         | 43                        | 15   | 13   | 1    | 72         | 32                         | 87   | 16   | 0    | 135        | 323        |
| Total       | 24                        | 44   | 14   | 2    | 84         | 21                         | 195  | 111  | 6    | 333        | 158                       | 48   | 80   | 4    | 290        | 130                        | 303  | 45   | 0    | 478        | 1185       |
| 05:00 PM    | 4                         | 11   | 5    | 0    | 20         | 2                          | 58   | 36   | 1    | 97         | 47                        | 13   | 14   | 2    | 76         | 39                         | 90   | 17   | 0    | 146        | 339        |
| 05:15 PM    | 7                         | 14   | 3    | 1    | 25         | 9                          | 75   | 29   | 0    | 113        | 55                        | 12   | 34   | 2    | 103        | 23                         | 98   | 8    | 0    | 129        | 370        |
| 05:30 PM    | 7                         | 8    | 10   | 5    | 30         | 3                          | 52   | 34   | 0    | 89         | 43                        | 24   | 17   | 2    | 86         | 35                         | 109  | 8    | 0    | 152        | 357        |
| 05:45 PM    | 3                         | 14   | 2    | 0    | 19         | 3                          | 66   | 29   | 0    | 98         | 58                        | 19   | 28   | 2    | 107        | 23                         | 96   | 19   | 0    | 138        | 362        |
| Total       | 21                        | 47   | 20   | 6    | 94         | 17                         | 251  | 128  | 1    | 397        | 203                       | 68   | 93   | 8    | 372        | 120                        | 393  | 52   | 0    | 565        | 1428       |
| Grand Total | 45                        | 91   | 34   | 8    | 178        | 38                         | 446  | 239  | 7    | 730        | 361                       | 116  | 173  | 12   | 662        | 250                        | 696  | 97   | 0    | 1043       | 2613       |
| Apprch %    | 25.3                      | 51.1 | 19.1 | 4.5  |            | 5.2                        | 61.1 | 32.7 | 1    |            | 54.5                      | 17.5 | 26.1 | 1.8  |            | 24                         | 66.7 | 9.3  | 0    |            |            |
| Total %     | 1.7                       | 3.5  | 1.3  | 0.3  | 6.8        | 1.5                        | 17.1 | 9.1  | 0.3  | 27.9       | 13.8                      | 4.4  | 6.6  | 0.5  | 25.3       | 9.6                        | 26.6 | 3.7  | 0    | 39.9       |            |

|                                                            | NARVAEZ AVE<br>Southbound |           |           |          |            | HILLSDALE AVE<br>Westbound |           |           |          |            | NARVAEZ AVE<br>Northbound |           |           |          |            | HILLSDALE AVE<br>Eastbound |            |           |      |            |            |
|------------------------------------------------------------|---------------------------|-----------|-----------|----------|------------|----------------------------|-----------|-----------|----------|------------|---------------------------|-----------|-----------|----------|------------|----------------------------|------------|-----------|------|------------|------------|
| Start Time                                                 | Right                     | Thru      | Left      | Peds     | App. Total | Right                      | Thru      | Left      | Peds     | App. Total | Right                     | Thru      | Left      | Peds     | App. Total | Right                      | Thru       | Left      | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |           |           |          |            |                            |           |           |          |            |                           |           |           |          |            |                            |            |           |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                           |           |           |          |            |                            |           |           |          |            |                           |           |           |          |            |                            |            |           |      |            |            |
| 05:00 PM                                                   | 4                         | 11        | 5         | 0        | 20         | 2                          | 58        | <b>36</b> | <b>1</b> | 97         | 47                        | 13        | 14        | <b>2</b> | 76         | <b>39</b>                  | 90         | 17        | 0    | 146        | 339        |
| 05:15 PM                                                   | <b>7</b>                  | <b>14</b> | 3         | 1        | 25         | <b>9</b>                   | <b>75</b> | 29        | 0        | <b>113</b> | 55                        | 12        | <b>34</b> | 2        | 103        | 23                         | 98         | 8         | 0    | 129        | <b>370</b> |
| 05:30 PM                                                   | 7                         | 8         | <b>10</b> | <b>5</b> | <b>30</b>  | 3                          | 52        | 34        | 0        | 89         | 43                        | <b>24</b> | 17        | 2        | 86         | 35                         | <b>109</b> | 8         | 0    | <b>152</b> | 357        |
| 05:45 PM                                                   | 3                         | 14        | 2         | 0        | 19         | 3                          | 66        | 29        | 0        | 98         | <b>58</b>                 | 19        | 28        | 2        | <b>107</b> | 23                         | 96         | <b>19</b> | 0    | 138        | 362        |
| Total Volume                                               | 21                        | 47        | 20        | 6        | 94         | 17                         | 251       | 128       | 1        | 397        | 203                       | 68        | 93        | 8        | 372        | 120                        | 393        | 52        | 0    | 565        | 1428       |
| % App. Total                                               | 22.3                      | 50        | 21.3      | 6.4      |            | 4.3                        | 63.2      | 32.2      | 0.3      |            | 54.6                      | 18.3      | 25        | 2.2      |            | 21.2                       | 69.6       | 9.2       | 0    |            |            |
| PHF                                                        | .750                      | .839      | .500      | .300     | .783       | .472                       | .837      | .889      | .250     | .878       | .875                      | .708      | .684      | 1.00     | .869       | .769                       | .901       | .684      | .000 | .929       | .965       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

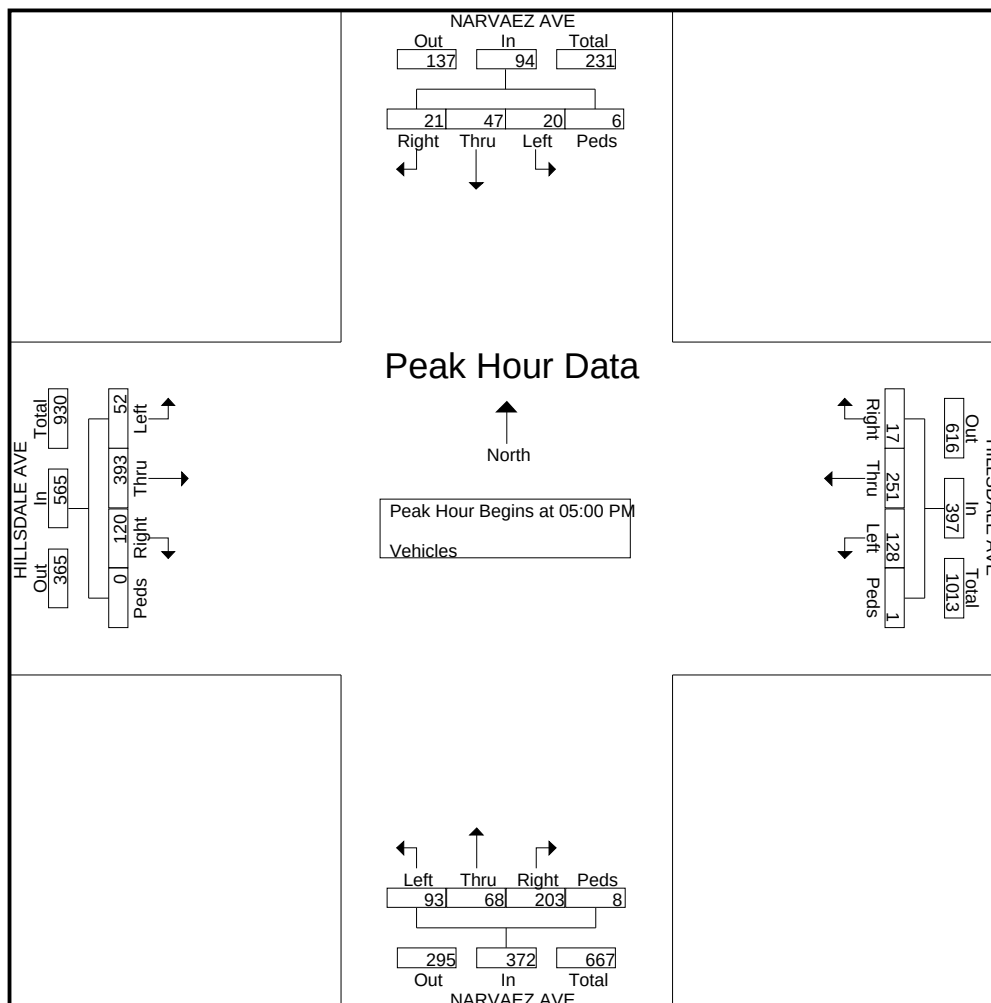
tdsbay@cs.com

File Name : 36PM FINAL

Site Code : 00000036

Start Date : 9/18/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 37AM FINAL

Site Code : 00000037

Start Date : 9/18/2012

Page No : 1

## Groups Printed- Vehicles

|             | PEARL AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | PEARL AVE<br>Northbound |      |      |      |            | DRIVEWAY<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                       | 25   | 32   | 0    | 57         | 113                        | 0    | 62   | 7    | 182        | 50                      | 49   | 1    | 0    | 100        | 0                     | 0    | 0    | 0    | 0          | 339        |
| 07:15 AM    | 1                       | 32   | 51   | 0    | 84         | 144                        | 0    | 101  | 7    | 252        | 102                     | 81   | 5    | 0    | 188        | 0                     | 0    | 0    | 0    | 0          | 524        |
| 07:30 AM    | 0                       | 48   | 34   | 0    | 82         | 245                        | 0    | 90   | 1    | 336        | 60                      | 105  | 3    | 0    | 168        | 0                     | 0    | 0    | 0    | 0          | 586        |
| 07:45 AM    | 1                       | 67   | 87   | 0    | 155        | 140                        | 0    | 61   | 10   | 211        | 60                      | 83   | 1    | 0    | 144        | 0                     | 0    | 0    | 0    | 0          | 510        |
| Total       | 2                       | 172  | 204  | 0    | 378        | 642                        | 0    | 314  | 25   | 981        | 272                     | 318  | 10   | 0    | 600        | 0                     | 0    | 0    | 0    | 0          | 1959       |
| 08:00 AM    | 0                       | 43   | 49   | 0    | 92         | 148                        | 0    | 65   | 3    | 216        | 61                      | 101  | 2    | 0    | 164        | 0                     | 0    | 0    | 0    | 0          | 472        |
| 08:15 AM    | 0                       | 52   | 40   | 0    | 92         | 146                        | 0    | 84   | 3    | 233        | 74                      | 67   | 4    | 0    | 145        | 0                     | 0    | 0    | 0    | 0          | 470        |
| 08:30 AM    | 0                       | 48   | 39   | 1    | 88         | 96                         | 1    | 80   | 2    | 179        | 59                      | 67   | 6    | 0    | 132        | 0                     | 0    | 0    | 1    | 1          | 400        |
| 08:45 AM    | 0                       | 39   | 36   | 0    | 75         | 83                         | 1    | 42   | 2    | 128        | 54                      | 71   | 1    | 1    | 127        | 0                     | 0    | 0    | 0    | 0          | 330        |
| Total       | 0                       | 182  | 164  | 1    | 347        | 473                        | 2    | 271  | 10   | 756        | 248                     | 306  | 13   | 1    | 568        | 0                     | 0    | 0    | 1    | 1          | 1672       |
| Grand Total | 2                       | 354  | 368  | 1    | 725        | 1115                       | 2    | 585  | 35   | 1737       | 520                     | 624  | 23   | 1    | 1168       | 0                     | 0    | 0    | 1    | 1          | 3631       |
| Apprch %    | 0.3                     | 48.8 | 50.8 | 0.1  |            | 64.2                       | 0.1  | 33.7 | 2    |            | 44.5                    | 53.4 | 2    | 0.1  |            | 0                     | 0    | 0    | 100  |            |            |
| Total %     | 0.1                     | 9.7  | 10.1 | 0    | 20         | 30.7                       | 0.1  | 16.1 | 1    | 47.8       | 14.3                    | 17.2 | 0.6  | 0    | 32.2       | 0                     | 0    | 0    | 0    | 0          |            |

|                                                            | PEARL AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | PEARL AVE<br>Northbound |      |      |      |            | DRIVEWAY<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |      |      |      |            |                            |      |      |      |            |                         |      |      |      |            |                       |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                         |      |      |      |            |                            |      |      |      |            |                         |      |      |      |            |                       |      |      |      |            |            |
| 07:15 AM                                                   | 1                       | 32   | 51   | 0    | 84         | 144                        | 0    | 101  | 7    | 252        | 102                     | 81   | 5    | 0    | 188        | 0                     | 0    | 0    | 0    | 0          | 524        |
| 07:30 AM                                                   | 0                       | 48   | 34   | 0    | 82         | 245                        | 0    | 90   | 1    | 336        | 60                      | 105  | 3    | 0    | 168        | 0                     | 0    | 0    | 0    | 0          | 586        |
| 07:45 AM                                                   | 1                       | 67   | 87   | 0    | 155        | 140                        | 0    | 61   | 10   | 211        | 60                      | 83   | 1    | 0    | 144        | 0                     | 0    | 0    | 0    | 0          | 510        |
| 08:00 AM                                                   | 0                       | 43   | 49   | 0    | 92         | 148                        | 0    | 65   | 3    | 216        | 61                      | 101  | 2    | 0    | 164        | 0                     | 0    | 0    | 0    | 0          | 472        |
| Total Volume                                               | 2                       | 190  | 221  | 0    | 413        | 677                        | 0    | 317  | 21   | 1015       | 283                     | 370  | 11   | 0    | 664        | 0                     | 0    | 0    | 0    | 0          | 2092       |
| % App. Total                                               | 0.5                     | 46   | 53.5 | 0    |            | 66.7                       | 0    | 31.2 | 2.1  |            | 42.6                    | 55.7 | 1.7  | 0    |            | 0                     | 0    | 0    | 0    |            |            |
| PHF                                                        | .500                    | .709 | .635 | .000 | .666       | .691                       | .000 | .785 | .525 | .755       | .694                    | .881 | .550 | .000 | .883       | .000                  | .000 | .000 | .000 | .000       | .892       |

# Traffic Data Service

Campbell, CA

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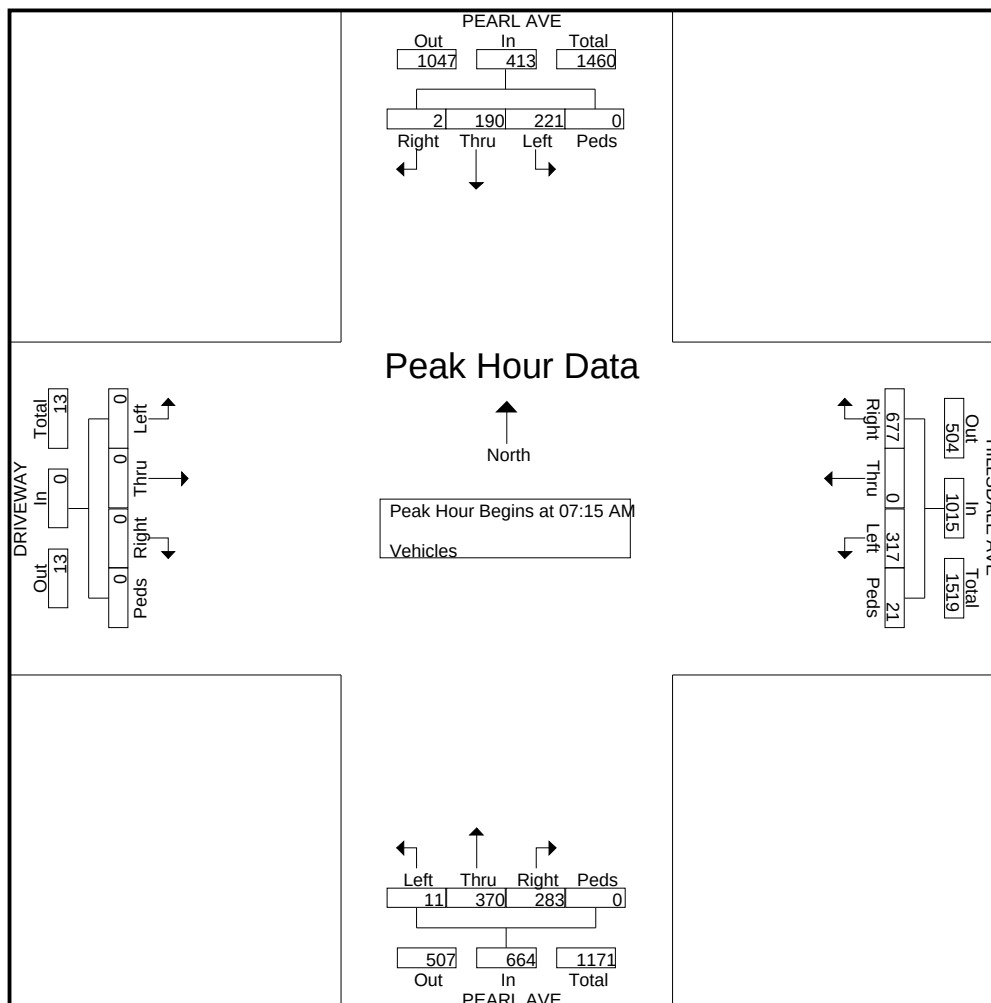
tdsbay@cs.com

File Name : 37AM FINAL

Site Code : 00000037

Start Date : 9/18/2012

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 37PM FINAL

Site Code : 00000037

Start Date : 9/18/2012

Page No : 1

## Groups Printed- Vehicles

|             | FOXWORTHY AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | PEARL AVE<br>Northbound |      |      |      |            | DRIVEWAY<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                       | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 1                           | 44   | 50   | 1    | 96         | 37                         | 0    | 26   | 2    | 65         | 37                      | 42   | 0    | 0    | 79         | 2                     | 0    | 0    | 1    | 3          | 243        |
| 04:15 PM    | 0                           | 49   | 64   | 1    | 114        | 53                         | 0    | 31   | 0    | 84         | 48                      | 26   | 1    | 0    | 75         | 0                     | 0    | 0    | 0    | 0          | 273        |
| 04:30 PM    | 1                           | 60   | 75   | 0    | 136        | 27                         | 0    | 24   | 5    | 56         | 51                      | 36   | 3    | 0    | 90         | 1                     | 0    | 0    | 0    | 1          | 283        |
| 04:45 PM    | 1                           | 51   | 77   | 2    | 131        | 49                         | 0    | 40   | 3    | 92         | 58                      | 41   | 1    | 0    | 100        | 0                     | 0    | 0    | 0    | 0          | 323        |
| Total       | 3                           | 204  | 266  | 4    | 477        | 166                        | 0    | 121  | 10   | 297        | 194                     | 145  | 5    | 0    | 344        | 3                     | 0    | 0    | 1    | 4          | 1122       |
| 05:00 PM    | 1                           | 62   | 87   | 2    | 152        | 51                         | 0    | 40   | 6    | 97         | 70                      | 44   | 0    | 0    | 114        | 0                     | 0    | 0    | 0    | 0          | 363        |
| 05:15 PM    | 1                           | 69   | 102  | 0    | 172        | 54                         | 0    | 41   | 8    | 103        | 81                      | 46   | 2    | 0    | 129        | 0                     | 0    | 0    | 0    | 0          | 404        |
| 05:30 PM    | 0                           | 54   | 92   | 0    | 146        | 54                         | 1    | 40   | 0    | 95         | 62                      | 55   | 1    | 0    | 118        | 1                     | 0    | 1    | 0    | 2          | 361        |
| 05:45 PM    | 0                           | 55   | 93   | 1    | 149        | 44                         | 0    | 38   | 6    | 88         | 73                      | 56   | 2    | 0    | 131        | 0                     | 0    | 0    | 1    | 1          | 369        |
| Total       | 2                           | 240  | 374  | 3    | 619        | 203                        | 1    | 159  | 20   | 383        | 286                     | 201  | 5    | 0    | 492        | 1                     | 0    | 1    | 1    | 3          | 1497       |
| Grand Total | 5                           | 444  | 640  | 7    | 1096       | 369                        | 1    | 280  | 30   | 680        | 480                     | 346  | 10   | 0    | 836        | 4                     | 0    | 1    | 2    | 7          | 2619       |
| Apprch %    | 0.5                         | 40.5 | 58.4 | 0.6  |            | 54.3                       | 0.1  | 41.2 | 4.4  |            | 57.4                    | 41.4 | 1.2  | 0    |            | 57.1                  | 0    | 14.3 | 28.6 |            |            |
| Total %     | 0.2                         | 17   | 24.4 | 0.3  | 41.8       | 14.1                       | 0    | 10.7 | 1.1  | 26         | 18.3                    | 13.2 | 0.4  | 0    | 31.9       | 0.2                   | 0    | 0    | 0.1  | 0.3        |            |

|                                                            | FOXWORTHY AVE<br>Southbound |           |            |      |            | HILLSDALE AVE<br>Westbound |          |           |          |            | PEARL AVE<br>Northbound |           |          |      |            | DRIVEWAY<br>Eastbound |      |          |          |            |            |
|------------------------------------------------------------|-----------------------------|-----------|------------|------|------------|----------------------------|----------|-----------|----------|------------|-------------------------|-----------|----------|------|------------|-----------------------|------|----------|----------|------------|------------|
| Start Time                                                 | Right                       | Thru      | Left       | Peds | App. Total | Right                      | Thru     | Left      | Peds     | App. Total | Right                   | Thru      | Left     | Peds | App. Total | Right                 | Thru | Left     | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                             |           |            |      |            |                            |          |           |          |            |                         |           |          |      |            |                       |      |          |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                             |           |            |      |            |                            |          |           |          |            |                         |           |          |      |            |                       |      |          |          |            |            |
| 05:00 PM                                                   | 1                           | 62        | 87         | 2    | 152        | 51                         | 0        | 40        | 6        | 97         | 70                      | 44        | 0        | 0    | 114        | 0                     | 0    | 0        | 0        | 0          | 363        |
| 05:15 PM                                                   | 1                           | <b>69</b> | <b>102</b> | 0    | <b>172</b> | <b>54</b>                  | 0        | <b>41</b> | <b>8</b> | <b>103</b> | <b>81</b>               | 46        | <b>2</b> | 0    | 129        | 0                     | 0    | 0        | 0        | 0          | <b>404</b> |
| 05:30 PM                                                   | 0                           | 54        | 92         | 0    | 146        | 54                         | <b>1</b> | 40        | 0        | 95         | 62                      | 55        | 1        | 0    | 118        | <b>1</b>              | 0    | <b>1</b> | 0        | <b>2</b>   | 361        |
| 05:45 PM                                                   | 0                           | 55        | 93         | 1    | 149        | 44                         | 0        | 38        | 6        | 88         | 73                      | <b>56</b> | 2        | 0    | <b>131</b> | 0                     | 0    | 0        | <b>1</b> | <b>1</b>   | 369        |
| Total Volume                                               | 2                           | 240       | 374        | 3    | 619        | 203                        | 1        | 159       | 20       | 383        | 286                     | 201       | 5        | 0    | 492        | 1                     | 0    | 1        | 1        | 3          | 1497       |
| % App. Total                                               | 0.3                         | 38.8      | 60.4       | 0.5  |            | 53                         | 0.3      | 41.5      | 5.2      |            | 58.1                    | 40.9      | 1        | 0    |            | 33.3                  | 0    | 33.3     | 33.3     |            |            |
| PHF                                                        | .500                        | .870      | .917       | .375 | .900       | .940                       | .250     | .970      | .625     | .930       | .883                    | .897      | .625     | .000 | .939       | .250                  | .000 | .250     | .250     | .375       | .926       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

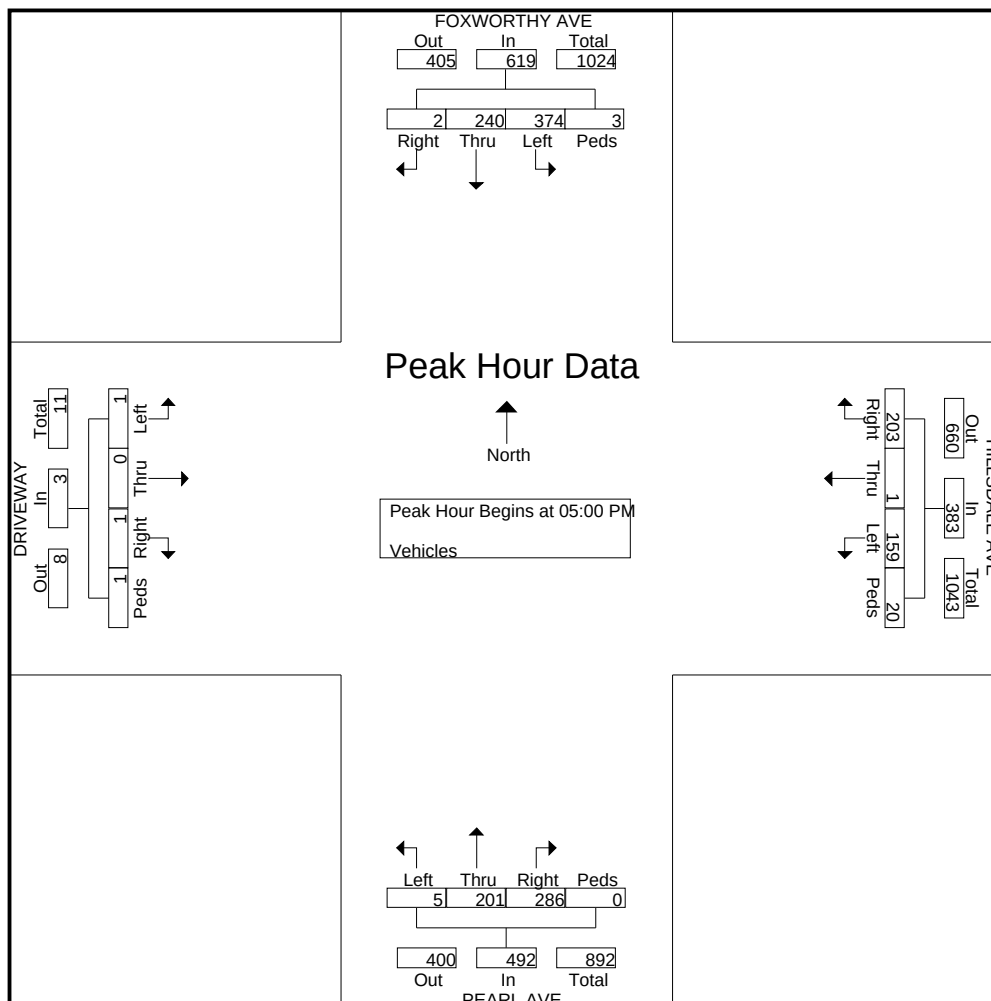
tdsbay@cs.com

File Name : 37PM FINAL

Site Code : 00000037

Start Date : 9/18/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 38AM FINAL

Site Code : 00000038

Start Date : 9/13/2012

Page No : 1

## Groups Printed- Vehicles

|             | NARVAEZ AVE<br>Southbound |      |      |      |            | Westbound |      |      |      |            | NARVAEZ AVE<br>Northbound |      |      |      |            | SR-87 NB RAMP<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 45                        | 36   | 0    | 0    | 81         | 0         | 0    | 0    | 0    | 0          | 0                         | 15   | 129  | 0    | 144        | 28                         | 0    | 12   | 0    | 40         | 265        |
| 07:15 AM    | 56                        | 48   | 0    | 0    | 104        | 0         | 0    | 0    | 0    | 0          | 0                         | 25   | 132  | 0    | 157        | 32                         | 0    | 15   | 0    | 47         | 308        |
| 07:30 AM    | 58                        | 52   | 0    | 0    | 110        | 0         | 0    | 0    | 0    | 0          | 0                         | 24   | 125  | 0    | 149        | 41                         | 0    | 18   | 0    | 59         | 318        |
| 07:45 AM    | 75                        | 51   | 0    | 0    | 126        | 0         | 0    | 0    | 0    | 0          | 0                         | 24   | 112  | 0    | 136        | 77                         | 0    | 14   | 0    | 91         | 353        |
| Total       | 234                       | 187  | 0    | 0    | 421        | 0         | 0    | 0    | 0    | 0          | 0                         | 88   | 498  | 0    | 586        | 178                        | 0    | 59   | 0    | 237        | 1244       |
| 08:00 AM    | 80                        | 33   | 0    | 0    | 113        | 0         | 0    | 0    | 0    | 0          | 0                         | 25   | 126  | 0    | 151        | 66                         | 0    | 32   | 0    | 98         | 362        |
| 08:15 AM    | 67                        | 32   | 0    | 0    | 99         | 0         | 0    | 0    | 0    | 0          | 0                         | 43   | 145  | 0    | 188        | 56                         | 0    | 35   | 0    | 91         | 378        |
| 08:30 AM    | 101                       | 39   | 0    | 0    | 140        | 0         | 0    | 0    | 0    | 0          | 0                         | 33   | 122  | 0    | 155        | 69                         | 0    | 21   | 0    | 90         | 385        |
| 08:45 AM    | 91                        | 34   | 0    | 0    | 125        | 0         | 0    | 0    | 0    | 0          | 0                         | 25   | 165  | 0    | 190        | 66                         | 0    | 15   | 0    | 81         | 396        |
| Total       | 339                       | 138  | 0    | 0    | 477        | 0         | 0    | 0    | 0    | 0          | 0                         | 126  | 558  | 0    | 684        | 257                        | 0    | 103  | 0    | 360        | 1521       |
| Grand Total | 573                       | 325  | 0    | 0    | 898        | 0         | 0    | 0    | 0    | 0          | 0                         | 214  | 1056 | 0    | 1270       | 435                        | 0    | 162  | 0    | 597        | 2765       |
| Apprch %    | 63.8                      | 36.2 | 0    | 0    |            | 0         | 0    | 0    | 0    |            | 0                         | 16.9 | 83.1 | 0    |            | 72.9                       | 0    | 27.1 | 0    |            |            |
| Total %     | 20.7                      | 11.8 | 0    | 0    | 32.5       | 0         | 0    | 0    | 0    | 0          | 0                         | 7.7  | 38.2 | 0    | 45.9       | 15.7                       | 0    | 5.9  | 0    | 21.6       |            |

|                                                            | NARVAEZ AVE<br>Southbound |           |      |      |            | Westbound |      |      |      |            | NARVAEZ AVE<br>Northbound |           |            |      |            | SR-87 NB RAMP<br>Eastbound |      |           |      |            |            |
|------------------------------------------------------------|---------------------------|-----------|------|------|------------|-----------|------|------|------|------------|---------------------------|-----------|------------|------|------------|----------------------------|------|-----------|------|------------|------------|
| Start Time                                                 | Right                     | Thru      | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Right                     | Thru      | Left       | Peds | App. Total | Right                      | Thru | Left      | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |           |      |      |            |           |      |      |      |            |                           |           |            |      |            |                            |      |           |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                           |           |      |      |            |           |      |      |      |            |                           |           |            |      |            |                            |      |           |      |            |            |
| 08:00 AM                                                   | 80                        | 33        | 0    | 0    | 113        | 0         | 0    | 0    | 0    | 0          | 0                         | 25        | 126        | 0    | 151        | 66                         | 0    | 32        | 0    | <b>98</b>  | 362        |
| 08:15 AM                                                   | 67                        | 32        | 0    | 0    | 99         | 0         | 0    | 0    | 0    | 0          | 0                         | <b>43</b> | 145        | 0    | 188        | 56                         | 0    | <b>35</b> | 0    | 91         | 378        |
| 08:30 AM                                                   | <b>101</b>                | <b>39</b> | 0    | 0    | <b>140</b> | 0         | 0    | 0    | 0    | 0          | 0                         | 33        | 122        | 0    | 155        | <b>69</b>                  | 0    | 21        | 0    | 90         | 385        |
| 08:45 AM                                                   | 91                        | 34        | 0    | 0    | 125        | 0         | 0    | 0    | 0    | 0          | 0                         | 25        | <b>165</b> | 0    | <b>190</b> | 66                         | 0    | 15        | 0    | 81         | <b>396</b> |
| Total Volume                                               | 339                       | 138       | 0    | 0    | 477        | 0         | 0    | 0    | 0    | 0          | 0                         | 126       | 558        | 0    | 684        | 257                        | 0    | 103       | 0    | 360        | 1521       |
| % App. Total                                               | 71.1                      | 28.9      | 0    | 0    |            | 0         | 0    | 0    | 0    |            | 0                         | 18.4      | 81.6       | 0    |            | 71.4                       | 0    | 28.6      | 0    |            |            |
| PHF                                                        | .839                      | .885      | .000 | .000 | .852       | .000      | .000 | .000 | .000 | .000       | .000                      | .733      | .845       | .000 | .900       | .931                       | .000 | .736      | .000 | .918       | .960       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

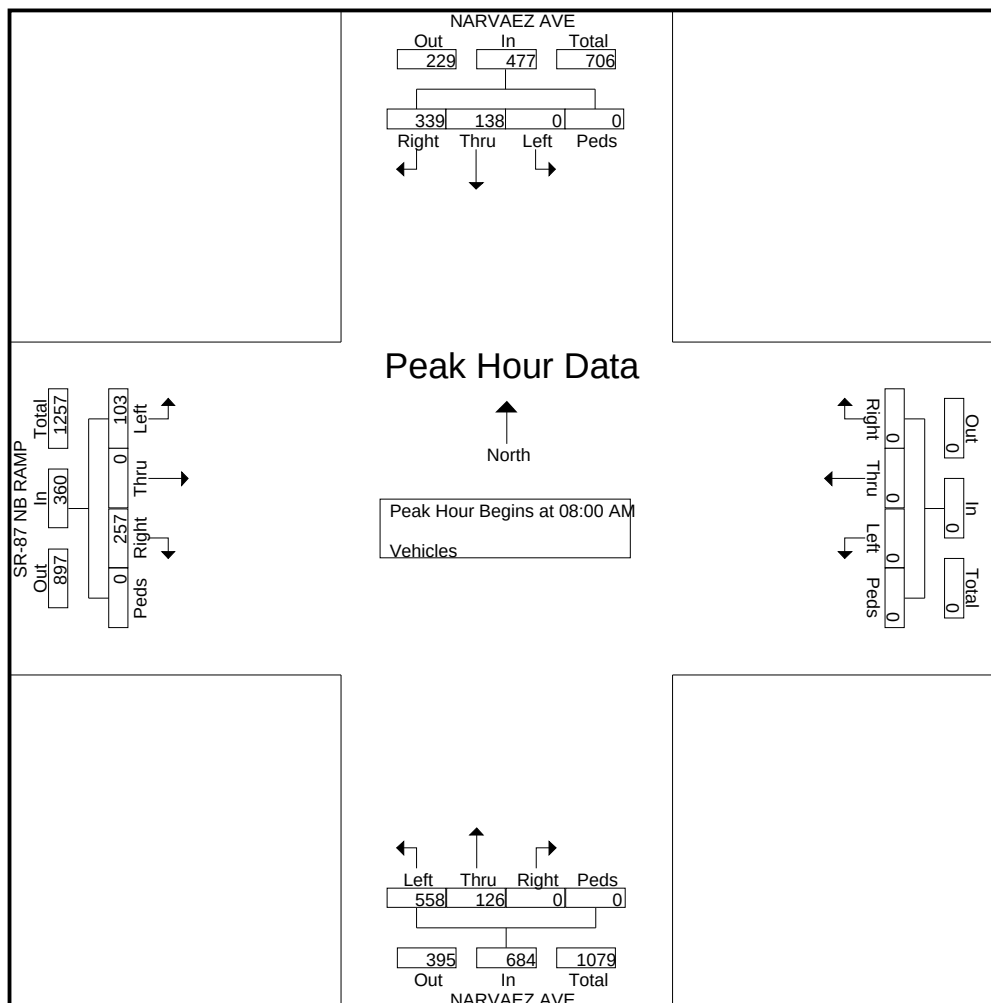
tdsbay@cs.com

File Name : 38AM FINAL

Site Code : 00000038

Start Date : 9/13/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 38PM FINAL

Site Code : 00000038

Start Date : 9/13/2012

Page No : 1

## Groups Printed- Vehicles

|             | NARVAEZ AVE<br>Southbound |      |      |      |            | Westbound |      |      |      |            | NARVAEZ AVE<br>Northbound |      |      |      |            | SR-87 NB RAMPS<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|---------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                       | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 43                        | 33   | 0    | 0    | 76         | 0         | 0    | 0    | 0    | 0          | 0                         | 34   | 142  | 0    | 176        | 167                         | 0    | 44   | 0    | 211        | 463        |
| 04:15 PM    | 34                        | 25   | 0    | 0    | 59         | 0         | 0    | 0    | 0    | 0          | 0                         | 40   | 178  | 0    | 218        | 176                         | 0    | 39   | 0    | 215        | 492        |
| 04:30 PM    | 56                        | 38   | 0    | 0    | 94         | 0         | 0    | 0    | 0    | 0          | 0                         | 30   | 191  | 0    | 221        | 203                         | 0    | 40   | 0    | 243        | 558        |
| 04:45 PM    | 61                        | 18   | 0    | 0    | 79         | 0         | 0    | 0    | 0    | 0          | 0                         | 40   | 198  | 0    | 238        | 183                         | 0    | 54   | 1    | 238        | 555        |
| Total       | 194                       | 114  | 0    | 0    | 308        | 0         | 0    | 0    | 0    | 0          | 0                         | 144  | 709  | 0    | 853        | 729                         | 0    | 177  | 1    | 907        | 2068       |
| 05:00 PM    | 53                        | 31   | 0    | 0    | 84         | 0         | 0    | 0    | 0    | 0          | 0                         | 42   | 186  | 0    | 228        | 189                         | 0    | 52   | 0    | 241        | 553        |
| 05:15 PM    | 50                        | 21   | 0    | 0    | 71         | 0         | 0    | 0    | 0    | 0          | 0                         | 28   | 212  | 0    | 240        | 174                         | 0    | 69   | 1    | 244        | 555        |
| 05:30 PM    | 56                        | 27   | 0    | 0    | 83         | 0         | 0    | 0    | 0    | 0          | 0                         | 48   | 203  | 0    | 251        | 211                         | 0    | 69   | 0    | 280        | 614        |
| 05:45 PM    | 50                        | 27   | 0    | 0    | 77         | 0         | 0    | 0    | 0    | 0          | 0                         | 46   | 166  | 0    | 212        | 199                         | 0    | 73   | 0    | 272        | 561        |
| Total       | 209                       | 106  | 0    | 0    | 315        | 0         | 0    | 0    | 0    | 0          | 0                         | 164  | 767  | 0    | 931        | 773                         | 0    | 263  | 1    | 1037       | 2283       |
| Grand Total | 403                       | 220  | 0    | 0    | 623        | 0         | 0    | 0    | 0    | 0          | 0                         | 308  | 1476 | 0    | 1784       | 1502                        | 0    | 440  | 2    | 1944       | 4351       |
| Apprch %    | 64.7                      | 35.3 | 0    | 0    |            | 0         | 0    | 0    | 0    |            | 0                         | 17.3 | 82.7 | 0    |            | 77.3                        | 0    | 22.6 | 0.1  |            |            |
| Total %     | 9.3                       | 5.1  | 0    | 0    | 14.3       | 0         | 0    | 0    | 0    | 0          | 0                         | 7.1  | 33.9 | 0    | 41         | 34.5                        | 0    | 10.1 | 0    | 44.7       |            |

|                                                            | NARVAEZ AVE<br>Southbound |           |      |      |            | Westbound |      |      |      |            | NARVAEZ AVE<br>Northbound |           |            |      |            | SR-87 NB RAMPS<br>Eastbound |      |           |          |            |            |
|------------------------------------------------------------|---------------------------|-----------|------|------|------------|-----------|------|------|------|------------|---------------------------|-----------|------------|------|------------|-----------------------------|------|-----------|----------|------------|------------|
| Start Time                                                 | Right                     | Thru      | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Right                     | Thru      | Left       | Peds | App. Total | Right                       | Thru | Left      | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |           |      |      |            |           |      |      |      |            |                           |           |            |      |            |                             |      |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                           |           |      |      |            |           |      |      |      |            |                           |           |            |      |            |                             |      |           |          |            |            |
| 05:00 PM                                                   | 53                        | <b>31</b> | 0    | 0    | <b>84</b>  | 0         | 0    | 0    | 0    | 0          | 0                         | 42        | 186        | 0    | 228        | 189                         | 0    | 52        | 0        | 241        | 553        |
| 05:15 PM                                                   | 50                        | 21        | 0    | 0    | 71         | 0         | 0    | 0    | 0    | 0          | 0                         | 28        | <b>212</b> | 0    | 240        | 174                         | 0    | 69        | <b>1</b> | 244        | 555        |
| 05:30 PM                                                   | <b>56</b>                 | 27        | 0    | 0    | 83         | 0         | 0    | 0    | 0    | 0          | 0                         | <b>48</b> | 203        | 0    | <b>251</b> | <b>211</b>                  | 0    | 69        | 0        | <b>280</b> | <b>614</b> |
| 05:45 PM                                                   | 50                        | 27        | 0    | 0    | 77         | 0         | 0    | 0    | 0    | 0          | 0                         | 46        | 166        | 0    | 212        | 199                         | 0    | <b>73</b> | 0        | 272        | 561        |
| Total Volume                                               | 209                       | 106       | 0    | 0    | 315        | 0         | 0    | 0    | 0    | 0          | 0                         | 164       | 767        | 0    | 931        | 773                         | 0    | 263       | 1        | 1037       | 2283       |
| % App. Total                                               | 66.3                      | 33.7      | 0    | 0    |            | 0         | 0    | 0    | 0    |            | 0                         | 17.6      | 82.4       | 0    |            | 74.5                        | 0    | 25.4      | 0.1      |            |            |
| PHF                                                        | .933                      | .855      | .000 | .000 | .938       | .000      | .000 | .000 | .000 | .000       | .000                      | .854      | .904       | .000 | .927       | .916                        | .000 | .901      | .250     | .926       | .930       |

# Traffic Data Service

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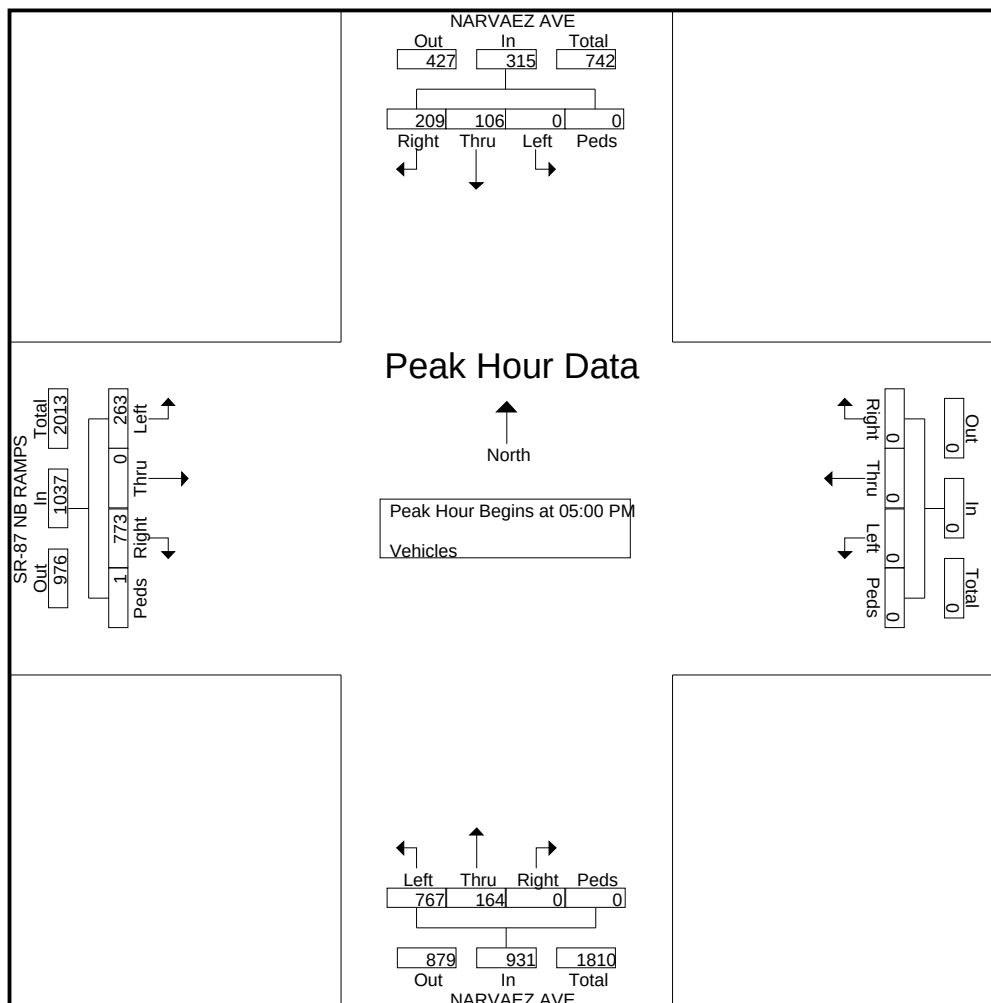
tdsbay@cs.com

File Name : 38PM FINAL

Site Code : 00000038

Start Date : 9/13/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 39AM FINAL

Site Code : 00000039

Start Date : 9/12/2012

Page No : 1

## Groups Printed- Vehicles

|             | COMMUNICATION HILL BLVD<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | VISTAPARK DR<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                                 | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 7                                     | 7    | 13   | 3    | 30         | 1                          | 74   | 4    | 1    | 80         | 8                          | 3    | 19   | 0    | 30         | 11                         | 56   | 0    | 3    | 70         | 210        |
| 07:15 AM    | 9                                     | 14   | 7    | 0    | 30         | 4                          | 100  | 3    | 1    | 108        | 20                         | 2    | 19   | 2    | 43         | 5                          | 78   | 2    | 5    | 90         | 271        |
| 07:30 AM    | 7                                     | 13   | 9    | 1    | 30         | 7                          | 90   | 8    | 1    | 106        | 9                          | 2    | 27   | 1    | 39         | 11                         | 54   | 1    | 4    | 70         | 245        |
| 07:45 AM    | 9                                     | 5    | 12   | 2    | 28         | 6                          | 120  | 8    | 2    | 136        | 22                         | 4    | 27   | 2    | 55         | 19                         | 65   | 2    | 0    | 86         | 305        |
| Total       | 32                                    | 39   | 41   | 6    | 118        | 18                         | 384  | 23   | 5    | 430        | 59                         | 11   | 92   | 5    | 167        | 46                         | 253  | 5    | 12   | 316        | 1031       |
| 08:00 AM    | 11                                    | 8    | 11   | 1    | 31         | 6                          | 101  | 1    | 1    | 109        | 8                          | 3    | 35   | 2    | 48         | 10                         | 69   | 3    | 5    | 87         | 275        |
| 08:15 AM    | 13                                    | 2    | 4    | 0    | 19         | 3                          | 105  | 5    | 0    | 113        | 24                         | 5    | 24   | 0    | 53         | 16                         | 47   | 5    | 6    | 74         | 259        |
| 08:30 AM    | 12                                    | 14   | 10   | 2    | 38         | 2                          | 77   | 12   | 1    | 92         | 11                         | 6    | 27   | 1    | 45         | 11                         | 38   | 2    | 4    | 55         | 230        |
| 08:45 AM    | 8                                     | 10   | 10   | 0    | 28         | 4                          | 56   | 12   | 0    | 72         | 6                          | 6    | 28   | 1    | 41         | 10                         | 46   | 2    | 7    | 65         | 206        |
| Total       | 44                                    | 34   | 35   | 3    | 116        | 15                         | 339  | 30   | 2    | 386        | 49                         | 20   | 114  | 4    | 187        | 47                         | 200  | 12   | 22   | 281        | 970        |
| Grand Total | 76                                    | 73   | 76   | 9    | 234        | 33                         | 723  | 53   | 7    | 816        | 108                        | 31   | 206  | 9    | 354        | 93                         | 453  | 17   | 34   | 597        | 2001       |
| Apprch %    | 32.5                                  | 31.2 | 32.5 | 3.8  |            | 4                          | 88.6 | 6.5  | 0.9  |            | 30.5                       | 8.8  | 58.2 | 2.5  |            | 15.6                       | 75.9 | 2.8  | 5.7  |            |            |
| Total %     | 3.8                                   | 3.6  | 3.8  | 0.4  | 11.7       | 1.6                        | 36.1 | 2.6  | 0.3  | 40.8       | 5.4                        | 1.5  | 10.3 | 0.4  | 17.7       | 4.6                        | 22.6 | 0.8  | 1.7  | 29.8       |            |

|                                                            | COMMUNICATION HILL BLVD<br>Southbound |           |           |          |            | HILLSDALE AVE<br>Westbound |            |          |          |            | VISTAPARK DR<br>Northbound |          |           |          |            | HILLSDALE AVE<br>Eastbound |           |          |          |            |            |
|------------------------------------------------------------|---------------------------------------|-----------|-----------|----------|------------|----------------------------|------------|----------|----------|------------|----------------------------|----------|-----------|----------|------------|----------------------------|-----------|----------|----------|------------|------------|
| Start Time                                                 | Right                                 | Thru      | Left      | Peds     | App. Total | Right                      | Thru       | Left     | Peds     | App. Total | Right                      | Thru     | Left      | Peds     | App. Total | Right                      | Thru      | Left     | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                       |           |           |          |            |                            |            |          |          |            |                            |          |           |          |            |                            |           |          |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                                       |           |           |          |            |                            |            |          |          |            |                            |          |           |          |            |                            |           |          |          |            |            |
| 07:15 AM                                                   | 9                                     | <b>14</b> | 7         | 0        | 30         | 4                          | 100        | 3        | 1        | 108        | 20                         | 2        | 19        | <b>2</b> | 43         | 5                          | <b>78</b> | 2        | <b>5</b> | <b>90</b>  | 271        |
| 07:30 AM                                                   | 7                                     | 13        | 9         | 1        | 30         | <b>7</b>                   | 90         | <b>8</b> | 1        | 106        | 9                          | 2        | 27        | 1        | 39         | 11                         | 54        | 1        | 4        | 70         | 245        |
| 07:45 AM                                                   | 9                                     | 5         | <b>12</b> | <b>2</b> | 28         | 6                          | <b>120</b> | 8        | <b>2</b> | <b>136</b> | <b>22</b>                  | <b>4</b> | 27        | 2        | <b>55</b>  | <b>19</b>                  | 65        | 2        | 0        | 86         | <b>305</b> |
| 08:00 AM                                                   | <b>11</b>                             | 8         | 11        | 1        | <b>31</b>  | 6                          | 101        | 1        | 1        | 109        | 8                          | 3        | <b>35</b> | 2        | 48         | 10                         | 69        | <b>3</b> | 5        | 87         | 275        |
| Total Volume                                               | 36                                    | 40        | 39        | 4        | 119        | 23                         | 411        | 20       | 5        | 459        | 59                         | 11       | 108       | 7        | 185        | 45                         | 266       | 8        | 14       | 333        | 1096       |
| % App. Total                                               | 30.3                                  | 33.6      | 32.8      | 3.4      |            | 5                          | 89.5       | 4.4      | 1.1      |            | 31.9                       | 5.9      | 58.4      | 3.8      |            | 13.5                       | 79.9      | 2.4      | 4.2      |            |            |
| PHF                                                        | .818                                  | .714      | .813      | .500     | .960       | .821                       | .856       | .625     | .625     | .844       | .670                       | .688     | .771      | .875     | .841       | .592                       | .853      | .667     | .700     | .925       | .898       |

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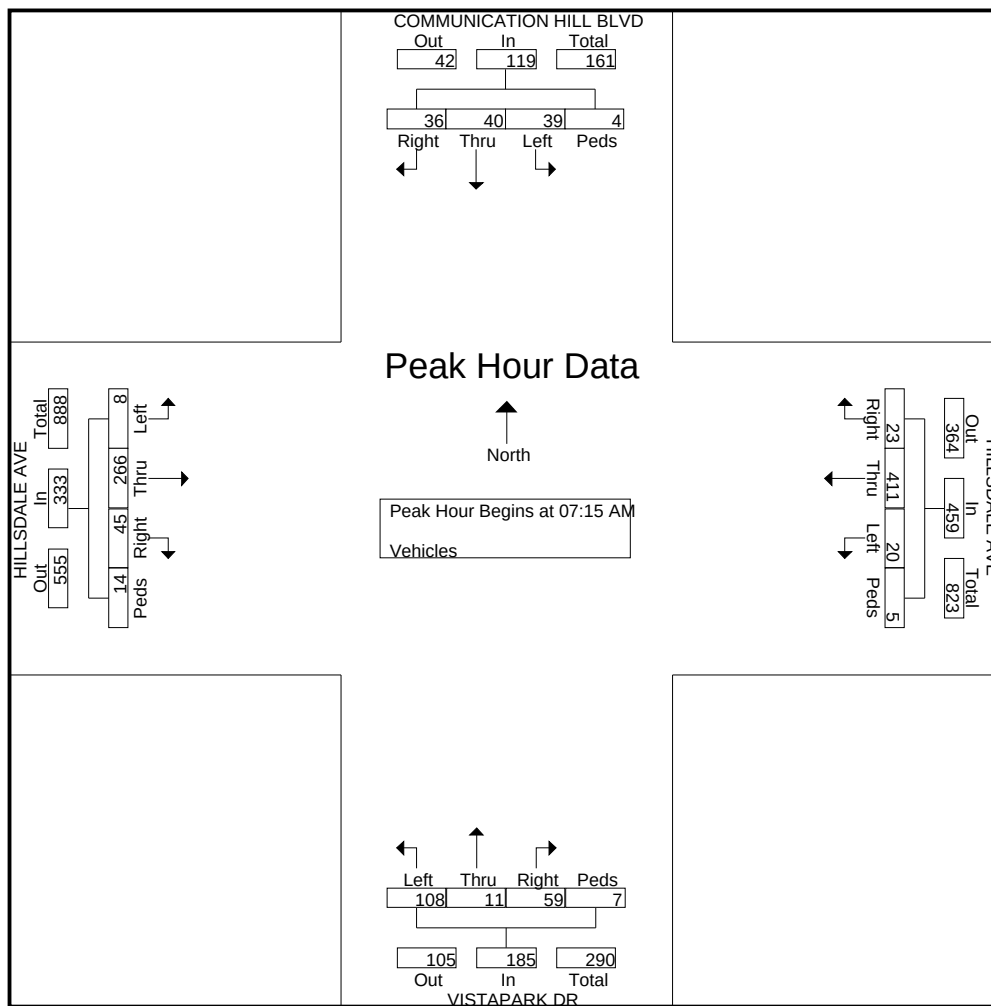
tdsbay@cs.com

File Name : 39AM FINAL

Site Code : 00000039

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# Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 39PM FINAL

Site Code : 00000039

Start Date : 9/12/2012

Page No : 1

## Groups Printed- Vehicles

|             | COMMUNICATION HILL BLVD<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | VISTAPARK DR<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                                 | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 2                                     | 7    | 3    | 0    | 12         | 0                          | 40   | 9    | 0    | 49         | 11                         | 7    | 12   | 0    | 30         | 21                         | 60   | 3    | 2    | 86         | 177        |
| 04:15 PM    | 2                                     | 3    | 7    | 0    | 12         | 8                          | 36   | 8    | 0    | 52         | 15                         | 4    | 14   | 2    | 35         | 28                         | 52   | 1    | 4    | 85         | 184        |
| 04:30 PM    | 5                                     | 0    | 3    | 0    | 8          | 10                         | 53   | 8    | 0    | 71         | 13                         | 9    | 18   | 0    | 40         | 27                         | 61   | 9    | 1    | 98         | 217        |
| 04:45 PM    | 5                                     | 5    | 4    | 1    | 15         | 6                          | 63   | 12   | 0    | 81         | 11                         | 9    | 17   | 0    | 37         | 30                         | 48   | 8    | 2    | 88         | 221        |
| Total       | 14                                    | 15   | 17   | 1    | 47         | 24                         | 192  | 37   | 0    | 253        | 50                         | 29   | 61   | 2    | 142        | 106                        | 221  | 21   | 9    | 357        | 799        |
| 05:00 PM    | 3                                     | 6    | 0    | 0    | 9          | 2                          | 66   | 11   | 1    | 80         | 8                          | 7    | 20   | 3    | 38         | 23                         | 61   | 5    | 3    | 92         | 219        |
| 05:15 PM    | 5                                     | 4    | 4    | 0    | 13         | 7                          | 63   | 11   | 0    | 81         | 13                         | 10   | 17   | 0    | 40         | 28                         | 64   | 10   | 0    | 102        | 236        |
| 05:30 PM    | 6                                     | 10   | 9    | 1    | 26         | 12                         | 64   | 18   | 1    | 95         | 10                         | 11   | 18   | 4    | 43         | 25                         | 84   | 5    | 7    | 121        | 285        |
| 05:45 PM    | 2                                     | 9    | 5    | 6    | 22         | 15                         | 59   | 9    | 2    | 85         | 13                         | 10   | 27   | 0    | 50         | 39                         | 63   | 10   | 6    | 118        | 275        |
| Total       | 16                                    | 29   | 18   | 7    | 70         | 36                         | 252  | 49   | 4    | 341        | 44                         | 38   | 82   | 7    | 171        | 115                        | 272  | 30   | 16   | 433        | 1015       |
| Grand Total | 30                                    | 44   | 35   | 8    | 117        | 60                         | 444  | 86   | 4    | 594        | 94                         | 67   | 143  | 9    | 313        | 221                        | 493  | 51   | 25   | 790        | 1814       |
| Apprch %    | 25.6                                  | 37.6 | 29.9 | 6.8  |            | 10.1                       | 74.7 | 14.5 | 0.7  |            | 30                         | 21.4 | 45.7 | 2.9  |            | 28                         | 62.4 | 6.5  | 3.2  |            |            |
| Total %     | 1.7                                   | 2.4  | 1.9  | 0.4  | 6.4        | 3.3                        | 24.5 | 4.7  | 0.2  | 32.7       | 5.2                        | 3.7  | 7.9  | 0.5  | 17.3       | 12.2                       | 27.2 | 2.8  | 1.4  | 43.6       |            |

|                                                            | COMMUNICATION HILL BLVD<br>Southbound |           |          |          |            | HILLSDALE AVE<br>Westbound |           |           |          |            | VISTAPARK DR<br>Northbound |           |           |          |            | HILLSDALE AVE<br>Eastbound |           |           |          |            |            |
|------------------------------------------------------------|---------------------------------------|-----------|----------|----------|------------|----------------------------|-----------|-----------|----------|------------|----------------------------|-----------|-----------|----------|------------|----------------------------|-----------|-----------|----------|------------|------------|
| Start Time                                                 | Right                                 | Thru      | Left     | Peds     | App. Total | Right                      | Thru      | Left      | Peds     | App. Total | Right                      | Thru      | Left      | Peds     | App. Total | Right                      | Thru      | Left      | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                       |           |          |          |            |                            |           |           |          |            |                            |           |           |          |            |                            |           |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                                       |           |          |          |            |                            |           |           |          |            |                            |           |           |          |            |                            |           |           |          |            |            |
| 05:00 PM                                                   | 3                                     | 6         | 0        | 0        | 9          | 2                          | <b>66</b> | 11        | 1        | 80         | 8                          | 7         | 20        | 3        | 38         | 23                         | 61        | 5         | 3        | 92         | 219        |
| 05:15 PM                                                   | 5                                     | 4         | 4        | 0        | 13         | 7                          | 63        | 11        | 0        | 81         | <b>13</b>                  | 10        | 17        | 0        | 40         | 28                         | 64        | <b>10</b> | 0        | 102        | 236        |
| 05:30 PM                                                   | <b>6</b>                              | <b>10</b> | <b>9</b> | <b>1</b> | <b>26</b>  | 12                         | 64        | <b>18</b> | <b>1</b> | <b>95</b>  | 10                         | <b>11</b> | 18        | <b>4</b> | 43         | 25                         | <b>84</b> | 5         | <b>7</b> | <b>121</b> | <b>285</b> |
| 05:45 PM                                                   | 2                                     | 9         | 5        | <b>6</b> | 22         | <b>15</b>                  | 59        | 9         | <b>2</b> | 85         | 13                         | 10        | <b>27</b> | 0        | <b>50</b>  | <b>39</b>                  | 63        | 10        | 6        | 118        | 275        |
| Total Volume                                               | 16                                    | 29        | 18       | 7        | 70         | 36                         | 252       | 49        | 4        | 341        | 44                         | 38        | 82        | 7        | 171        | 115                        | 272       | 30        | 16       | 433        | 1015       |
| % App. Total                                               | 22.9                                  | 41.4      | 25.7     | 10       |            | 10.6                       | 73.9      | 14.4      | 1.2      |            | 25.7                       | 22.2      | 48        | 4.1      |            | 26.6                       | 62.8      | 6.9       | 3.7      |            |            |
| PHF                                                        | .667                                  | .725      | .500     | .292     | .673       | .600                       | .955      | .681      | .500     | .897       | .846                       | .864      | .759      | .438     | .855       | .737                       | .810      | .750      | .571     | .895       | .890       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

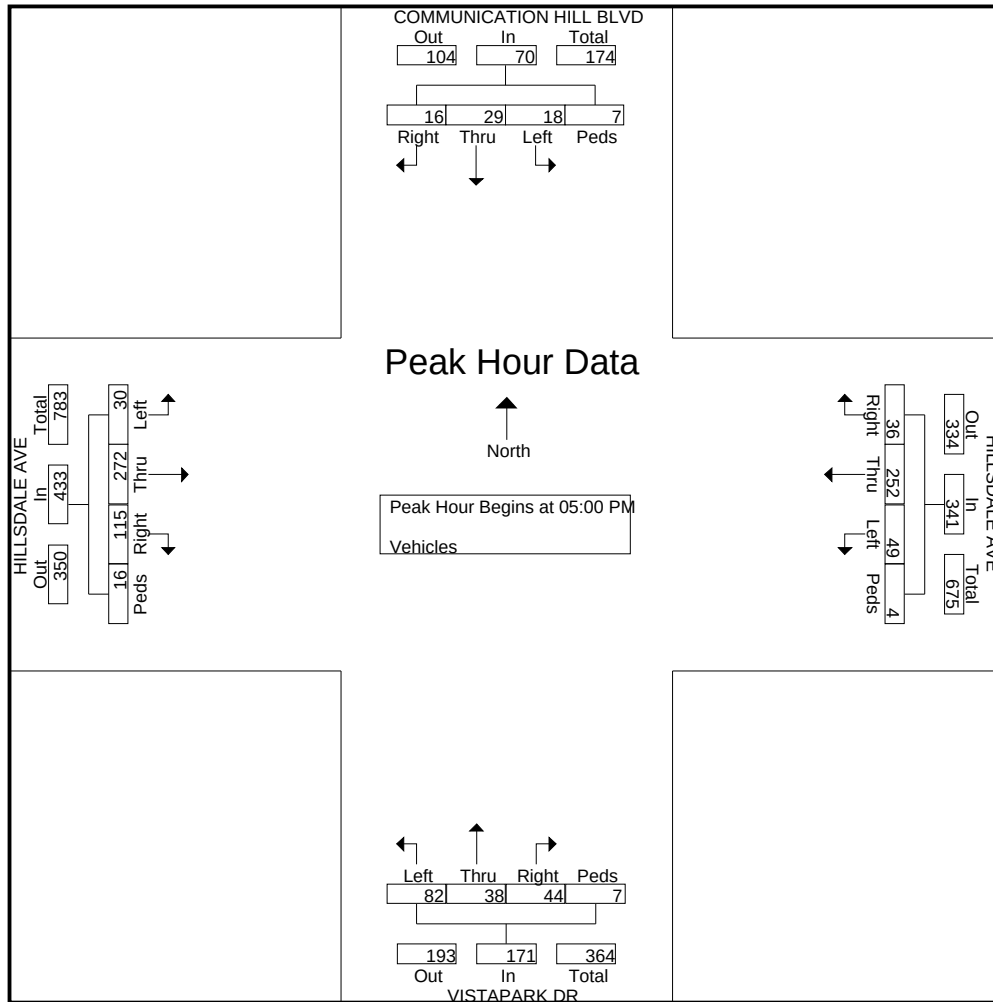
tdsbay@cs.com

File Name : 39PM FINAL

Site Code : 00000039

Start Date : 9/12/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 40AM FINAL

Site Code : 00000040

Start Date : 9/20/2012

Page No : 1

Groups Printed- Vehicles

|             | Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY NB<br>RAMPS (E)<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                            | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 178  | 2    | 0    | 180        | 46                                               | 0    | 1    | 1    | 48         | 16                       | 159  | 0    | 0    | 175        | 403        |
| 07:15 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 221  | 1    | 0    | 222        | 63                                               | 0    | 0    | 0    | 63         | 18                       | 163  | 0    | 0    | 181        | 466        |
| 07:30 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 261  | 3    | 0    | 264        | 67                                               | 0    | 1    | 0    | 68         | 17                       | 182  | 0    | 3    | 202        | 534        |
| 07:45 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 272  | 2    | 0    | 274        | 80                                               | 0    | 0    | 0    | 80         | 14                       | 226  | 0    | 1    | 241        | 595        |
| Total       | 0          | 0    | 0    | 0    | 0          | 0                        | 932  | 8    | 0    | 940        | 256                                              | 0    | 2    | 1    | 259        | 65                       | 730  | 0    | 4    | 799        | 1998       |
| 08:00 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 280  | 3    | 0    | 283        | 109                                              | 0    | 5    | 0    | 114        | 27                       | 239  | 0    | 1    | 267        | 664        |
| 08:15 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 276  | 4    | 0    | 280        | 102                                              | 0    | 2    | 0    | 104        | 26                       | 243  | 0    | 2    | 271        | 655        |
| 08:30 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 283  | 3    | 0    | 286        | 80                                               | 0    | 3    | 0    | 83         | 14                       | 172  | 0    | 1    | 187        | 556        |
| 08:45 AM    | 0          | 0    | 0    | 0    | 0          | 0                        | 278  | 4    | 0    | 282        | 73                                               | 0    | 2    | 2    | 77         | 15                       | 198  | 0    | 0    | 213        | 572        |
| Total       | 0          | 0    | 0    | 0    | 0          | 0                        | 1117 | 14   | 0    | 1131       | 364                                              | 0    | 12   | 2    | 378        | 82                       | 852  | 0    | 4    | 938        | 2447       |
| Grand Total | 0          | 0    | 0    | 0    | 0          | 0                        | 2049 | 22   | 0    | 2071       | 620                                              | 0    | 14   | 3    | 637        | 147                      | 1582 | 0    | 8    | 1737       | 4445       |
| Apprch %    | 0          | 0    | 0    | 0    | 0          | 0                        | 98.9 | 1.1  | 0    |            | 97.3                                             | 0    | 2.2  | 0.5  |            | 8.5                      | 91.1 | 0    | 0.5  |            |            |
| Total %     | 0          | 0    | 0    | 0    | 0          | 0                        | 46.1 | 0.5  | 0    | 46.6       | 13.9                                             | 0    | 0.3  | 0.1  | 14.3       | 3.3                      | 35.6 | 0    | 0.2  | 39.1       |            |

|                                                            | Southbound |      |      |      |            | CURTNER AVE<br>Westbound |            |          |      |            | ALMADEN EXPRESSWAY NB<br>RAMPS (E)<br>Northbound |      |          |      |            | CURTNER AVE<br>Eastbound |            |      |          |            |            |
|------------------------------------------------------------|------------|------|------|------|------------|--------------------------|------------|----------|------|------------|--------------------------------------------------|------|----------|------|------------|--------------------------|------------|------|----------|------------|------------|
| Start Time                                                 | Right      | Thru | Left | Peds | App. Total | Right                    | Thru       | Left     | Peds | App. Total | Right                                            | Thru | Left     | Peds | App. Total | Right                    | Thru       | Left | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |            |      |      |      |            |                          |            |          |      |            |                                                  |      |          |      |            |                          |            |      |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |            |      |      |      |            |                          |            |          |      |            |                                                  |      |          |      |            |                          |            |      |          |            |            |
| 07:45 AM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | 272        | 2        | 0    | 274        | 80                                               | 0    | 0        | 0    | 80         | 14                       | 226        | 0    | 1        | 241        | 595        |
| 08:00 AM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | 280        | 3        | 0    | 283        | <b>109</b>                                       | 0    | <b>5</b> | 0    | <b>114</b> | <b>27</b>                | 239        | 0    | 1        | 267        | <b>664</b> |
| 08:15 AM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | 276        | <b>4</b> | 0    | 280        | 102                                              | 0    | 2        | 0    | 104        | 26                       | <b>243</b> | 0    | <b>2</b> | <b>271</b> | 655        |
| 08:30 AM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | <b>283</b> | 3        | 0    | <b>286</b> | 80                                               | 0    | 3        | 0    | 83         | 14                       | 172        | 0    | 1        | 187        | 556        |
| Total Volume                                               | 0          | 0    | 0    | 0    | 0          | 0                        | 1111       | 12       | 0    | 1123       | 371                                              | 0    | 10       | 0    | 381        | 81                       | 880        | 0    | 5        | 966        | 2470       |
| % App. Total                                               |            |      |      |      |            |                          |            |          |      |            |                                                  |      |          |      |            |                          |            |      |          |            |            |
| PHF                                                        | .000       | .000 | .000 | .000 | .000       | .000                     | .981       | .750     | .000 | .982       | .851                                             | .000 | .500     | .000 | .836       | .750                     | .905       | .000 | .625     | .891       | .930       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

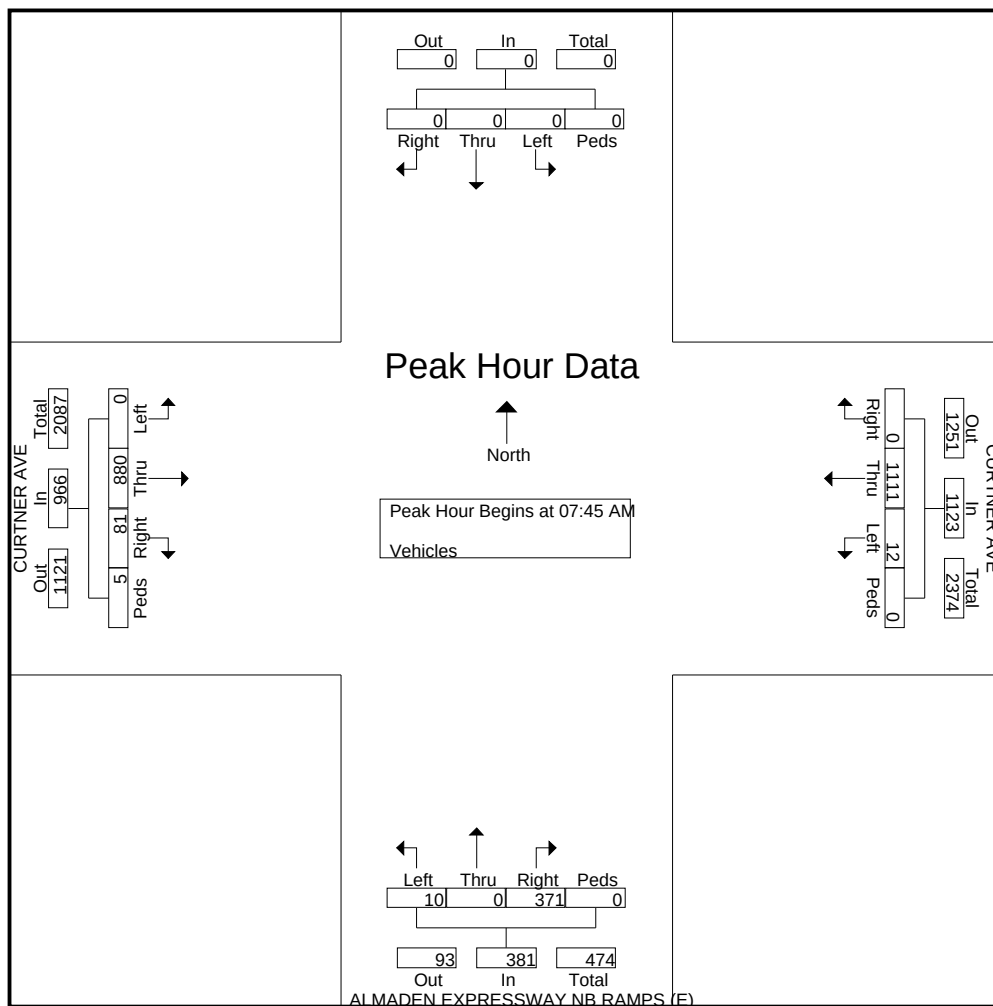
tdsbay@cs.com

File Name : 40AM FINAL

Site Code : 00000040

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 40PM FINAL

Site Code : 00000040

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | ALMADEN EXPRESSWAY NB<br>RAMPS (E)<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                                            | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 209  | 2    | 0    | 211        | 36                                               | 0    | 0    | 0    | 36         | 15                       | 200  | 0    | 0    | 215        | 462        |
| 04:15 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 228  | 2    | 0    | 230        | 34                                               | 0    | 2    | 3    | 39         | 14                       | 262  | 0    | 0    | 276        | 545        |
| 04:30 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 243  | 2    | 0    | 245        | 20                                               | 0    | 1    | 1    | 22         | 17                       | 248  | 0    | 0    | 265        | 532        |
| 04:45 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 261  | 5    | 0    | 266        | 57                                               | 0    | 3    | 0    | 60         | 17                       | 271  | 0    | 0    | 288        | 614        |
| Total       | 0          | 0    | 0    | 0    | 0          | 0                        | 941  | 11   | 0    | 952        | 147                                              | 0    | 6    | 4    | 157        | 63                       | 981  | 0    | 0    | 1044       | 2153       |
| 05:00 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 250  | 0    | 0    | 250        | 43                                               | 0    | 6    | 0    | 49         | 13                       | 259  | 0    | 0    | 272        | 571        |
| 05:15 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 288  | 4    | 0    | 292        | 37                                               | 0    | 6    | 0    | 43         | 6                        | 269  | 0    | 0    | 275        | 610        |
| 05:30 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 243  | 2    | 0    | 245        | 36                                               | 0    | 1    | 0    | 37         | 14                       | 286  | 0    | 0    | 300        | 582        |
| 05:45 PM    | 0          | 0    | 0    | 0    | 0          | 0                        | 224  | 3    | 0    | 227        | 29                                               | 0    | 0    | 0    | 29         | 9                        | 289  | 0    | 0    | 298        | 554        |
| Total       | 0          | 0    | 0    | 0    | 0          | 0                        | 1005 | 9    | 0    | 1014       | 145                                              | 0    | 13   | 0    | 158        | 42                       | 1103 | 0    | 0    | 1145       | 2317       |
| Grand Total | 0          | 0    | 0    | 0    | 0          | 0                        | 1946 | 20   | 0    | 1966       | 292                                              | 0    | 19   | 4    | 315        | 105                      | 2084 | 0    | 0    | 2189       | 4470       |
| Apprch %    | 0          | 0    | 0    | 0    | 0          | 0                        | 99   | 1    | 0    |            | 92.7                                             | 0    | 6    | 1.3  |            | 4.8                      | 95.2 | 0    | 0    |            |            |
| Total %     | 0          | 0    | 0    | 0    | 0          | 0                        | 43.5 | 0.4  | 0    | 44         | 6.5                                              | 0    | 0.4  | 0.1  | 7          | 2.3                      | 46.6 | 0    | 0    | 49         |            |

|                                                            | Southbound |      |      |      |            | CURTNER AVE<br>Westbound |            |          |      |            | ALMADEN EXPRESSWAY NB<br>RAMPS (E)<br>Northbound |      |          |      |            | CURTNER AVE<br>Eastbound |            |      |      |            |            |
|------------------------------------------------------------|------------|------|------|------|------------|--------------------------|------------|----------|------|------------|--------------------------------------------------|------|----------|------|------------|--------------------------|------------|------|------|------------|------------|
| Start Time                                                 | Right      | Thru | Left | Peds | App. Total | Right                    | Thru       | Left     | Peds | App. Total | Right                                            | Thru | Left     | Peds | App. Total | Right                    | Thru       | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |            |      |      |      |            |                          |            |          |      |            |                                                  |      |          |      |            |                          |            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |            |      |      |      |            |                          |            |          |      |            |                                                  |      |          |      |            |                          |            |      |      |            |            |
| 04:45 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | 261        | <b>5</b> | 0    | 266        | <b>57</b>                                        | 0    | 3        | 0    | <b>60</b>  | <b>17</b>                | 271        | 0    | 0    | 288        | <b>614</b> |
| 05:00 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | 250        | 0        | 0    | 250        | 43                                               | 0    | <b>6</b> | 0    | 49         | 13                       | 259        | 0    | 0    | 272        | 571        |
| 05:15 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | <b>288</b> | 4        | 0    | <b>292</b> | 37                                               | 0    | 6        | 0    | 43         | 6                        | 269        | 0    | 0    | 275        | 610        |
| 05:30 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                        | 243        | 2        | 0    | 245        | 36                                               | 0    | 1        | 0    | 37         | 14                       | <b>286</b> | 0    | 0    | <b>300</b> | 582        |
| Total Volume                                               | 0          | 0    | 0    | 0    | 0          | 0                        | 1042       | 11       | 0    | 1053       | 173                                              | 0    | 16       | 0    | 189        | 50                       | 1085       | 0    | 0    | 1135       | 2377       |
| % App. Total                                               |            |      |      |      |            |                          |            |          |      |            |                                                  |      |          |      |            |                          |            |      |      |            |            |
| PHF                                                        | .000       | .000 | .000 | .000 | .000       | .000                     | .905       | .550     | .000 | .902       | .759                                             | .000 | .667     | .000 | .788       | .735                     | .948       | .000 | .000 | .946       | .968       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

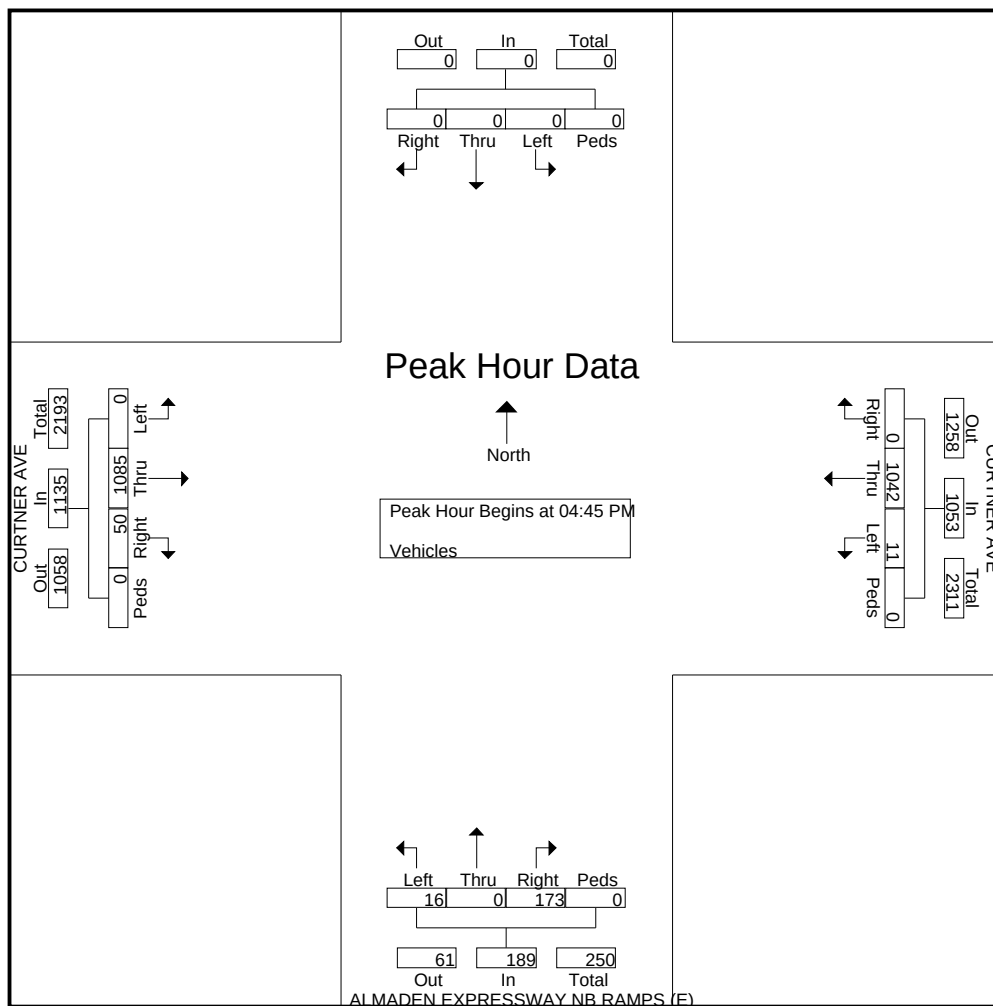
tdsbay@cs.com

File Name : 40PM FINAL

Site Code : 00000040

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 41AM FINAL

Site Code : 00000041

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY SB<br>RAMPS (W)<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                                            | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 47                                               | 0    | 14   | 0    | 61         | 17                       | 147  | 0    | 0    | 164        | 0          | 0    | 0    | 0    | 0          | 0                        | 143  | 0    | 0    | 143        | 368        |
| 07:15 AM    | 42                                               | 0    | 20   | 2    | 64         | 28                       | 203  | 0    | 0    | 231        | 0          | 0    | 0    | 0    | 0          | 0                        | 171  | 0    | 3    | 174        | 469        |
| 07:30 AM    | 42                                               | 0    | 18   | 2    | 62         | 24                       | 228  | 0    | 0    | 252        | 0          | 0    | 0    | 0    | 0          | 0                        | 174  | 0    | 1    | 175        | 489        |
| 07:45 AM    | 65                                               | 0    | 31   | 0    | 96         | 29                       | 240  | 0    | 0    | 269        | 0          | 0    | 0    | 0    | 0          | 0                        | 215  | 0    | 0    | 215        | 580        |
| Total       | 196                                              | 0    | 83   | 4    | 283        | 98                       | 818  | 0    | 0    | 916        | 0          | 0    | 0    | 0    | 0          | 0                        | 703  | 0    | 4    | 707        | 1906       |
| 08:00 AM    | 36                                               | 0    | 37   | 0    | 73         | 44                       | 231  | 0    | 0    | 275        | 0          | 0    | 0    | 0    | 0          | 0                        | 213  | 0    | 0    | 213        | 561        |
| 08:15 AM    | 30                                               | 0    | 23   | 1    | 54         | 30                       | 237  | 0    | 0    | 267        | 0          | 0    | 0    | 0    | 0          | 0                        | 226  | 0    | 3    | 229        | 550        |
| 08:30 AM    | 19                                               | 0    | 17   | 0    | 36         | 36                       | 248  | 0    | 0    | 284        | 0          | 0    | 0    | 0    | 0          | 0                        | 191  | 0    | 2    | 193        | 513        |
| 08:45 AM    | 25                                               | 0    | 11   | 0    | 36         | 38                       | 228  | 0    | 0    | 266        | 0          | 0    | 0    | 0    | 0          | 0                        | 183  | 0    | 1    | 184        | 486        |
| Total       | 110                                              | 0    | 88   | 1    | 199        | 148                      | 944  | 0    | 0    | 1092       | 0          | 0    | 0    | 0    | 0          | 0                        | 813  | 0    | 6    | 819        | 2110       |
| Grand Total | 306                                              | 0    | 171  | 5    | 482        | 246                      | 1762 | 0    | 0    | 2008       | 0          | 0    | 0    | 0    | 0          | 0                        | 1516 | 0    | 10   | 1526       | 4016       |
| Apprch %    | 63.5                                             | 0    | 35.5 | 1    |            | 12.3                     | 87.7 | 0    | 0    |            | 0          | 0    | 0    | 0    | 0          | 0                        | 99.3 | 0    | 0.7  |            |            |
| Total %     | 7.6                                              | 0    | 4.3  | 0.1  | 12         | 6.1                      | 43.9 | 0    | 0    | 50         | 0          | 0    | 0    | 0    | 0          | 0                        | 37.7 | 0    | 0.2  | 38         |            |

|                                                            | ALMADEN EXPRESSWAY SB<br>RAMPS (W)<br>Southbound |      |           |          |            | CURTNER AVE<br>Westbound |            |      |      |            | Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |            |      |          |            |            |
|------------------------------------------------------------|--------------------------------------------------|------|-----------|----------|------------|--------------------------|------------|------|------|------------|------------|------|------|------|------------|--------------------------|------------|------|----------|------------|------------|
| Start Time                                                 | Right                                            | Thru | Left      | Peds     | App. Total | Right                    | Thru       | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                    | Thru       | Left | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                                  |      |           |          |            |                          |            |      |      |            |            |      |      |      |            |                          |            |      |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                                  |      |           |          |            |                          |            |      |      |            |            |      |      |      |            |                          |            |      |          |            |            |
| 07:45 AM                                                   | <b>65</b>                                        | 0    | 31        | 0        | <b>96</b>  | 29                       | 240        | 0    | 0    | 269        | 0          | 0    | 0    | 0    | 0          | 0                        | 215        | 0    | 0        | 215        | <b>580</b> |
| 08:00 AM                                                   | 36                                               | 0    | <b>37</b> | 0        | 73         | <b>44</b>                | 231        | 0    | 0    | 275        | 0          | 0    | 0    | 0    | 0          | 0                        | 213        | 0    | 0        | 213        | 561        |
| 08:15 AM                                                   | 30                                               | 0    | 23        | <b>1</b> | 54         | 30                       | 237        | 0    | 0    | 267        | 0          | 0    | 0    | 0    | 0          | 0                        | <b>226</b> | 0    | <b>3</b> | <b>229</b> | 550        |
| 08:30 AM                                                   | 19                                               | 0    | 17        | 0        | 36         | 36                       | <b>248</b> | 0    | 0    | <b>284</b> | 0          | 0    | 0    | 0    | 0          | 0                        | 191        | 0    | 2        | 193        | 513        |
| Total Volume                                               | 150                                              | 0    | 108       | 1        | 259        | 139                      | 956        | 0    | 0    | 1095       | 0          | 0    | 0    | 0    | 0          | 0                        | 845        | 0    | 5        | 850        | 2204       |
| % App. Total                                               | 57.9                                             | 0    | 41.7      | 0.4      |            | 12.7                     | 87.3       | 0    | 0    |            | 0          | 0    | 0    | 0    | 0          | 0                        | 99.4       | 0    | 0.6      |            |            |
| PHF                                                        | .577                                             | .000 | .730      | .250     | .674       | .790                     | .964       | .000 | .000 | .964       | .000       | .000 | .000 | .000 | .000       | .000                     | .935       | .000 | .417     | .928       | .950       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

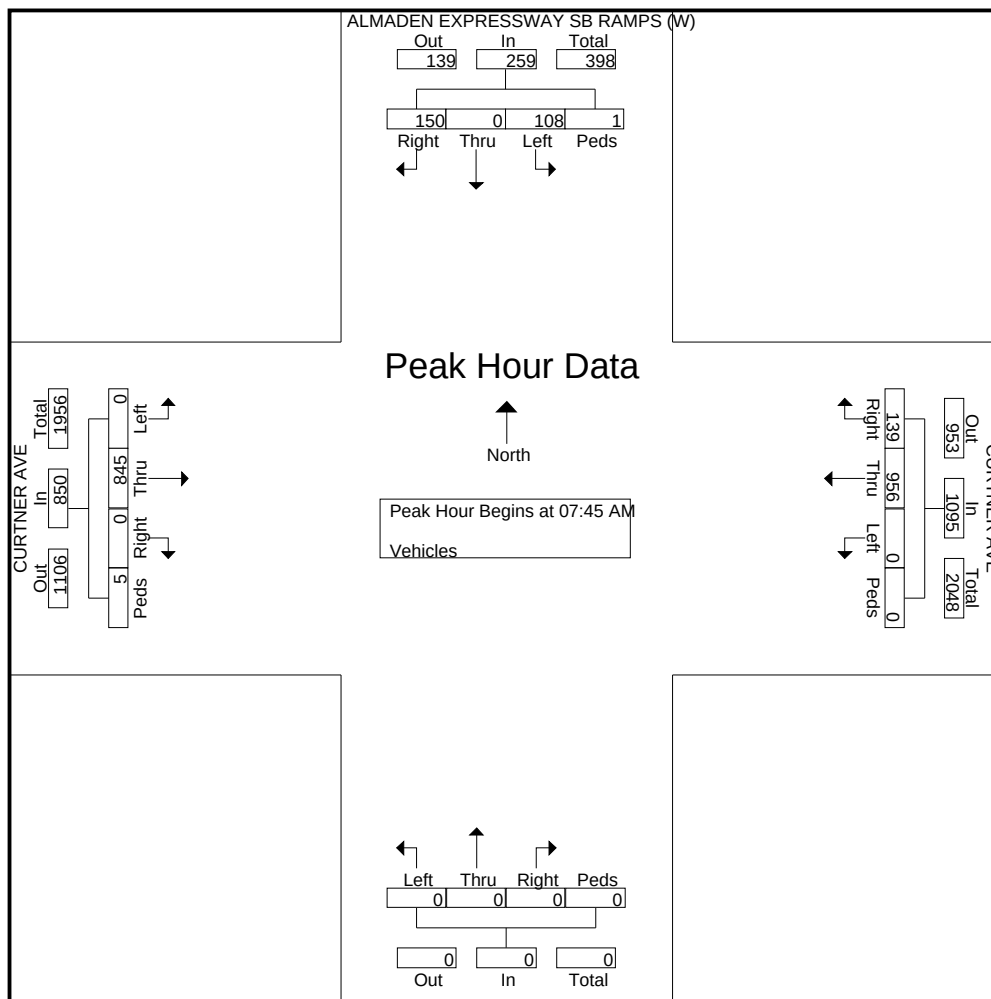
tdsbay@cs.com

File Name : 41AM FINAL

Site Code : 00000041

Start Date : 9/20/2012

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 41PM FINAL

Site Code : 00000041

Start Date : 9/20/2012

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN EXPRESSWAY SB<br>RAMPS (W)<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                                            | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 33                                               | 0    | 22   | 1    | 56         | 50                       | 170  | 0    | 0    | 220        | 0          | 0    | 0    | 0    | 0          | 0                        | 207  | 0    | 1    | 208        | 484        |
| 04:15 PM    | 38                                               | 0    | 21   | 2    | 61         | 51                       | 195  | 0    | 0    | 246        | 0          | 0    | 0    | 0    | 0          | 0                        | 244  | 0    | 0    | 244        | 551        |
| 04:30 PM    | 46                                               | 0    | 17   | 0    | 63         | 59                       | 203  | 0    | 0    | 262        | 0          | 0    | 0    | 0    | 0          | 0                        | 217  | 0    | 0    | 217        | 542        |
| 04:45 PM    | 46                                               | 0    | 30   | 1    | 77         | 45                       | 206  | 0    | 0    | 251        | 0          | 0    | 0    | 0    | 0          | 0                        | 239  | 0    | 2    | 241        | 569        |
| Total       | 163                                              | 0    | 90   | 4    | 257        | 205                      | 774  | 0    | 0    | 979        | 0          | 0    | 0    | 0    | 0          | 0                        | 907  | 0    | 3    | 910        | 2146       |
| 05:00 PM    | 39                                               | 0    | 25   | 0    | 64         | 62                       | 204  | 0    | 0    | 266        | 0          | 0    | 0    | 0    | 0          | 0                        | 257  | 0    | 1    | 258        | 588        |
| 05:15 PM    | 34                                               | 0    | 30   | 3    | 67         | 57                       | 238  | 0    | 0    | 295        | 0          | 0    | 0    | 0    | 0          | 0                        | 248  | 0    | 1    | 249        | 611        |
| 05:30 PM    | 36                                               | 0    | 25   | 0    | 61         | 51                       | 194  | 0    | 0    | 245        | 0          | 0    | 0    | 0    | 0          | 0                        | 247  | 0    | 1    | 248        | 554        |
| 05:45 PM    | 41                                               | 0    | 32   | 0    | 73         | 39                       | 183  | 0    | 0    | 222        | 0          | 0    | 0    | 0    | 0          | 0                        | 276  | 0    | 0    | 276        | 571        |
| Total       | 150                                              | 0    | 112  | 3    | 265        | 209                      | 819  | 0    | 0    | 1028       | 0          | 0    | 0    | 0    | 0          | 0                        | 1028 | 0    | 3    | 1031       | 2324       |
| Grand Total | 313                                              | 0    | 202  | 7    | 522        | 414                      | 1593 | 0    | 0    | 2007       | 0          | 0    | 0    | 0    | 0          | 0                        | 1935 | 0    | 6    | 1941       | 4470       |
| Apprch %    | 60                                               | 0    | 38.7 | 1.3  |            | 20.6                     | 79.4 | 0    | 0    |            | 0          | 0    | 0    | 0    |            | 0                        | 99.7 | 0    | 0.3  |            |            |
| Total %     | 7                                                | 0    | 4.5  | 0.2  | 11.7       | 9.3                      | 35.6 | 0    | 0    | 44.9       | 0          | 0    | 0    | 0    | 0          | 0                        | 43.3 | 0    | 0.1  | 43.4       |            |

|                                                            | ALMADEN EXPRESSWAY SB<br>RAMPS (W)<br>Southbound |      |           |          |            | CURTNER AVE<br>Westbound |            |      |      |            | Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |            |      |          |            |            |
|------------------------------------------------------------|--------------------------------------------------|------|-----------|----------|------------|--------------------------|------------|------|------|------------|------------|------|------|------|------------|--------------------------|------------|------|----------|------------|------------|
| Start Time                                                 | Right                                            | Thru | Left      | Peds     | App. Total | Right                    | Thru       | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                    | Thru       | Left | Peds     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                                  |      |           |          |            |                          |            |      |      |            |            |      |      |      |            |                          |            |      |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                                                  |      |           |          |            |                          |            |      |      |            |            |      |      |      |            |                          |            |      |          |            |            |
| 05:00 PM                                                   | 39                                               | 0    | 25        | 0        | 64         | <b>62</b>                | 204        | 0    | 0    | 266        | 0          | 0    | 0    | 0    | 0          | 0                        | 257        | 0    | <b>1</b> | 258        | 588        |
| 05:15 PM                                                   | 34                                               | 0    | 30        | <b>3</b> | 67         | 57                       | <b>238</b> | 0    | 0    | <b>295</b> | 0          | 0    | 0    | 0    | 0          | 0                        | 248        | 0    | 1        | 249        | <b>611</b> |
| 05:30 PM                                                   | 36                                               | 0    | 25        | 0        | 61         | 51                       | 194        | 0    | 0    | 245        | 0          | 0    | 0    | 0    | 0          | 0                        | 247        | 0    | 1        | 248        | 554        |
| 05:45 PM                                                   | <b>41</b>                                        | 0    | <b>32</b> | 0        | <b>73</b>  | 39                       | 183        | 0    | 0    | 222        | 0          | 0    | 0    | 0    | 0          | 0                        | <b>276</b> | 0    | 0        | <b>276</b> | 571        |
| Total Volume                                               | 150                                              | 0    | 112       | 3        | 265        | 209                      | 819        | 0    | 0    | 1028       | 0          | 0    | 0    | 0    | 0          | 0                        | 1028       | 0    | 3        | 1031       | 2324       |
| % App. Total                                               |                                                  |      |           |          |            |                          |            |      |      |            |            |      |      |      |            |                          |            |      |          |            |            |
| PHF                                                        | .915                                             | .000 | .875      | .250     | .908       | .843                     | .860       | .000 | .000 | .871       | .000       | .000 | .000 | .000 | .000       | .000                     | .931       | .000 | .750     | .934       | .951       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

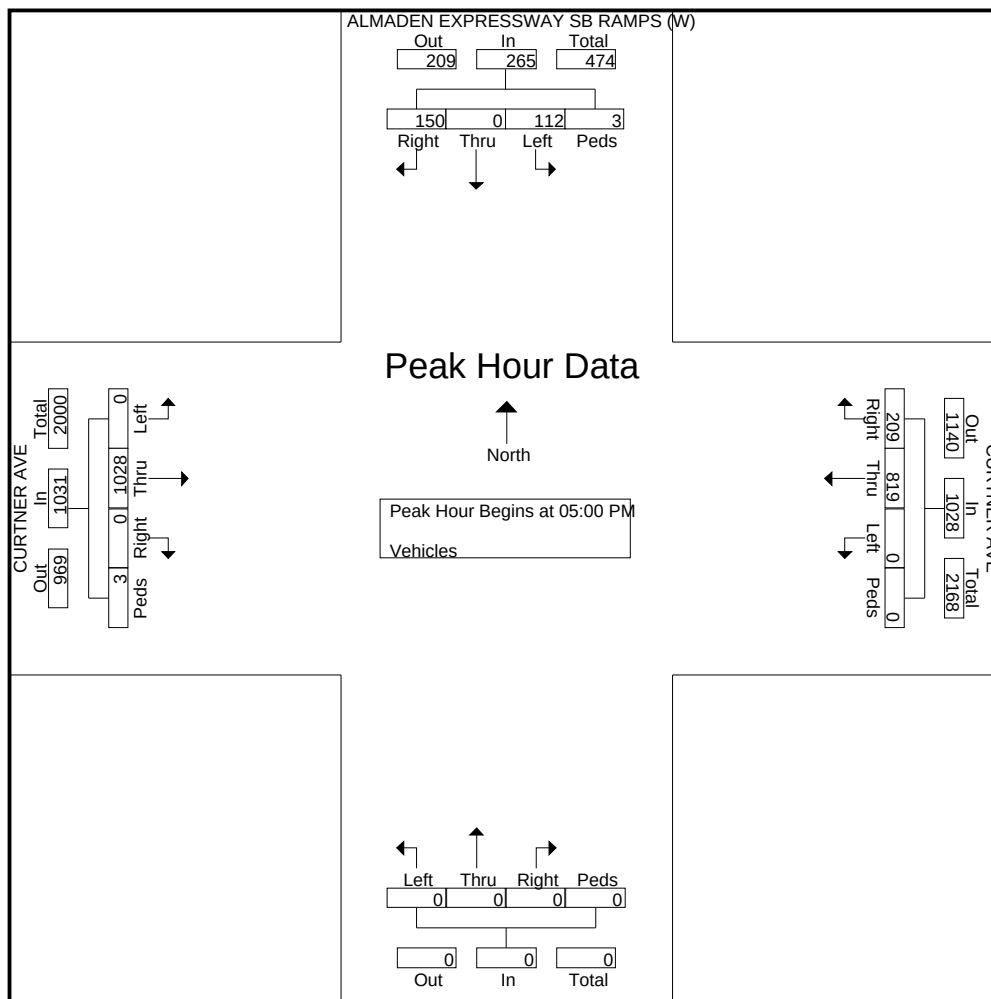
tdsbay@cs.com

File Name : 41PM FINAL

Site Code : 00000041

Start Date : 9/20/2012

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 43AM FINAL

Site Code : 00000043

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 2ND ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 2ND ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 2                    | 12   | 11   | 3    | 28         | 0                     | 45   | 5    | 6    | 56         | 0                    | 0    | 0    | 4    | 4          | 1                     | 20   | 0    | 1    | 22         | 110        |
| 07:15 AM    | 4                    | 15   | 5    | 6    | 30         | 0                     | 62   | 13   | 1    | 76         | 0                    | 0    | 0    | 3    | 3          | 2                     | 25   | 0    | 1    | 28         | 137        |
| 07:30 AM    | 5                    | 18   | 10   | 2    | 35         | 0                     | 97   | 11   | 0    | 108        | 0                    | 0    | 0    | 3    | 3          | 1                     | 59   | 0    | 0    | 60         | 206        |
| 07:45 AM    | 2                    | 28   | 4    | 2    | 36         | 0                     | 133  | 26   | 2    | 161        | 0                    | 0    | 0    | 2    | 2          | 0                     | 50   | 0    | 0    | 50         | 249        |
| Total       | 13                   | 73   | 30   | 13   | 129        | 0                     | 337  | 55   | 9    | 401        | 0                    | 0    | 0    | 12   | 12         | 4                     | 154  | 0    | 2    | 160        | 702        |
| 08:00 AM    | 3                    | 16   | 7    | 1    | 27         | 0                     | 105  | 17   | 0    | 122        | 0                    | 0    | 0    | 1    | 1          | 1                     | 49   | 0    | 0    | 50         | 200        |
| 08:15 AM    | 4                    | 22   | 11   | 2    | 39         | 0                     | 89   | 18   | 0    | 107        | 0                    | 0    | 0    | 1    | 1          | 3                     | 51   | 0    | 0    | 54         | 201        |
| 08:30 AM    | 4                    | 14   | 6    | 2    | 26         | 0                     | 84   | 12   | 2    | 98         | 0                    | 0    | 0    | 2    | 2          | 2                     | 49   | 0    | 0    | 51         | 177        |
| 08:45 AM    | 3                    | 25   | 13   | 1    | 42         | 0                     | 77   | 26   | 0    | 103        | 0                    | 0    | 0    | 3    | 3          | 2                     | 44   | 0    | 0    | 46         | 194        |
| Total       | 14                   | 77   | 37   | 6    | 134        | 0                     | 355  | 73   | 2    | 430        | 0                    | 0    | 0    | 7    | 7          | 8                     | 193  | 0    | 0    | 201        | 772        |
| Grand Total | 27                   | 150  | 67   | 19   | 263        | 0                     | 692  | 128  | 11   | 831        | 0                    | 0    | 0    | 19   | 19         | 12                    | 347  | 0    | 2    | 361        | 1474       |
| Apprch %    | 10.3                 | 57   | 25.5 | 7.2  |            | 0                     | 83.3 | 15.4 | 1.3  |            | 0                    | 0    | 0    | 100  |            | 3.3                   | 96.1 | 0    | 0.6  |            |            |
| Total %     | 1.8                  | 10.2 | 4.5  | 1.3  | 17.8       | 0                     | 46.9 | 8.7  | 0.7  | 56.4       | 0                    | 0    | 0    | 1.3  | 1.3        | 0.8                   | 23.5 | 0    | 0.1  | 24.5       |            |

|                                                            | 2ND ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |      |      |            | 2ND ST<br>Northbound |      |      |            | KEYES ST<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------|------|------|------------|-----------------------|------|------|------------|----------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                      |      |      |            |                       |      |      |            |                      |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                      |      |      |            |                       |      |      |            |                      |      |      |            |                       |      |      |            |            |
| 07:30 AM                                                   | 5                    | 18   | 10   | 33         | 0                     | 97   | 11   | 108        | 0                    | 0    | 0    | 0          | 1                     | 59   | 0    | 60         | 201        |
| 07:45 AM                                                   | 2                    | 28   | 4    | 34         | 0                     | 133  | 26   | 159        | 0                    | 0    | 0    | 0          | 0                     | 50   | 0    | 50         | 243        |
| 08:00 AM                                                   | 3                    | 16   | 7    | 26         | 0                     | 105  | 17   | 122        | 0                    | 0    | 0    | 0          | 1                     | 49   | 0    | 50         | 198        |
| 08:15 AM                                                   | 4                    | 22   | 11   | 37         | 0                     | 89   | 18   | 107        | 0                    | 0    | 0    | 0          | 3                     | 51   | 0    | 54         | 198        |
| Total Volume                                               | 14                   | 84   | 32   | 130        | 0                     | 424  | 72   | 496        | 0                    | 0    | 0    | 0          | 5                     | 209  | 0    | 214        | 840        |
| % App. Total                                               | 10.8                 | 64.6 | 24.6 |            | 0                     | 85.5 | 14.5 |            | 0                    | 0    | 0    |            | 2.3                   | 97.7 | 0    |            |            |
| PHF                                                        | .700                 | .750 | .727 | .878       | .000                  | .797 | .692 | .780       | .000                 | .000 | .000 | .000       | .417                  | .886 | .000 | .892       | .864       |

# Traffic Data Service

Campbell, CA

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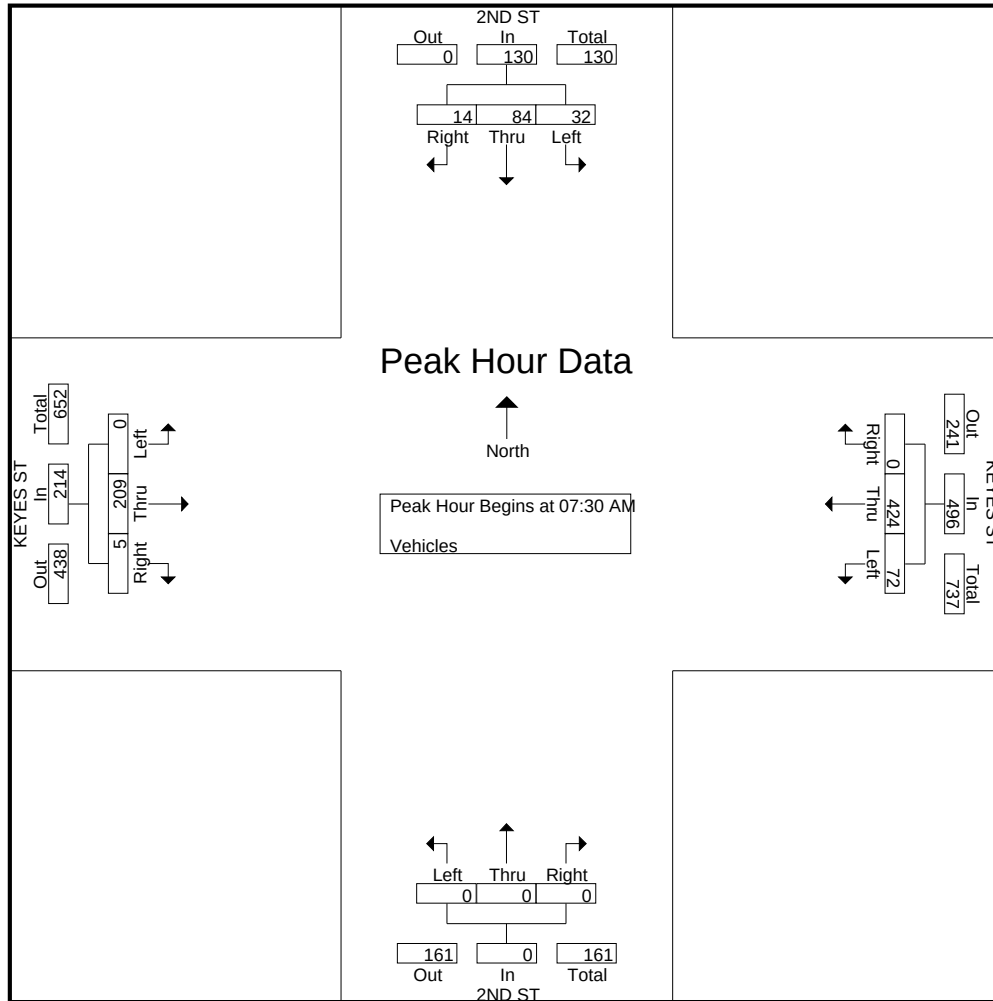
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 43AM FINAL

Site Code : 00000043

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 43PM FINAL

Site Code : 00000043

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 2ND ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 2ND ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 16                   | 79   | 29   | 5    | 129        | 0                     | 80   | 57   | 5    | 142        | 0                    | 0    | 0    | 0    | 0          | 5                     | 65   | 0    | 0    | 70         | 341        |
| 04:15 PM    | 5                    | 76   | 43   | 8    | 132        | 0                     | 59   | 36   | 0    | 95         | 0                    | 0    | 0    | 0    | 0          | 3                     | 83   | 0    | 1    | 87         | 314        |
| 04:30 PM    | 13                   | 71   | 22   | 6    | 112        | 0                     | 95   | 51   | 0    | 146        | 0                    | 0    | 0    | 1    | 1          | 1                     | 91   | 0    | 0    | 92         | 351        |
| 04:45 PM    | 12                   | 90   | 26   | 2    | 130        | 0                     | 76   | 55   | 2    | 133        | 0                    | 0    | 0    | 4    | 4          | 4                     | 84   | 0    | 1    | 89         | 356        |
| Total       | 46                   | 316  | 120  | 21   | 503        | 0                     | 310  | 199  | 7    | 516        | 0                    | 0    | 0    | 5    | 5          | 13                    | 323  | 0    | 2    | 338        | 1362       |
| 05:00 PM    | 6                    | 103  | 38   | 2    | 149        | 0                     | 77   | 45   | 5    | 127        | 0                    | 0    | 0    | 8    | 8          | 1                     | 80   | 0    | 2    | 83         | 367        |
| 05:15 PM    | 16                   | 94   | 30   | 1    | 141        | 0                     | 91   | 43   | 1    | 135        | 0                    | 0    | 0    | 4    | 4          | 1                     | 95   | 0    | 1    | 97         | 377        |
| 05:30 PM    | 14                   | 88   | 20   | 5    | 127        | 0                     | 98   | 46   | 5    | 149        | 0                    | 0    | 0    | 6    | 6          | 3                     | 109  | 0    | 0    | 112        | 394        |
| 05:45 PM    | 11                   | 88   | 32   | 4    | 135        | 0                     | 78   | 48   | 6    | 132        | 0                    | 0    | 0    | 5    | 5          | 4                     | 82   | 0    | 0    | 86         | 358        |
| Total       | 47                   | 373  | 120  | 12   | 552        | 0                     | 344  | 182  | 17   | 543        | 0                    | 0    | 0    | 23   | 23         | 9                     | 366  | 0    | 3    | 378        | 1496       |
| Grand Total | 93                   | 689  | 240  | 33   | 1055       | 0                     | 654  | 381  | 24   | 1059       | 0                    | 0    | 0    | 28   | 28         | 22                    | 689  | 0    | 5    | 716        | 2858       |
| Apprch %    | 8.8                  | 65.3 | 22.7 | 3.1  |            | 0                     | 61.8 | 36   | 2.3  |            | 0                    | 0    | 0    | 100  |            | 3.1                   | 96.2 | 0    | 0.7  |            |            |
| Total %     | 3.3                  | 24.1 | 8.4  | 1.2  | 36.9       | 0                     | 22.9 | 13.3 | 0.8  | 37.1       | 0                    | 0    | 0    | 1    | 1          | 0.8                   | 24.1 | 0    | 0.2  | 25.1       |            |

|                                                            | 2ND ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |      |      |            | 2ND ST<br>Northbound |      |      |            | KEYES ST<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------|------|------|------------|-----------------------|------|------|------------|----------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                      |      |      |            |                       |      |      |            |                      |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                      |      |      |            |                       |      |      |            |                      |      |      |            |                       |      |      |            |            |
| 04:45 PM                                                   | 12                   | 90   | 26   | 128        | 0                     | 76   | 55   | 131        | 0                    | 0    | 0    | 0          | 4                     | 84   | 0    | 88         | 347        |
| 05:00 PM                                                   | 6                    | 103  | 38   | 147        | 0                     | 77   | 45   | 122        | 0                    | 0    | 0    | 0          | 1                     | 80   | 0    | 81         | 350        |
| 05:15 PM                                                   | 16                   | 94   | 30   | 140        | 0                     | 91   | 43   | 134        | 0                    | 0    | 0    | 0          | 1                     | 95   | 0    | 96         | 370        |
| 05:30 PM                                                   | 14                   | 88   | 20   | 122        | 0                     | 98   | 46   | 144        | 0                    | 0    | 0    | 0          | 3                     | 109  | 0    | 112        | 378        |
| Total Volume                                               | 48                   | 375  | 114  | 537        | 0                     | 342  | 189  | 531        | 0                    | 0    | 0    | 0          | 9                     | 368  | 0    | 377        | 1445       |
| % App. Total                                               | 8.9                  | 69.8 | 21.2 |            | 0                     | 64.4 | 35.6 |            | 0                    | 0    | 0    |            | 2.4                   | 97.6 | 0    |            |            |
| PHF                                                        | .750                 | .910 | .750 | .913       | .000                  | .872 | .859 | .922       | .000                 | .000 | .000 | .000       | .563                  | .844 | .000 | .842       | .956       |

# Traffic Data Service

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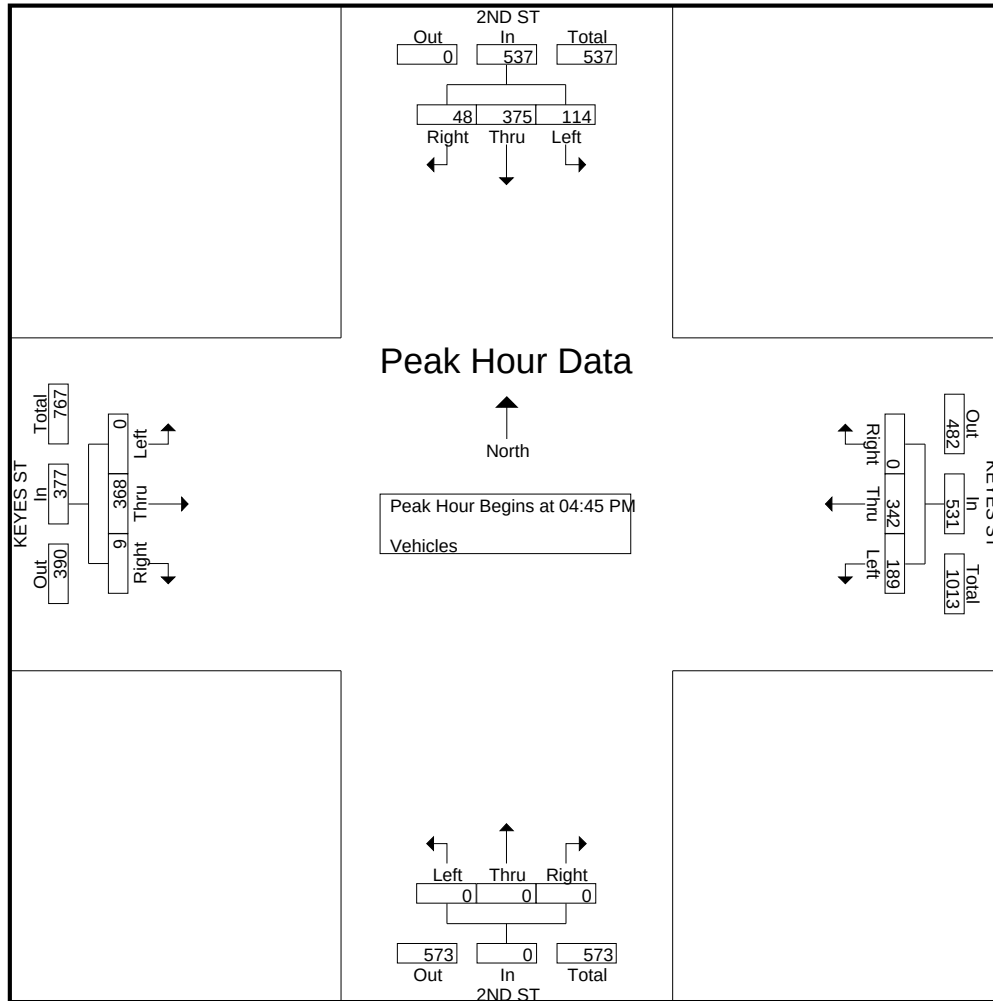
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 43PM FINAL

Site Code : 00000043

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 44AM FINAL

Site Code : 00000044

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 3RD ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 3RD ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                    | 0    | 0    | 3    | 3          | 19                    | 49   | 0    | 0    | 68         | 21                   | 103  | 1    | 0    | 125        | 0                     | 28   | 2    | 0    | 30         | 226        |
| 07:15 AM    | 0                    | 0    | 0    | 2    | 2          | 20                    | 75   | 0    | 0    | 95         | 33                   | 153  | 3    | 0    | 189        | 0                     | 31   | 1    | 0    | 32         | 318        |
| 07:30 AM    | 0                    | 0    | 0    | 2    | 2          | 43                    | 93   | 0    | 0    | 136        | 35                   | 242  | 3    | 0    | 280        | 0                     | 56   | 4    | 0    | 60         | 478        |
| 07:45 AM    | 0                    | 0    | 0    | 2    | 2          | 56                    | 158  | 0    | 0    | 214        | 32                   | 205  | 5    | 0    | 242        | 0                     | 53   | 4    | 0    | 57         | 515        |
| Total       | 0                    | 0    | 0    | 9    | 9          | 138                   | 375  | 0    | 0    | 513        | 121                  | 703  | 12   | 0    | 836        | 0                     | 168  | 11   | 0    | 179        | 1537       |
| 08:00 AM    | 0                    | 0    | 0    | 2    | 2          | 29                    | 121  | 0    | 0    | 150        | 22                   | 188  | 3    | 1    | 214        | 0                     | 33   | 9    | 0    | 42         | 408        |
| 08:15 AM    | 0                    | 0    | 0    | 1    | 1          | 44                    | 114  | 0    | 0    | 158        | 39                   | 187  | 3    | 0    | 229        | 0                     | 59   | 12   | 0    | 71         | 459        |
| 08:30 AM    | 0                    | 0    | 0    | 2    | 2          | 34                    | 102  | 0    | 0    | 136        | 30                   | 156  | 4    | 1    | 191        | 0                     | 47   | 6    | 0    | 53         | 382        |
| 08:45 AM    | 0                    | 0    | 0    | 2    | 2          | 36                    | 111  | 0    | 1    | 148        | 35                   | 125  | 3    | 1    | 164        | 0                     | 58   | 9    | 0    | 67         | 381        |
| Total       | 0                    | 0    | 0    | 7    | 7          | 143                   | 448  | 0    | 1    | 592        | 126                  | 656  | 13   | 3    | 798        | 0                     | 197  | 36   | 0    | 233        | 1630       |
| Grand Total | 0                    | 0    | 0    | 16   | 16         | 281                   | 823  | 0    | 1    | 1105       | 247                  | 1359 | 25   | 3    | 1634       | 0                     | 365  | 47   | 0    | 412        | 3167       |
| Apprch %    | 0                    | 0    | 0    | 100  |            | 25.4                  | 74.5 | 0    | 0.1  |            | 15.1                 | 83.2 | 1.5  | 0.2  |            | 0                     | 88.6 | 11.4 | 0    |            |            |
| Total %     | 0                    | 0    | 0    | 0.5  | 0.5        | 8.9                   | 26   | 0    | 0    | 34.9       | 7.8                  | 42.9 | 0.8  | 0.1  | 51.6       | 0                     | 11.5 | 1.5  | 0    | 13         |            |

|                                                            | 3RD ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |            |      |            | 3RD ST<br>Northbound |            |          |            | KEYES ST<br>Eastbound |           |           |            |            |
|------------------------------------------------------------|----------------------|------|------|------------|-----------------------|------------|------|------------|----------------------|------------|----------|------------|-----------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Right                | Thru | Left | App. Total | Right                 | Thru       | Left | App. Total | Right                | Thru       | Left     | App. Total | Right                 | Thru      | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                      |      |      |            |                       |            |      |            |                      |            |          |            |                       |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                      |      |      |            |                       |            |      |            |                      |            |          |            |                       |           |           |            |            |
| 07:30 AM                                                   | 0                    | 0    | 0    | 0          | 43                    | 93         | 0    | 136        | 35                   | <b>242</b> | 3        | <b>280</b> | 0                     | 56        | 4         | 60         | 476        |
| 07:45 AM                                                   | 0                    | 0    | 0    | 0          | <b>56</b>             | <b>158</b> | 0    | <b>214</b> | 32                   | 205        | <b>5</b> | 242        | 0                     | 53        | 4         | 57         | <b>513</b> |
| 08:00 AM                                                   | 0                    | 0    | 0    | 0          | 29                    | 121        | 0    | 150        | 22                   | 188        | 3        | 213        | 0                     | 33        | 9         | 42         | 405        |
| 08:15 AM                                                   | 0                    | 0    | 0    | 0          | 44                    | 114        | 0    | 158        | <b>39</b>            | 187        | 3        | 229        | 0                     | <b>59</b> | <b>12</b> | <b>71</b>  | 458        |
| Total Volume                                               | 0                    | 0    | 0    | 0          | 172                   | 486        | 0    | 658        | 128                  | 822        | 14       | 964        | 0                     | 201       | 29        | 230        | 1852       |
| % App. Total                                               | 0                    | 0    | 0    |            | 26.1                  | 73.9       | 0    |            | 13.3                 | 85.3       | 1.5      |            | 0                     | 87.4      | 12.6      |            |            |
| PHF                                                        | .000                 | .000 | .000 | .000       | .768                  | .769       | .000 | .769       | .821                 | .849       | .700     | .861       | .000                  | .852      | .604      | .810       | .903       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

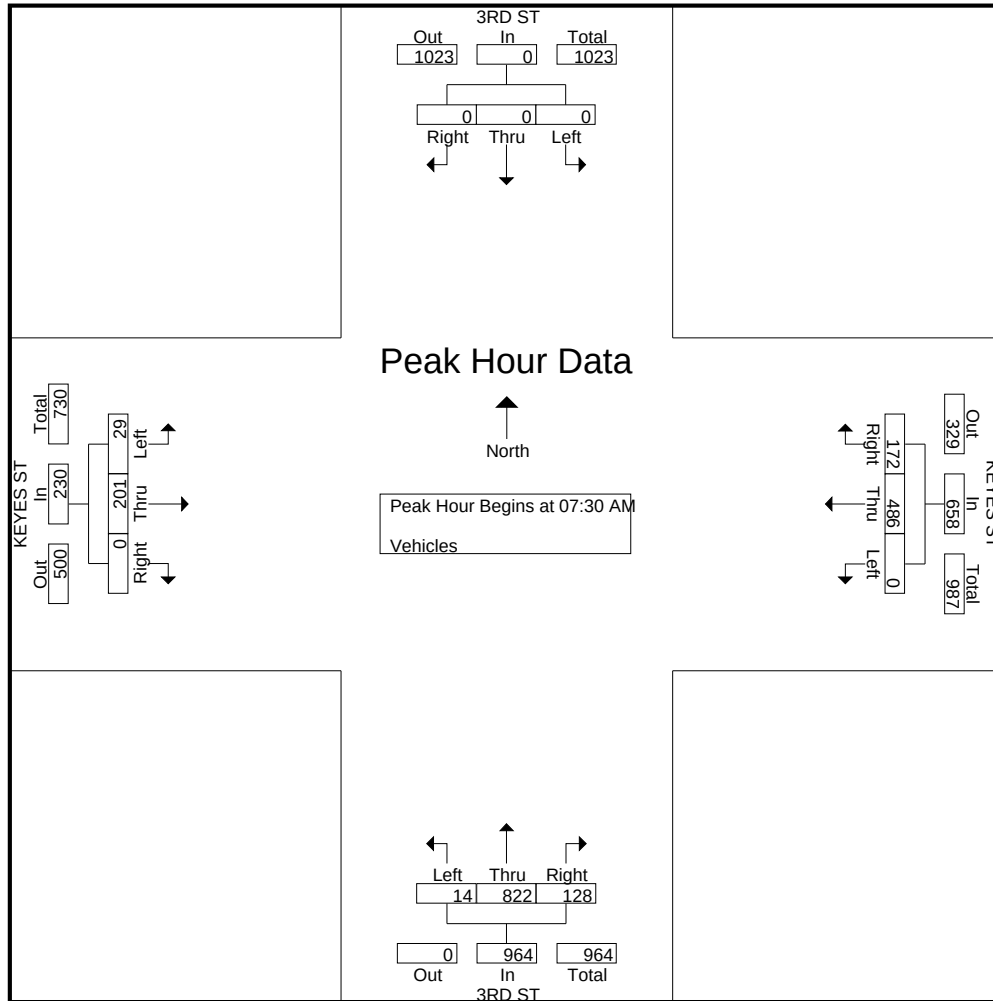
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 44AM FINAL

Site Code : 00000044

Start Date : 3/26/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 44PM FINAL

Site Code : 00000044

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 3RD ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 3RD ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                    | 0    | 0    | 5    | 5          | 25                    | 108  | 0    | 2    | 135        | 32                   | 56   | 12   | 3    | 103        | 0                     | 94   | 10   | 3    | 107        | 350        |
| 04:15 PM    | 0                    | 0    | 0    | 15   | 15         | 22                    | 109  | 0    | 0    | 131        | 42                   | 50   | 4    | 0    | 96         | 0                     | 115  | 7    | 2    | 124        | 366        |
| 04:30 PM    | 0                    | 0    | 0    | 6    | 6          | 25                    | 125  | 0    | 0    | 150        | 30                   | 58   | 6    | 4    | 98         | 0                     | 106  | 8    | 2    | 116        | 370        |
| 04:45 PM    | 0                    | 0    | 0    | 3    | 3          | 26                    | 138  | 0    | 1    | 165        | 42                   | 39   | 4    | 4    | 89         | 0                     | 97   | 14   | 1    | 112        | 369        |
| Total       | 0                    | 0    | 0    | 29   | 29         | 98                    | 480  | 0    | 3    | 581        | 146                  | 203  | 26   | 11   | 386        | 0                     | 412  | 39   | 8    | 459        | 1455       |
| 05:00 PM    | 0                    | 0    | 0    | 7    | 7          | 33                    | 126  | 0    | 0    | 159        | 48                   | 55   | 8    | 3    | 114        | 0                     | 106  | 9    | 1    | 116        | 396        |
| 05:15 PM    | 0                    | 0    | 0    | 0    | 0          | 35                    | 124  | 0    | 4    | 163        | 47                   | 49   | 3    | 2    | 101        | 0                     | 117  | 9    | 0    | 126        | 390        |
| 05:30 PM    | 0                    | 0    | 0    | 8    | 8          | 27                    | 131  | 0    | 1    | 159        | 36                   | 52   | 7    | 4    | 99         | 0                     | 112  | 11   | 0    | 123        | 389        |
| 05:45 PM    | 0                    | 0    | 0    | 6    | 6          | 21                    | 127  | 0    | 4    | 152        | 47                   | 40   | 9    | 6    | 102        | 0                     | 102  | 12   | 3    | 117        | 377        |
| Total       | 0                    | 0    | 0    | 21   | 21         | 116                   | 508  | 0    | 9    | 633        | 178                  | 196  | 27   | 15   | 416        | 0                     | 437  | 41   | 4    | 482        | 1552       |
| Grand Total | 0                    | 0    | 0    | 50   | 50         | 214                   | 988  | 0    | 12   | 1214       | 324                  | 399  | 53   | 26   | 802        | 0                     | 849  | 80   | 12   | 941        | 3007       |
| Apprch %    | 0                    | 0    | 0    | 100  |            | 17.6                  | 81.4 | 0    | 1    |            | 40.4                 | 49.8 | 6.6  | 3.2  |            | 0                     | 90.2 | 8.5  | 1.3  |            |            |
| Total %     | 0                    | 0    | 0    | 1.7  | 1.7        | 7.1                   | 32.9 | 0    | 0.4  | 40.4       | 10.8                 | 13.3 | 1.8  | 0.9  | 26.7       | 0                     | 28.2 | 2.7  | 0.4  | 31.3       |            |

|                                                            | 3RD ST<br>Southbound |      |      |            |  | KEYES ST<br>Westbound |            |      |            |  | 3RD ST<br>Northbound |           |          |            |  | KEYES ST<br>Eastbound |            |           |            |  |            |
|------------------------------------------------------------|----------------------|------|------|------------|--|-----------------------|------------|------|------------|--|----------------------|-----------|----------|------------|--|-----------------------|------------|-----------|------------|--|------------|
| Start Time                                                 | Right                | Thru | Left | App. Total |  | Right                 | Thru       | Left | App. Total |  | Right                | Thru      | Left     | App. Total |  | Right                 | Thru       | Left      | App. Total |  | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                      |      |      |            |  |                       |            |      |            |  |                      |           |          |            |  |                       |            |           |            |  |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                      |      |      |            |  |                       |            |      |            |  |                      |           |          |            |  |                       |            |           |            |  |            |
| 04:45 PM                                                   | 0                    | 0    | 0    | 0          |  | 26                    | <b>138</b> | 0    | <b>164</b> |  | 42                   | 39        | 4        | 85         |  | 0                     | 97         | <b>14</b> | 111        |  | 360        |
| 05:00 PM                                                   | 0                    | 0    | 0    | 0          |  | 33                    | 126        | 0    | 159        |  | <b>48</b>            | <b>55</b> | <b>8</b> | <b>111</b> |  | 0                     | 106        | 9         | 115        |  | <b>385</b> |
| 05:15 PM                                                   | 0                    | 0    | 0    | 0          |  | <b>35</b>             | 124        | 0    | 159        |  | 47                   | 49        | 3        | 99         |  | 0                     | <b>117</b> | 9         | <b>126</b> |  | 384        |
| 05:30 PM                                                   | 0                    | 0    | 0    | 0          |  | 27                    | 131        | 0    | 158        |  | 36                   | 52        | 7        | 95         |  | 0                     | 112        | 11        | 123        |  | 376        |
| Total Volume                                               | 0                    | 0    | 0    | 0          |  | 121                   | 519        | 0    | 640        |  | 173                  | 195       | 22       | 390        |  | 0                     | 432        | 43        | 475        |  | 1505       |
| % App. Total                                               | 0                    | 0    | 0    |            |  | 18.9                  | 81.1       | 0    |            |  | 44.4                 | 50        | 5.6      |            |  | 0                     | 90.9       | 9.1       |            |  |            |
| PHF                                                        | .000                 | .000 | .000 | .000       |  | .864                  | .940       | .000 | .976       |  | .901                 | .886      | .688     | .878       |  | .000                  | .923       | .768      | .942       |  | .977       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

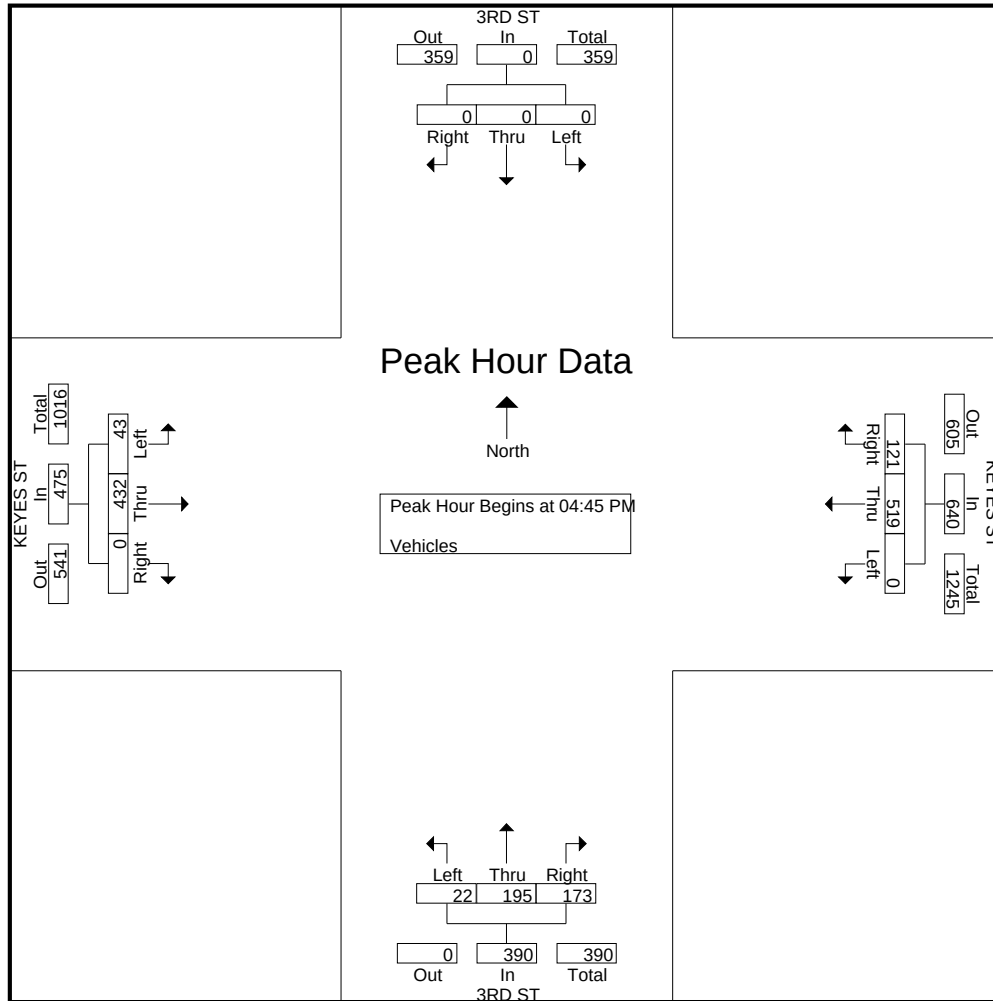
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 44PM FINAL

Site Code : 00000044

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 45AM FINAL

Site Code : 00000045

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 7TH ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 7TH ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 5                    | 52   | 9    | 0    | 66         | 5                     | 61   | 8    | 0    | 74         | 8                    | 49   | 0    | 0    | 57         | 5                     | 29   | 9    | 0    | 43         | 240        |
| 07:15 AM    | 8                    | 56   | 11   | 0    | 75         | 8                     | 98   | 11   | 1    | 118        | 11                   | 68   | 2    | 1    | 82         | 7                     | 47   | 13   | 0    | 67         | 342        |
| 07:30 AM    | 7                    | 58   | 7    | 0    | 72         | 13                    | 150  | 8    | 1    | 172        | 13                   | 64   | 5    | 1    | 83         | 4                     | 71   | 22   | 0    | 97         | 424        |
| 07:45 AM    | 16                   | 87   | 10   | 0    | 113        | 17                    | 187  | 27   | 2    | 233        | 10                   | 79   | 3    | 2    | 94         | 7                     | 71   | 16   | 0    | 94         | 534        |
| Total       | 36                   | 253  | 37   | 0    | 326        | 43                    | 496  | 54   | 4    | 597        | 42                   | 260  | 10   | 4    | 316        | 23                    | 218  | 60   | 0    | 301        | 1540       |
| 08:00 AM    | 11                   | 76   | 12   | 6    | 105        | 17                    | 140  | 16   | 0    | 173        | 10                   | 73   | 9    | 3    | 95         | 4                     | 47   | 12   | 0    | 63         | 436        |
| 08:15 AM    | 10                   | 74   | 10   | 3    | 97         | 18                    | 143  | 18   | 4    | 183        | 5                    | 60   | 7    | 2    | 74         | 5                     | 75   | 16   | 0    | 96         | 450        |
| 08:30 AM    | 8                    | 56   | 10   | 1    | 75         | 20                    | 135  | 13   | 0    | 168        | 4                    | 69   | 7    | 0    | 80         | 5                     | 54   | 15   | 0    | 74         | 397        |
| 08:45 AM    | 10                   | 83   | 11   | 3    | 107        | 5                     | 118  | 18   | 0    | 141        | 11                   | 78   | 10   | 1    | 100        | 7                     | 70   | 13   | 0    | 90         | 438        |
| Total       | 39                   | 289  | 43   | 13   | 384        | 60                    | 536  | 65   | 4    | 665        | 30                   | 280  | 33   | 6    | 349        | 21                    | 246  | 56   | 0    | 323        | 1721       |
| Grand Total | 75                   | 542  | 80   | 13   | 710        | 103                   | 1032 | 119  | 8    | 1262       | 72                   | 540  | 43   | 10   | 665        | 44                    | 464  | 116  | 0    | 624        | 3261       |
| Apprch %    | 10.6                 | 76.3 | 11.3 | 1.8  |            | 8.2                   | 81.8 | 9.4  | 0.6  |            | 10.8                 | 81.2 | 6.5  | 1.5  |            | 7.1                   | 74.4 | 18.6 | 0    |            |            |
| Total %     | 2.3                  | 16.6 | 2.5  | 0.4  | 21.8       | 3.2                   | 31.6 | 3.6  | 0.2  | 38.7       | 2.2                  | 16.6 | 1.3  | 0.3  | 20.4       | 1.3                   | 14.2 | 3.6  | 0    | 19.1       |            |

|                                                            | 7TH ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |      |      |            | 7TH ST<br>Northbound |      |      |            | KEYES ST<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------|------|------|------------|-----------------------|------|------|------------|----------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                      |      |      |            |                       |      |      |            |                      |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                      |      |      |            |                       |      |      |            |                      |      |      |            |                       |      |      |            |            |
| 07:30 AM                                                   | 7                    | 58   | 7    | 72         | 13                    | 150  | 8    | 171        | 13                   | 64   | 5    | 82         | 4                     | 71   | 22   | 97         | 422        |
| 07:45 AM                                                   | 16                   | 87   | 10   | 113        | 17                    | 187  | 27   | 231        | 10                   | 79   | 3    | 92         | 7                     | 71   | 16   | 94         | 530        |
| 08:00 AM                                                   | 11                   | 76   | 12   | 99         | 17                    | 140  | 16   | 173        | 10                   | 73   | 9    | 92         | 4                     | 47   | 12   | 63         | 427        |
| 08:15 AM                                                   | 10                   | 74   | 10   | 94         | 18                    | 143  | 18   | 179        | 5                    | 60   | 7    | 72         | 5                     | 75   | 16   | 96         | 441        |
| Total Volume                                               | 44                   | 295  | 39   | 378        | 65                    | 620  | 69   | 754        | 38                   | 276  | 24   | 338        | 20                    | 264  | 66   | 350        | 1820       |
| % App. Total                                               | 11.6                 | 78   | 10.3 |            | 8.6                   | 82.2 | 9.2  |            | 11.2                 | 81.7 | 7.1  |            | 5.7                   | 75.4 | 18.9 |            |            |
| PHF                                                        | .688                 | .848 | .813 | .836       | .903                  | .829 | .639 | .816       | .731                 | .873 | .667 | .918       | .714                  | .880 | .750 | .902       | .858       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

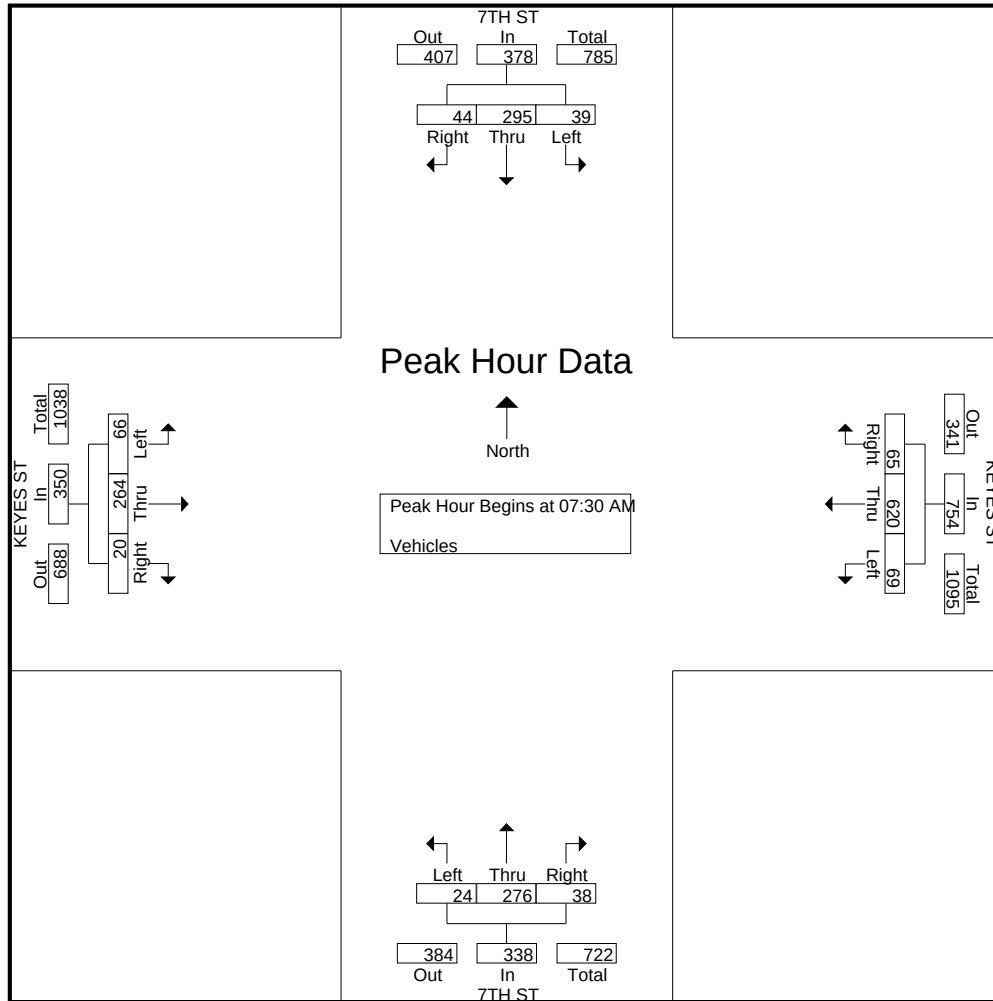
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 45AM FINAL

Site Code : 00000045

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 45PM FINAL

Site Code : 00000045

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 7TH ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 7TH ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 25                   | 100  | 18   | 10   | 153        | 15                    | 111  | 19   | 5    | 150        | 10                   | 89   | 8    | 6    | 113        | 5                     | 113  | 17   | 1    | 136        | 552        |
| 04:15 PM    | 22                   | 106  | 18   | 7    | 153        | 19                    | 101  | 17   | 0    | 137        | 20                   | 70   | 3    | 2    | 95         | 12                    | 158  | 17   | 3    | 190        | 575        |
| 04:30 PM    | 34                   | 100  | 18   | 6    | 158        | 15                    | 109  | 7    | 2    | 133        | 8                    | 96   | 14   | 7    | 125        | 10                    | 115  | 25   | 14   | 164        | 580        |
| 04:45 PM    | 28                   | 106  | 20   | 2    | 156        | 12                    | 106  | 11   | 4    | 133        | 11                   | 92   | 11   | 3    | 117        | 11                    | 108  | 21   | 6    | 146        | 552        |
| Total       | 109                  | 412  | 74   | 25   | 620        | 61                    | 427  | 54   | 11   | 553        | 49                   | 347  | 36   | 18   | 450        | 38                    | 494  | 80   | 24   | 636        | 2259       |
| 05:00 PM    | 30                   | 93   | 25   | 3    | 151        | 14                    | 108  | 10   | 1    | 133        | 9                    | 118  | 12   | 4    | 143        | 13                    | 141  | 19   | 2    | 175        | 602        |
| 05:15 PM    | 29                   | 108  | 18   | 2    | 157        | 5                     | 114  | 11   | 2    | 132        | 15                   | 76   | 6    | 2    | 99         | 11                    | 137  | 22   | 2    | 172        | 560        |
| 05:30 PM    | 26                   | 85   | 22   | 4    | 137        | 17                    | 113  | 16   | 1    | 147        | 14                   | 65   | 4    | 3    | 86         | 3                     | 136  | 22   | 1    | 162        | 532        |
| 05:45 PM    | 36                   | 84   | 24   | 6    | 150        | 9                     | 99   | 10   | 7    | 125        | 6                    | 53   | 9    | 3    | 71         | 14                    | 132  | 22   | 4    | 172        | 518        |
| Total       | 121                  | 370  | 89   | 15   | 595        | 45                    | 434  | 47   | 11   | 537        | 44                   | 312  | 31   | 12   | 399        | 41                    | 546  | 85   | 9    | 681        | 2212       |
| Grand Total | 230                  | 782  | 163  | 40   | 1215       | 106                   | 861  | 101  | 22   | 1090       | 93                   | 659  | 67   | 30   | 849        | 79                    | 1040 | 165  | 33   | 1317       | 4471       |
| Apprch %    | 18.9                 | 64.4 | 13.4 | 3.3  |            | 9.7                   | 79   | 9.3  | 2    |            | 11                   | 77.6 | 7.9  | 3.5  |            | 6                     | 79   | 12.5 | 2.5  |            |            |
| Total %     | 5.1                  | 17.5 | 3.6  | 0.9  | 27.2       | 2.4                   | 19.3 | 2.3  | 0.5  | 24.4       | 2.1                  | 14.7 | 1.5  | 0.7  | 19         | 1.8                   | 23.3 | 3.7  | 0.7  | 29.5       |            |

|                                                            | 7TH ST<br>Southbound |            |           |            | KEYES ST<br>Westbound |            |           |            | 7TH ST<br>Northbound |            |           |            | KEYES ST<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|----------------------|------------|-----------|------------|-----------------------|------------|-----------|------------|----------------------|------------|-----------|------------|-----------------------|------------|-----------|------------|------------|
| Start Time                                                 | Right                | Thru       | Left      | App. Total | Right                 | Thru       | Left      | App. Total | Right                | Thru       | Left      | App. Total | Right                 | Thru       | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                      |            |           |            |                       |            |           |            |                      |            |           |            |                       |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                      |            |           |            |                       |            |           |            |                      |            |           |            |                       |            |           |            |            |
| 04:15 PM                                                   | 22                   | <b>106</b> | 18        | 146        | <b>19</b>             | 101        | <b>17</b> | <b>137</b> | <b>20</b>            | 70         | 3         | 93         | 12                    | <b>158</b> | 17        | <b>187</b> | 563        |
| 04:30 PM                                                   | <b>34</b>            | 100        | 18        | 152        | 15                    | <b>109</b> | 7         | 131        | 8                    | 96         | <b>14</b> | 118        | 10                    | 115        | <b>25</b> | 150        | 551        |
| 04:45 PM                                                   | 28                   | 106        | 20        | <b>154</b> | 12                    | 106        | 11        | 129        | 11                   | 92         | 11        | 114        | 11                    | 108        | 21        | 140        | 537        |
| 05:00 PM                                                   | 30                   | 93         | <b>25</b> | 148        | 14                    | 108        | 10        | 132        | 9                    | <b>118</b> | 12        | <b>139</b> | <b>13</b>             | 141        | 19        | 173        | <b>592</b> |
| Total Volume                                               | 114                  | 405        | 81        | 600        | 60                    | 424        | 45        | 529        | 48                   | 376        | 40        | 464        | 46                    | 522        | 82        | 650        | 2243       |
| % App. Total                                               | 19                   | 67.5       | 13.5      |            | 11.3                  | 80.2       | 8.5       |            | 10.3                 | 81         | 8.6       |            | 7.1                   | 80.3       | 12.6      |            |            |
| PHF                                                        | .838                 | .955       | .810      | .974       | .789                  | .972       | .662      | .965       | .600                 | .797       | .714      | .835       | .885                  | .826       | .820      | .869       | .947       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

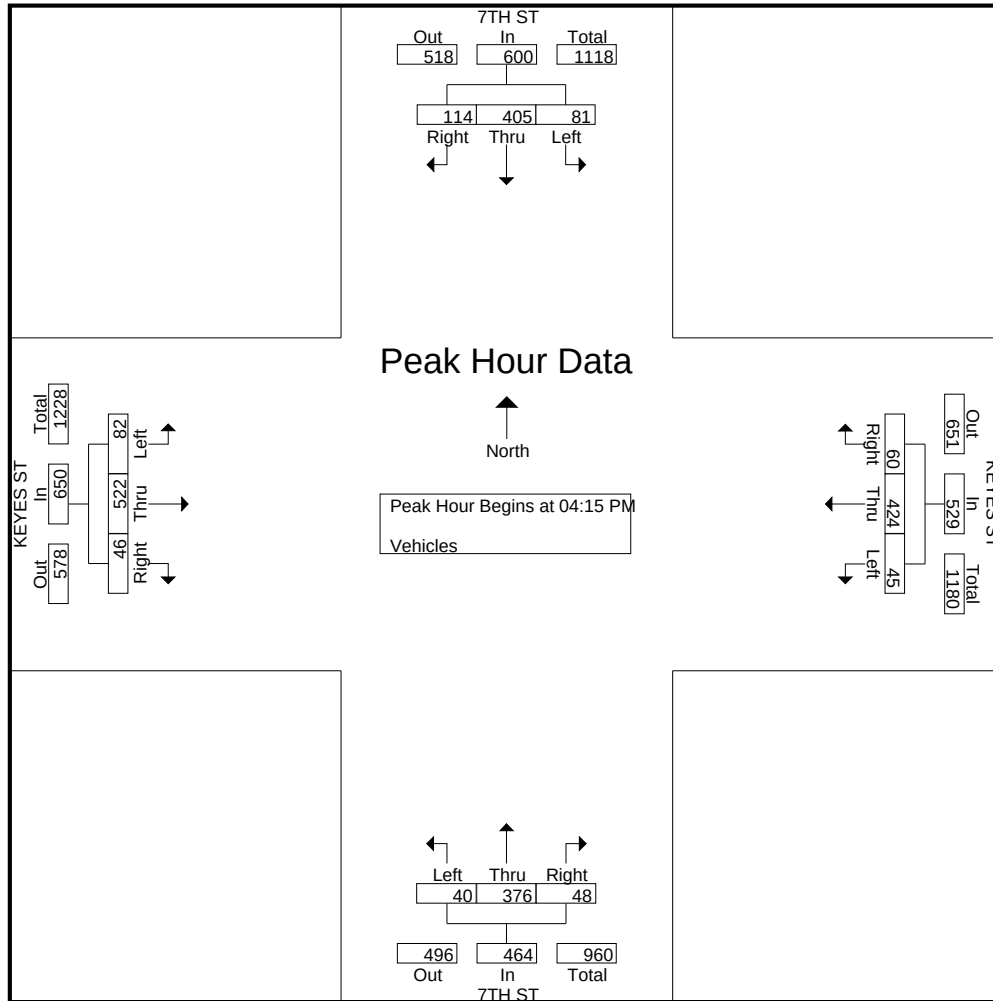
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 45PM FINAL

Site Code : 00000045

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 46AM FINAL

Site Code : 00000046

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 10TH ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 10TH ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 15                    | 64   | 58   | 2    | 139        | 0                     | 76   | 0    | 0    | 76         | 0                     | 0    | 0    | 0    | 0          | 2                     | 52   | 0    | 2    | 56         | 271        |
| 07:15 AM    | 16                    | 91   | 64   | 2    | 173        | 0                     | 107  | 5    | 0    | 112        | 0                     | 0    | 0    | 0    | 0          | 3                     | 78   | 0    | 2    | 83         | 368        |
| 07:30 AM    | 12                    | 123  | 91   | 1    | 227        | 0                     | 165  | 6    | 0    | 171        | 0                     | 0    | 0    | 0    | 0          | 0                     | 94   | 0    | 2    | 96         | 494        |
| 07:45 AM    | 16                    | 159  | 106  | 1    | 282        | 0                     | 188  | 0    | 0    | 188        | 0                     | 0    | 0    | 0    | 0          | 5                     | 93   | 0    | 1    | 99         | 569        |
| Total       | 59                    | 437  | 319  | 6    | 821        | 0                     | 536  | 11   | 0    | 547        | 0                     | 0    | 0    | 0    | 0          | 10                    | 317  | 0    | 7    | 334        | 1702       |
| 08:00 AM    | 17                    | 134  | 89   | 4    | 244        | 0                     | 176  | 6    | 0    | 182        | 0                     | 0    | 0    | 10   | 10         | 4                     | 63   | 0    | 6    | 73         | 509        |
| 08:15 AM    | 22                    | 136  | 95   | 3    | 256        | 0                     | 157  | 5    | 0    | 162        | 0                     | 0    | 0    | 4    | 4          | 8                     | 97   | 0    | 1    | 106        | 528        |
| 08:30 AM    | 21                    | 114  | 78   | 7    | 220        | 0                     | 142  | 7    | 0    | 149        | 0                     | 0    | 0    | 2    | 2          | 7                     | 60   | 0    | 5    | 72         | 443        |
| 08:45 AM    | 21                    | 123  | 87   | 5    | 236        | 0                     | 121  | 12   | 0    | 133        | 0                     | 0    | 0    | 4    | 4          | 2                     | 86   | 0    | 4    | 92         | 465        |
| Total       | 81                    | 507  | 349  | 19   | 956        | 0                     | 596  | 30   | 0    | 626        | 0                     | 0    | 0    | 20   | 20         | 21                    | 306  | 0    | 16   | 343        | 1945       |
| Grand Total | 140                   | 944  | 668  | 25   | 1777       | 0                     | 1132 | 41   | 0    | 1173       | 0                     | 0    | 0    | 20   | 20         | 31                    | 623  | 0    | 23   | 677        | 3647       |
| Apprch %    | 7.9                   | 53.1 | 37.6 | 1.4  |            | 0                     | 96.5 | 3.5  | 0    |            | 0                     | 0    | 0    | 100  |            | 4.6                   | 92   | 0    | 3.4  |            |            |
| Total %     | 3.8                   | 25.9 | 18.3 | 0.7  | 48.7       | 0                     | 31   | 1.1  | 0    | 32.2       | 0                     | 0    | 0    | 0.5  | 0.5        | 0.9                   | 17.1 | 0    | 0.6  | 18.6       |            |

|                                                            | 10TH ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |      |      |            | 10TH ST<br>Northbound |      |      |            | KEYES ST<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-----------------------|------|------|------------|-----------------------|------|------|------------|-----------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                       |      |      |            |                       |      |      |            |                       |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                       |      |      |            |                       |      |      |            |                       |      |      |            |                       |      |      |            |            |
| 07:30 AM                                                   | 12                    | 123  | 91   | 226        | 0                     | 165  | 6    | 171        | 0                     | 0    | 0    | 0          | 0                     | 94   | 0    | 94         | 491        |
| 07:45 AM                                                   | 16                    | 159  | 106  | 281        | 0                     | 188  | 0    | 188        | 0                     | 0    | 0    | 0          | 5                     | 93   | 0    | 98         | 567        |
| 08:00 AM                                                   | 17                    | 134  | 89   | 240        | 0                     | 176  | 6    | 182        | 0                     | 0    | 0    | 0          | 4                     | 63   | 0    | 67         | 489        |
| 08:15 AM                                                   | 22                    | 136  | 95   | 253        | 0                     | 157  | 5    | 162        | 0                     | 0    | 0    | 0          | 8                     | 97   | 0    | 105        | 520        |
| Total Volume                                               | 67                    | 552  | 381  | 1000       | 0                     | 686  | 17   | 703        | 0                     | 0    | 0    | 0          | 17                    | 347  | 0    | 364        | 2067       |
| % App. Total                                               | 6.7                   | 55.2 | 38.1 |            | 0                     | 97.6 | 2.4  |            | 0                     | 0    | 0    |            | 4.7                   | 95.3 | 0    |            |            |
| PHF                                                        | .761                  | .868 | .899 | .890       | .000                  | .912 | .708 | .935       | .000                  | .000 | .000 | .000       | .531                  | .894 | .000 | .867       | .911       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

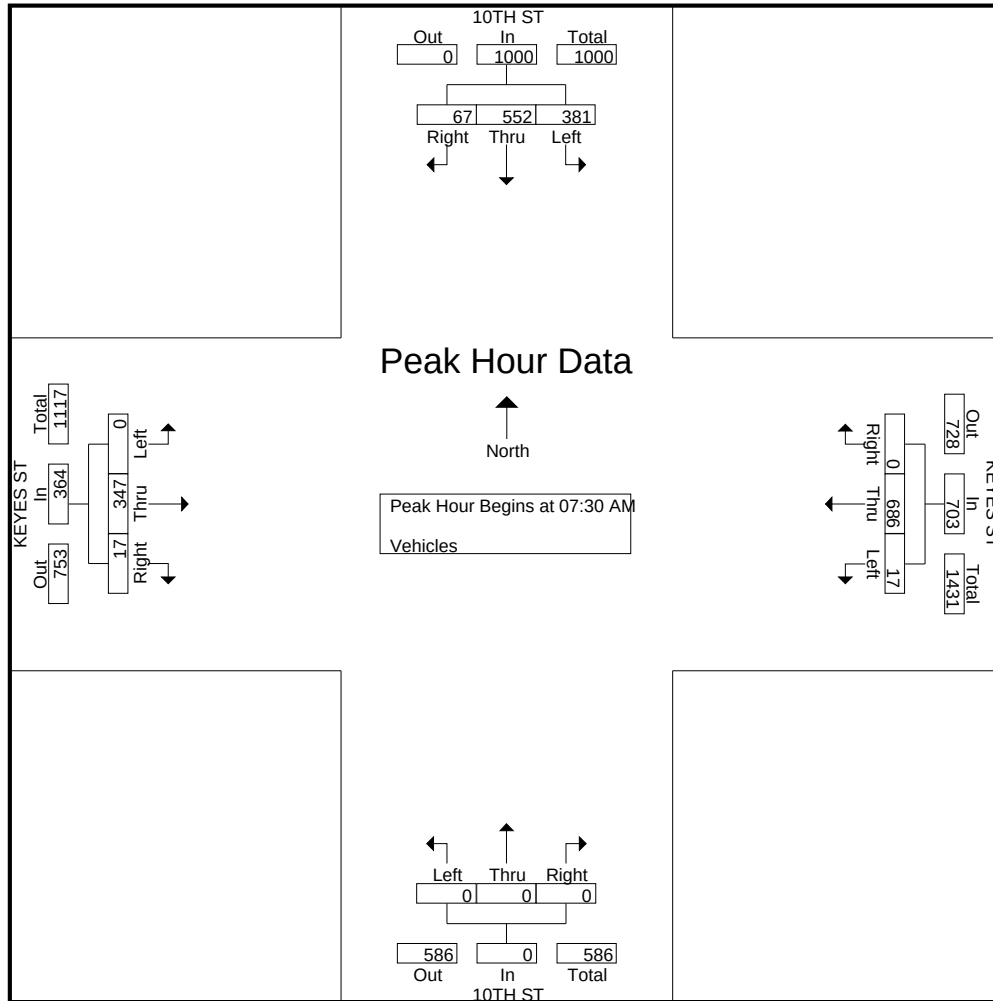
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 46AM FINAL

Site Code : 00000046

Start Date : 3/26/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 46PM FINAL

Site Code : 00000046

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 10TH ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 10TH ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 23                    | 199  | 169  | 2    | 393        | 0                     | 127  | 9    | 1    | 137        | 0                     | 0    | 0    | 8    | 8          | 22                    | 135  | 0    | 0    | 157        | 695        |
| 04:15 PM    | 23                    | 200  | 183  | 4    | 410        | 0                     | 97   | 9    | 2    | 108        | 0                     | 0    | 0    | 4    | 4          | 9                     | 179  | 0    | 2    | 190        | 712        |
| 04:30 PM    | 28                    | 208  | 167  | 0    | 403        | 0                     | 94   | 9    | 0    | 103        | 0                     | 0    | 0    | 7    | 7          | 9                     | 134  | 0    | 0    | 143        | 656        |
| 04:45 PM    | 33                    | 227  | 164  | 0    | 424        | 0                     | 102  | 13   | 0    | 115        | 0                     | 0    | 0    | 5    | 5          | 11                    | 130  | 0    | 0    | 141        | 685        |
| Total       | 107                   | 834  | 683  | 6    | 1630       | 0                     | 420  | 40   | 3    | 463        | 0                     | 0    | 0    | 24   | 24         | 51                    | 578  | 0    | 2    | 631        | 2748       |
| 05:00 PM    | 24                    | 218  | 201  | 8    | 451        | 0                     | 125  | 11   | 0    | 136        | 0                     | 0    | 0    | 6    | 6          | 5                     | 170  | 0    | 4    | 179        | 772        |
| 05:15 PM    | 29                    | 199  | 164  | 7    | 399        | 0                     | 121  | 12   | 0    | 133        | 0                     | 0    | 0    | 7    | 7          | 8                     | 165  | 0    | 3    | 176        | 715        |
| 05:30 PM    | 27                    | 202  | 155  | 9    | 393        | 0                     | 119  | 9    | 0    | 128        | 0                     | 0    | 0    | 3    | 3          | 5                     | 162  | 0    | 1    | 168        | 692        |
| 05:45 PM    | 27                    | 188  | 164  | 9    | 388        | 0                     | 90   | 13   | 0    | 103        | 0                     | 0    | 0    | 2    | 2          | 9                     | 147  | 0    | 1    | 157        | 650        |
| Total       | 107                   | 807  | 684  | 33   | 1631       | 0                     | 455  | 45   | 0    | 500        | 0                     | 0    | 0    | 18   | 18         | 27                    | 644  | 0    | 9    | 680        | 2829       |
| Grand Total | 214                   | 1641 | 1367 | 39   | 3261       | 0                     | 875  | 85   | 3    | 963        | 0                     | 0    | 0    | 42   | 42         | 78                    | 1222 | 0    | 11   | 1311       | 5577       |
| Apprch %    | 6.6                   | 50.3 | 41.9 | 1.2  |            | 0                     | 90.9 | 8.8  | 0.3  |            | 0                     | 0    | 0    | 100  |            | 5.9                   | 93.2 | 0    | 0.8  |            |            |
| Total %     | 3.8                   | 29.4 | 24.5 | 0.7  | 58.5       | 0                     | 15.7 | 1.5  | 0.1  | 17.3       | 0                     | 0    | 0    | 0.8  | 0.8        | 1.4                   | 21.9 | 0    | 0.2  | 23.5       |            |

|                                                            | 10TH ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |      |      |            | 10TH ST<br>Northbound |      |      |            | KEYES ST<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-----------------------|------|------|------------|-----------------------|------|------|------------|-----------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                       |      |      |            |                       |      |      |            |                       |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                       |      |      |            |                       |      |      |            |                       |      |      |            |                       |      |      |            |            |
| 04:45 PM                                                   | 33                    | 227  | 164  | 424        | 0                     | 102  | 13   | 115        | 0                     | 0    | 0    | 0          | 11                    | 130  | 0    | 141        | 680        |
| 05:00 PM                                                   | 24                    | 218  | 201  | 443        | 0                     | 125  | 11   | 136        | 0                     | 0    | 0    | 0          | 5                     | 170  | 0    | 175        | 754        |
| 05:15 PM                                                   | 29                    | 199  | 164  | 392        | 0                     | 121  | 12   | 133        | 0                     | 0    | 0    | 0          | 8                     | 165  | 0    | 173        | 698        |
| 05:30 PM                                                   | 27                    | 202  | 155  | 384        | 0                     | 119  | 9    | 128        | 0                     | 0    | 0    | 0          | 5                     | 162  | 0    | 167        | 679        |
| Total Volume                                               | 113                   | 846  | 684  | 1643       | 0                     | 467  | 45   | 512        | 0                     | 0    | 0    | 0          | 29                    | 627  | 0    | 656        | 2811       |
| % App. Total                                               | 6.9                   | 51.5 | 41.6 |            | 0                     | 91.2 | 8.8  |            | 0                     | 0    | 0    |            | 4.4                   | 95.6 | 0    |            |            |
| PHF                                                        | .856                  | .932 | .851 | .927       | .000                  | .934 | .865 | .941       | .000                  | .000 | .000 | .000       | .659                  | .922 | .000 | .937       | .932       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

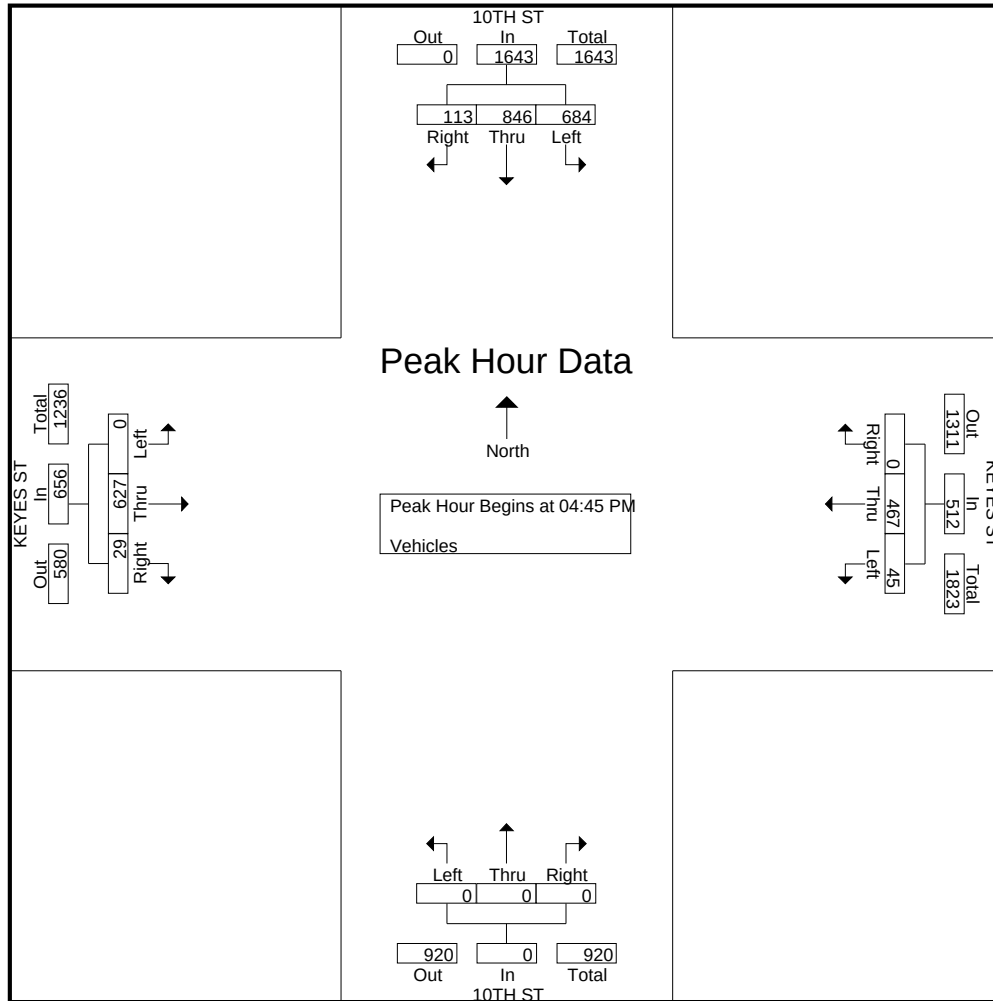
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 46PM FINAL

Site Code : 00000046

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 47AM FINAL

Site Code : 00000047

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 11TH ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 11TH ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                     | 0    | 0    | 8    | 8          | 201                   | 75   | 0    | 5    | 281        | 7                     | 112  | 4    | 1    | 124        | 0                     | 90   | 14   | 0    | 104        | 517        |
| 07:15 AM    | 0                     | 0    | 0    | 6    | 6          | 248                   | 110  | 0    | 1    | 359        | 3                     | 167  | 10   | 3    | 183        | 0                     | 120  | 25   | 0    | 145        | 693        |
| 07:30 AM    | 0                     | 0    | 0    | 1    | 1          | 264                   | 155  | 0    | 1    | 420        | 3                     | 156  | 5    | 3    | 167        | 0                     | 150  | 32   | 1    | 183        | 771        |
| 07:45 AM    | 0                     | 0    | 0    | 4    | 4          | 266                   | 225  | 0    | 1    | 492        | 5                     | 188  | 12   | 3    | 208        | 0                     | 163  | 40   | 0    | 203        | 907        |
| Total       | 0                     | 0    | 0    | 19   | 19         | 979                   | 565  | 0    | 8    | 1552       | 18                    | 623  | 31   | 10   | 682        | 0                     | 523  | 111  | 1    | 635        | 2888       |
| 08:00 AM    | 0                     | 0    | 0    | 5    | 5          | 253                   | 167  | 0    | 0    | 420        | 6                     | 143  | 3    | 10   | 162        | 0                     | 139  | 18   | 3    | 160        | 747        |
| 08:15 AM    | 0                     | 0    | 0    | 6    | 6          | 234                   | 162  | 0    | 4    | 400        | 6                     | 128  | 6    | 3    | 143        | 0                     | 159  | 30   | 0    | 189        | 738        |
| 08:30 AM    | 0                     | 0    | 0    | 1    | 1          | 208                   | 153  | 0    | 5    | 366        | 8                     | 152  | 10   | 6    | 176        | 0                     | 120  | 20   | 2    | 142        | 685        |
| 08:45 AM    | 0                     | 0    | 0    | 2    | 2          | 176                   | 140  | 0    | 1    | 317        | 4                     | 141  | 4    | 5    | 154        | 0                     | 137  | 26   | 0    | 163        | 636        |
| Total       | 0                     | 0    | 0    | 14   | 14         | 871                   | 622  | 0    | 10   | 1503       | 24                    | 564  | 23   | 24   | 635        | 0                     | 555  | 94   | 5    | 654        | 2806       |
| Grand Total | 0                     | 0    | 0    | 33   | 33         | 1850                  | 1187 | 0    | 18   | 3055       | 42                    | 1187 | 54   | 34   | 1317       | 0                     | 1078 | 205  | 6    | 1289       | 5694       |
| Apprch %    | 0                     | 0    | 0    | 100  |            | 60.6                  | 38.9 | 0    | 0.6  |            | 3.2                   | 90.1 | 4.1  | 2.6  |            | 0                     | 83.6 | 15.9 | 0.5  |            |            |
| Total %     | 0                     | 0    | 0    | 0.6  | 0.6        | 32.5                  | 20.8 | 0    | 0.3  | 53.7       | 0.7                   | 20.8 | 0.9  | 0.6  | 23.1       | 0                     | 18.9 | 3.6  | 0.1  | 22.6       |            |

|                                                            | 11TH ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |            |      |            | 11TH ST<br>Northbound |            |           |            | KEYES ST<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|-----------------------|------|------|------------|-----------------------|------------|------|------------|-----------------------|------------|-----------|------------|-----------------------|------------|-----------|------------|------------|
| Start Time                                                 | Right                 | Thru | Left | App. Total | Right                 | Thru       | Left | App. Total | Right                 | Thru       | Left      | App. Total | Right                 | Thru       | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                       |      |      |            |                       |            |      |            |                       |            |           |            |                       |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                       |      |      |            |                       |            |      |            |                       |            |           |            |                       |            |           |            |            |
| 07:30 AM                                                   | 0                     | 0    | 0    | 0          | 264                   | 155        | 0    | 419        | 3                     | 156        | 5         | 164        | 0                     | 150        | 32        | 182        | 765        |
| 07:45 AM                                                   | 0                     | 0    | 0    | 0          | <b>266</b>            | <b>225</b> | 0    | <b>491</b> | 5                     | <b>188</b> | <b>12</b> | <b>205</b> | 0                     | <b>163</b> | <b>40</b> | <b>203</b> | <b>899</b> |
| 08:00 AM                                                   | 0                     | 0    | 0    | 0          | 253                   | 167        | 0    | 420        | <b>6</b>              | 143        | 3         | 152        | 0                     | 139        | 18        | 157        | 729        |
| 08:15 AM                                                   | 0                     | 0    | 0    | 0          | 234                   | 162        | 0    | 396        | 6                     | 128        | 6         | 140        | 0                     | 159        | 30        | 189        | 725        |
| Total Volume                                               | 0                     | 0    | 0    | 0          | 1017                  | 709        | 0    | 1726       | 20                    | 615        | 26        | 661        | 0                     | 611        | 120       | 731        | 3118       |
| % App. Total                                               | 0                     | 0    | 0    |            | 58.9                  | 41.1       | 0    |            | 3                     | 93         | 3.9       |            | 0                     | 83.6       | 16.4      |            |            |
| PHF                                                        | .000                  | .000 | .000 | .000       | .956                  | .788       | .000 | .879       | .833                  | .818       | .542      | .806       | .000                  | .937       | .750      | .900       | .867       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

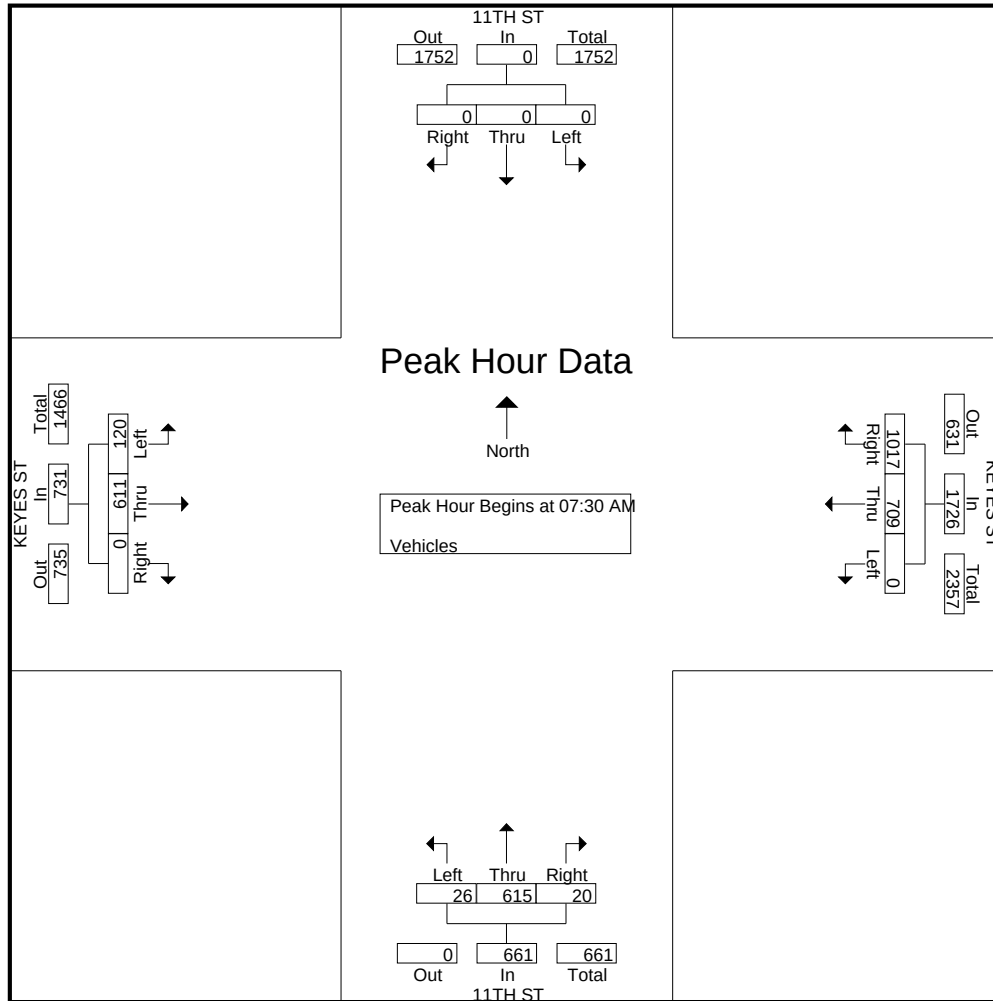
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 47AM FINAL

Site Code : 00000047

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 47PM FINAL

Site Code : 00000047

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | 11TH ST<br>Southbound |      |      |      |            | KEYES ST<br>Westbound |      |      |      |            | 11TH ST<br>Northbound |      |      |      |            | KEYES ST<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                     | 0    | 0    | 11   | 11         | 174                   | 111  | 0    | 3    | 288        | 13                    | 130  | 10   | 4    | 157        | 0                     | 283  | 31   | 1    | 315        | 771        |
| 04:15 PM    | 0                     | 0    | 0    | 6    | 6          | 178                   | 106  | 0    | 2    | 286        | 10                    | 115  | 8    | 2    | 135        | 0                     | 320  | 34   | 1    | 355        | 782        |
| 04:30 PM    | 0                     | 0    | 0    | 9    | 9          | 188                   | 103  | 0    | 3    | 294        | 11                    | 149  | 7    | 1    | 168        | 0                     | 262  | 33   | 3    | 298        | 769        |
| 04:45 PM    | 0                     | 0    | 0    | 6    | 6          | 170                   | 112  | 0    | 0    | 282        | 6                     | 115  | 7    | 4    | 132        | 0                     | 262  | 41   | 0    | 303        | 723        |
| Total       | 0                     | 0    | 0    | 32   | 32         | 710                   | 432  | 0    | 8    | 1150       | 40                    | 509  | 32   | 11   | 592        | 0                     | 1127 | 139  | 5    | 1271       | 3045       |
| 05:00 PM    | 0                     | 0    | 0    | 8    | 8          | 197                   | 130  | 0    | 4    | 331        | 13                    | 167  | 6    | 2    | 188        | 0                     | 333  | 36   | 3    | 372        | 899        |
| 05:15 PM    | 0                     | 0    | 0    | 5    | 5          | 170                   | 102  | 0    | 3    | 275        | 13                    | 158  | 14   | 3    | 188        | 0                     | 305  | 30   | 1    | 336        | 804        |
| 05:30 PM    | 0                     | 0    | 0    | 6    | 6          | 136                   | 134  | 0    | 2    | 272        | 12                    | 110  | 8    | 2    | 132        | 0                     | 268  | 35   | 1    | 304        | 714        |
| 05:45 PM    | 0                     | 0    | 0    | 11   | 11         | 112                   | 93   | 0    | 3    | 208        | 7                     | 89   | 7    | 2    | 105        | 0                     | 310  | 22   | 0    | 332        | 656        |
| Total       | 0                     | 0    | 0    | 30   | 30         | 615                   | 459  | 0    | 12   | 1086       | 45                    | 524  | 35   | 9    | 613        | 0                     | 1216 | 123  | 5    | 1344       | 3073       |
| Grand Total | 0                     | 0    | 0    | 62   | 62         | 1325                  | 891  | 0    | 20   | 2236       | 85                    | 1033 | 67   | 20   | 1205       | 0                     | 2343 | 262  | 10   | 2615       | 6118       |
| Apprch %    | 0                     | 0    | 0    | 100  |            | 59.3                  | 39.8 | 0    | 0.9  |            | 7.1                   | 85.7 | 5.6  | 1.7  |            | 0                     | 89.6 | 10   | 0.4  |            |            |
| Total %     | 0                     | 0    | 0    | 1    | 1          | 21.7                  | 14.6 | 0    | 0.3  | 36.5       | 1.4                   | 16.9 | 1.1  | 0.3  | 19.7       | 0                     | 38.3 | 4.3  | 0.2  | 42.7       |            |

|                                                            | 11TH ST<br>Southbound |      |      |            | KEYES ST<br>Westbound |            |      |            | 11TH ST<br>Northbound |            |           |            | KEYES ST<br>Eastbound |            |      |            |            |
|------------------------------------------------------------|-----------------------|------|------|------------|-----------------------|------------|------|------------|-----------------------|------------|-----------|------------|-----------------------|------------|------|------------|------------|
| Start Time                                                 | Right                 | Thru | Left | App. Total | Right                 | Thru       | Left | App. Total | Right                 | Thru       | Left      | App. Total | Right                 | Thru       | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                       |      |      |            |                       |            |      |            |                       |            |           |            |                       |            |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                       |      |      |            |                       |            |      |            |                       |            |           |            |                       |            |      |            |            |
| 04:30 PM                                                   | 0                     | 0    | 0    | 0          | 188                   | 103        | 0    | 291        | 11                    | 149        | 7         | 167        | 0                     | 262        | 33   | 295        | 753        |
| 04:45 PM                                                   | 0                     | 0    | 0    | 0          | 170                   | 112        | 0    | 282        | 6                     | 115        | 7         | 128        | 0                     | 262        | 41   | 303        | 713        |
| 05:00 PM                                                   | 0                     | 0    | 0    | 0          | <b>197</b>            | <b>130</b> | 0    | <b>327</b> | <b>13</b>             | <b>167</b> | 6         | <b>186</b> | 0                     | <b>333</b> | 36   | <b>369</b> | <b>882</b> |
| 05:15 PM                                                   | 0                     | 0    | 0    | 0          | 170                   | 102        | 0    | 272        | 13                    | 158        | <b>14</b> | 185        | 0                     | 305        | 30   | 335        | 792        |
| Total Volume                                               | 0                     | 0    | 0    | 0          | 725                   | 447        | 0    | 1172       | 43                    | 589        | 34        | 666        | 0                     | 1162       | 140  | 1302       | 3140       |
| % App. Total                                               | 0                     | 0    | 0    |            | 61.9                  | 38.1       | 0    |            | 6.5                   | 88.4       | 5.1       |            | 0                     | 89.2       | 10.8 |            |            |
| PHF                                                        | .000                  | .000 | .000 | .000       | .920                  | .860       | .000 | .896       | .827                  | .882       | .607      | .895       | .000                  | .872       | .854 | .882       | .890       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

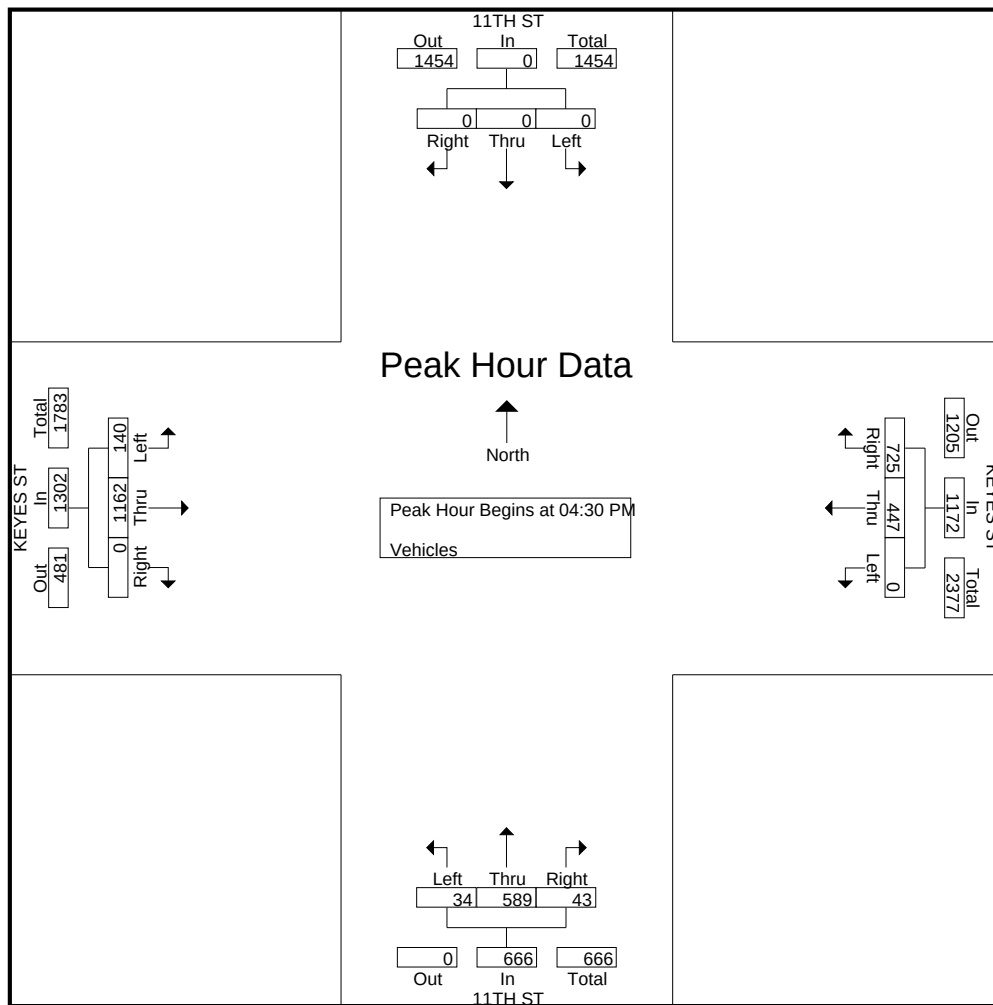
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 47PM FINAL

Site Code : 00000047

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 48AM FINAL

Site Code : 00000048

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | WILLOW ST<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | WILLOW ST<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 8                         | 26   | 10   | 5    | 49         | 27                     | 28   | 7    | 1    | 63         | 8                         | 127  | 6    | 1    | 142        | 2                      | 15   | 13   | 5    | 35         | 289        |
| 07:15 AM    | 9                         | 25   | 22   | 3    | 59         | 36                     | 28   | 12   | 0    | 76         | 13                        | 171  | 9    | 0    | 193        | 5                      | 15   | 16   | 10   | 46         | 374        |
| 07:30 AM    | 12                        | 41   | 19   | 4    | 76         | 31                     | 32   | 18   | 3    | 84         | 14                        | 235  | 12   | 1    | 262        | 10                     | 16   | 20   | 9    | 55         | 477        |
| 07:45 AM    | 16                        | 62   | 16   | 0    | 94         | 25                     | 36   | 21   | 0    | 82         | 25                        | 228  | 14   | 0    | 267        | 20                     | 18   | 30   | 1    | 69         | 512        |
| Total       | 45                        | 154  | 67   | 12   | 278        | 119                    | 124  | 58   | 4    | 305        | 60                        | 761  | 41   | 2    | 864        | 37                     | 64   | 79   | 25   | 205        | 1652       |
| 08:00 AM    | 28                        | 65   | 13   | 1    | 107        | 15                     | 33   | 15   | 3    | 66         | 13                        | 226  | 27   | 2    | 268        | 7                      | 42   | 42   | 18   | 109        | 550        |
| 08:15 AM    | 24                        | 63   | 12   | 6    | 105        | 20                     | 47   | 28   | 5    | 100        | 14                        | 246  | 10   | 0    | 270        | 9                      | 33   | 29   | 15   | 86         | 561        |
| 08:30 AM    | 25                        | 80   | 18   | 2    | 125        | 31                     | 32   | 29   | 4    | 96         | 14                        | 185  | 15   | 0    | 214        | 12                     | 47   | 31   | 11   | 101        | 536        |
| 08:45 AM    | 12                        | 60   | 26   | 3    | 101        | 21                     | 42   | 14   | 11   | 88         | 25                        | 207  | 19   | 4    | 255        | 12                     | 44   | 39   | 4    | 99         | 543        |
| Total       | 89                        | 268  | 69   | 12   | 438        | 87                     | 154  | 86   | 23   | 350        | 66                        | 864  | 71   | 6    | 1007       | 40                     | 166  | 141  | 48   | 395        | 2190       |
| Grand Total | 134                       | 422  | 136  | 24   | 716        | 206                    | 278  | 144  | 27   | 655        | 126                       | 1625 | 112  | 8    | 1871       | 77                     | 230  | 220  | 73   | 600        | 3842       |
| Apprch %    | 18.7                      | 58.9 | 19   | 3.4  |            | 31.5                   | 42.4 | 22   | 4.1  |            | 6.7                       | 86.9 | 6    | 0.4  |            | 12.8                   | 38.3 | 36.7 | 12.2 |            |            |
| Total %     | 3.5                       | 11   | 3.5  | 0.6  | 18.6       | 5.4                    | 7.2  | 3.7  | 0.7  | 17         | 3.3                       | 42.3 | 2.9  | 0.2  | 48.7       | 2                      | 6    | 5.7  | 1.9  | 15.6       |            |

|                                                            | LINCOLN AVE<br>Southbound |           |           |            | WILLOW ST<br>Westbound |           |           |            | LINCOLN AVE<br>Northbound |            |           |            | WILLOW ST<br>Eastbound |           |           |            |            |
|------------------------------------------------------------|---------------------------|-----------|-----------|------------|------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|------------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Right                     | Thru      | Left      | App. Total | Right                  | Thru      | Left      | App. Total | Right                     | Thru       | Left      | App. Total | Right                  | Thru      | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |           |           |            |                        |           |           |            |                           |            |           |            |                        |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                           |           |           |            |                        |           |           |            |                           |            |           |            |                        |           |           |            |            |
| 08:00 AM                                                   | <b>28</b>                 | 65        | 13        | 106        | 15                     | 33        | 15        | 63         | 13                        | 226        | <b>27</b> | 266        | 7                      | 42        | <b>42</b> | 91         | 526        |
| 08:15 AM                                                   | 24                        | 63        | 12        | 99         | 20                     | <b>47</b> | 28        | <b>95</b>  | 14                        | <b>246</b> | 10        | <b>270</b> | 9                      | 33        | 29        | 71         | <b>535</b> |
| 08:30 AM                                                   | 25                        | <b>80</b> | 18        | <b>123</b> | <b>31</b>              | 32        | <b>29</b> | 92         | 14                        | 185        | 15        | 214        | <b>12</b>              | <b>47</b> | 31        | 90         | 519        |
| 08:45 AM                                                   | 12                        | 60        | <b>26</b> | 98         | 21                     | 42        | 14        | 77         | <b>25</b>                 | 207        | 19        | 251        | 12                     | 44        | 39        | <b>95</b>  | 521        |
| Total Volume                                               | 89                        | 268       | 69        | 426        | 87                     | 154       | 86        | 327        | 66                        | 864        | 71        | 1001       | 40                     | 166       | 141       | 347        | 2101       |
| % App. Total                                               | 20.9                      | 62.9      | 16.2      |            | 26.6                   | 47.1      | 26.3      |            | 6.6                       | 86.3       | 7.1       |            | 11.5                   | 47.8      | 40.6      |            |            |
| PHF                                                        | .795                      | .838      | .663      | .866       | .702                   | .819      | .741      | .861       | .660                      | .878       | .657      | .927       | .833                   | .883      | .839      | .913       | .982       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

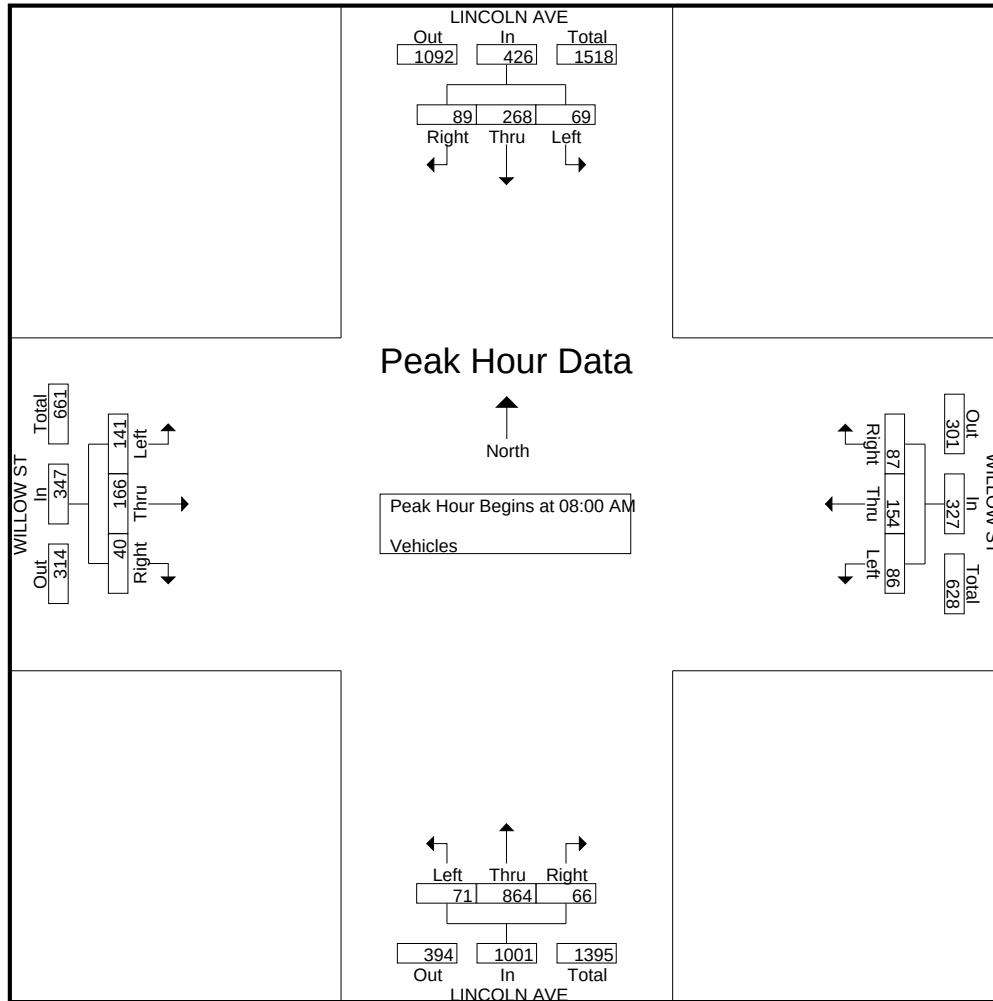
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 48AM FINAL

Site Code : 00000048

Start Date : 3/26/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 48PM FINAL

Site Code : 00000048

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | WILLOW ST<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | WILLOW ST<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 26                        | 140  | 41   | 4    | 211        | 22                     | 39   | 33   | 6    | 100        | 32                        | 74   | 12   | 4    | 122        | 23                     | 55   | 22   | 22   | 122        | 555        |
| 04:15 PM    | 27                        | 141  | 37   | 6    | 211        | 18                     | 38   | 30   | 11   | 97         | 23                        | 64   | 19   | 18   | 124        | 31                     | 57   | 12   | 14   | 114        | 546        |
| 04:30 PM    | 21                        | 168  | 50   | 1    | 240        | 24                     | 41   | 23   | 10   | 98         | 25                        | 65   | 15   | 4    | 109        | 30                     | 43   | 19   | 13   | 105        | 552        |
| 04:45 PM    | 35                        | 156  | 42   | 8    | 241        | 26                     | 37   | 26   | 3    | 92         | 21                        | 69   | 12   | 12   | 114        | 36                     | 53   | 23   | 20   | 132        | 579        |
| Total       | 109                       | 605  | 170  | 19   | 903        | 90                     | 155  | 112  | 30   | 387        | 101                       | 272  | 58   | 38   | 469        | 120                    | 208  | 76   | 69   | 473        | 2232       |
| 05:00 PM    | 31                        | 179  | 37   | 7    | 254        | 22                     | 46   | 24   | 8    | 100        | 35                        | 64   | 14   | 19   | 132        | 33                     | 47   | 26   | 13   | 119        | 605        |
| 05:15 PM    | 36                        | 161  | 45   | 0    | 242        | 31                     | 42   | 29   | 5    | 107        | 28                        | 70   | 11   | 12   | 121        | 36                     | 54   | 23   | 16   | 129        | 599        |
| 05:30 PM    | 33                        | 187  | 45   | 3    | 268        | 27                     | 54   | 29   | 11   | 121        | 31                        | 79   | 25   | 10   | 145        | 38                     | 67   | 21   | 18   | 144        | 678        |
| 05:45 PM    | 28                        | 213  | 47   | 3    | 291        | 25                     | 40   | 20   | 11   | 96         | 32                        | 66   | 14   | 16   | 128        | 31                     | 57   | 30   | 13   | 131        | 646        |
| Total       | 128                       | 740  | 174  | 13   | 1055       | 105                    | 182  | 102  | 35   | 424        | 126                       | 279  | 64   | 57   | 526        | 138                    | 225  | 100  | 60   | 523        | 2528       |
| Grand Total | 237                       | 1345 | 344  | 32   | 1958       | 195                    | 337  | 214  | 65   | 811        | 227                       | 551  | 122  | 95   | 995        | 258                    | 433  | 176  | 129  | 996        | 4760       |
| Apprch %    | 12.1                      | 68.7 | 17.6 | 1.6  |            | 24                     | 41.6 | 26.4 | 8    |            | 22.8                      | 55.4 | 12.3 | 9.5  |            | 25.9                   | 43.5 | 17.7 | 13   |            |            |
| Total %     | 5                         | 28.3 | 7.2  | 0.7  | 41.1       | 4.1                    | 7.1  | 4.5  | 1.4  | 17         | 4.8                       | 11.6 | 2.6  | 2    | 20.9       | 5.4                    | 9.1  | 3.7  | 2.7  | 20.9       |            |

|                                                            | LINCOLN AVE<br>Southbound |      |      |            | WILLOW ST<br>Westbound |      |      |            | LINCOLN AVE<br>Northbound |      |      |            | WILLOW ST<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|------------------------|------|------|------------|---------------------------|------|------|------------|------------------------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |      |            |                        |      |      |            |                           |      |      |            |                        |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                           |      |      |            |                        |      |      |            |                           |      |      |            |                        |      |      |            |            |
| 05:00 PM                                                   | 31                        | 179  | 37   | 247        | 22                     | 46   | 24   | 92         | 35                        | 64   | 14   | 113        | 33                     | 47   | 26   | 106        | 558        |
| 05:15 PM                                                   | 36                        | 161  | 45   | 242        | 31                     | 42   | 29   | 102        | 28                        | 70   | 11   | 109        | 36                     | 54   | 23   | 113        | 566        |
| 05:30 PM                                                   | 33                        | 187  | 45   | 265        | 27                     | 54   | 29   | 110        | 31                        | 79   | 25   | 135        | 38                     | 67   | 21   | 126        | 636        |
| 05:45 PM                                                   | 28                        | 213  | 47   | 288        | 25                     | 40   | 20   | 85         | 32                        | 66   | 14   | 112        | 31                     | 57   | 30   | 118        | 603        |
| Total Volume                                               | 128                       | 740  | 174  | 1042       | 105                    | 182  | 102  | 389        | 126                       | 279  | 64   | 469        | 138                    | 225  | 100  | 463        | 2363       |
| % App. Total                                               | 12.3                      | 71   | 16.7 |            | 27                     | 46.8 | 26.2 |            | 26.9                      | 59.5 | 13.6 |            | 29.8                   | 48.6 | 21.6 |            |            |
| PHF                                                        | .889                      | .869 | .926 | .905       | .847                   | .843 | .879 | .884       | .900                      | .883 | .640 | .869       | .908                   | .840 | .833 | .919       | .929       |

# Traffic Data Service

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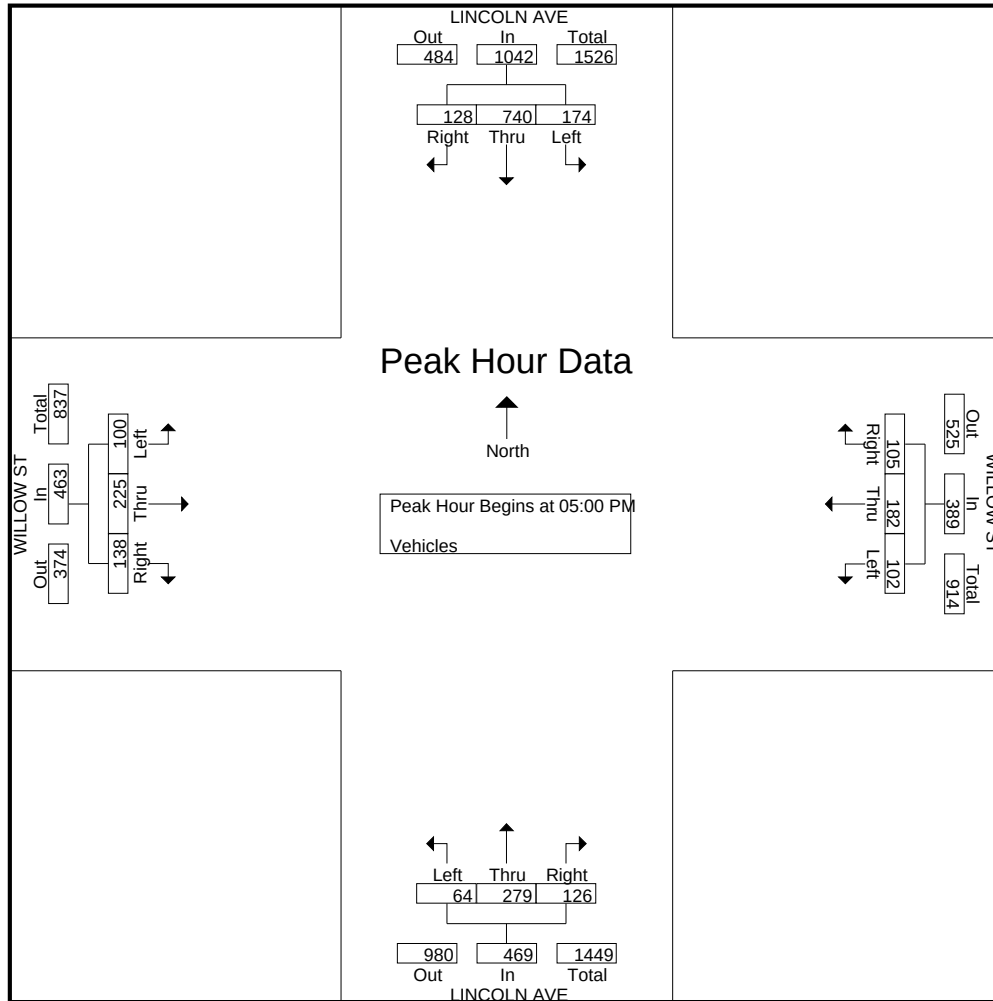
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 48PM FINAL

Site Code : 00000048

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 49AM FINAL

Site Code : 00000049

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | MINNESOTA AVE<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | MINNESOTA AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 10                        | 17   | 3    | 7    | 37         | 16                         | 27   | 9    | 2    | 54         | 25                        | 149  | 18   | 1    | 193        | 6                          | 35   | 14   | 6    | 61         | 345        |
| 07:15 AM    | 4                         | 27   | 6    | 16   | 53         | 9                          | 47   | 20   | 1    | 77         | 28                        | 161  | 28   | 4    | 221        | 4                          | 33   | 15   | 15   | 67         | 418        |
| 07:30 AM    | 16                        | 46   | 6    | 21   | 89         | 19                         | 68   | 25   | 5    | 117        | 30                        | 211  | 34   | 3    | 278        | 12                         | 50   | 30   | 19   | 111        | 595        |
| 07:45 AM    | 14                        | 65   | 9    | 14   | 102        | 14                         | 108  | 37   | 8    | 167        | 36                        | 221  | 33   | 3    | 293        | 30                         | 70   | 26   | 13   | 139        | 701        |
| Total       | 44                        | 155  | 24   | 58   | 281        | 58                         | 250  | 91   | 16   | 415        | 119                       | 742  | 113  | 11   | 985        | 52                         | 188  | 85   | 53   | 378        | 2059       |
| 08:00 AM    | 17                        | 60   | 12   | 9    | 98         | 17                         | 55   | 28   | 9    | 109        | 52                        | 238  | 31   | 3    | 324        | 24                         | 79   | 36   | 23   | 162        | 693        |
| 08:15 AM    | 7                         | 49   | 11   | 13   | 80         | 20                         | 58   | 34   | 12   | 124        | 54                        | 241  | 26   | 16   | 337        | 23                         | 47   | 29   | 49   | 148        | 689        |
| 08:30 AM    | 8                         | 78   | 11   | 77   | 174        | 16                         | 50   | 48   | 24   | 138        | 59                        | 192  | 34   | 48   | 333        | 24                         | 64   | 42   | 199  | 329        | 974        |
| 08:45 AM    | 21                        | 51   | 12   | 21   | 105        | 25                         | 56   | 10   | 12   | 103        | 50                        | 203  | 27   | 16   | 296        | 10                         | 60   | 30   | 22   | 122        | 626        |
| Total       | 53                        | 238  | 46   | 120  | 457        | 78                         | 219  | 120  | 57   | 474        | 215                       | 874  | 118  | 83   | 1290       | 81                         | 250  | 137  | 293  | 761        | 2982       |
| Grand Total | 97                        | 393  | 70   | 178  | 738        | 136                        | 469  | 211  | 73   | 889        | 334                       | 1616 | 231  | 94   | 2275       | 133                        | 438  | 222  | 346  | 1139       | 5041       |
| Apprch %    | 13.1                      | 53.3 | 9.5  | 24.1 |            | 15.3                       | 52.8 | 23.7 | 8.2  |            | 14.7                      | 71   | 10.2 | 4.1  |            | 11.7                       | 38.5 | 19.5 | 30.4 |            |            |
| Total %     | 1.9                       | 7.8  | 1.4  | 3.5  | 14.6       | 2.7                        | 9.3  | 4.2  | 1.4  | 17.6       | 6.6                       | 32.1 | 4.6  | 1.9  | 45.1       | 2.6                        | 8.7  | 4.4  | 6.9  | 22.6       |            |

|                                                            | LINCOLN AVE<br>Southbound |           |           |            | MINNESOTA AVE<br>Westbound |            |           |            | LINCOLN AVE<br>Northbound |            |           |            | MINNESOTA AVE<br>Eastbound |           |           |            |            |
|------------------------------------------------------------|---------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|---------------------------|------------|-----------|------------|----------------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Right                     | Thru      | Left      | App. Total | Right                      | Thru       | Left      | App. Total | Right                     | Thru       | Left      | App. Total | Right                      | Thru      | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |           |           |            |                            |            |           |            |                           |            |           |            |                            |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |           |           |            |                            |            |           |            |                           |            |           |            |                            |           |           |            |            |
| 07:45 AM                                                   | 14                        | 65        | 9         | 88         | 14                         | <b>108</b> | 37        | <b>159</b> | 36                        | 221        | 33        | 290        | <b>30</b>                  | 70        | 26        | 126        | <b>663</b> |
| 08:00 AM                                                   | <b>17</b>                 | 60        | <b>12</b> | 89         | 17                         | 55         | 28        | 100        | 52                        | 238        | 31        | <b>321</b> | 24                         | <b>79</b> | 36        | <b>139</b> | 649        |
| 08:15 AM                                                   | 7                         | 49        | 11        | 67         | <b>20</b>                  | 58         | 34        | 112        | 54                        | <b>241</b> | 26        | 321        | 23                         | 47        | 29        | 99         | 599        |
| 08:30 AM                                                   | 8                         | <b>78</b> | 11        | <b>97</b>  | 16                         | 50         | <b>48</b> | 114        | <b>59</b>                 | 192        | <b>34</b> | 285        | 24                         | 64        | <b>42</b> | 130        | 626        |
| Total Volume                                               | 46                        | 252       | 43        | 341        | 67                         | 271        | 147       | 485        | 201                       | 892        | 124       | 1217       | 101                        | 260       | 133       | 494        | 2537       |
| % App. Total                                               | 13.5                      | 73.9      | 12.6      |            | 13.8                       | 55.9       | 30.3      |            | 16.5                      | 73.3       | 10.2      |            | 20.4                       | 52.6      | 26.9      |            |            |
| PHF                                                        | .676                      | .808      | .896      | .879       | .838                       | .627       | .766      | .763       | .852                      | .925       | .912      | .948       | .842                       | .823      | .792      | .888       | .957       |

# Traffic Data Service

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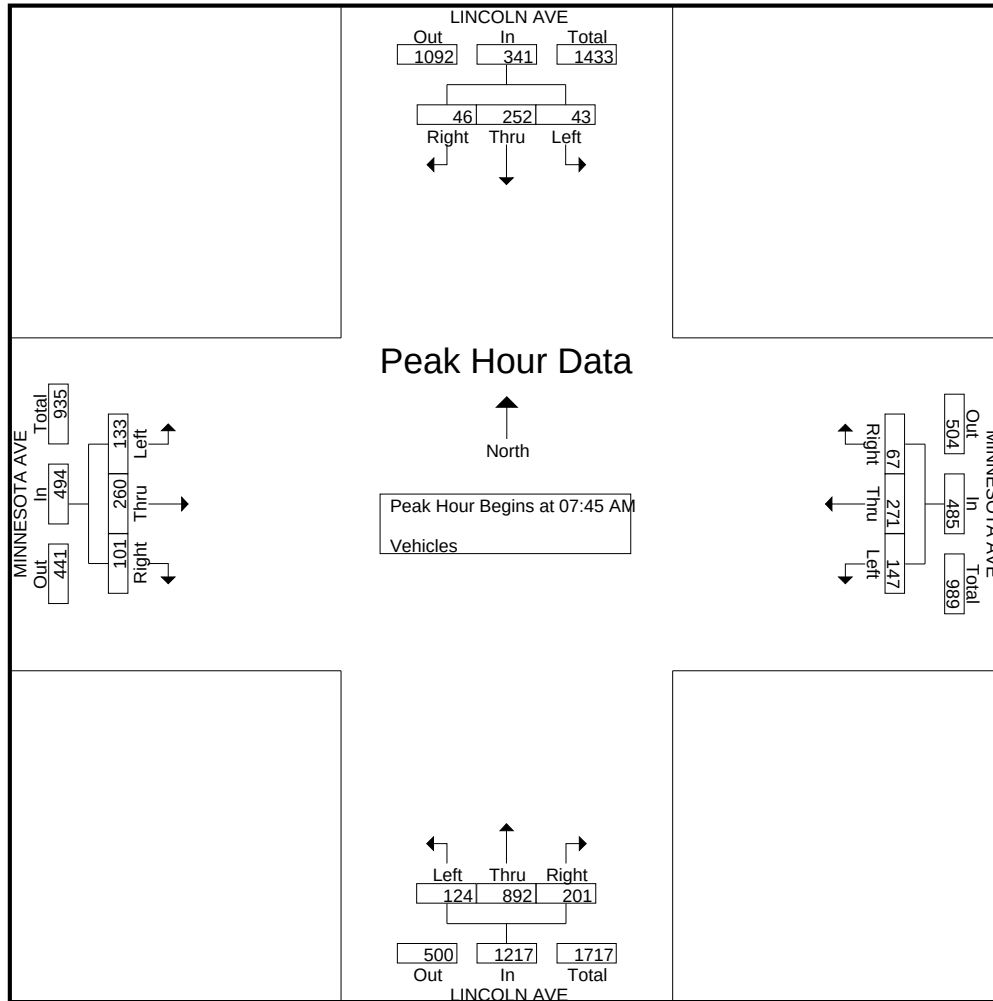
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 49AM FINAL

Site Code : 00000049

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 49PM FINAL

Site Code : 00000049

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | MINNESOTA AVE<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | MINNESOTA AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 25                        | 106  | 35   | 21   | 187        | 26                         | 52   | 25   | 11   | 114        | 23                        | 65   | 12   | 9    | 109        | 20                         | 68   | 28   | 8    | 124        | 534        |
| 04:15 PM    | 14                        | 140  | 29   | 19   | 202        | 31                         | 47   | 23   | 14   | 115        | 23                        | 79   | 19   | 8    | 129        | 25                         | 48   | 17   | 20   | 110        | 556        |
| 04:30 PM    | 28                        | 130  | 35   | 13   | 206        | 27                         | 49   | 26   | 15   | 117        | 28                        | 74   | 17   | 2    | 121        | 25                         | 54   | 25   | 7    | 111        | 555        |
| 04:45 PM    | 29                        | 157  | 46   | 9    | 241        | 25                         | 73   | 36   | 10   | 144        | 19                        | 100  | 20   | 1    | 140        | 22                         | 51   | 22   | 16   | 111        | 636        |
| Total       | 96                        | 533  | 145  | 62   | 836        | 109                        | 221  | 110  | 50   | 490        | 93                        | 318  | 68   | 20   | 499        | 92                         | 221  | 92   | 51   | 456        | 2281       |
| 05:00 PM    | 26                        | 183  | 28   | 15   | 252        | 25                         | 62   | 37   | 10   | 134        | 28                        | 66   | 18   | 3    | 115        | 28                         | 71   | 20   | 5    | 124        | 625        |
| 05:15 PM    | 26                        | 146  | 35   | 17   | 224        | 22                         | 88   | 39   | 7    | 156        | 30                        | 75   | 25   | 5    | 135        | 38                         | 85   | 32   | 19   | 174        | 689        |
| 05:30 PM    | 29                        | 229  | 33   | 19   | 310        | 24                         | 59   | 24   | 13   | 120        | 25                        | 82   | 12   | 1    | 120        | 46                         | 67   | 19   | 6    | 138        | 688        |
| 05:45 PM    | 20                        | 182  | 31   | 10   | 243        | 30                         | 81   | 30   | 6    | 147        | 28                        | 97   | 24   | 2    | 151        | 33                         | 80   | 19   | 6    | 138        | 679        |
| Total       | 101                       | 740  | 127  | 61   | 1029       | 101                        | 290  | 130  | 36   | 557        | 111                       | 320  | 79   | 11   | 521        | 145                        | 303  | 90   | 36   | 574        | 2681       |
| Grand Total | 197                       | 1273 | 272  | 123  | 1865       | 210                        | 511  | 240  | 86   | 1047       | 204                       | 638  | 147  | 31   | 1020       | 237                        | 524  | 182  | 87   | 1030       | 4962       |
| Apprch %    | 10.6                      | 68.3 | 14.6 | 6.6  |            | 20.1                       | 48.8 | 22.9 | 8.2  |            | 20                        | 62.5 | 14.4 | 3    |            | 23                         | 50.9 | 17.7 | 8.4  |            |            |
| Total %     | 4                         | 25.7 | 5.5  | 2.5  | 37.6       | 4.2                        | 10.3 | 4.8  | 1.7  | 21.1       | 4.1                       | 12.9 | 3    | 0.6  | 20.6       | 4.8                        | 10.6 | 3.7  | 1.8  | 20.8       |            |

|                                                            | LINCOLN AVE<br>Southbound |            |           |            | MINNESOTA AVE<br>Westbound |           |           |            | LINCOLN AVE<br>Northbound |           |           |            | MINNESOTA AVE<br>Eastbound |           |           |            |            |
|------------------------------------------------------------|---------------------------|------------|-----------|------------|----------------------------|-----------|-----------|------------|---------------------------|-----------|-----------|------------|----------------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Right                     | Thru       | Left      | App. Total | Right                      | Thru      | Left      | App. Total | Right                     | Thru      | Left      | App. Total | Right                      | Thru      | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |            |           |            |                            |           |           |            |                           |           |           |            |                            |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                           |            |           |            |                            |           |           |            |                           |           |           |            |                            |           |           |            |            |
| 05:00 PM                                                   | 26                        | 183        | 28        | 237        | 25                         | 62        | 37        | 124        | 28                        | 66        | 18        | 112        | 28                         | 71        | 20        | 119        | 592        |
| 05:15 PM                                                   | 26                        | 146        | <b>35</b> | 207        | 22                         | <b>88</b> | <b>39</b> | <b>149</b> | <b>30</b>                 | 75        | <b>25</b> | 130        | 38                         | <b>85</b> | <b>32</b> | <b>155</b> | 641        |
| 05:30 PM                                                   | <b>29</b>                 | <b>229</b> | 33        | <b>291</b> | 24                         | 59        | 24        | 107        | 25                        | 82        | 12        | 119        | <b>46</b>                  | 67        | 19        | 132        | 649        |
| 05:45 PM                                                   | 20                        | 182        | 31        | 233        | <b>30</b>                  | 81        | 30        | 141        | 28                        | <b>97</b> | 24        | <b>149</b> | 33                         | 80        | 19        | 132        | <b>655</b> |
| Total Volume                                               | 101                       | 740        | 127       | 968        | 101                        | 290       | 130       | 521        | 111                       | 320       | 79        | 510        | 145                        | 303       | 90        | 538        | 2537       |
| % App. Total                                               | 10.4                      | 76.4       | 13.1      |            | 19.4                       | 55.7      | 25        |            | 21.8                      | 62.7      | 15.5      |            | 27                         | 56.3      | 16.7      |            |            |
| PHF                                                        | .871                      | .808       | .907      | .832       | .842                       | .824      | .833      | .874       | .925                      | .825      | .790      | .856       | .788                       | .891      | .703      | .868       | .968       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

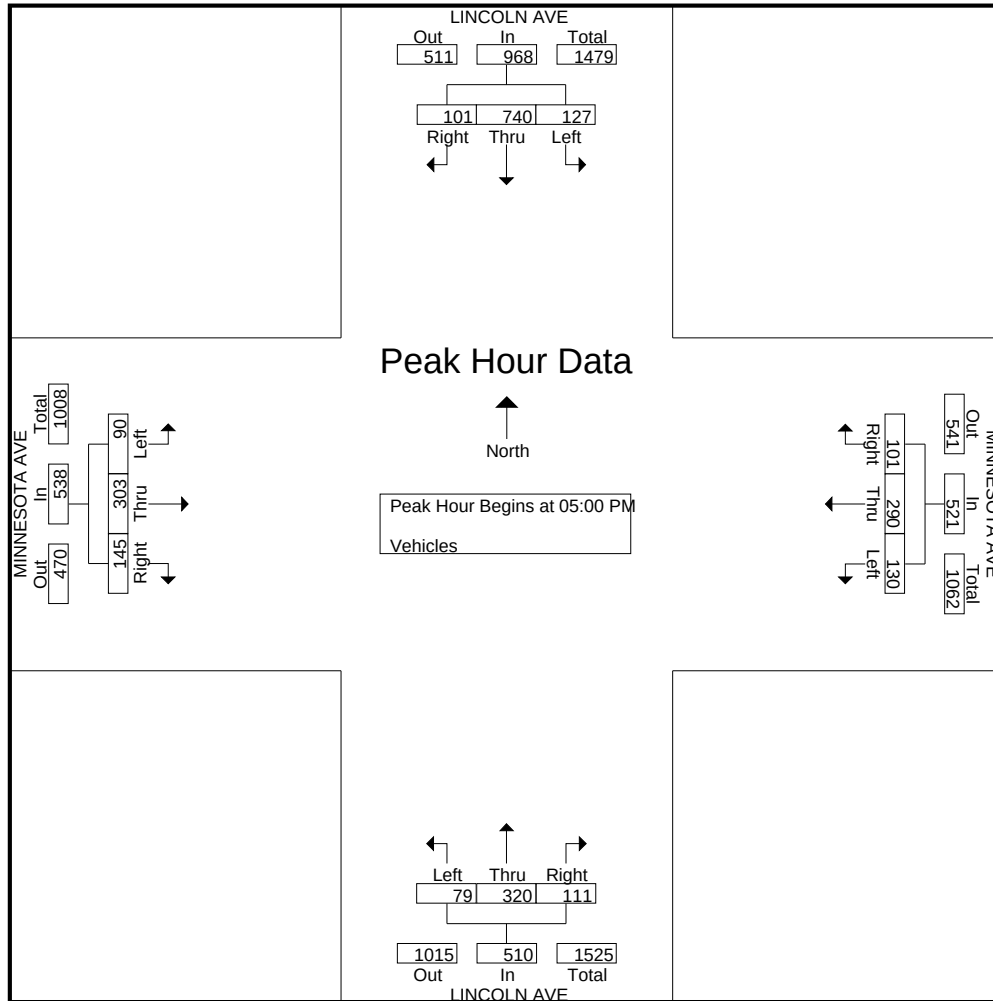
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 49PM FINAL

Site Code : 00000049

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 50AM FINAL

Site Code : 00000050

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | MERIDIAN AVE<br>Southbound |      |      |      |            | HAMILTON AVE<br>Westbound |      |      |      |            | MERIDIAN AVE<br>Northbound |      |      |      |            | HAMILTON AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 32                         | 50   | 19   | 0    | 101        | 49                        | 76   | 4    | 2    | 131        | 4                          | 227  | 106  | 1    | 338        | 2                         | 27   | 19   | 3    | 51         | 621        |
| 07:15 AM    | 40                         | 63   | 33   | 1    | 137        | 52                        | 113  | 18   | 1    | 184        | 6                          | 282  | 111  | 2    | 401        | 33                        | 47   | 25   | 0    | 105        | 827        |
| 07:30 AM    | 63                         | 76   | 31   | 0    | 170        | 31                        | 113  | 7    | 1    | 152        | 2                          | 358  | 142  | 3    | 505        | 33                        | 47   | 45   | 1    | 126        | 953        |
| 07:45 AM    | 73                         | 97   | 35   | 0    | 205        | 35                        | 151  | 9    | 0    | 195        | 6                          | 326  | 132  | 0    | 464        | 43                        | 70   | 44   | 1    | 158        | 1022       |
| Total       | 208                        | 286  | 118  | 1    | 613        | 167                       | 453  | 38   | 4    | 662        | 18                         | 1193 | 491  | 6    | 1708       | 111                       | 191  | 133  | 5    | 440        | 3423       |
| 08:00 AM    | 67                         | 90   | 22   | 1    | 180        | 33                        | 154  | 18   | 1    | 206        | 2                          | 281  | 139  | 1    | 423        | 37                        | 60   | 48   | 0    | 145        | 954        |
| 08:15 AM    | 83                         | 96   | 27   | 1    | 207        | 27                        | 123  | 15   | 4    | 169        | 2                          | 328  | 137  | 3    | 470        | 30                        | 60   | 52   | 0    | 142        | 988        |
| 08:30 AM    | 66                         | 83   | 19   | 1    | 169        | 38                        | 136  | 13   | 3    | 190        | 9                          | 304  | 112  | 1    | 426        | 45                        | 86   | 55   | 1    | 187        | 972        |
| 08:45 AM    | 54                         | 92   | 30   | 0    | 176        | 26                        | 127  | 20   | 3    | 176        | 2                          | 281  | 125  | 2    | 410        | 46                        | 60   | 50   | 0    | 156        | 918        |
| Total       | 270                        | 361  | 98   | 3    | 732        | 124                       | 540  | 66   | 11   | 741        | 15                         | 1194 | 513  | 7    | 1729       | 158                       | 266  | 205  | 1    | 630        | 3832       |
| Grand Total | 478                        | 647  | 216  | 4    | 1345       | 291                       | 993  | 104  | 15   | 1403       | 33                         | 2387 | 1004 | 13   | 3437       | 269                       | 457  | 338  | 6    | 1070       | 7255       |
| Apprch %    | 35.5                       | 48.1 | 16.1 | 0.3  |            | 20.7                      | 70.8 | 7.4  | 1.1  |            | 1                          | 69.5 | 29.2 | 0.4  |            | 25.1                      | 42.7 | 31.6 | 0.6  |            |            |
| Total %     | 6.6                        | 8.9  | 3    | 0.1  | 18.5       | 4                         | 13.7 | 1.4  | 0.2  | 19.3       | 0.5                        | 32.9 | 13.8 | 0.2  | 47.4       | 3.7                       | 6.3  | 4.7  | 0.1  | 14.7       |            |

|                                                            | MERIDIAN AVE<br>Southbound |           |           |            | HAMILTON AVE<br>Westbound |            |           |            | MERIDIAN AVE<br>Northbound |            |            |            | HAMILTON AVE<br>Eastbound |           |           |            |             |
|------------------------------------------------------------|----------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|----------------------------|------------|------------|------------|---------------------------|-----------|-----------|------------|-------------|
| Start Time                                                 | Right                      | Thru      | Left      | App. Total | Right                     | Thru       | Left      | App. Total | Right                      | Thru       | Left       | App. Total | Right                     | Thru      | Left      | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |           |           |            |                           |            |           |            |                            |            |            |            |                           |           |           |            |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                            |           |           |            |                           |            |           |            |                            |            |            |            |                           |           |           |            |             |
| 07:45 AM                                                   | 73                         | <b>97</b> | <b>35</b> | 205        | 35                        | 151        | 9         | 195        | 6                          | 326        | 132        | 464        | 43                        | 70        | 44        | 157        | <b>1021</b> |
| 08:00 AM                                                   | 67                         | 90        | 22        | 179        | 33                        | <b>154</b> | <b>18</b> | <b>205</b> | 2                          | 281        | <b>139</b> | 422        | 37                        | 60        | 48        | 145        | 951         |
| 08:15 AM                                                   | <b>83</b>                  | 96        | 27        | <b>206</b> | 27                        | 123        | 15        | 165        | 2                          | <b>328</b> | 137        | <b>467</b> | 30                        | 60        | 52        | 142        | 980         |
| 08:30 AM                                                   | 66                         | 83        | 19        | 168        | <b>38</b>                 | 136        | 13        | 187        | <b>9</b>                   | 304        | 112        | 425        | <b>45</b>                 | <b>86</b> | <b>55</b> | <b>186</b> | 966         |
| Total Volume                                               | 289                        | 366       | 103       | 758        | 133                       | 564        | 55        | 752        | 19                         | 1239       | 520        | 1778       | 155                       | 276       | 199       | 630        | 3918        |
| % App. Total                                               | 38.1                       | 48.3      | 13.6      |            | 17.7                      | 75         | 7.3       |            | 1.1                        | 69.7       | 29.2       |            | 24.6                      | 43.8      | 31.6      |            |             |
| PHF                                                        | .870                       | .943      | .736      | .920       | .875                      | .916       | .764      | .917       | .528                       | .944       | .935       | .952       | .861                      | .802      | .905      | .847       | .959        |

# Traffic Data Service

Campbell, CA

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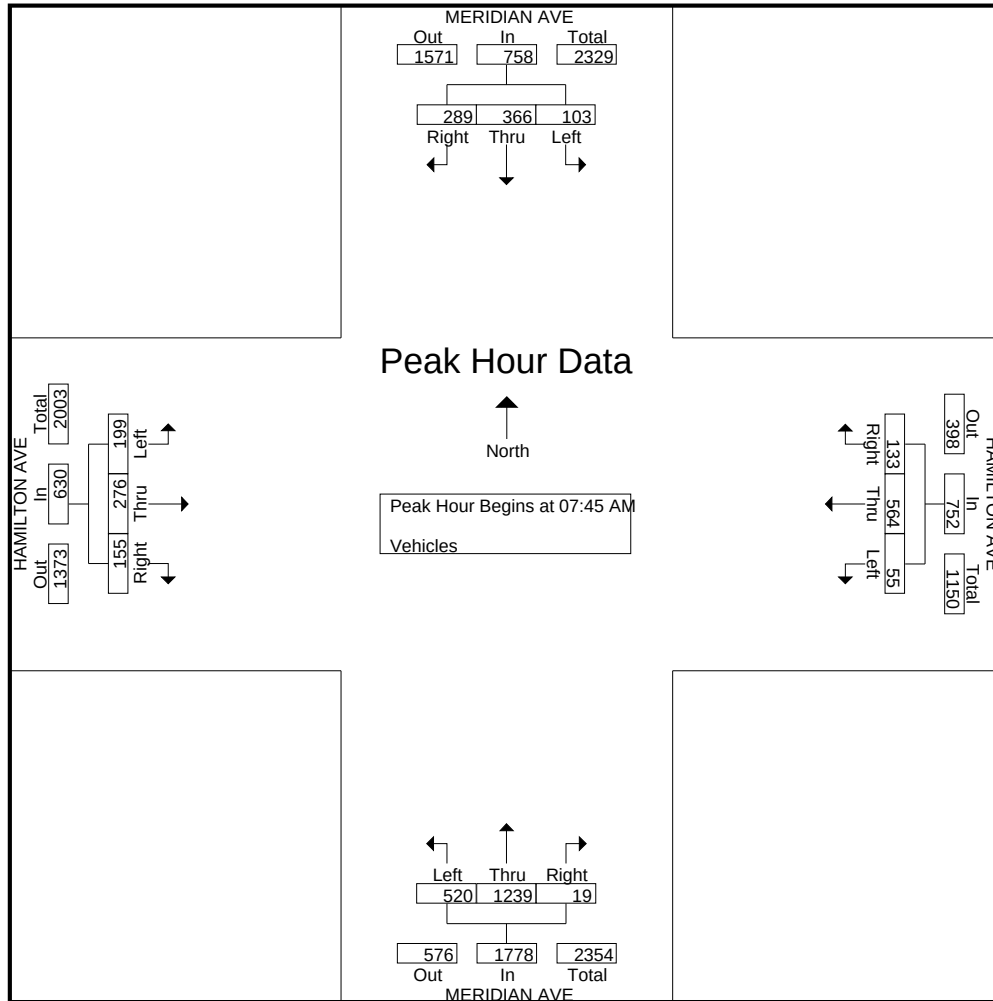
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 50AM FINAL

Site Code : 00000050

Start Date : 3/28/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 50PM FINAL

Site Code : 00000050

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | MERIDIAN AVE<br>Southbound |      |      |      |            | HAMILTON AVE<br>Westbound |      |      |      |            | MERIDIAN AVE<br>Northbound |      |      |      |            | HAMILTON AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 50                         | 172  | 41   | 4    | 267        | 22                        | 88   | 23   | 0    | 133        | 12                         | 148  | 68   | 5    | 233        | 106                       | 149  | 71   | 2    | 328        | 961        |
| 04:15 PM    | 60                         | 234  | 58   | 1    | 353        | 30                        | 71   | 20   | 2    | 123        | 14                         | 151  | 68   | 3    | 236        | 97                        | 116  | 71   | 1    | 285        | 997        |
| 04:30 PM    | 56                         | 215  | 74   | 4    | 349        | 26                        | 82   | 31   | 6    | 145        | 11                         | 144  | 62   | 4    | 221        | 108                       | 173  | 75   | 5    | 361        | 1076       |
| 04:45 PM    | 72                         | 225  | 45   | 6    | 348        | 33                        | 77   | 29   | 0    | 139        | 14                         | 159  | 72   | 0    | 245        | 123                       | 151  | 77   | 2    | 353        | 1085       |
| Total       | 238                        | 846  | 218  | 15   | 1317       | 111                       | 318  | 103  | 8    | 540        | 51                         | 602  | 270  | 12   | 935        | 434                       | 589  | 294  | 10   | 1327       | 4119       |
| 05:00 PM    | 72                         | 268  | 59   | 4    | 403        | 40                        | 73   | 22   | 6    | 141        | 13                         | 153  | 70   | 4    | 240        | 134                       | 169  | 71   | 3    | 377        | 1161       |
| 05:15 PM    | 72                         | 261  | 66   | 2    | 401        | 32                        | 70   | 22   | 1    | 125        | 15                         | 126  | 75   | 6    | 222        | 151                       | 210  | 85   | 2    | 448        | 1196       |
| 05:30 PM    | 52                         | 268  | 56   | 4    | 380        | 26                        | 75   | 22   | 8    | 131        | 8                          | 157  | 66   | 3    | 234        | 127                       | 160  | 80   | 2    | 369        | 1114       |
| 05:45 PM    | 59                         | 304  | 55   | 1    | 419        | 39                        | 82   | 17   | 0    | 138        | 13                         | 134  | 55   | 1    | 203        | 114                       | 183  | 73   | 4    | 374        | 1134       |
| Total       | 255                        | 1101 | 236  | 11   | 1603       | 137                       | 300  | 83   | 15   | 535        | 49                         | 570  | 266  | 14   | 899        | 526                       | 722  | 309  | 11   | 1568       | 4605       |
| Grand Total | 493                        | 1947 | 454  | 26   | 2920       | 248                       | 618  | 186  | 23   | 1075       | 100                        | 1172 | 536  | 26   | 1834       | 960                       | 1311 | 603  | 21   | 2895       | 8724       |
| Apprch %    | 16.9                       | 66.7 | 15.5 | 0.9  |            | 23.1                      | 57.5 | 17.3 | 2.1  |            | 5.5                        | 63.9 | 29.2 | 1.4  |            | 33.2                      | 45.3 | 20.8 | 0.7  |            |            |
| Total %     | 5.7                        | 22.3 | 5.2  | 0.3  | 33.5       | 2.8                       | 7.1  | 2.1  | 0.3  | 12.3       | 1.1                        | 13.4 | 6.1  | 0.3  | 21         | 11                        | 15   | 6.9  | 0.2  | 33.2       |            |

|                                                            | MERIDIAN AVE<br>Southbound |      |      |            | HAMILTON AVE<br>Westbound |      |      |            | MERIDIAN AVE<br>Northbound |      |      |            | HAMILTON AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------------|------|------|------------|---------------------------|------|------|------------|----------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| Start Time                                                 | Right                      | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                            |      |      |            |                           |      |      |            |                            |      |      |            |                           |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                            |      |      |            |                           |      |      |            |                            |      |      |            |                           |      |      |            |            |
| 05:00 PM                                                   | 72                         | 268  | 59   | 399        | 40                        | 73   | 22   | 135        | 13                         | 153  | 70   | 236        | 134                       | 169  | 71   | 374        | 1144       |
| 05:15 PM                                                   | 72                         | 261  | 66   | 399        | 32                        | 70   | 22   | 124        | 15                         | 126  | 75   | 216        | 151                       | 210  | 85   | 446        | 1185       |
| 05:30 PM                                                   | 52                         | 268  | 56   | 376        | 26                        | 75   | 22   | 123        | 8                          | 157  | 66   | 231        | 127                       | 160  | 80   | 367        | 1097       |
| 05:45 PM                                                   | 59                         | 304  | 55   | 418        | 39                        | 82   | 17   | 138        | 13                         | 134  | 55   | 202        | 114                       | 183  | 73   | 370        | 1128       |
| Total Volume                                               | 255                        | 1101 | 236  | 1592       | 137                       | 300  | 83   | 520        | 49                         | 570  | 266  | 885        | 526                       | 722  | 309  | 1557       | 4554       |
| % App. Total                                               | 16                         | 69.2 | 14.8 |            | 26.3                      | 57.7 | 16   |            | 5.5                        | 64.4 | 30.1 |            | 33.8                      | 46.4 | 19.8 |            |            |
| PHF                                                        | .885                       | .905 | .894 | .952       | .856                      | .915 | .943 | .942       | .817                       | .908 | .887 | .938       | .871                      | .860 | .909 | .873       | .961       |

# Traffic Data Service

Campbell, CA

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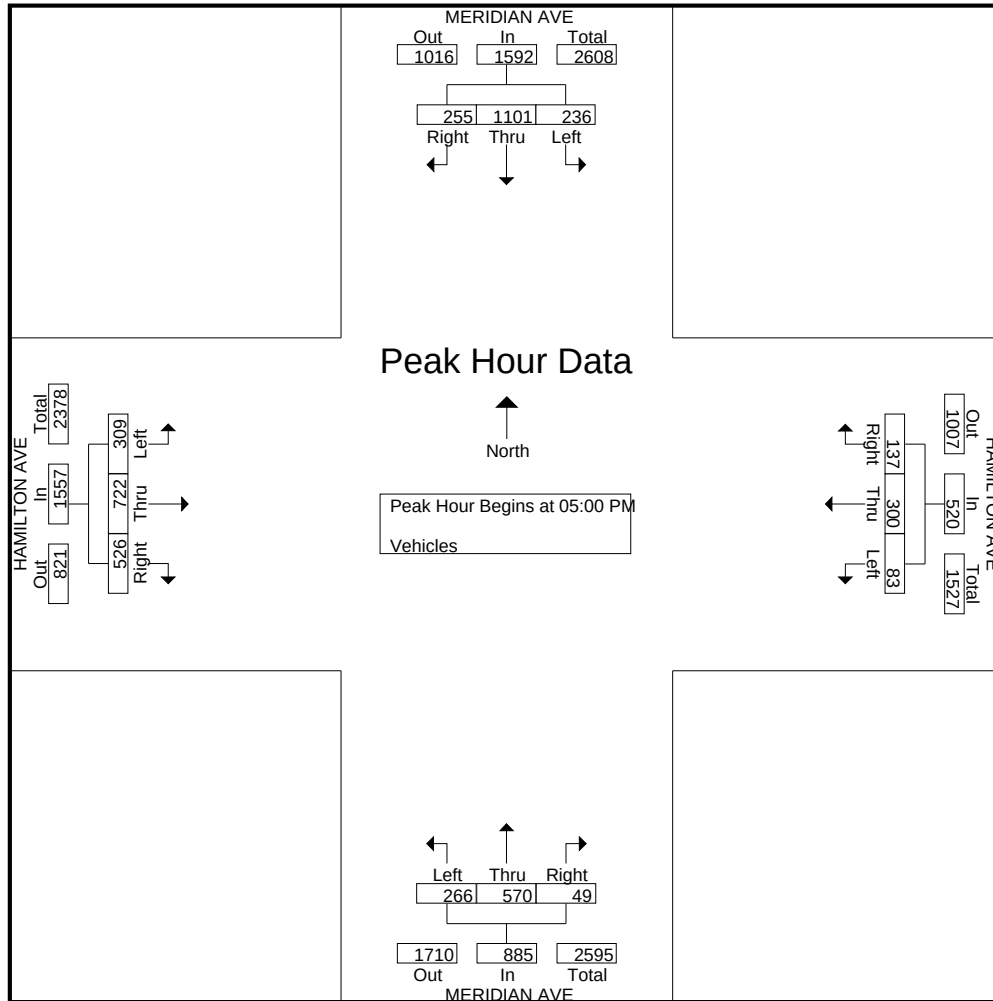
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 50PM FINAL

Site Code : 00000050

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 51AM FINAL

Site Code : 00000051

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | US-101 SB RAMPS<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | US-101 SB RAMPS<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 105                           | 0    | 102  | 2    | 209        | 44                    | 189  | 0    | 0    | 233        | 0                             | 0    | 0    | 3    | 3          | 43                    | 275  | 0    | 0    | 318        | 763        |
| 07:15 AM    | 159                           | 0    | 110  | 10   | 279        | 44                    | 267  | 0    | 0    | 311        | 0                             | 0    | 0    | 2    | 2          | 44                    | 257  | 0    | 0    | 301        | 893        |
| 07:30 AM    | 144                           | 0    | 137  | 2    | 283        | 46                    | 378  | 0    | 0    | 424        | 0                             | 0    | 0    | 2    | 2          | 64                    | 363  | 0    | 0    | 427        | 1136       |
| 07:45 AM    | 182                           | 0    | 189  | 6    | 377        | 83                    | 387  | 0    | 0    | 470        | 0                             | 0    | 0    | 4    | 4          | 73                    | 392  | 0    | 0    | 465        | 1316       |
| Total       | 590                           | 0    | 538  | 20   | 1148       | 217                   | 1221 | 0    | 0    | 1438       | 0                             | 0    | 0    | 11   | 11         | 224                   | 1287 | 0    | 0    | 1511       | 4108       |
| 08:00 AM    | 123                           | 0    | 148  | 0    | 271        | 72                    | 303  | 0    | 0    | 375        | 0                             | 0    | 0    | 4    | 4          | 73                    | 361  | 0    | 0    | 434        | 1084       |
| 08:15 AM    | 140                           | 0    | 159  | 6    | 305        | 50                    | 296  | 0    | 0    | 346        | 0                             | 0    | 0    | 4    | 4          | 53                    | 381  | 0    | 0    | 434        | 1089       |
| 08:30 AM    | 128                           | 0    | 143  | 3    | 274        | 58                    | 309  | 0    | 0    | 367        | 0                             | 0    | 0    | 3    | 3          | 42                    | 354  | 0    | 0    | 396        | 1040       |
| 08:45 AM    | 160                           | 0    | 154  | 3    | 317        | 44                    | 302  | 0    | 0    | 346        | 0                             | 0    | 0    | 5    | 5          | 60                    | 370  | 0    | 0    | 430        | 1098       |
| Total       | 551                           | 0    | 604  | 12   | 1167       | 224                   | 1210 | 0    | 0    | 1434       | 0                             | 0    | 0    | 16   | 16         | 228                   | 1466 | 0    | 0    | 1694       | 4311       |
| Grand Total | 1141                          | 0    | 1142 | 32   | 2315       | 441                   | 2431 | 0    | 0    | 2872       | 0                             | 0    | 0    | 27   | 27         | 452                   | 2753 | 0    | 0    | 3205       | 8419       |
| Apprch %    | 49.3                          | 0    | 49.3 | 1.4  |            | 15.4                  | 84.6 | 0    | 0    |            | 0                             | 0    | 0    | 100  |            | 14.1                  | 85.9 | 0    | 0    |            |            |
| Total %     | 13.6                          | 0    | 13.6 | 0.4  | 27.5       | 5.2                   | 28.9 | 0    | 0    | 34.1       | 0                             | 0    | 0    | 0.3  | 0.3        | 5.4                   | 32.7 | 0    | 0    | 38.1       |            |

|                                                            | US-101 SB RAMPS<br>Southbound |      |            |            | TULLY RD<br>Westbound |            |      |            | US-101 SB RAMPS<br>Northbound |      |      |            | TULLY RD<br>Eastbound |            |      |            |             |
|------------------------------------------------------------|-------------------------------|------|------------|------------|-----------------------|------------|------|------------|-------------------------------|------|------|------------|-----------------------|------------|------|------------|-------------|
| Start Time                                                 | Right                         | Thru | Left       | App. Total | Right                 | Thru       | Left | App. Total | Right                         | Thru | Left | App. Total | Right                 | Thru       | Left | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                               |      |            |            |                       |            |      |            |                               |      |      |            |                       |            |      |            |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                               |      |            |            |                       |            |      |            |                               |      |      |            |                       |            |      |            |             |
| 07:30 AM                                                   | 144                           | 0    | 137        | 281        | 46                    | 378        | 0    | 424        | 0                             | 0    | 0    | 0          | 64                    | 363        | 0    | 427        | 1132        |
| 07:45 AM                                                   | <b>182</b>                    | 0    | <b>189</b> | <b>371</b> | <b>83</b>             | <b>387</b> | 0    | <b>470</b> | 0                             | 0    | 0    | 0          | <b>73</b>             | <b>392</b> | 0    | <b>465</b> | <b>1306</b> |
| 08:00 AM                                                   | 123                           | 0    | 148        | 271        | 72                    | 303        | 0    | 375        | 0                             | 0    | 0    | 0          | 73                    | 361        | 0    | 434        | 1080        |
| 08:15 AM                                                   | 140                           | 0    | 159        | 299        | 50                    | 296        | 0    | 346        | 0                             | 0    | 0    | 0          | 53                    | 381        | 0    | 434        | 1079        |
| Total Volume                                               | 589                           | 0    | 633        | 1222       | 251                   | 1364       | 0    | 1615       | 0                             | 0    | 0    | 0          | 263                   | 1497       | 0    | 1760       | 4597        |
| % App. Total                                               | 48.2                          | 0    | 51.8       |            | 15.5                  | 84.5       | 0    |            | 0                             | 0    | 0    |            | 14.9                  | 85.1       | 0    |            |             |
| PHF                                                        | .809                          | .000 | .837       | .823       | .756                  | .881       | .000 | .859       | .000                          | .000 | .000 | .000       | .901                  | .955       | .000 | .946       | .880        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

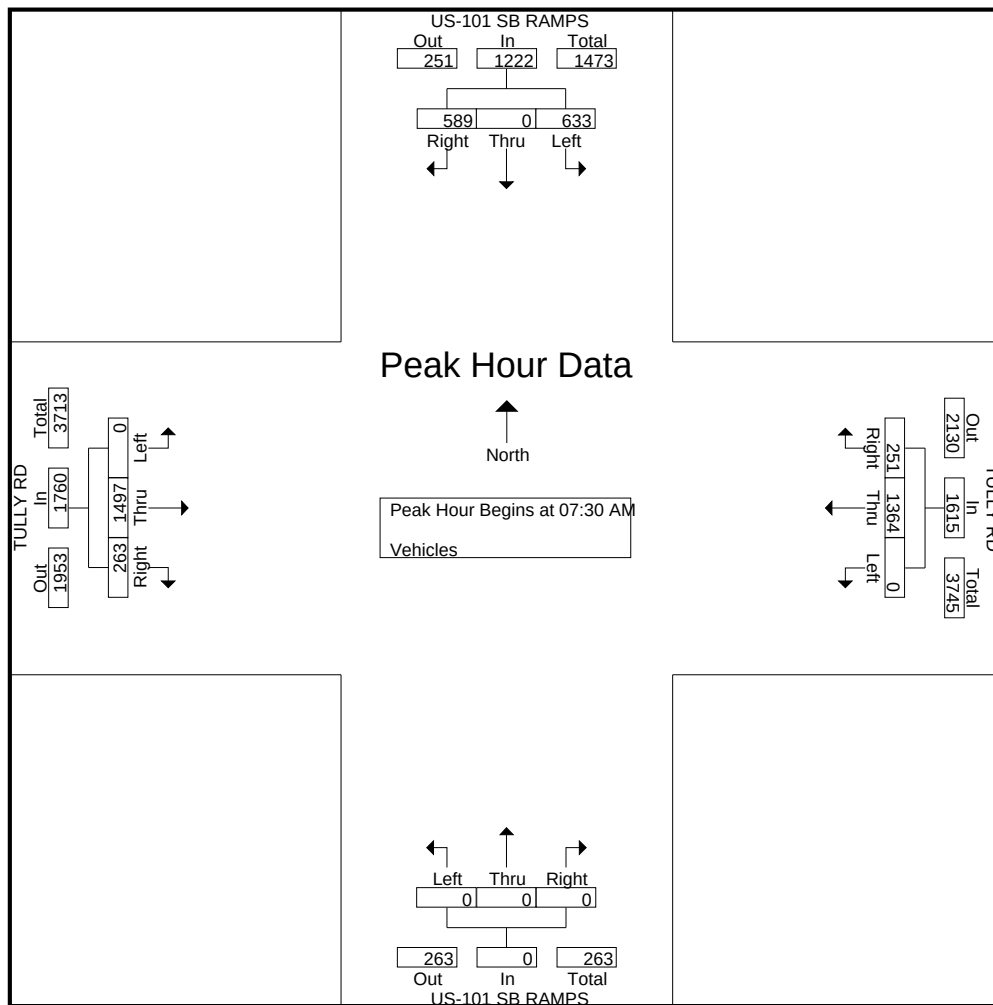
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 51AM FINAL

Site Code : 00000051

Start Date : 4/9/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 51PM FINAL

Site Code : 00000051

Start Date : 4/10/2013

Page No : 1

## Groups Printed- Vehicles

|             | US-101 SB RAMPS<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | US-101 SB RAMPS<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 223                           | 0    | 301  | 2    | 526        | 57                    | 316  | 0    | 0    | 373        | 0                             | 0    | 0    | 0    | 0          | 71                    | 375  | 0    | 0    | 446        | 1345       |
| 04:15 PM    | 198                           | 0    | 325  | 4    | 527        | 50                    | 328  | 0    | 0    | 378        | 0                             | 0    | 0    | 2    | 2          | 57                    | 384  | 0    | 0    | 441        | 1348       |
| 04:30 PM    | 171                           | 0    | 317  | 7    | 495        | 59                    | 315  | 0    | 0    | 374        | 0                             | 0    | 0    | 0    | 0          | 69                    | 379  | 0    | 0    | 448        | 1317       |
| 04:45 PM    | 219                           | 0    | 324  | 5    | 548        | 52                    | 316  | 0    | 0    | 368        | 0                             | 0    | 0    | 0    | 0          | 47                    | 408  | 0    | 0    | 455        | 1371       |
| Total       | 811                           | 0    | 1267 | 18   | 2096       | 218                   | 1275 | 0    | 0    | 1493       | 0                             | 0    | 0    | 2    | 2          | 244                   | 1546 | 0    | 0    | 1790       | 5381       |
| 05:00 PM    | 176                           | 0    | 347  | 3    | 526        | 61                    | 327  | 0    | 0    | 388        | 0                             | 0    | 0    | 6    | 6          | 70                    | 335  | 0    | 0    | 405        | 1325       |
| 05:15 PM    | 204                           | 0    | 311  | 9    | 524        | 59                    | 314  | 0    | 0    | 373        | 0                             | 0    | 0    | 1    | 1          | 51                    | 361  | 0    | 0    | 412        | 1310       |
| 05:30 PM    | 168                           | 0    | 394  | 5    | 567        | 54                    | 266  | 0    | 0    | 320        | 0                             | 0    | 0    | 2    | 2          | 39                    | 313  | 0    | 0    | 352        | 1241       |
| 05:45 PM    | 210                           | 0    | 319  | 4    | 533        | 73                    | 346  | 0    | 0    | 419        | 0                             | 0    | 0    | 1    | 1          | 49                    | 398  | 0    | 0    | 447        | 1400       |
| Total       | 758                           | 0    | 1371 | 21   | 2150       | 247                   | 1253 | 0    | 0    | 1500       | 0                             | 0    | 0    | 10   | 10         | 209                   | 1407 | 0    | 0    | 1616       | 5276       |
| Grand Total | 1569                          | 0    | 2638 | 39   | 4246       | 465                   | 2528 | 0    | 0    | 2993       | 0                             | 0    | 0    | 12   | 12         | 453                   | 2953 | 0    | 0    | 3406       | 10657      |
| Apprch %    | 37                            | 0    | 62.1 | 0.9  |            | 15.5                  | 84.5 | 0    | 0    |            | 0                             | 0    | 0    | 100  |            | 13.3                  | 86.7 | 0    | 0    |            |            |
| Total %     | 14.7                          | 0    | 24.8 | 0.4  | 39.8       | 4.4                   | 23.7 | 0    | 0    | 28.1       | 0                             | 0    | 0    | 0.1  | 0.1        | 4.3                   | 27.7 | 0    | 0    | 32         |            |

|                                                            | US-101 SB RAMPS<br>Southbound |      |      |            | TULLY RD<br>Westbound |      |      |            | US-101 SB RAMPS<br>Northbound |      |      |            | TULLY RD<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------------|------|------|------------|-----------------------|------|------|------------|-------------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                         | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                         | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                               |      |      |            |                       |      |      |            |                               |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                               |      |      |            |                       |      |      |            |                               |      |      |            |                       |      |      |            |            |
| 04:00 PM                                                   | 223                           | 0    | 301  | 524        | 57                    | 316  | 0    | 373        | 0                             | 0    | 0    | 0          | 71                    | 375  | 0    | 446        | 1343       |
| 04:15 PM                                                   | 198                           | 0    | 325  | 523        | 50                    | 328  | 0    | 378        | 0                             | 0    | 0    | 0          | 57                    | 384  | 0    | 441        | 1342       |
| 04:30 PM                                                   | 171                           | 0    | 317  | 488        | 59                    | 315  | 0    | 374        | 0                             | 0    | 0    | 0          | 69                    | 379  | 0    | 448        | 1310       |
| 04:45 PM                                                   | 219                           | 0    | 324  | 543        | 52                    | 316  | 0    | 368        | 0                             | 0    | 0    | 0          | 47                    | 408  | 0    | 455        | 1366       |
| Total Volume                                               | 811                           | 0    | 1267 | 2078       | 218                   | 1275 | 0    | 1493       | 0                             | 0    | 0    | 0          | 244                   | 1546 | 0    | 1790       | 5361       |
| % App. Total                                               | 39                            | 0    | 61   |            | 14.6                  | 85.4 | 0    |            | 0                             | 0    | 0    |            | 13.6                  | 86.4 | 0    |            |            |
| PHF                                                        | .909                          | .000 | .975 | .957       | .924                  | .972 | .000 | .987       | .000                          | .000 | .000 | .000       | .859                  | .947 | .000 | .984       | .981       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

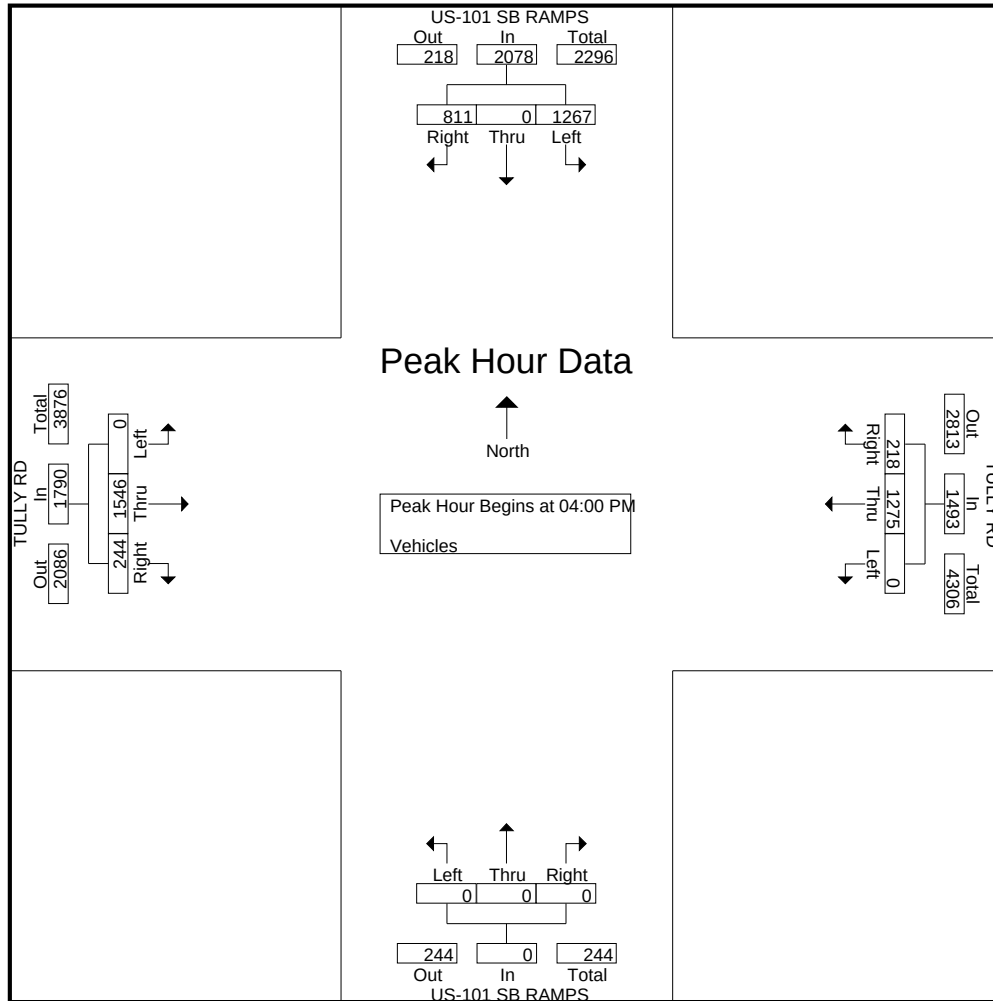
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 51PM FINAL

Site Code : 00000051

Start Date : 4/10/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 52AM FINAL

Site Code : 00000052

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | US-101 NB RAMPS<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | US-101 NB RAMPS<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                             | 0    | 0    | 8    | 8          | 349                   | 186  | 0    | 0    | 535        | 26                            | 0    | 51   | 1    | 78         | 150                   | 220  | 0    | 0    | 370        | 991        |
| 07:15 AM    | 0                             | 0    | 0    | 5    | 5          | 339                   | 259  | 0    | 0    | 598        | 34                            | 0    | 67   | 3    | 104        | 150                   | 206  | 0    | 0    | 356        | 1063       |
| 07:30 AM    | 0                             | 0    | 0    | 3    | 3          | 369                   | 336  | 0    | 0    | 705        | 36                            | 0    | 64   | 3    | 103        | 182                   | 310  | 0    | 0    | 492        | 1303       |
| 07:45 AM    | 0                             | 0    | 0    | 3    | 3          | 358                   | 385  | 0    | 0    | 743        | 33                            | 0    | 64   | 2    | 99         | 161                   | 421  | 0    | 0    | 582        | 1427       |
| Total       | 0                             | 0    | 0    | 19   | 19         | 1415                  | 1166 | 0    | 0    | 2581       | 129                           | 0    | 246  | 9    | 384        | 643                   | 1157 | 0    | 0    | 1800       | 4784       |
| 08:00 AM    | 0                             | 0    | 0    | 2    | 2          | 319                   | 343  | 0    | 0    | 662        | 36                            | 0    | 43   | 5    | 84         | 137                   | 381  | 0    | 0    | 518        | 1266       |
| 08:15 AM    | 0                             | 0    | 0    | 2    | 2          | 361                   | 314  | 0    | 0    | 675        | 31                            | 0    | 44   | 4    | 79         | 149                   | 362  | 0    | 0    | 511        | 1267       |
| 08:30 AM    | 0                             | 0    | 0    | 4    | 4          | 355                   | 350  | 0    | 0    | 705        | 37                            | 0    | 32   | 4    | 73         | 147                   | 362  | 0    | 0    | 509        | 1291       |
| 08:45 AM    | 0                             | 0    | 0    | 4    | 4          | 337                   | 299  | 0    | 0    | 636        | 54                            | 0    | 50   | 3    | 107        | 159                   | 393  | 0    | 0    | 552        | 1299       |
| Total       | 0                             | 0    | 0    | 12   | 12         | 1372                  | 1306 | 0    | 0    | 2678       | 158                           | 0    | 169  | 16   | 343        | 592                   | 1498 | 0    | 0    | 2090       | 5123       |
| Grand Total | 0                             | 0    | 0    | 31   | 31         | 2787                  | 2472 | 0    | 0    | 5259       | 287                           | 0    | 415  | 25   | 727        | 1235                  | 2655 | 0    | 0    | 3890       | 9907       |
| Apprch %    | 0                             | 0    | 0    | 100  |            | 53                    | 47   | 0    | 0    |            | 39.5                          | 0    | 57.1 | 3.4  |            | 31.7                  | 68.3 | 0    | 0    |            |            |
| Total %     | 0                             | 0    | 0    | 0.3  | 0.3        | 28.1                  | 25   | 0    | 0    | 53.1       | 2.9                           | 0    | 4.2  | 0.3  | 7.3        | 12.5                  | 26.8 | 0    | 0    | 39.3       |            |

|                                                            | US-101 NB RAMPS<br>Southbound |      |      |            | TULLY RD<br>Westbound |      |      |            | US-101 NB RAMPS<br>Northbound |      |      |            | TULLY RD<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------------|------|------|------------|-----------------------|------|------|------------|-------------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                         | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                         | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                               |      |      |            |                       |      |      |            |                               |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                               |      |      |            |                       |      |      |            |                               |      |      |            |                       |      |      |            |            |
| 07:30 AM                                                   | 0                             | 0    | 0    | 0          | 369                   | 336  | 0    | 705        | 36                            | 0    | 64   | 100        | 182                   | 310  | 0    | 492        | 1297       |
| 07:45 AM                                                   | 0                             | 0    | 0    | 0          | 358                   | 385  | 0    | 743        | 33                            | 0    | 64   | 97         | 161                   | 421  | 0    | 582        | 1422       |
| 08:00 AM                                                   | 0                             | 0    | 0    | 0          | 319                   | 343  | 0    | 662        | 36                            | 0    | 43   | 79         | 137                   | 381  | 0    | 518        | 1259       |
| 08:15 AM                                                   | 0                             | 0    | 0    | 0          | 361                   | 314  | 0    | 675        | 31                            | 0    | 44   | 75         | 149                   | 362  | 0    | 511        | 1261       |
| Total Volume                                               | 0                             | 0    | 0    | 0          | 1407                  | 1378 | 0    | 2785       | 136                           | 0    | 215  | 351        | 629                   | 1474 | 0    | 2103       | 5239       |
| % App. Total                                               | 0                             | 0    | 0    | 0          | 50.5                  | 49.5 | 0    |            | 38.7                          | 0    | 61.3 |            | 29.9                  | 70.1 | 0    |            |            |
| PHF                                                        | .000                          | .000 | .000 | .000       | .953                  | .895 | .000 | .937       | .944                          | .000 | .840 | .878       | .864                  | .875 | .000 | .903       | .921       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

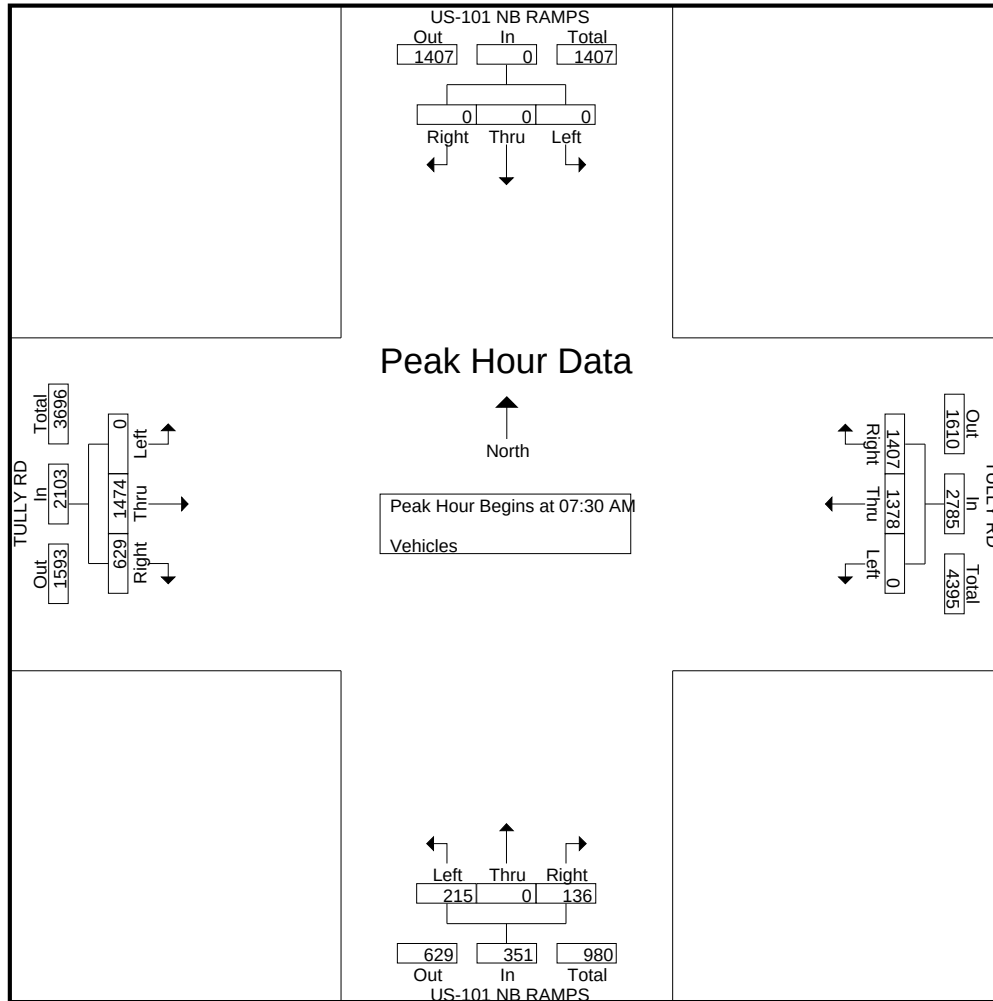
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 52AM FINAL

Site Code : 00000052

Start Date : 4/9/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 52PM FINAL

Site Code : 00000052

Start Date : 4/10/2013

Page No : 1

## Groups Printed- Vehicles

|             | US-101 NB RAMPS<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | US-101 NB RAMPS<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                             | 0    | 0    | 3    | 3          | 247                   | 290  | 0    | 0    | 537        | 88                            | 0    | 66   | 0    | 154        | 97                    | 579  | 0    | 0    | 676        | 1370       |
| 04:15 PM    | 0                             | 0    | 0    | 5    | 5          | 273                   | 332  | 0    | 0    | 605        | 65                            | 0    | 53   | 0    | 118        | 116                   | 590  | 0    | 0    | 706        | 1434       |
| 04:30 PM    | 0                             | 0    | 0    | 6    | 6          | 258                   | 304  | 0    | 0    | 562        | 65                            | 0    | 63   | 0    | 128        | 94                    | 588  | 0    | 0    | 682        | 1378       |
| 04:45 PM    | 0                             | 0    | 0    | 4    | 4          | 248                   | 338  | 0    | 0    | 586        | 66                            | 0    | 60   | 1    | 127        | 89                    | 614  | 0    | 0    | 703        | 1420       |
| Total       | 0                             | 0    | 0    | 18   | 18         | 1026                  | 1264 | 0    | 0    | 2290       | 284                           | 0    | 242  | 1    | 527        | 396                   | 2371 | 0    | 0    | 2767       | 5602       |
| 05:00 PM    | 0                             | 0    | 0    | 0    | 0          | 227                   | 317  | 0    | 0    | 544        | 48                            | 0    | 66   | 6    | 120        | 127                   | 542  | 0    | 0    | 669        | 1333       |
| 05:15 PM    | 0                             | 0    | 0    | 12   | 12         | 245                   | 302  | 0    | 0    | 547        | 43                            | 0    | 64   | 3    | 110        | 113                   | 550  | 0    | 0    | 663        | 1332       |
| 05:30 PM    | 0                             | 0    | 0    | 4    | 4          | 250                   | 298  | 0    | 0    | 548        | 38                            | 0    | 54   | 2    | 94         | 108                   | 582  | 0    | 0    | 690        | 1336       |
| 05:45 PM    | 0                             | 0    | 0    | 8    | 8          | 243                   | 351  | 0    | 0    | 594        | 43                            | 0    | 61   | 1    | 105        | 108                   | 604  | 0    | 0    | 712        | 1419       |
| Total       | 0                             | 0    | 0    | 24   | 24         | 965                   | 1268 | 0    | 0    | 2233       | 172                           | 0    | 245  | 12   | 429        | 456                   | 2278 | 0    | 0    | 2734       | 5420       |
| Grand Total | 0                             | 0    | 0    | 42   | 42         | 1991                  | 2532 | 0    | 0    | 4523       | 456                           | 0    | 487  | 13   | 956        | 852                   | 4649 | 0    | 0    | 5501       | 11022      |
| Apprch %    | 0                             | 0    | 0    | 100  |            | 44                    | 56   | 0    | 0    |            | 47.7                          | 0    | 50.9 | 1.4  |            | 15.5                  | 84.5 | 0    | 0    |            |            |
| Total %     | 0                             | 0    | 0    | 0.4  | 0.4        | 18.1                  | 23   | 0    | 0    | 41         | 4.1                           | 0    | 4.4  | 0.1  | 8.7        | 7.7                   | 42.2 | 0    | 0    | 49.9       |            |

|                                                            | US-101 NB RAMPS<br>Southbound |      |      |            | TULLY RD<br>Westbound |      |      |            | US-101 NB RAMPS<br>Northbound |      |      |            | TULLY RD<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------------|------|------|------------|-----------------------|------|------|------------|-------------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                         | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                         | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                               |      |      |            |                       |      |      |            |                               |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                               |      |      |            |                       |      |      |            |                               |      |      |            |                       |      |      |            |            |
| 04:00 PM                                                   | 0                             | 0    | 0    | 0          | 247                   | 290  | 0    | 537        | 88                            | 0    | 66   | 154        | 97                    | 579  | 0    | 676        | 1367       |
| 04:15 PM                                                   | 0                             | 0    | 0    | 0          | 273                   | 332  | 0    | 605        | 65                            | 0    | 53   | 118        | 116                   | 590  | 0    | 706        | 1429       |
| 04:30 PM                                                   | 0                             | 0    | 0    | 0          | 258                   | 304  | 0    | 562        | 65                            | 0    | 63   | 128        | 94                    | 588  | 0    | 682        | 1372       |
| 04:45 PM                                                   | 0                             | 0    | 0    | 0          | 248                   | 338  | 0    | 586        | 66                            | 0    | 60   | 126        | 89                    | 614  | 0    | 703        | 1415       |
| Total Volume                                               | 0                             | 0    | 0    | 0          | 1026                  | 1264 | 0    | 2290       | 284                           | 0    | 242  | 526        | 396                   | 2371 | 0    | 2767       | 5583       |
| % App. Total                                               | 0                             | 0    | 0    | 0          | 44.8                  | 55.2 | 0    |            | 54                            | 0    | 46   |            | 14.3                  | 85.7 | 0    |            |            |
| PHF                                                        | .000                          | .000 | .000 | .000       | .940                  | .935 | .000 | .946       | .807                          | .000 | .917 | .854       | .853                  | .965 | .000 | .980       | .977       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

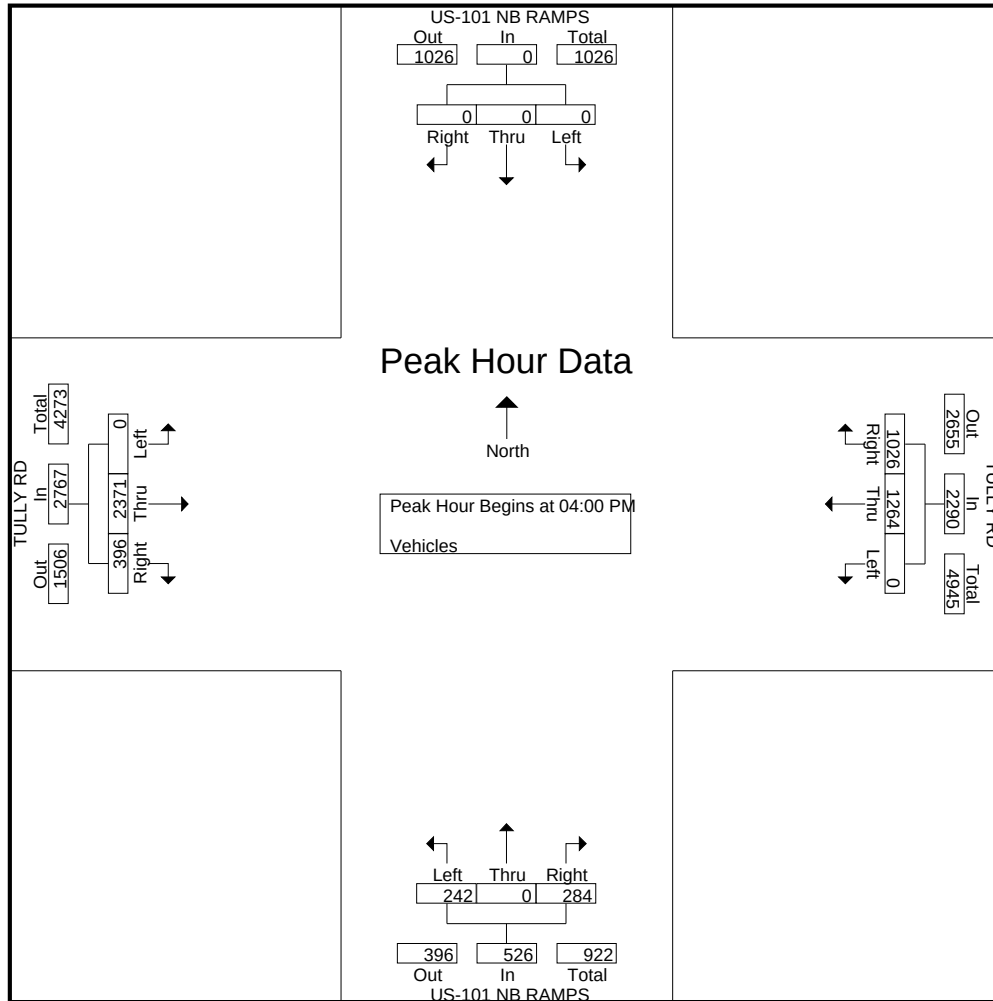
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 52PM FINAL

Site Code : 00000052

Start Date : 4/10/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 53AM FINAL

Site Code : 00000053

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | LANAI AVE<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | ALVIN AVE<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 80                      | 8    | 2    | 4    | 94         | 0                     | 318  | 6    | 2    | 326        | 11                      | 1    | 115  | 0    | 127        | 51                    | 124  | 38   | 0    | 213        | 760        |
| 07:15 AM    | 76                      | 8    | 11   | 4    | 99         | 2                     | 353  | 11   | 3    | 369        | 12                      | 5    | 167  | 0    | 184        | 51                    | 187  | 33   | 0    | 271        | 923        |
| 07:30 AM    | 103                     | 3    | 19   | 0    | 125        | 0                     | 434  | 5    | 0    | 439        | 7                       | 0    | 169  | 2    | 178        | 80                    | 225  | 23   | 0    | 328        | 1070       |
| 07:45 AM    | 132                     | 7    | 12   | 1    | 152        | 0                     | 391  | 4    | 2    | 397        | 13                      | 3    | 191  | 0    | 207        | 128                   | 243  | 39   | 0    | 410        | 1166       |
| Total       | 391                     | 26   | 44   | 9    | 470        | 2                     | 1496 | 26   | 7    | 1531       | 43                      | 9    | 642  | 2    | 696        | 310                   | 779  | 133  | 0    | 1222       | 3919       |
| 08:00 AM    | 93                      | 9    | 8    | 0    | 110        | 0                     | 389  | 8    | 3    | 400        | 11                      | 8    | 148  | 1    | 168        | 114                   | 266  | 64   | 0    | 444        | 1122       |
| 08:15 AM    | 82                      | 10   | 6    | 0    | 98         | 0                     | 409  | 5    | 1    | 415        | 14                      | 6    | 147  | 1    | 168        | 123                   | 215  | 65   | 0    | 403        | 1084       |
| 08:30 AM    | 66                      | 14   | 4    | 0    | 84         | 1                     | 459  | 17   | 5    | 482        | 18                      | 2    | 170  | 7    | 197        | 126                   | 220  | 34   | 0    | 380        | 1143       |
| 08:45 AM    | 65                      | 11   | 8    | 0    | 84         | 0                     | 401  | 17   | 2    | 420        | 26                      | 5    | 180  | 3    | 214        | 135                   | 233  | 35   | 0    | 403        | 1121       |
| Total       | 306                     | 44   | 26   | 0    | 376        | 1                     | 1658 | 47   | 11   | 1717       | 69                      | 21   | 645  | 12   | 747        | 498                   | 934  | 198  | 0    | 1630       | 4470       |
| Grand Total | 697                     | 70   | 70   | 9    | 846        | 3                     | 3154 | 73   | 18   | 3248       | 112                     | 30   | 1287 | 14   | 1443       | 808                   | 1713 | 331  | 0    | 2852       | 8389       |
| Apprch %    | 82.4                    | 8.3  | 8.3  | 1.1  |            | 0.1                   | 97.1 | 2.2  | 0.6  |            | 7.8                     | 2.1  | 89.2 | 1    |            | 28.3                  | 60.1 | 11.6 | 0    |            |            |
| Total %     | 8.3                     | 0.8  | 0.8  | 0.1  | 10.1       | 0                     | 37.6 | 0.9  | 0.2  | 38.7       | 1.3                     | 0.4  | 15.3 | 0.2  | 17.2       | 9.6                   | 20.4 | 3.9  | 0    | 34         |            |

|                                                            | LANAI AVE<br>Southbound |      |      |            | TULLY RD<br>Westbound |      |      |            | ALVIN AVE<br>Northbound |      |      |            | TULLY RD<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|-----------------------|------|------|------------|-------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |      |      |            |                       |      |      |            |                         |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                         |      |      |            |                       |      |      |            |                         |      |      |            |                       |      |      |            |            |
| 07:45 AM                                                   | 132                     | 7    | 12   | 151        | 0                     | 391  | 4    | 395        | 13                      | 3    | 191  | 207        | 128                   | 243  | 39   | 410        | 1163       |
| 08:00 AM                                                   | 93                      | 9    | 8    | 110        | 0                     | 389  | 8    | 397        | 11                      | 8    | 148  | 167        | 114                   | 266  | 64   | 444        | 1118       |
| 08:15 AM                                                   | 82                      | 10   | 6    | 98         | 0                     | 409  | 5    | 414        | 14                      | 6    | 147  | 167        | 123                   | 215  | 65   | 403        | 1082       |
| 08:30 AM                                                   | 66                      | 14   | 4    | 84         | 1                     | 459  | 17   | 477        | 18                      | 2    | 170  | 190        | 126                   | 220  | 34   | 380        | 1131       |
| Total Volume                                               | 373                     | 40   | 30   | 443        | 1                     | 1648 | 34   | 1683       | 56                      | 19   | 656  | 731        | 491                   | 944  | 202  | 1637       | 4494       |
| % App. Total                                               | 84.2                    | 9    | 6.8  |            | 0.1                   | 97.9 | 2    |            | 7.7                     | 2.6  | 89.7 |            | 30                    | 57.7 | 12.3 |            |            |
| PHF                                                        | .706                    | .714 | .625 | .733       | .250                  | .898 | .500 | .882       | .778                    | .594 | .859 | .883       | .959                  | .887 | .777 | .922       | .966       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

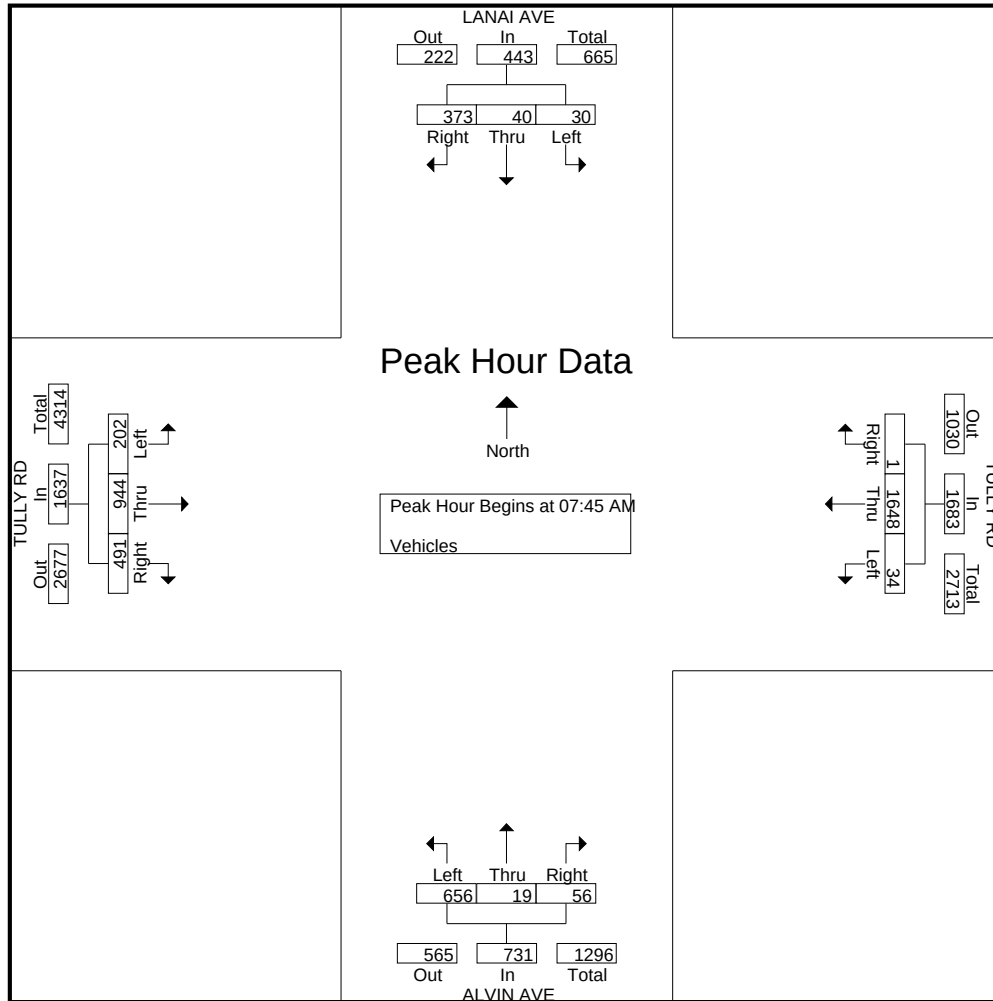
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 53AM FINAL

Site Code : 00000053

Start Date : 4/9/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 53PM FINAL

Site Code : 00000053

Start Date : 4/11/2013

Page No : 1

## Groups Printed- Vehicles

|             | LANAI AVE<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | ALVIN AVE<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 35                      | 10   | 11   | 0    | 56         | 3                     | 383  | 13   | 9    | 408        | 29                      | 12   | 105  | 6    | 152        | 181                   | 339  | 45   | 0    | 565        | 1181       |
| 04:15 PM    | 38                      | 9    | 9    | 4    | 60         | 2                     | 362  | 14   | 5    | 383        | 21                      | 11   | 120  | 5    | 157        | 161                   | 346  | 57   | 0    | 564        | 1164       |
| 04:30 PM    | 51                      | 9    | 10   | 1    | 71         | 1                     | 352  | 15   | 2    | 370        | 26                      | 6    | 121  | 0    | 153        | 170                   | 338  | 53   | 0    | 561        | 1155       |
| 04:45 PM    | 54                      | 11   | 10   | 1    | 76         | 2                     | 324  | 21   | 2    | 349        | 23                      | 11   | 129  | 0    | 163        | 156                   | 371  | 43   | 0    | 570        | 1158       |
| Total       | 178                     | 39   | 40   | 6    | 263        | 8                     | 1421 | 63   | 18   | 1510       | 99                      | 40   | 475  | 11   | 625        | 668                   | 1394 | 198  | 0    | 2260       | 4658       |
| 05:00 PM    | 45                      | 8    | 10   | 3    | 66         | 2                     | 390  | 12   | 0    | 404        | 15                      | 6    | 87   | 0    | 108        | 169                   | 377  | 58   | 0    | 604        | 1182       |
| 05:15 PM    | 67                      | 5    | 9    | 1    | 82         | 8                     | 343  | 12   | 4    | 367        | 22                      | 13   | 130  | 2    | 167        | 171                   | 377  | 58   | 0    | 606        | 1222       |
| 05:30 PM    | 57                      | 4    | 7    | 1    | 69         | 3                     | 330  | 17   | 11   | 361        | 29                      | 11   | 120  | 5    | 165        | 170                   | 360  | 63   | 0    | 593        | 1188       |
| 05:45 PM    | 54                      | 11   | 10   | 0    | 75         | 6                     | 383  | 31   | 6    | 426        | 18                      | 6    | 116  | 4    | 144        | 169                   | 387  | 53   | 0    | 609        | 1254       |
| Total       | 223                     | 28   | 36   | 5    | 292        | 19                    | 1446 | 72   | 21   | 1558       | 84                      | 36   | 453  | 11   | 584        | 679                   | 1501 | 232  | 0    | 2412       | 4846       |
| Grand Total | 401                     | 67   | 76   | 11   | 555        | 27                    | 2867 | 135  | 39   | 3068       | 183                     | 76   | 928  | 22   | 1209       | 1347                  | 2895 | 430  | 0    | 4672       | 9504       |
| Apprch %    | 72.3                    | 12.1 | 13.7 | 2    |            | 0.9                   | 93.4 | 4.4  | 1.3  |            | 15.1                    | 6.3  | 76.8 | 1.8  |            | 28.8                  | 62   | 9.2  | 0    |            |            |
| Total %     | 4.2                     | 0.7  | 0.8  | 0.1  | 5.8        | 0.3                   | 30.2 | 1.4  | 0.4  | 32.3       | 1.9                     | 0.8  | 9.8  | 0.2  | 12.7       | 14.2                  | 30.5 | 4.5  | 0    | 49.2       |            |

|                                                            | LANAI AVE<br>Southbound |           |           |            | TULLY RD<br>Westbound |            |           |            | ALVIN AVE<br>Northbound |           |            |            | TULLY RD<br>Eastbound |            |           |            |             |
|------------------------------------------------------------|-------------------------|-----------|-----------|------------|-----------------------|------------|-----------|------------|-------------------------|-----------|------------|------------|-----------------------|------------|-----------|------------|-------------|
| Start Time                                                 | Right                   | Thru      | Left      | App. Total | Right                 | Thru       | Left      | App. Total | Right                   | Thru      | Left       | App. Total | Right                 | Thru       | Left      | App. Total | Int. Total  |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |           |           |            |                       |            |           |            |                         |           |            |            |                       |            |           |            |             |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                         |           |           |            |                       |            |           |            |                         |           |            |            |                       |            |           |            |             |
| 05:00 PM                                                   | 45                      | 8         | <b>10</b> | 63         | 2                     | <b>390</b> | 12        | 404        | 15                      | 6         | 87         | 108        | 169                   | 377        | 58        | 604        | 1179        |
| 05:15 PM                                                   | <b>67</b>               | 5         | 9         | <b>81</b>  | <b>8</b>              | 343        | 12        | 363        | 22                      | <b>13</b> | <b>130</b> | <b>165</b> | <b>171</b>            | 377        | 58        | 606        | 1215        |
| 05:30 PM                                                   | 57                      | 4         | 7         | 68         | 3                     | 330        | 17        | 350        | <b>29</b>               | 11        | 120        | 160        | 170                   | 360        | <b>63</b> | 593        | 1171        |
| 05:45 PM                                                   | 54                      | <b>11</b> | 10        | 75         | 6                     | 383        | <b>31</b> | <b>420</b> | 18                      | 6         | 116        | 140        | 169                   | <b>387</b> | 53        | <b>609</b> | <b>1244</b> |
| Total Volume                                               | 223                     | 28        | 36        | 287        | 19                    | 1446       | 72        | 1537       | 84                      | 36        | 453        | 573        | 679                   | 1501       | 232       | 2412       | 4809        |
| % App. Total                                               | 77.7                    | 9.8       | 12.5      |            | 1.2                   | 94.1       | 4.7       |            | 14.7                    | 6.3       | 79.1       |            | 28.2                  | 62.2       | 9.6       |            |             |
| PHF                                                        | .832                    | .636      | .900      | .886       | .594                  | .927       | .581      | .915       | .724                    | .692      | .871       | .868       | .993                  | .970       | .921      | .990       | .966        |

# Traffic Data Service

Campbell, CA

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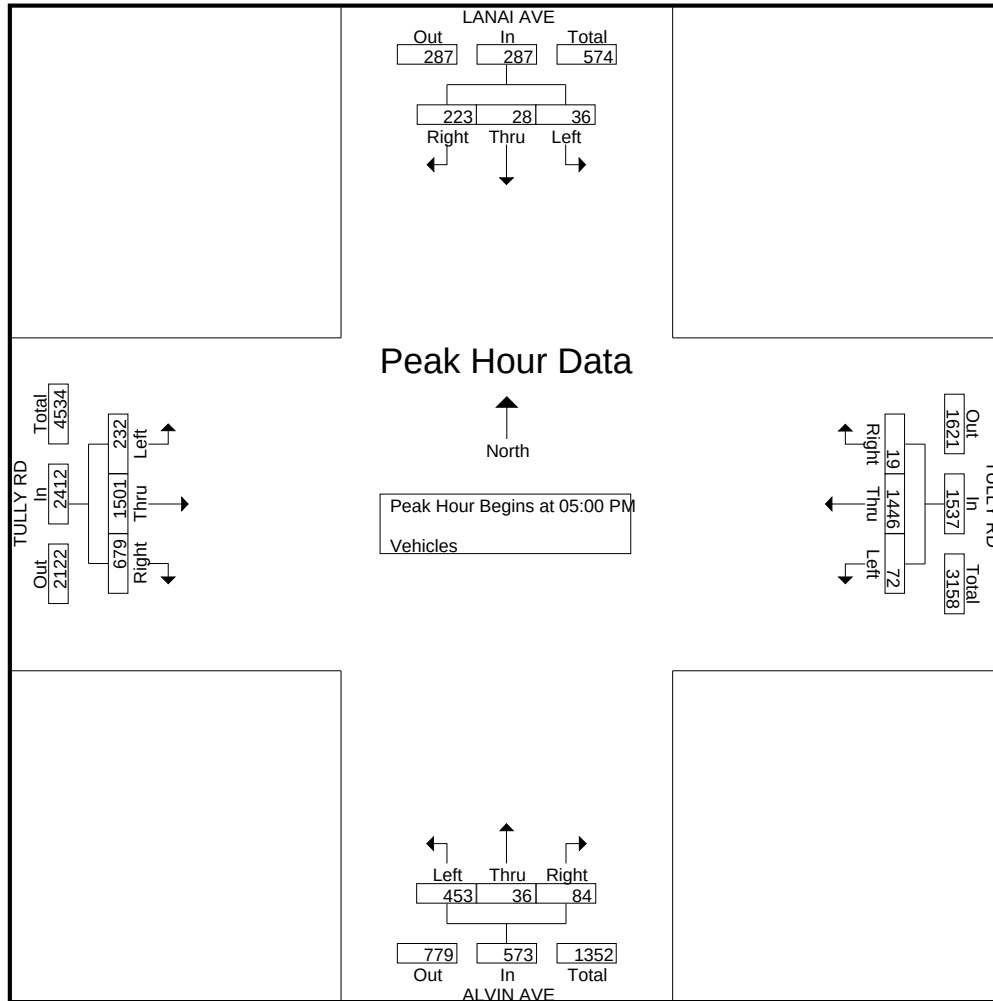
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 53PM FINAL

Site Code : 00000053

Start Date : 4/11/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 54AM FINAL

Site Code : 00000054

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | KING RD<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | KING RD<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 46                    | 35   | 9    | 0    | 90         | 17                    | 196  | 10   | 3    | 226        | 14                    | 85   | 112  | 0    | 211        | 10                    | 100  | 47   | 2    | 159        | 686        |
| 07:15 AM    | 59                    | 51   | 26   | 2    | 138        | 22                    | 253  | 18   | 11   | 304        | 23                    | 108  | 98   | 1    | 230        | 7                     | 96   | 49   | 5    | 157        | 829        |
| 07:30 AM    | 68                    | 75   | 26   | 3    | 172        | 17                    | 238  | 25   | 10   | 290        | 32                    | 131  | 97   | 2    | 262        | 22                    | 131  | 56   | 7    | 216        | 940        |
| 07:45 AM    | 75                    | 86   | 35   | 1    | 197        | 15                    | 268  | 52   | 6    | 341        | 46                    | 154  | 96   | 0    | 296        | 25                    | 218  | 69   | 3    | 315        | 1149       |
| Total       | 248                   | 247  | 96   | 6    | 597        | 71                    | 955  | 105  | 30   | 1161       | 115                   | 478  | 403  | 3    | 999        | 64                    | 545  | 221  | 17   | 847        | 3604       |
| 08:00 AM    | 66                    | 72   | 36   | 5    | 179        | 28                    | 300  | 62   | 7    | 397        | 37                    | 153  | 88   | 1    | 279        | 20                    | 155  | 51   | 2    | 228        | 1083       |
| 08:15 AM    | 65                    | 74   | 23   | 2    | 164        | 34                    | 238  | 49   | 7    | 328        | 34                    | 167  | 113  | 4    | 318        | 24                    | 139  | 61   | 5    | 229        | 1039       |
| 08:30 AM    | 41                    | 67   | 33   | 4    | 145        | 23                    | 251  | 59   | 7    | 340        | 26                    | 150  | 113  | 2    | 291        | 19                    | 149  | 65   | 8    | 241        | 1017       |
| 08:45 AM    | 57                    | 82   | 19   | 6    | 164        | 25                    | 275  | 41   | 12   | 353        | 25                    | 101  | 123  | 1    | 250        | 42                    | 190  | 72   | 10   | 314        | 1081       |
| Total       | 229                   | 295  | 111  | 17   | 652        | 110                   | 1064 | 211  | 33   | 1418       | 122                   | 571  | 437  | 8    | 1138       | 105                   | 633  | 249  | 25   | 1012       | 4220       |
| Grand Total | 477                   | 542  | 207  | 23   | 1249       | 181                   | 2019 | 316  | 63   | 2579       | 237                   | 1049 | 840  | 11   | 2137       | 169                   | 1178 | 470  | 42   | 1859       | 7824       |
| Apprch %    | 38.2                  | 43.4 | 16.6 | 1.8  |            | 7                     | 78.3 | 12.3 | 2.4  |            | 11.1                  | 49.1 | 39.3 | 0.5  |            | 9.1                   | 63.4 | 25.3 | 2.3  |            |            |
| Total %     | 6.1                   | 6.9  | 2.6  | 0.3  | 16         | 2.3                   | 25.8 | 4    | 0.8  | 33         | 3                     | 13.4 | 10.7 | 0.1  | 27.3       | 2.2                   | 15.1 | 6    | 0.5  | 23.8       |            |

|                                                            | KING RD<br>Southbound |      |      |            | TULLY RD<br>Westbound |      |      |            | KING RD<br>Northbound |      |      |            | TULLY RD<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-----------------------|------|------|------------|-----------------------|------|------|------------|-----------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                       |      |      |            |                       |      |      |            |                       |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                       |      |      |            |                       |      |      |            |                       |      |      |            |                       |      |      |            |            |
| 07:45 AM                                                   | 75                    | 86   | 35   | 196        | 15                    | 268  | 52   | 335        | 46                    | 154  | 96   | 296        | 25                    | 218  | 69   | 312        | 1139       |
| 08:00 AM                                                   | 66                    | 72   | 36   | 174        | 28                    | 300  | 62   | 390        | 37                    | 153  | 88   | 278        | 20                    | 155  | 51   | 226        | 1068       |
| 08:15 AM                                                   | 65                    | 74   | 23   | 162        | 34                    | 238  | 49   | 321        | 34                    | 167  | 113  | 314        | 24                    | 139  | 61   | 224        | 1021       |
| 08:30 AM                                                   | 41                    | 67   | 33   | 141        | 23                    | 251  | 59   | 333        | 26                    | 150  | 113  | 289        | 19                    | 149  | 65   | 233        | 996        |
| Total Volume                                               | 247                   | 299  | 127  | 673        | 100                   | 1057 | 222  | 1379       | 143                   | 624  | 410  | 1177       | 88                    | 661  | 246  | 995        | 4224       |
| % App. Total                                               | 36.7                  | 44.4 | 18.9 |            | 7.3                   | 76.6 | 16.1 |            | 12.1                  | 53   | 34.8 |            | 8.8                   | 66.4 | 24.7 |            |            |
| PHF                                                        | .823                  | .869 | .882 | .858       | .735                  | .881 | .895 | .884       | .777                  | .934 | .907 | .937       | .880                  | .758 | .891 | .797       | .927       |

# Traffic Data Service

Campbell, CA

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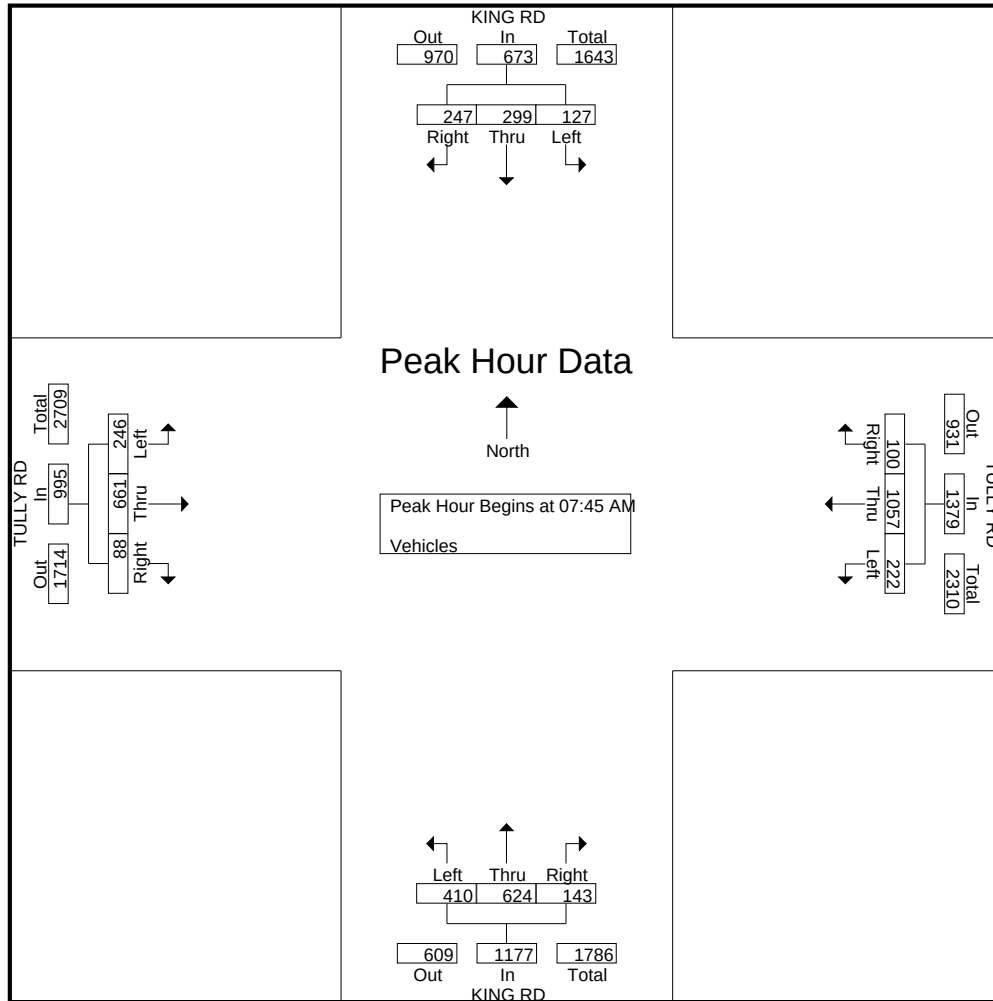
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 54AM FINAL

Site Code : 00000054

Start Date : 4/9/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 55AM FINAL

Site Code : 00000055

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | CAPITOL EXPY<br>Southbound |      |      |      |            | TULLY RD<br>Westbound |      |      |      |            | CAPITOL EXPY<br>Northbound |      |      |      |            | TULLY RD<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 30                         | 103  | 32   | 0    | 165        | 178                   | 74   | 53   | 0    | 305        | 31                         | 459  | 12   | 1    | 503        | 4                     | 32   | 30   | 0    | 66         | 1039       |
| 07:15 AM    | 37                         | 161  | 49   | 0    | 247        | 193                   | 134  | 41   | 0    | 368        | 32                         | 527  | 15   | 1    | 575        | 6                     | 34   | 26   | 1    | 67         | 1257       |
| 07:30 AM    | 48                         | 163  | 52   | 0    | 263        | 189                   | 145  | 93   | 0    | 427        | 51                         | 458  | 14   | 2    | 525        | 9                     | 56   | 39   | 2    | 106        | 1321       |
| 07:45 AM    | 71                         | 212  | 55   | 0    | 338        | 119                   | 171  | 54   | 0    | 344        | 68                         | 467  | 24   | 3    | 562        | 11                    | 66   | 52   | 0    | 129        | 1373       |
| Total       | 186                        | 639  | 188  | 0    | 1013       | 679                   | 524  | 241  | 0    | 1444       | 182                        | 1911 | 65   | 7    | 2165       | 30                    | 188  | 147  | 3    | 368        | 4990       |
| 08:00 AM    | 49                         | 192  | 90   | 0    | 331        | 173                   | 136  | 53   | 0    | 362        | 61                         | 550  | 22   | 1    | 634        | 10                    | 70   | 55   | 1    | 136        | 1463       |
| 08:15 AM    | 50                         | 163  | 69   | 1    | 283        | 186                   | 164  | 61   | 0    | 411        | 63                         | 528  | 17   | 3    | 611        | 5                     | 74   | 53   | 1    | 133        | 1438       |
| 08:30 AM    | 53                         | 152  | 66   | 0    | 271        | 181                   | 182  | 71   | 0    | 434        | 34                         | 443  | 28   | 3    | 508        | 8                     | 58   | 47   | 0    | 113        | 1326       |
| 08:45 AM    | 62                         | 156  | 40   | 0    | 258        | 145                   | 125  | 43   | 0    | 313        | 32                         | 470  | 16   | 3    | 521        | 6                     | 69   | 52   | 0    | 127        | 1219       |
| Total       | 214                        | 663  | 265  | 1    | 1143       | 685                   | 607  | 228  | 0    | 1520       | 190                        | 1991 | 83   | 10   | 2274       | 29                    | 271  | 207  | 2    | 509        | 5446       |
| Grand Total | 400                        | 1302 | 453  | 1    | 2156       | 1364                  | 1131 | 469  | 0    | 2964       | 372                        | 3902 | 148  | 17   | 4439       | 59                    | 459  | 354  | 5    | 877        | 10436      |
| Apprch %    | 18.6                       | 60.4 | 21   | 0    |            | 46                    | 38.2 | 15.8 | 0    |            | 8.4                        | 87.9 | 3.3  | 0.4  |            | 6.7                   | 52.3 | 40.4 | 0.6  |            |            |
| Total %     | 3.8                        | 12.5 | 4.3  | 0    | 20.7       | 13.1                  | 10.8 | 4.5  | 0    | 28.4       | 3.6                        | 37.4 | 1.4  | 0.2  | 42.5       | 0.6                   | 4.4  | 3.4  | 0    | 8.4        |            |

|                                                            | CAPITOL EXPY<br>Southbound |      |      |            | TULLY RD<br>Westbound |      |      |            | CAPITOL EXPY<br>Northbound |      |      |            | TULLY RD<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------------|------|------|------------|-----------------------|------|------|------------|----------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                      | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |      |      |            |                       |      |      |            |                            |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                            |      |      |            |                       |      |      |            |                            |      |      |            |                       |      |      |            |            |
| 07:45 AM                                                   | 71                         | 212  | 55   | 338        | 119                   | 171  | 54   | 344        | 68                         | 467  | 24   | 559        | 11                    | 66   | 52   | 129        | 1370       |
| 08:00 AM                                                   | 49                         | 192  | 90   | 331        | 173                   | 136  | 53   | 362        | 61                         | 550  | 22   | 633        | 10                    | 70   | 55   | 135        | 1461       |
| 08:15 AM                                                   | 50                         | 163  | 69   | 282        | 186                   | 164  | 61   | 411        | 63                         | 528  | 17   | 608        | 5                     | 74   | 53   | 132        | 1433       |
| 08:30 AM                                                   | 53                         | 152  | 66   | 271        | 181                   | 182  | 71   | 434        | 34                         | 443  | 28   | 505        | 8                     | 58   | 47   | 113        | 1323       |
| Total Volume                                               | 223                        | 719  | 280  | 1222       | 659                   | 653  | 239  | 1551       | 226                        | 1988 | 91   | 2305       | 34                    | 268  | 207  | 509        | 5587       |
| % App. Total                                               | 18.2                       | 58.8 | 22.9 |            | 42.5                  | 42.1 | 15.4 |            | 9.8                        | 86.2 | 3.9  |            | 6.7                   | 52.7 | 40.7 |            |            |
| PHF                                                        | .785                       | .848 | .778 | .904       | .886                  | .897 | .842 | .893       | .831                       | .904 | .813 | .910       | .773                  | .905 | .941 | .943       | .956       |

# Traffic Data Service

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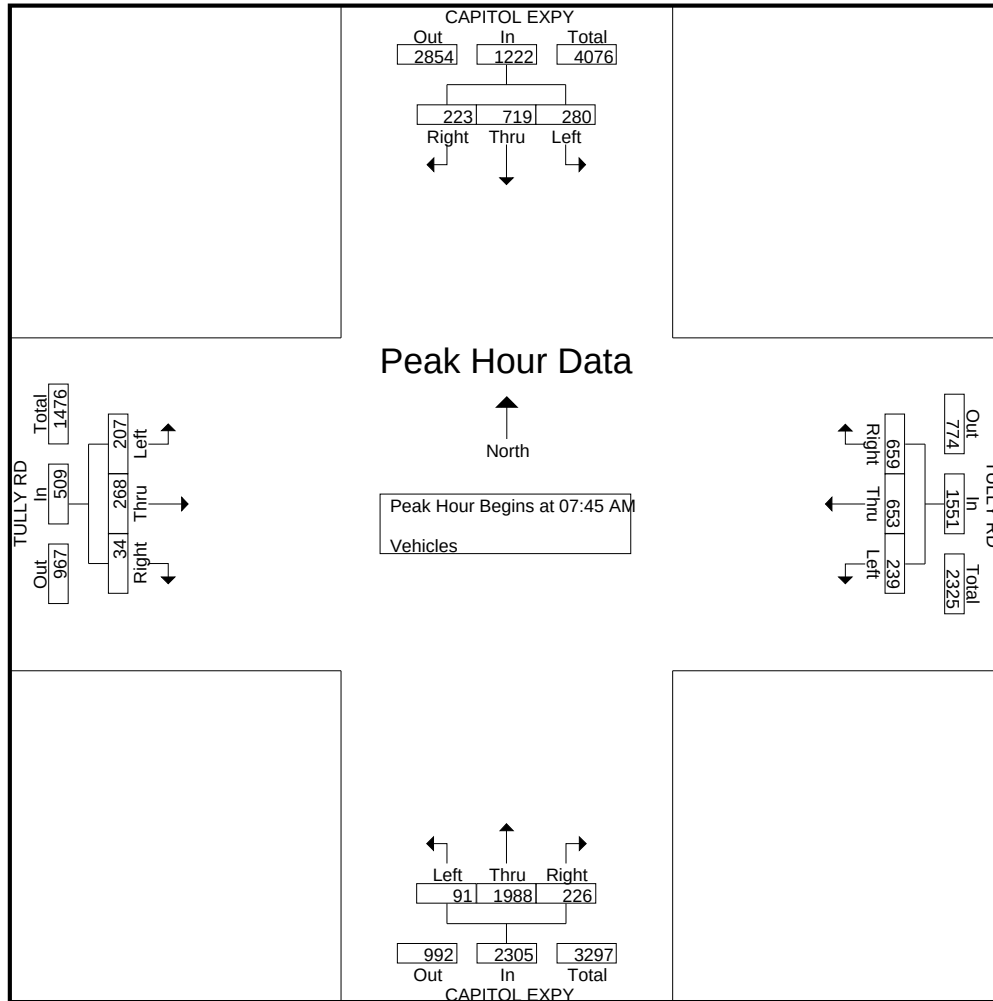
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 55AM FINAL

Site Code : 00000055

Start Date : 4/9/2013

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# Traffic Data Service

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(408) 377-2988

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

File Name : 56AM FINAL

Site Code : 00000056

Start Date : 4/10/2013

Page No : 1

## Groups Printed- Vehicles

|             | CAPITOL EXPY<br>Southbound |      |      |      |            | QUIMBY RD<br>Westbound |      |      |      |            | CAPITOL EXPY<br>Northbound |      |      |      |            | QUIMBY RD<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 5                          | 83   | 13   | 4    | 105        | 100                    | 65   | 61   | 0    | 226        | 50                         | 281  | 29   | 2    | 362        | 10                     | 19   | 7    | 0    | 36         | 729        |
| 07:15 AM    | 7                          | 160  | 49   | 0    | 216        | 161                    | 103  | 80   | 0    | 344        | 92                         | 441  | 38   | 3    | 574        | 11                     | 58   | 8    | 1    | 78         | 1212       |
| 07:30 AM    | 6                          | 208  | 41   | 0    | 255        | 134                    | 148  | 105  | 1    | 388        | 94                         | 388  | 45   | 0    | 527        | 33                     | 45   | 3    | 1    | 82         | 1252       |
| 07:45 AM    | 6                          | 241  | 39   | 1    | 287        | 127                    | 163  | 127  | 0    | 417        | 182                        | 427  | 53   | 1    | 663        | 84                     | 56   | 5    | 1    | 146        | 1513       |
| Total       | 24                         | 692  | 142  | 5    | 863        | 522                    | 479  | 373  | 1    | 1375       | 418                        | 1537 | 165  | 6    | 2126       | 138                    | 178  | 23   | 3    | 342        | 4706       |
| 08:00 AM    | 12                         | 225  | 44   | 0    | 281        | 136                    | 136  | 100  | 0    | 372        | 167                        | 474  | 57   | 0    | 698        | 52                     | 90   | 11   | 0    | 153        | 1504       |
| 08:15 AM    | 7                          | 215  | 35   | 2    | 259        | 149                    | 164  | 84   | 3    | 400        | 123                        | 435  | 72   | 1    | 631        | 33                     | 56   | 7    | 0    | 96         | 1386       |
| 08:30 AM    | 13                         | 176  | 48   | 0    | 237        | 154                    | 156  | 124  | 0    | 434        | 80                         | 373  | 49   | 3    | 505        | 27                     | 71   | 10   | 0    | 108        | 1284       |
| 08:45 AM    | 7                          | 175  | 33   | 0    | 215        | 138                    | 156  | 93   | 0    | 387        | 64                         | 411  | 70   | 2    | 547        | 32                     | 37   | 10   | 1    | 80         | 1229       |
| Total       | 39                         | 791  | 160  | 2    | 992        | 577                    | 612  | 401  | 3    | 1593       | 434                        | 1693 | 248  | 6    | 2381       | 144                    | 254  | 38   | 1    | 437        | 5403       |
| Grand Total | 63                         | 1483 | 302  | 7    | 1855       | 1099                   | 1091 | 774  | 4    | 2968       | 852                        | 3230 | 413  | 12   | 4507       | 282                    | 432  | 61   | 4    | 779        | 10109      |
| Apprch %    | 3.4                        | 79.9 | 16.3 | 0.4  |            | 37                     | 36.8 | 26.1 | 0.1  |            | 18.9                       | 71.7 | 9.2  | 0.3  |            | 36.2                   | 55.5 | 7.8  | 0.5  |            |            |
| Total %     | 0.6                        | 14.7 | 3    | 0.1  | 18.3       | 10.9                   | 10.8 | 7.7  | 0    | 29.4       | 8.4                        | 32   | 4.1  | 0.1  | 44.6       | 2.8                    | 4.3  | 0.6  | 0    | 7.7        |            |

|                                                            | CAPITOL EXPY<br>Southbound |            |           |            |  | QUIMBY RD<br>Westbound |            |            |            |  | CAPITOL EXPY<br>Northbound |            |           |            |  | QUIMBY RD<br>Eastbound |           |           |            |  |             |
|------------------------------------------------------------|----------------------------|------------|-----------|------------|--|------------------------|------------|------------|------------|--|----------------------------|------------|-----------|------------|--|------------------------|-----------|-----------|------------|--|-------------|
| Start Time                                                 | Right                      | Thru       | Left      | App. Total |  | Right                  | Thru       | Left       | App. Total |  | Right                      | Thru       | Left      | App. Total |  | Right                  | Thru      | Left      | App. Total |  | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |            |           |            |  |                        |            |            |            |  |                            |            |           |            |  |                        |           |           |            |  |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                            |            |           |            |  |                        |            |            |            |  |                            |            |           |            |  |                        |           |           |            |  |             |
| 07:45 AM                                                   | 6                          | <b>241</b> | 39        | <b>286</b> |  | 127                    | 163        | <b>127</b> | 417        |  | <b>182</b>                 | 427        | 53        | 662        |  | <b>84</b>              | 56        | 5         | 145        |  | <b>1510</b> |
| 08:00 AM                                                   | 12                         | 225        | 44        | 281        |  | 136                    | 136        | 100        | 372        |  | 167                        | <b>474</b> | 57        | <b>698</b> |  | 52                     | <b>90</b> | <b>11</b> | <b>153</b> |  | 1504        |
| 08:15 AM                                                   | 7                          | 215        | 35        | 257        |  | 149                    | <b>164</b> | 84         | 397        |  | 123                        | 435        | <b>72</b> | 630        |  | 33                     | 56        | 7         | 96         |  | 1380        |
| 08:30 AM                                                   | <b>13</b>                  | 176        | <b>48</b> | 237        |  | <b>154</b>             | 156        | 124        | <b>434</b> |  | 80                         | 373        | 49        | 502        |  | 27                     | 71        | 10        | 108        |  | 1281        |
| Total Volume                                               | 38                         | 857        | 166       | 1061       |  | 566                    | 619        | 435        | 1620       |  | 552                        | 1709       | 231       | 2492       |  | 196                    | 273       | 33        | 502        |  | 5675        |
| % App. Total                                               | 3.6                        | 80.8       | 15.6      |            |  | 34.9                   | 38.2       | 26.9       |            |  | 22.2                       | 68.6       | 9.3       |            |  | 39                     | 54.4      | 6.6       |            |  |             |
| PHF                                                        | .731                       | .889       | .865      | .927       |  | .919                   | .944       | .856       | .933       |  | .758                       | .901       | .802      | .893       |  | .583                   | .758      | .750      | .820       |  | .940        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

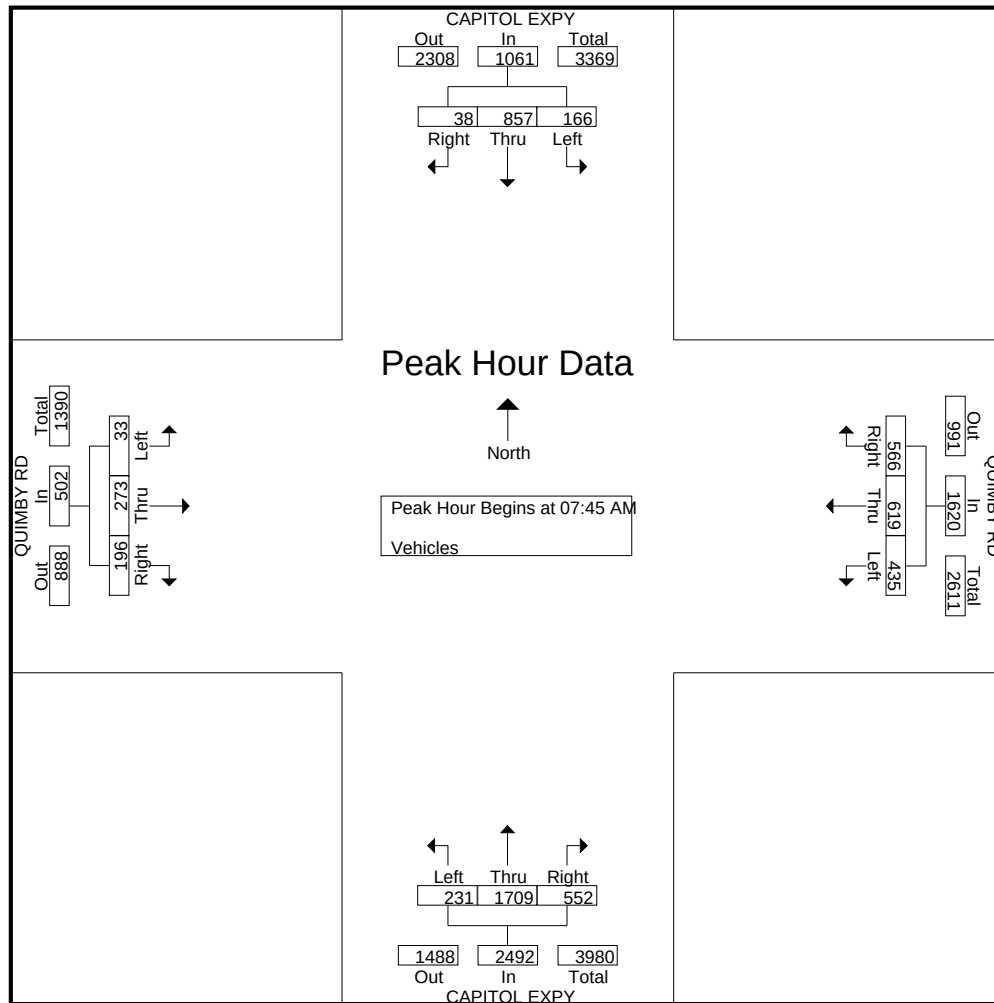
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 56AM FINAL

Site Code : 00000056

Start Date : 4/10/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 57AM FINAL

Site Code : 00000057

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | CAPITOL EXPY<br>Southbound |      |      |      |            | NIEMAN BLVD<br>Westbound |      |      |      |            | CAPITOL EXPY<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                          | 211  | 26   | 3    | 240        | 169                      | 0    | 0    | 3    | 172        | 12                         | 283  | 0    | 2    | 297        | 0         | 0    | 0    | 0    | 0          | 709        |
| 07:15 AM    | 0                          | 222  | 33   | 0    | 255        | 187                      | 0    | 0    | 3    | 190        | 8                          | 328  | 0    | 2    | 338        | 0         | 0    | 0    | 0    | 0          | 783        |
| 07:30 AM    | 0                          | 304  | 53   | 0    | 357        | 171                      | 0    | 0    | 2    | 173        | 17                         | 416  | 0    | 7    | 440        | 0         | 0    | 0    | 0    | 0          | 970        |
| 07:45 AM    | 0                          | 349  | 62   | 0    | 411        | 192                      | 0    | 0    | 4    | 196        | 18                         | 449  | 0    | 4    | 471        | 0         | 0    | 0    | 0    | 0          | 1078       |
| Total       | 0                          | 1086 | 174  | 3    | 1263       | 719                      | 0    | 0    | 12   | 731        | 55                         | 1476 | 0    | 15   | 1546       | 0         | 0    | 0    | 0    | 0          | 3540       |
| 08:00 AM    | 0                          | 312  | 44   | 0    | 356        | 193                      | 0    | 0    | 2    | 195        | 15                         | 447  | 0    | 0    | 462        | 0         | 0    | 0    | 0    | 0          | 1013       |
| 08:15 AM    | 0                          | 283  | 33   | 0    | 316        | 188                      | 0    | 0    | 2    | 190        | 14                         | 414  | 0    | 2    | 430        | 0         | 0    | 0    | 0    | 0          | 936        |
| 08:30 AM    | 0                          | 267  | 34   | 0    | 301        | 133                      | 0    | 0    | 0    | 133        | 9                          | 372  | 0    | 0    | 381        | 0         | 0    | 0    | 0    | 0          | 815        |
| 08:45 AM    | 0                          | 251  | 61   | 0    | 312        | 129                      | 0    | 0    | 0    | 129        | 13                         | 314  | 0    | 1    | 328        | 0         | 0    | 0    | 0    | 0          | 769        |
| Total       | 0                          | 1113 | 172  | 0    | 1285       | 643                      | 0    | 0    | 4    | 647        | 51                         | 1547 | 0    | 3    | 1601       | 0         | 0    | 0    | 0    | 0          | 3533       |
| Grand Total | 0                          | 2199 | 346  | 3    | 2548       | 1362                     | 0    | 0    | 16   | 1378       | 106                        | 3023 | 0    | 18   | 3147       | 0         | 0    | 0    | 0    | 0          | 7073       |
| Apprch %    | 0                          | 86.3 | 13.6 | 0.1  |            | 98.8                     | 0    | 0    | 1.2  |            | 3.4                        | 96.1 | 0    | 0.6  |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                          | 31.1 | 4.9  | 0    | 36         | 19.3                     | 0    | 0    | 0.2  | 19.5       | 1.5                        | 42.7 | 0    | 0.3  | 44.5       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | CAPITOL EXPY<br>Southbound |            |           |            |  | NIEMAN BLVD<br>Westbound |      |      |            |  | CAPITOL EXPY<br>Northbound |            |      |            |  | Eastbound |      |      |            |  |             |
|------------------------------------------------------------|----------------------------|------------|-----------|------------|--|--------------------------|------|------|------------|--|----------------------------|------------|------|------------|--|-----------|------|------|------------|--|-------------|
| Start Time                                                 | Right                      | Thru       | Left      | App. Total |  | Right                    | Thru | Left | App. Total |  | Right                      | Thru       | Left | App. Total |  | Right     | Thru | Left | App. Total |  | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |            |           |            |  |                          |      |      |            |  |                            |            |      |            |  |           |      |      |            |  |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                            |            |           |            |  |                          |      |      |            |  |                            |            |      |            |  |           |      |      |            |  |             |
| 07:30 AM                                                   | 0                          | 304        | 53        | 357        |  | 171                      | 0    | 0    | 171        |  | 17                         | 416        | 0    | 433        |  | 0         | 0    | 0    | 0          |  | 961         |
| 07:45 AM                                                   | 0                          | <b>349</b> | <b>62</b> | <b>411</b> |  | 192                      | 0    | 0    | 192        |  | <b>18</b>                  | <b>449</b> | 0    | <b>467</b> |  | 0         | 0    | 0    | 0          |  | <b>1070</b> |
| 08:00 AM                                                   | 0                          | 312        | 44        | 356        |  | <b>193</b>               | 0    | 0    | <b>193</b> |  | 15                         | 447        | 0    | 462        |  | 0         | 0    | 0    | 0          |  | 1011        |
| 08:15 AM                                                   | 0                          | 283        | 33        | 316        |  | 188                      | 0    | 0    | 188        |  | 14                         | 414        | 0    | 428        |  | 0         | 0    | 0    | 0          |  | 932         |
| Total Volume                                               | 0                          | 1248       | 192       | 1440       |  | 744                      | 0    | 0    | 744        |  | 64                         | 1726       | 0    | 1790       |  | 0         | 0    | 0    | 0          |  | 3974        |
| % App. Total                                               | 0                          | 86.7       | 13.3      |            |  | 100                      | 0    | 0    |            |  | 3.6                        | 96.4       | 0    |            |  | 0         | 0    | 0    |            |  |             |
| PHF                                                        | .000                       | .894       | .774      | .876       |  | .964                     | .000 | .000 | .964       |  | .889                       | .961       | .000 | .958       |  | .000      | .000 | .000 | .000       |  | .929        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

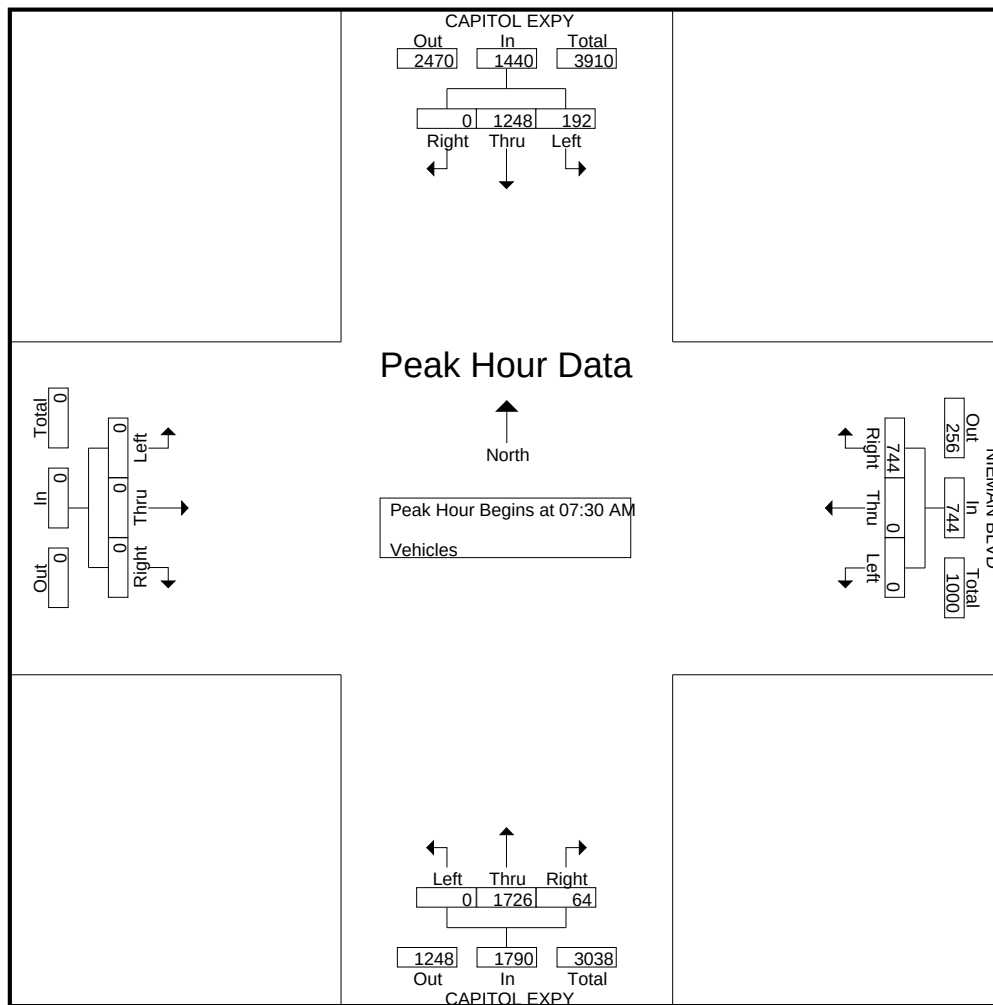
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 57AM FINAL

Site Code : 00000057

Start Date : 4/9/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 57PM FINAL

Site Code : 00000057

Start Date : 4/11/2013

Page No : 1

## Groups Printed- Vehicles

|             | CAPITOL EXPY<br>Southbound |      |      |      |            | NIEMAN BLVD<br>Westbound |      |      |      |            | CAPITOL EXPY<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                          | 247  | 73   | 0    | 320        | 56                       | 0    | 0    | 0    | 56         | 50                         | 231  | 0    | 0    | 281        | 0         | 0    | 0    | 0    | 0          | 657        |
| 04:15 PM    | 0                          | 296  | 105  | 0    | 401        | 74                       | 0    | 0    | 0    | 74         | 58                         | 316  | 0    | 0    | 374        | 0         | 0    | 0    | 0    | 0          | 849        |
| 04:30 PM    | 0                          | 273  | 86   | 0    | 359        | 76                       | 0    | 0    | 0    | 76         | 51                         | 304  | 0    | 0    | 355        | 0         | 0    | 0    | 0    | 0          | 790        |
| 04:45 PM    | 0                          | 387  | 127  | 0    | 514        | 81                       | 0    | 0    | 4    | 85         | 38                         | 381  | 0    | 0    | 419        | 0         | 0    | 0    | 0    | 0          | 1018       |
| Total       | 0                          | 1203 | 391  | 0    | 1594       | 287                      | 0    | 0    | 4    | 291        | 197                        | 1232 | 0    | 0    | 1429       | 0         | 0    | 0    | 0    | 0          | 3314       |
| 05:00 PM    | 0                          | 354  | 117  | 0    | 471        | 77                       | 0    | 0    | 0    | 77         | 58                         | 392  | 0    | 0    | 450        | 0         | 0    | 0    | 0    | 0          | 998        |
| 05:15 PM    | 0                          | 366  | 121  | 0    | 487        | 95                       | 0    | 0    | 0    | 95         | 47                         | 342  | 0    | 0    | 389        | 0         | 0    | 0    | 0    | 0          | 971        |
| 05:30 PM    | 0                          | 370  | 146  | 0    | 516        | 88                       | 0    | 0    | 0    | 88         | 50                         | 357  | 0    | 1    | 408        | 0         | 0    | 0    | 0    | 0          | 1012       |
| 05:45 PM    | 0                          | 475  | 132  | 0    | 607        | 98                       | 0    | 0    | 0    | 98         | 45                         | 427  | 0    | 1    | 473        | 0         | 0    | 0    | 0    | 0          | 1178       |
| Total       | 0                          | 1565 | 516  | 0    | 2081       | 358                      | 0    | 0    | 0    | 358        | 200                        | 1518 | 0    | 2    | 1720       | 0         | 0    | 0    | 0    | 0          | 4159       |
| Grand Total | 0                          | 2768 | 907  | 0    | 3675       | 645                      | 0    | 0    | 4    | 649        | 397                        | 2750 | 0    | 2    | 3149       | 0         | 0    | 0    | 0    | 0          | 7473       |
| Apprch %    | 0                          | 75.3 | 24.7 | 0    |            | 99.4                     | 0    | 0    | 0.6  |            | 12.6                       | 87.3 | 0    | 0.1  |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                          | 37   | 12.1 | 0    | 49.2       | 8.6                      | 0    | 0    | 0.1  | 8.7        | 5.3                        | 36.8 | 0    | 0    | 42.1       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | CAPITOL EXPY<br>Southbound |      |      |            |  | NIEMAN BLVD<br>Westbound |      |      |            |  | CAPITOL EXPY<br>Northbound |      |      |            |  | Eastbound |      |      |            |  |            |
|------------------------------------------------------------|----------------------------|------|------|------------|--|--------------------------|------|------|------------|--|----------------------------|------|------|------------|--|-----------|------|------|------------|--|------------|
| Start Time                                                 | Right                      | Thru | Left | App. Total |  | Right                    | Thru | Left | App. Total |  | Right                      | Thru | Left | App. Total |  | Right     | Thru | Left | App. Total |  | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                            |      |      |            |  |                          |      |      |            |  |                            |      |      |            |  |           |      |      |            |  |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                            |      |      |            |  |                          |      |      |            |  |                            |      |      |            |  |           |      |      |            |  |            |
| 05:00 PM                                                   | 0                          | 354  | 117  | 471        |  | 77                       | 0    | 0    | 77         |  | 58                         | 392  | 0    | 450        |  | 0         | 0    | 0    | 0          |  | 998        |
| 05:15 PM                                                   | 0                          | 366  | 121  | 487        |  | 95                       | 0    | 0    | 95         |  | 47                         | 342  | 0    | 389        |  | 0         | 0    | 0    | 0          |  | 971        |
| 05:30 PM                                                   | 0                          | 370  | 146  | 516        |  | 88                       | 0    | 0    | 88         |  | 50                         | 357  | 0    | 407        |  | 0         | 0    | 0    | 0          |  | 1011       |
| 05:45 PM                                                   | 0                          | 475  | 132  | 607        |  | 98                       | 0    | 0    | 98         |  | 45                         | 427  | 0    | 472        |  | 0         | 0    | 0    | 0          |  | 1177       |
| Total Volume                                               | 0                          | 1565 | 516  | 2081       |  | 358                      | 0    | 0    | 358        |  | 200                        | 1518 | 0    | 1718       |  | 0         | 0    | 0    | 0          |  | 4157       |
| % App. Total                                               | 0                          | 75.2 | 24.8 |            |  | 100                      | 0    | 0    |            |  | 11.6                       | 88.4 | 0    |            |  | 0         | 0    | 0    |            |  |            |
| PHF                                                        | .000                       | .824 | .884 | .857       |  | .913                     | .000 | .000 | .913       |  | .862                       | .889 | .000 | .910       |  | .000      | .000 | .000 | .000       |  | .883       |

# Traffic Data Service

Campbell, CA

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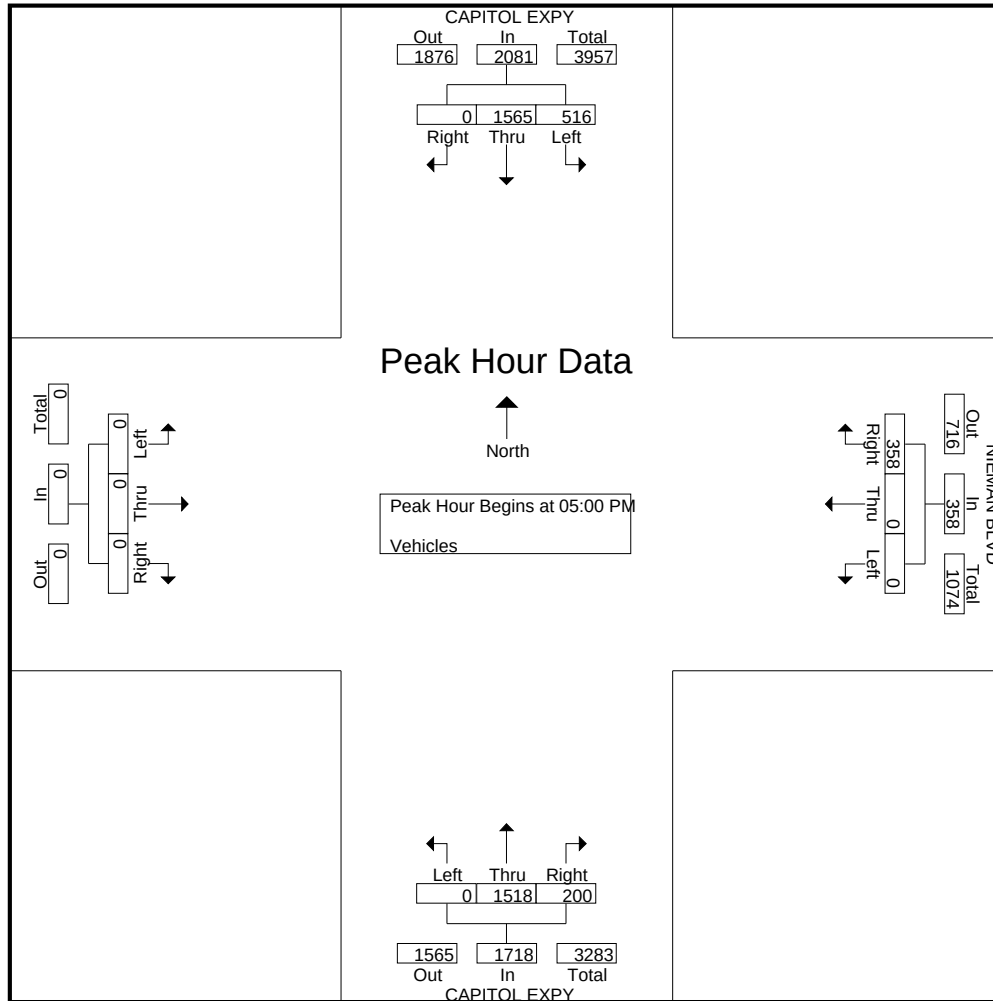
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 57PM FINAL

Site Code : 00000057

Start Date : 4/11/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 58AM FINAL

Site Code : 00000058

Start Date : 4/10/2013

Page No : 1

## Groups Printed- Vehicles

|             | CAPITOL EXPY<br>Southbound |      |      |      |            | ABORN RD<br>Westbound |      |      |      |            | CAPITOL EXPY<br>Northbound |      |      |      |            | ABORN RD<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|-----------------------|------|------|------|------------|----------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 14                         | 185  | 45   | 1    | 245        | 39                    | 79   | 227  | 0    | 345        | 142                        | 254  | 18   | 0    | 414        | 10                    | 22   | 11   | 0    | 43         | 1047       |
| 07:15 AM    | 15                         | 191  | 43   | 0    | 249        | 30                    | 100  | 303  | 0    | 433        | 154                        | 327  | 23   | 0    | 504        | 5                     | 26   | 24   | 2    | 57         | 1243       |
| 07:30 AM    | 9                          | 216  | 44   | 11   | 280        | 29                    | 168  | 335  | 0    | 532        | 158                        | 292  | 42   | 2    | 494        | 5                     | 39   | 24   | 0    | 68         | 1374       |
| 07:45 AM    | 25                         | 295  | 89   | 8    | 417        | 39                    | 202  | 234  | 0    | 475        | 198                        | 393  | 70   | 5    | 666        | 14                    | 68   | 22   | 1    | 105        | 1663       |
| Total       | 63                         | 887  | 221  | 20   | 1191       | 137                   | 549  | 1099 | 0    | 1785       | 652                        | 1266 | 153  | 7    | 2078       | 34                    | 155  | 81   | 3    | 273        | 5327       |
| 08:00 AM    | 33                         | 259  | 79   | 0    | 371        | 34                    | 150  | 326  | 3    | 513        | 174                        | 382  | 55   | 3    | 614        | 14                    | 52   | 21   | 1    | 88         | 1586       |
| 08:15 AM    | 26                         | 267  | 30   | 0    | 323        | 31                    | 195  | 357  | 0    | 583        | 121                        | 334  | 42   | 2    | 499        | 10                    | 49   | 26   | 0    | 85         | 1490       |
| 08:30 AM    | 25                         | 214  | 53   | 2    | 294        | 30                    | 152  | 328  | 0    | 510        | 154                        | 309  | 62   | 3    | 528        | 16                    | 41   | 20   | 0    | 77         | 1409       |
| 08:45 AM    | 30                         | 212  | 44   | 7    | 293        | 18                    | 98   | 228  | 3    | 347        | 180                        | 291  | 54   | 5    | 530        | 16                    | 46   | 21   | 1    | 84         | 1254       |
| Total       | 114                        | 952  | 206  | 9    | 1281       | 113                   | 595  | 1239 | 6    | 1953       | 629                        | 1316 | 213  | 13   | 2171       | 56                    | 188  | 88   | 2    | 334        | 5739       |
| Grand Total | 177                        | 1839 | 427  | 29   | 2472       | 250                   | 1144 | 2338 | 6    | 3738       | 1281                       | 2582 | 366  | 20   | 4249       | 90                    | 343  | 169  | 5    | 607        | 11066      |
| Apprch %    | 7.2                        | 74.4 | 17.3 | 1.2  |            | 6.7                   | 30.6 | 62.5 | 0.2  |            | 30.1                       | 60.8 | 8.6  | 0.5  |            | 14.8                  | 56.5 | 27.8 | 0.8  |            |            |
| Total %     | 1.6                        | 16.6 | 3.9  | 0.3  | 22.3       | 2.3                   | 10.3 | 21.1 | 0.1  | 33.8       | 11.6                       | 23.3 | 3.3  | 0.2  | 38.4       | 0.8                   | 3.1  | 1.5  | 0    | 5.5        |            |

|                                                            | CAPITOL EXPY<br>Southbound |      |      |            | ABORN RD<br>Westbound |      |      |            | CAPITOL EXPY<br>Northbound |      |      |            | ABORN RD<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------------|------|------|------------|-----------------------|------|------|------------|----------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                      | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |      |      |            |                       |      |      |            |                            |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                            |      |      |            |                       |      |      |            |                            |      |      |            |                       |      |      |            |            |
| 07:45 AM                                                   | 25                         | 295  | 89   | 409        | 39                    | 202  | 234  | 475        | 198                        | 393  | 70   | 661        | 14                    | 68   | 22   | 104        | 1649       |
| 08:00 AM                                                   | 33                         | 259  | 79   | 371        | 34                    | 150  | 326  | 510        | 174                        | 382  | 55   | 611        | 14                    | 52   | 21   | 87         | 1579       |
| 08:15 AM                                                   | 26                         | 267  | 30   | 323        | 31                    | 195  | 357  | 583        | 121                        | 334  | 42   | 497        | 10                    | 49   | 26   | 85         | 1488       |
| 08:30 AM                                                   | 25                         | 214  | 53   | 292        | 30                    | 152  | 328  | 510        | 154                        | 309  | 62   | 525        | 16                    | 41   | 20   | 77         | 1404       |
| Total Volume                                               | 109                        | 1035 | 251  | 1395       | 134                   | 699  | 1245 | 2078       | 647                        | 1418 | 229  | 2294       | 54                    | 210  | 89   | 353        | 6120       |
| % App. Total                                               | 7.8                        | 74.2 | 18   |            | 6.4                   | 33.6 | 59.9 |            | 28.2                       | 61.8 | 10   |            | 15.3                  | 59.5 | 25.2 |            |            |
| PHF                                                        | .826                       | .877 | .705 | .853       | .859                  | .865 | .872 | .891       | .817                       | .902 | .818 | .868       | .844                  | .772 | .856 | .849       | .928       |

# Traffic Data Service

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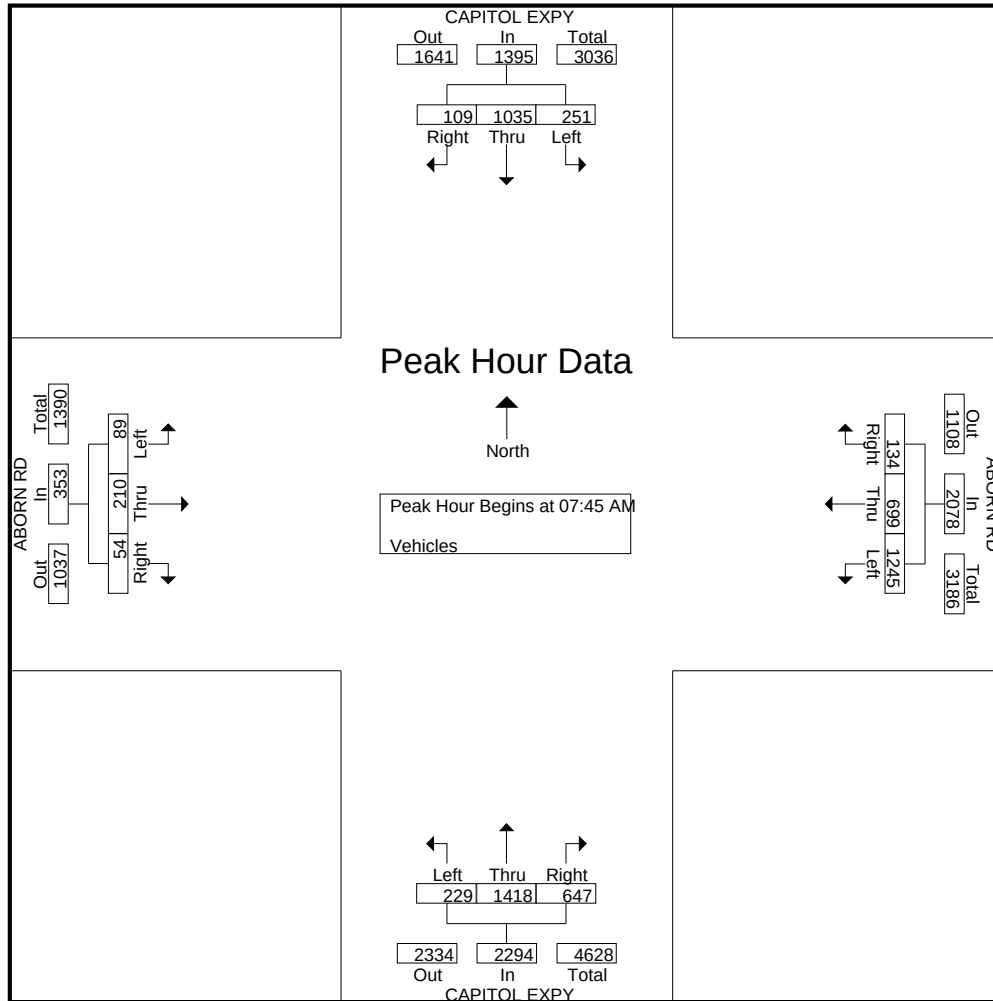
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 58AM FINAL

Site Code : 00000058

Start Date : 4/10/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 59AM FINAL

Site Code : 00000059

Start Date : 4/10/2013

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## Groups Printed- Vehicles

|             | CAPITOL EXPY<br>Southbound |      |      |      |            | SILVER CREEK RD<br>Westbound |      |      |      |            | CAPITOL EXPY<br>Northbound |      |      |      |            | SILVER CREEK RD<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 4                          | 422  | 30   | 17   | 473        | 56                           | 108  | 93   | 0    | 257        | 101                        | 332  | 105  | 0    | 538        | 36                           | 101  | 8    | 1    | 146        | 1414       |
| 07:15 AM    | 0                          | 388  | 16   | 8    | 412        | 43                           | 90   | 88   | 2    | 223        | 64                         | 402  | 127  | 0    | 593        | 51                           | 50   | 6    | 1    | 108        | 1336       |
| 07:30 AM    | 2                          | 508  | 9    | 16   | 535        | 33                           | 66   | 82   | 2    | 183        | 74                         | 513  | 115  | 1    | 703        | 68                           | 51   | 4    | 3    | 126        | 1547       |
| 07:45 AM    | 4                          | 512  | 28   | 24   | 568        | 37                           | 118  | 101  | 2    | 258        | 112                        | 559  | 142  | 1    | 814        | 61                           | 104  | 10   | 5    | 180        | 1820       |
| Total       | 10                         | 1830 | 83   | 65   | 1988       | 169                          | 382  | 364  | 6    | 921        | 351                        | 1806 | 489  | 2    | 2648       | 216                          | 306  | 28   | 10   | 560        | 6117       |
| 08:00 AM    | 2                          | 556  | 46   | 10   | 614        | 57                           | 152  | 98   | 1    | 308        | 79                         | 488  | 131  | 4    | 702        | 77                           | 101  | 9    | 3    | 190        | 1814       |
| 08:15 AM    | 4                          | 489  | 22   | 8    | 523        | 46                           | 135  | 85   | 0    | 266        | 49                         | 467  | 122  | 8    | 646        | 63                           | 76   | 8    | 3    | 150        | 1585       |
| 08:30 AM    | 7                          | 593  | 8    | 8    | 616        | 34                           | 104  | 75   | 2    | 215        | 59                         | 509  | 104  | 2    | 674        | 56                           | 44   | 14   | 5    | 119        | 1624       |
| 08:45 AM    | 8                          | 483  | 19   | 7    | 517        | 27                           | 62   | 80   | 2    | 171        | 70                         | 483  | 140  | 5    | 698        | 56                           | 33   | 9    | 2    | 100        | 1486       |
| Total       | 21                         | 2121 | 95   | 33   | 2270       | 164                          | 453  | 338  | 5    | 960        | 257                        | 1947 | 497  | 19   | 2720       | 252                          | 254  | 40   | 13   | 559        | 6509       |
| Grand Total | 31                         | 3951 | 178  | 98   | 4258       | 333                          | 835  | 702  | 11   | 1881       | 608                        | 3753 | 986  | 21   | 5368       | 468                          | 560  | 68   | 23   | 1119       | 12626      |
| Apprch %    | 0.7                        | 92.8 | 4.2  | 2.3  |            | 17.7                         | 44.4 | 37.3 | 0.6  |            | 11.3                       | 69.9 | 18.4 | 0.4  |            | 41.8                         | 50   | 6.1  | 2.1  |            |            |
| Total %     | 0.2                        | 31.3 | 1.4  | 0.8  | 33.7       | 2.6                          | 6.6  | 5.6  | 0.1  | 14.9       | 4.8                        | 29.7 | 7.8  | 0.2  | 42.5       | 3.7                          | 4.4  | 0.5  | 0.2  | 8.9        |            |

|                                                            | CAPITOL EXPY<br>Southbound |            |           |            |  | SILVER CREEK RD<br>Westbound |            |            |            |  | CAPITOL EXPY<br>Northbound |            |            |            |  | SILVER CREEK RD<br>Eastbound |            |           |            |  |             |
|------------------------------------------------------------|----------------------------|------------|-----------|------------|--|------------------------------|------------|------------|------------|--|----------------------------|------------|------------|------------|--|------------------------------|------------|-----------|------------|--|-------------|
| Start Time                                                 | Right                      | Thru       | Left      | App. Total |  | Right                        | Thru       | Left       | App. Total |  | Right                      | Thru       | Left       | App. Total |  | Right                        | Thru       | Left      | App. Total |  | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |            |           |            |  |                              |            |            |            |  |                            |            |            |            |  |                              |            |           |            |  |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                            |            |           |            |  |                              |            |            |            |  |                            |            |            |            |  |                              |            |           |            |  |             |
| 07:45 AM                                                   | 4                          | 512        | 28        | 544        |  | 37                           | 118        | <b>101</b> | 256        |  | <b>112</b>                 | <b>559</b> | <b>142</b> | <b>813</b> |  | 61                           | <b>104</b> | 10        | 175        |  | 1788        |
| 08:00 AM                                                   | 2                          | 556        | <b>46</b> | 604        |  | <b>57</b>                    | <b>152</b> | 98         | <b>307</b> |  | 79                         | 488        | 131        | 698        |  | <b>77</b>                    | 101        | 9         | <b>187</b> |  | <b>1796</b> |
| 08:15 AM                                                   | 4                          | 489        | 22        | 515        |  | 46                           | 135        | 85         | 266        |  | 49                         | 467        | 122        | 638        |  | 63                           | 76         | 8         | 147        |  | 1566        |
| 08:30 AM                                                   | <b>7</b>                   | <b>593</b> | 8         | <b>608</b> |  | 34                           | 104        | 75         | 213        |  | 59                         | 509        | 104        | 672        |  | 56                           | 44         | <b>14</b> | 114        |  | 1607        |
| Total Volume                                               | 17                         | 2150       | 104       | 2271       |  | 174                          | 509        | 359        | 1042       |  | 299                        | 2023       | 499        | 2821       |  | 257                          | 325        | 41        | 623        |  | 6757        |
| % App. Total                                               | 0.7                        | 94.7       | 4.6       |            |  | 16.7                         | 48.8       | 34.5       |            |  | 10.6                       | 71.7       | 17.7       |            |  | 41.3                         | 52.2       | 6.6       |            |  |             |
| PHF                                                        | .607                       | .906       | .565      | .934       |  | .763                         | .837       | .889       | .849       |  | .667                       | .905       | .879       | .867       |  | .834                         | .781       | .732      | .833       |  | .941        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

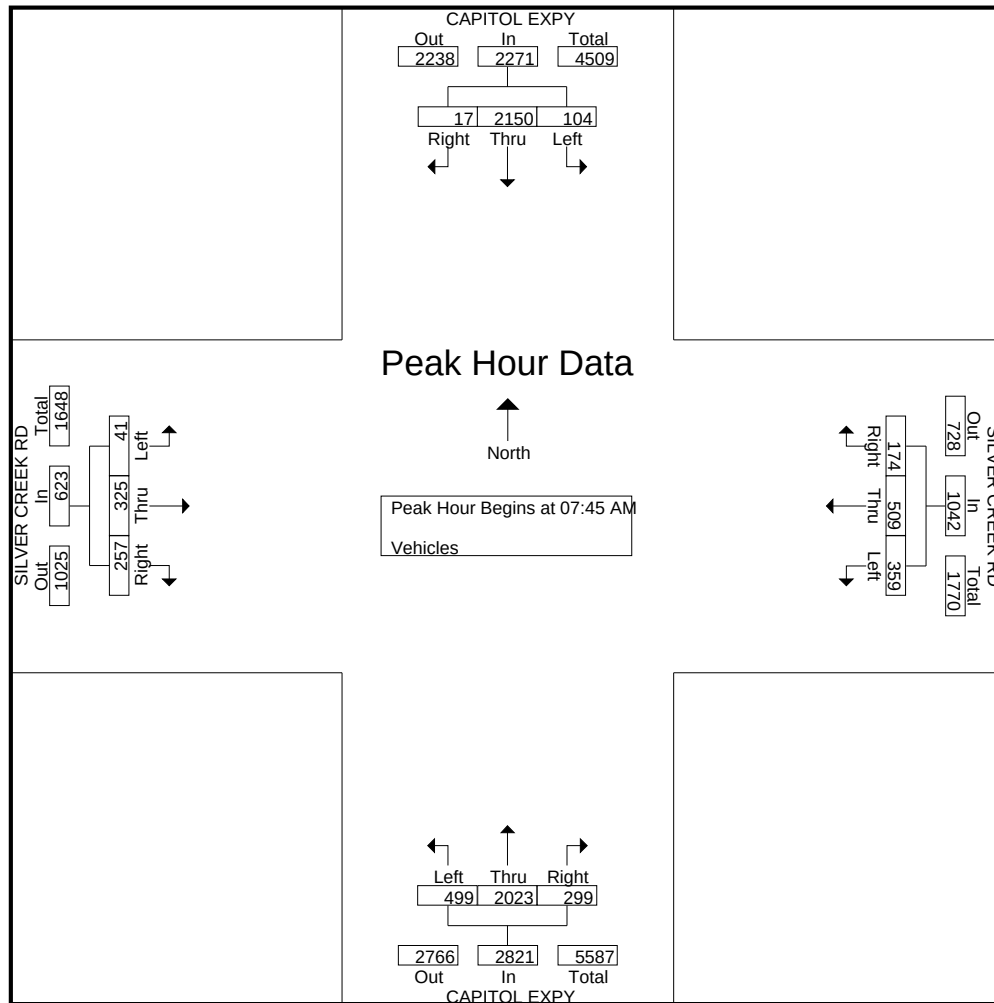
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 59AM FINAL

Site Code : 00000059

Start Date : 4/10/2013

Page No : 2



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Page No : 1

|                                                            | MONTEREY RD<br>Southbound |      |      |            | SENER RD<br>Westbound |      |      |            | MONTEREY RD<br>Northbound |      |      |            | Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|-----------------------|------|------|------------|---------------------------|------|------|------------|-----------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right     | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |                       |      |      |            |                           |      |      |            |           |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                           |      |      |            |                       |      |      |            |                           |      |      |            |           |      |      |            |            |
| 07:30 AM                                                   | 0                         | 109  | 35   | 144        | 117                   | 0    | 58   | 175        | 84                        | 593  | 3    | 680        | 0         | 0    | 0    | 0          | 999        |
| 07:45 AM                                                   | 0                         | 139  | 32   | 171        | 105                   | 0    | 85   | 190        | 75                        | 547  | 3    | 625        | 0         | 0    | 0    | 0          | 986        |
| 08:00 AM                                                   | 0                         | 160  | 38   | 198        | 121                   | 0    | 81   | 202        | 23                        | 536  | 4    | 563        | 0         | 0    | 0    | 0          | 963        |
| 08:15 AM                                                   | 0                         | 142  | 32   | 174        | 117                   | 0    | 66   | 183        | 39                        | 561  | 7    | 607        | 0         | 0    | 0    | 0          | 964        |
| Total Volume                                               | 0                         | 550  | 137  | 687        | 460                   | 0    | 290  | 750        | 221                       | 2237 | 17   | 2475       | 0         | 0    | 0    | 0          | 3912       |
| % App. Total                                               | 0                         | 80.1 | 19.9 |            | 61.3                  | 0    | 38.7 |            | 8.9                       | 90.4 | 0.7  |            | 0         | 0    | 0    |            |            |
| PHF                                                        | .000                      | .859 | .901 | .867       | .950                  | .000 | .853 | .928       | .658                      | .943 | .607 | .910       | .000      | .000 | .000 | .000       | .979       |

# Traffic Data Service

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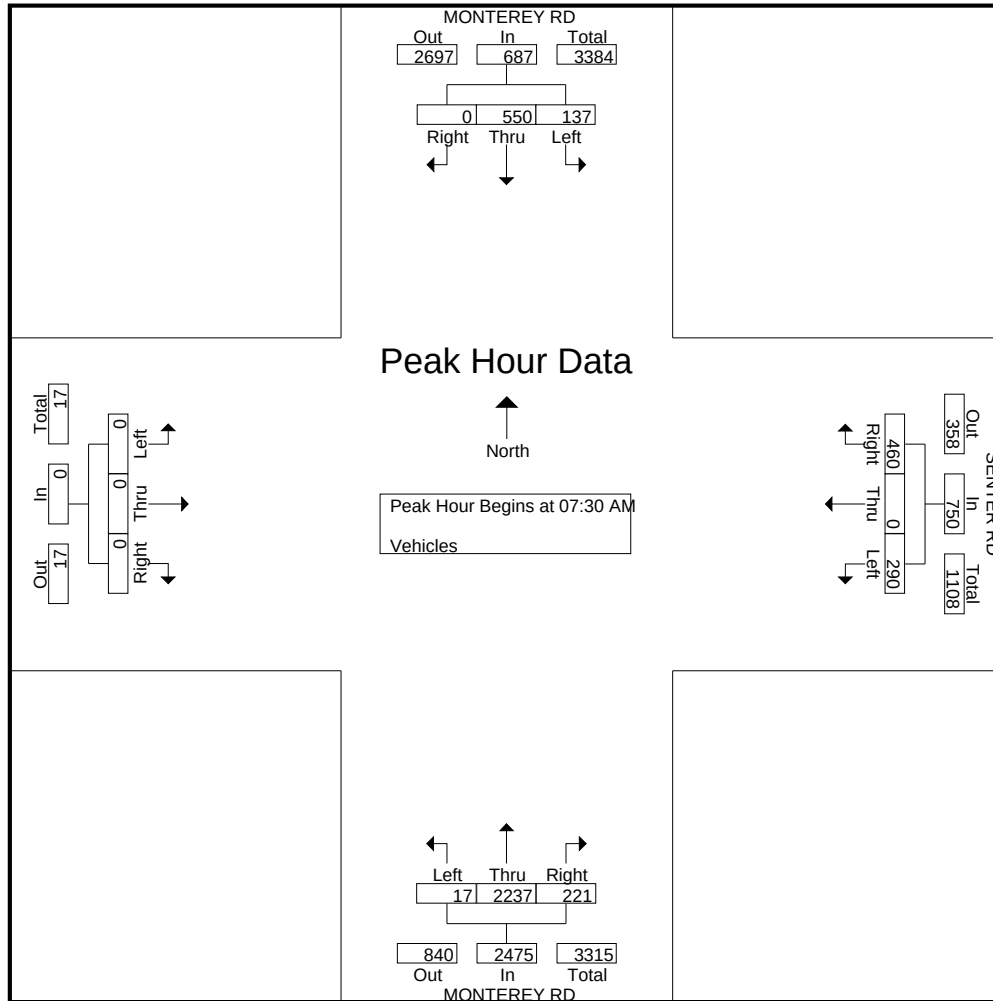
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 60AM FINAL

Site Code : 00000060

Start Date : 4/10/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 61AM FINAL

Site Code : 00000061

Start Date : 4/11/2013

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | SKYWAY DR<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | SKYWAY DR<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 19                        | 88   | 29   | 0    | 136        | 35                     | 6    | 8    | 1    | 50         | 27                        | 400  | 4    | 0    | 431        | 5                      | 23   | 41   | 0    | 69         | 686        |
| 07:15 AM    | 21                        | 101  | 64   | 0    | 186        | 57                     | 22   | 24   | 2    | 105        | 126                       | 327  | 2    | 1    | 456        | 5                      | 67   | 60   | 0    | 132        | 879        |
| 07:30 AM    | 21                        | 97   | 44   | 0    | 162        | 98                     | 43   | 42   | 2    | 185        | 82                        | 464  | 11   | 1    | 558        | 7                      | 39   | 53   | 0    | 99         | 1004       |
| 07:45 AM    | 38                        | 174  | 15   | 0    | 227        | 56                     | 39   | 28   | 0    | 123        | 32                        | 483  | 16   | 1    | 532        | 19                     | 25   | 49   | 0    | 93         | 975        |
| Total       | 99                        | 460  | 152  | 0    | 711        | 246                    | 110  | 102  | 5    | 463        | 267                       | 1674 | 33   | 3    | 1977       | 36                     | 154  | 203  | 0    | 393        | 3544       |
| 08:00 AM    | 45                        | 173  | 39   | 0    | 257        | 50                     | 32   | 33   | 0    | 115        | 61                        | 379  | 20   | 0    | 460        | 13                     | 42   | 72   | 0    | 127        | 959        |
| 08:15 AM    | 31                        | 127  | 22   | 0    | 180        | 82                     | 39   | 35   | 1    | 157        | 65                        | 407  | 14   | 1    | 487        | 8                      | 53   | 69   | 0    | 130        | 954        |
| 08:30 AM    | 26                        | 133  | 22   | 0    | 181        | 33                     | 22   | 19   | 1    | 75         | 23                        | 373  | 9    | 1    | 406        | 11                     | 7    | 39   | 0    | 57         | 719        |
| 08:45 AM    | 26                        | 115  | 28   | 0    | 169        | 32                     | 6    | 6    | 0    | 44         | 30                        | 339  | 17   | 0    | 386        | 8                      | 34   | 50   | 0    | 92         | 691        |
| Total       | 128                       | 548  | 111  | 0    | 787        | 197                    | 99   | 93   | 2    | 391        | 179                       | 1498 | 60   | 2    | 1739       | 40                     | 136  | 230  | 0    | 406        | 3323       |
| Grand Total | 227                       | 1008 | 263  | 0    | 1498       | 443                    | 209  | 195  | 7    | 854        | 446                       | 3172 | 93   | 5    | 3716       | 76                     | 290  | 433  | 0    | 799        | 6867       |
| Apprch %    | 15.2                      | 67.3 | 17.6 | 0    |            | 51.9                   | 24.5 | 22.8 | 0.8  |            | 12                        | 85.4 | 2.5  | 0.1  |            | 9.5                    | 36.3 | 54.2 | 0    |            |            |
| Total %     | 3.3                       | 14.7 | 3.8  | 0    | 21.8       | 6.5                    | 3    | 2.8  | 0.1  | 12.4       | 6.5                       | 46.2 | 1.4  | 0.1  | 54.1       | 1.1                    | 4.2  | 6.3  | 0    | 11.6       |            |

|                                                            | MONTEREY RD<br>Southbound |            |           |            |  | SKYWAY DR<br>Westbound |           |           |            |  | MONTEREY RD<br>Northbound |            |           |            |  | SKYWAY DR<br>Eastbound |           |           |            |  |             |
|------------------------------------------------------------|---------------------------|------------|-----------|------------|--|------------------------|-----------|-----------|------------|--|---------------------------|------------|-----------|------------|--|------------------------|-----------|-----------|------------|--|-------------|
| Start Time                                                 | Right                     | Thru       | Left      | App. Total |  | Right                  | Thru      | Left      | App. Total |  | Right                     | Thru       | Left      | App. Total |  | Right                  | Thru      | Left      | App. Total |  | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |            |           |            |  |                        |           |           |            |  |                           |            |           |            |  |                        |           |           |            |  |             |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                           |            |           |            |  |                        |           |           |            |  |                           |            |           |            |  |                        |           |           |            |  |             |
| 07:30 AM                                                   | 21                        | 97         | <b>44</b> | 162        |  | <b>98</b>              | <b>43</b> | <b>42</b> | <b>183</b> |  | <b>82</b>                 | 464        | 11        | <b>557</b> |  | 7                      | 39        | 53        | 99         |  | <b>1001</b> |
| 07:45 AM                                                   | 38                        | <b>174</b> | 15        | 227        |  | 56                     | 39        | 28        | 123        |  | 32                        | <b>483</b> | 16        | 531        |  | <b>19</b>              | 25        | 49        | 93         |  | 974         |
| 08:00 AM                                                   | <b>45</b>                 | 173        | 39        | <b>257</b> |  | 50                     | 32        | 33        | 115        |  | 61                        | 379        | <b>20</b> | 460        |  | 13                     | 42        | <b>72</b> | 127        |  | 959         |
| 08:15 AM                                                   | 31                        | 127        | 22        | 180        |  | 82                     | 39        | 35        | 156        |  | 65                        | 407        | 14        | 486        |  | 8                      | <b>53</b> | 69        | <b>130</b> |  | 952         |
| Total Volume                                               | 135                       | 571        | 120       | 826        |  | 286                    | 153       | 138       | 577        |  | 240                       | 1733       | 61        | 2034       |  | 47                     | 159       | 243       | 449        |  | 3886        |
| % App. Total                                               | 16.3                      | 69.1       | 14.5      |            |  | 49.6                   | 26.5      | 23.9      |            |  | 11.8                      | 85.2       | 3         |            |  | 10.5                   | 35.4      | 54.1      |            |  |             |
| PHF                                                        | .750                      | .820       | .682      | .804       |  | .730                   | .890      | .821      | .788       |  | .732                      | .897       | .763      | .913       |  | .618                   | .750      | .844      | .863       |  | .971        |

# Traffic Data Service

Campbell, CA

(408) 377-2988

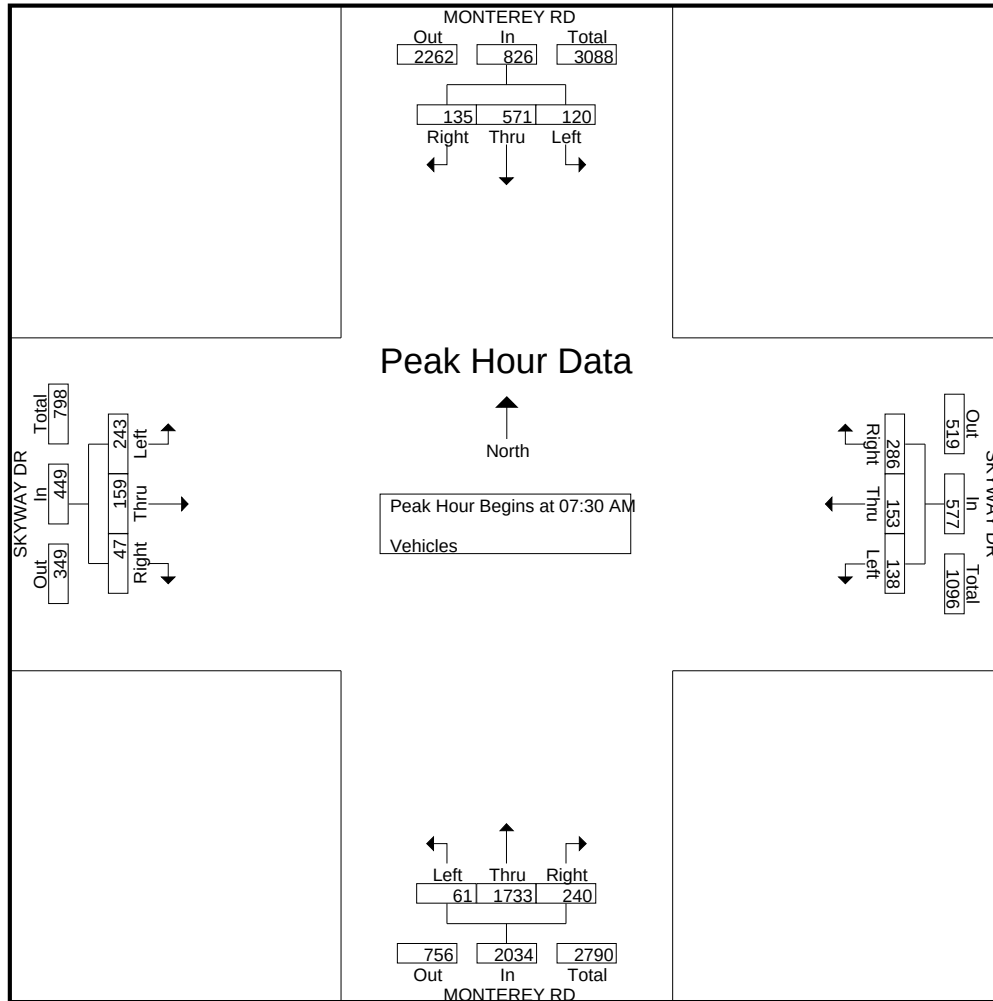
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 61AM FINAL

Site Code : 00000061

Start Date : 4/11/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 62AM FINAL

Site Code : 00000062

Start Date : 4/11/2013

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | BRANHAM LN<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | BRANHAM LN<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 15                        | 103  | 6    | 0    | 124        | 53                      | 54   | 8    | 1    | 116        | 6                         | 296  | 11   | 2    | 315        | 17                      | 16   | 54   | 0    | 87         | 642        |
| 07:15 AM    | 37                        | 77   | 9    | 0    | 123        | 78                      | 71   | 17   | 1    | 167        | 5                         | 379  | 20   | 4    | 408        | 20                      | 38   | 130  | 0    | 188        | 886        |
| 07:30 AM    | 29                        | 113  | 15   | 0    | 157        | 63                      | 66   | 17   | 4    | 150        | 8                         | 385  | 28   | 7    | 428        | 28                      | 35   | 93   | 1    | 157        | 892        |
| 07:45 AM    | 48                        | 119  | 51   | 0    | 218        | 109                     | 121  | 24   | 0    | 254        | 8                         | 324  | 38   | 10   | 380        | 23                      | 104  | 105  | 6    | 238        | 1090       |
| Total       | 129                       | 412  | 81   | 0    | 622        | 303                     | 312  | 66   | 6    | 687        | 27                        | 1384 | 97   | 23   | 1531       | 88                      | 193  | 382  | 7    | 670        | 3510       |
| 08:00 AM    | 38                        | 141  | 29   | 0    | 208        | 98                      | 105  | 18   | 1    | 222        | 8                         | 383  | 31   | 0    | 422        | 34                      | 54   | 104  | 0    | 192        | 1044       |
| 08:15 AM    | 37                        | 128  | 11   | 0    | 176        | 70                      | 58   | 20   | 4    | 152        | 6                         | 357  | 40   | 3    | 406        | 28                      | 41   | 85   | 0    | 154        | 888        |
| 08:30 AM    | 16                        | 108  | 15   | 0    | 139        | 53                      | 50   | 14   | 2    | 119        | 10                        | 264  | 25   | 1    | 300        | 35                      | 26   | 69   | 0    | 130        | 688        |
| 08:45 AM    | 24                        | 92   | 18   | 0    | 134        | 49                      | 40   | 7    | 1    | 97         | 6                         | 308  | 35   | 2    | 351        | 25                      | 20   | 51   | 1    | 97         | 679        |
| Total       | 115                       | 469  | 73   | 0    | 657        | 270                     | 253  | 59   | 8    | 590        | 30                        | 1312 | 131  | 6    | 1479       | 122                     | 141  | 309  | 1    | 573        | 3299       |
| Grand Total | 244                       | 881  | 154  | 0    | 1279       | 573                     | 565  | 125  | 14   | 1277       | 57                        | 2696 | 228  | 29   | 3010       | 210                     | 334  | 691  | 8    | 1243       | 6809       |
| Apprch %    | 19.1                      | 68.9 | 12   | 0    |            | 44.9                    | 44.2 | 9.8  | 1.1  |            | 1.9                       | 89.6 | 7.6  | 1    |            | 16.9                    | 26.9 | 55.6 | 0.6  |            |            |
| Total %     | 3.6                       | 12.9 | 2.3  | 0    | 18.8       | 8.4                     | 8.3  | 1.8  | 0.2  | 18.8       | 0.8                       | 39.6 | 3.3  | 0.4  | 44.2       | 3.1                     | 4.9  | 10.1 | 0.1  | 18.3       |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |            | BRANHAM LN<br>Westbound |      |      |            | MONTEREY RD<br>Northbound |      |      |            | BRANHAM LN<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |                         |      |      |            |                           |      |      |            |                         |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |      |      |            |                         |      |      |            |                           |      |      |            |                         |      |      |            |            |
| 07:15 AM                                                   | 37                        | 77   | 9    | 123        | 78                      | 71   | 17   | 166        | 5                         | 379  | 20   | 404        | 20                      | 38   | 130  | 188        | 881        |
| 07:30 AM                                                   | 29                        | 113  | 15   | 157        | 63                      | 66   | 17   | 146        | 8                         | 385  | 28   | 421        | 28                      | 35   | 93   | 156        | 880        |
| 07:45 AM                                                   | 48                        | 119  | 51   | 218        | 109                     | 121  | 24   | 254        | 8                         | 324  | 38   | 370        | 23                      | 104  | 105  | 232        | 1074       |
| 08:00 AM                                                   | 38                        | 141  | 29   | 208        | 98                      | 105  | 18   | 221        | 8                         | 383  | 31   | 422        | 34                      | 54   | 104  | 192        | 1043       |
| Total Volume                                               | 152                       | 450  | 104  | 706        | 348                     | 363  | 76   | 787        | 29                        | 1471 | 117  | 1617       | 105                     | 231  | 432  | 768        | 3878       |
| % App. Total                                               | 21.5                      | 63.7 | 14.7 |            | 44.2                    | 46.1 | 9.7  |            | 1.8                       | 91   | 7.2  |            | 13.7                    | 30.1 | 56.2 |            |            |
| PHF                                                        | .792                      | .798 | .510 | .810       | .798                    | .750 | .792 | .775       | .906                      | .955 | .770 | .958       | .772                    | .555 | .831 | .828       | .903       |

# Traffic Data Service

Campbell, CA

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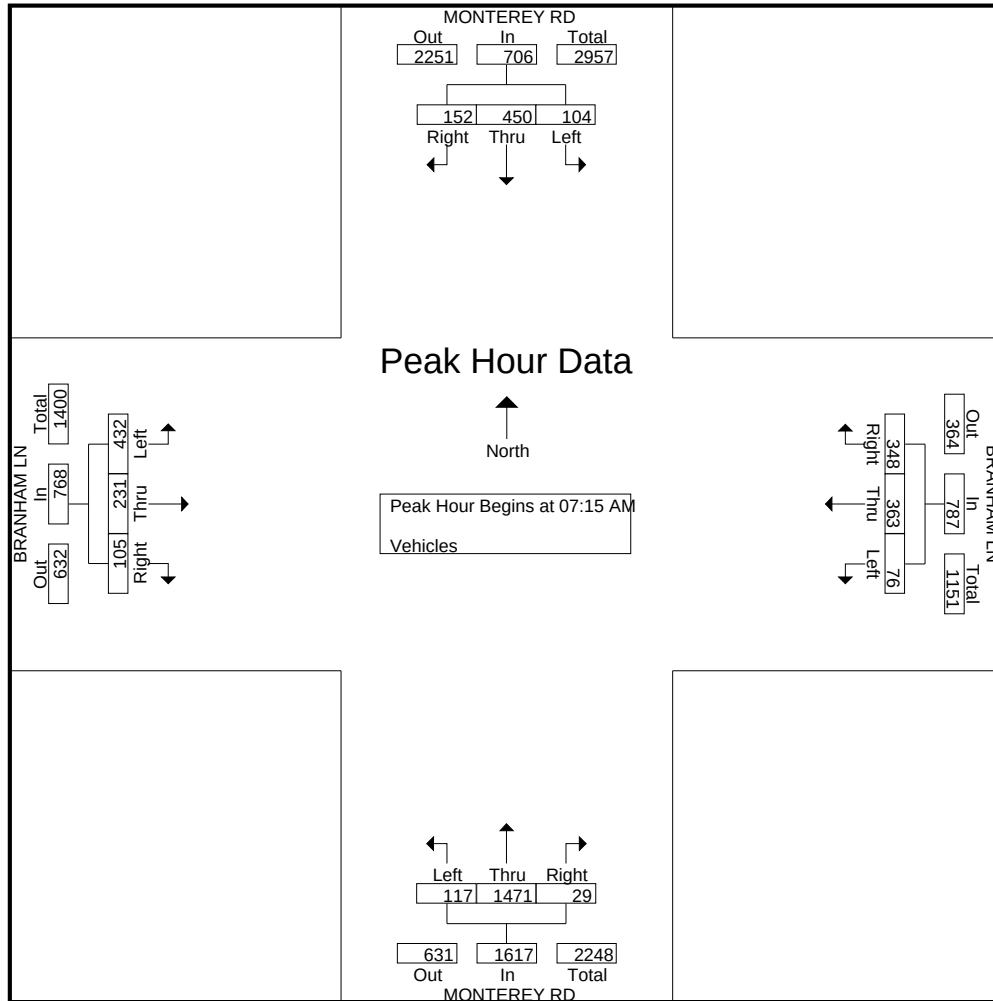
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 62AM FINAL

Site Code : 00000062

Start Date : 4/11/2013

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# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 63AM FINAL

Site Code : 00000063

Start Date : 4/9/2013

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## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | EDENVIEW DR<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                         | 101  | 8    | 1    | 110        | 25                       | 0    | 34   | 0    | 59         | 6                         | 296  | 3    | 0    | 305        | 0         | 0    | 0    | 0    | 0          | 474        |
| 07:15 AM    | 0                         | 151  | 4    | 4    | 159        | 23                       | 0    | 48   | 8    | 79         | 14                        | 494  | 0    | 0    | 508        | 0         | 0    | 0    | 0    | 0          | 746        |
| 07:30 AM    | 0                         | 164  | 6    | 1    | 171        | 27                       | 0    | 32   | 1    | 60         | 15                        | 388  | 2    | 0    | 405        | 0         | 0    | 0    | 0    | 0          | 636        |
| 07:45 AM    | 0                         | 198  | 8    | 2    | 208        | 29                       | 0    | 58   | 2    | 89         | 48                        | 343  | 2    | 0    | 393        | 0         | 0    | 0    | 0    | 0          | 690        |
| Total       | 0                         | 614  | 26   | 8    | 648        | 104                      | 0    | 172  | 11   | 287        | 83                        | 1521 | 7    | 0    | 1611       | 0         | 0    | 0    | 0    | 0          | 2546       |
| 08:00 AM    | 0                         | 215  | 15   | 1    | 231        | 34                       | 0    | 49   | 1    | 84         | 28                        | 400  | 2    | 0    | 430        | 0         | 0    | 0    | 0    | 0          | 745        |
| 08:15 AM    | 0                         | 216  | 6    | 2    | 224        | 14                       | 0    | 36   | 1    | 51         | 6                         | 349  | 3    | 0    | 358        | 0         | 0    | 0    | 0    | 0          | 633        |
| 08:30 AM    | 0                         | 156  | 8    | 3    | 167        | 16                       | 0    | 22   | 0    | 38         | 12                        | 305  | 2    | 0    | 319        | 0         | 0    | 0    | 0    | 0          | 524        |
| 08:45 AM    | 0                         | 191  | 5    | 0    | 196        | 15                       | 0    | 15   | 2    | 32         | 6                         | 292  | 1    | 0    | 299        | 0         | 0    | 0    | 0    | 0          | 527        |
| Total       | 0                         | 778  | 34   | 6    | 818        | 79                       | 0    | 122  | 4    | 205        | 52                        | 1346 | 8    | 0    | 1406       | 0         | 0    | 0    | 0    | 0          | 2429       |
| Grand Total | 0                         | 1392 | 60   | 14   | 1466       | 183                      | 0    | 294  | 15   | 492        | 135                       | 2867 | 15   | 0    | 3017       | 0         | 0    | 0    | 0    | 0          | 4975       |
| Apprch %    | 0                         | 95   | 4.1  | 1    |            | 37.2                     | 0    | 59.8 | 3    |            | 4.5                       | 95   | 0.5  | 0    |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 28   | 1.2  | 0.3  | 29.5       | 3.7                      | 0    | 5.9  | 0.3  | 9.9        | 2.7                       | 57.6 | 0.3  | 0    | 60.6       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |            | EDENVIEW DR<br>Westbound |      |      |            | MONTEREY RD<br>Northbound |      |      |            | Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|--------------------------|------|------|------------|---------------------------|------|------|------------|-----------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right     | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |                          |      |      |            |                           |      |      |            |           |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |      |      |            |                          |      |      |            |                           |      |      |            |           |      |      |            |            |
| 07:15 AM                                                   | 0                         | 151  | 4    | 155        | 23                       | 0    | 48   | 71         | 14                        | 494  | 0    | 508        | 0         | 0    | 0    | 0          | 734        |
| 07:30 AM                                                   | 0                         | 164  | 6    | 170        | 27                       | 0    | 32   | 59         | 15                        | 388  | 2    | 405        | 0         | 0    | 0    | 0          | 634        |
| 07:45 AM                                                   | 0                         | 198  | 8    | 206        | 29                       | 0    | 58   | 87         | 48                        | 343  | 2    | 393        | 0         | 0    | 0    | 0          | 686        |
| 08:00 AM                                                   | 0                         | 215  | 15   | 230        | 34                       | 0    | 49   | 83         | 28                        | 400  | 2    | 430        | 0         | 0    | 0    | 0          | 743        |
| Total Volume                                               | 0                         | 728  | 33   | 761        | 113                      | 0    | 187  | 300        | 105                       | 1625 | 6    | 1736       | 0         | 0    | 0    | 0          | 2797       |
| % App. Total                                               | 0                         | 95.7 | 4.3  |            | 37.7                     | 0    | 62.3 |            | 6                         | 93.6 | 0.3  |            | 0         | 0    | 0    |            |            |
| PHF                                                        | .000                      | .847 | .550 | .827       | .831                     | .000 | .806 | .862       | .547                      | .822 | .750 | .854       | .000      | .000 | .000 | .000       | .941       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

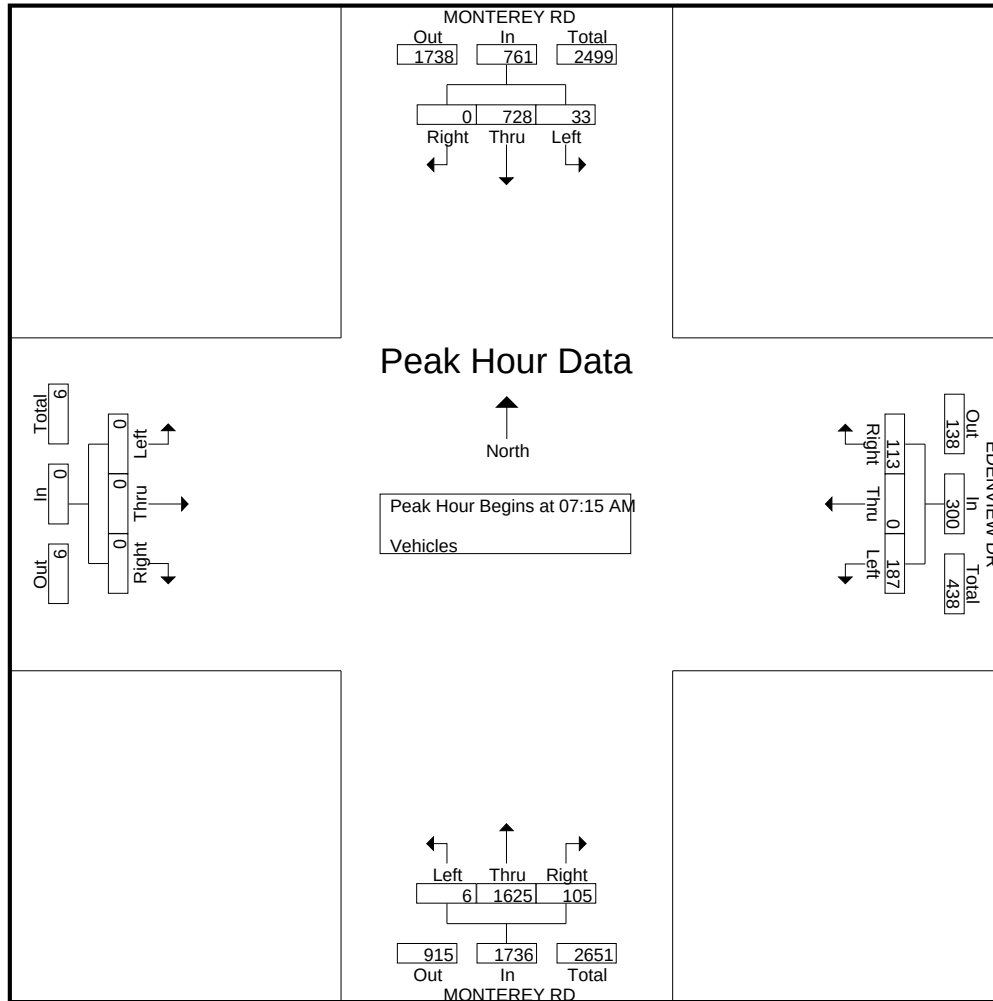
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 63AM FINAL

Site Code : 00000063

Start Date : 4/9/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 63PM FINAL

Site Code : 00000063

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | EDENVIEW DR<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 0                         | 283  | 20   | 1    | 304        | 12                       | 0    | 19   | 3    | 34         | 12                        | 196  | 1    | 0    | 209        | 0         | 0    | 0    | 0    | 0          | 547        |
| 04:15 PM    | 0                         | 308  | 15   | 3    | 326        | 8                        | 0    | 14   | 1    | 23         | 14                        | 169  | 3    | 0    | 186        | 0         | 0    | 0    | 0    | 0          | 535        |
| 04:30 PM    | 0                         | 284  | 23   | 1    | 308        | 18                       | 0    | 15   | 3    | 36         | 27                        | 230  | 0    | 0    | 257        | 0         | 0    | 0    | 0    | 0          | 601        |
| 04:45 PM    | 0                         | 374  | 6    | 4    | 384        | 13                       | 0    | 15   | 3    | 31         | 15                        | 254  | 1    | 0    | 270        | 0         | 0    | 0    | 0    | 0          | 685        |
| Total       | 0                         | 1249 | 64   | 9    | 1322       | 51                       | 0    | 63   | 10   | 124        | 68                        | 849  | 5    | 0    | 922        | 0         | 0    | 0    | 0    | 0          | 2368       |
| 05:00 PM    | 0                         | 356  | 22   | 2    | 380        | 10                       | 0    | 15   | 3    | 28         | 15                        | 188  | 4    | 0    | 207        | 0         | 0    | 0    | 0    | 0          | 615        |
| 05:15 PM    | 0                         | 387  | 28   | 10   | 425        | 9                        | 0    | 30   | 8    | 47         | 14                        | 215  | 2    | 0    | 231        | 0         | 0    | 0    | 0    | 0          | 703        |
| 05:30 PM    | 0                         | 366  | 20   | 5    | 391        | 10                       | 0    | 19   | 2    | 31         | 24                        | 175  | 2    | 0    | 201        | 0         | 0    | 0    | 0    | 0          | 623        |
| 05:45 PM    | 0                         | 349  | 18   | 3    | 370        | 11                       | 0    | 24   | 3    | 38         | 11                        | 227  | 1    | 0    | 239        | 0         | 0    | 0    | 0    | 0          | 647        |
| Total       | 0                         | 1458 | 88   | 20   | 1566       | 40                       | 0    | 88   | 16   | 144        | 64                        | 805  | 9    | 0    | 878        | 0         | 0    | 0    | 0    | 0          | 2588       |
| Grand Total | 0                         | 2707 | 152  | 29   | 2888       | 91                       | 0    | 151  | 26   | 268        | 132                       | 1654 | 14   | 0    | 1800       | 0         | 0    | 0    | 0    | 0          | 4956       |
| Apprch %    | 0                         | 93.7 | 5.3  | 1    |            | 34                       | 0    | 56.3 | 9.7  |            | 7.3                       | 91.9 | 0.8  | 0    |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 54.6 | 3.1  | 0.6  | 58.3       | 1.8                      | 0    | 3    | 0.5  | 5.4        | 2.7                       | 33.4 | 0.3  | 0    | 36.3       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |            | EDENVIEW DR<br>Westbound |      |      |            | MONTEREY RD<br>Northbound |      |      |            | Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|--------------------------|------|------|------------|---------------------------|------|------|------------|-----------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right     | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |      |            |                          |      |      |            |                           |      |      |            |           |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                           |      |      |            |                          |      |      |            |                           |      |      |            |           |      |      |            |            |
| 04:45 PM                                                   | 0                         | 374  | 6    | 380        | 13                       | 0    | 15   | 28         | 15                        | 254  | 1    | 270        | 0         | 0    | 0    | 0          | 678        |
| 05:00 PM                                                   | 0                         | 356  | 22   | 378        | 10                       | 0    | 15   | 25         | 15                        | 188  | 4    | 207        | 0         | 0    | 0    | 0          | 610        |
| 05:15 PM                                                   | 0                         | 387  | 28   | 415        | 9                        | 0    | 30   | 39         | 14                        | 215  | 2    | 231        | 0         | 0    | 0    | 0          | 685        |
| 05:30 PM                                                   | 0                         | 366  | 20   | 386        | 10                       | 0    | 19   | 29         | 24                        | 175  | 2    | 201        | 0         | 0    | 0    | 0          | 616        |
| Total Volume                                               | 0                         | 1483 | 76   | 1559       | 42                       | 0    | 79   | 121        | 68                        | 832  | 9    | 909        | 0         | 0    | 0    | 0          | 2589       |
| % App. Total                                               | 0                         | 95.1 | 4.9  |            | 34.7                     | 0    | 65.3 |            | 7.5                       | 91.5 | 1    |            | 0         | 0    | 0    |            |            |
| PHF                                                        | .000                      | .958 | .679 | .939       | .808                     | .000 | .658 | .776       | .708                      | .819 | .563 | .842       | .000      | .000 | .000 | .000       | .945       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

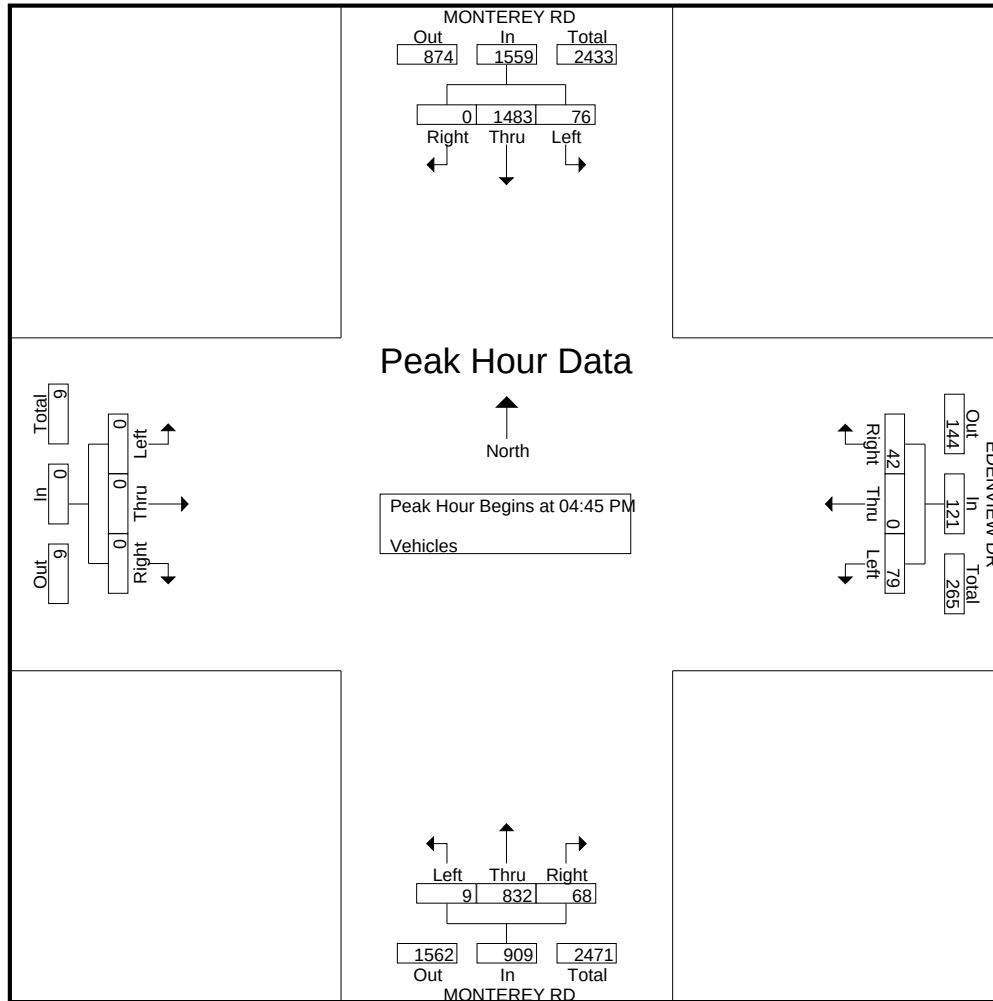
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 63PM FINAL

Site Code : 00000063

Start Date : 4/9/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 64AM FINAL

Site Code : 00000064

Start Date : 4/10/2013

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | ROEDER RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 36                        | 83   | 6    | 0    | 125        | 18                     | 42   | 65   | 0    | 125        | 24                        | 196  | 41   | 22   | 283        | 21                         | 13   | 62   | 0    | 96         | 629        |
| 07:15 AM    | 60                        | 109  | 16   | 0    | 185        | 14                     | 72   | 88   | 0    | 174        | 21                        | 281  | 38   | 3    | 343        | 26                         | 38   | 78   | 0    | 142        | 844        |
| 07:30 AM    | 30                        | 165  | 12   | 0    | 207        | 14                     | 43   | 64   | 0    | 121        | 34                        | 262  | 20   | 2    | 318        | 18                         | 46   | 70   | 0    | 134        | 780        |
| 07:45 AM    | 23                        | 133  | 8    | 0    | 164        | 9                      | 57   | 75   | 0    | 141        | 33                        | 226  | 34   | 3    | 296        | 32                         | 33   | 53   | 3    | 121        | 722        |
| Total       | 149                       | 490  | 42   | 0    | 681        | 55                     | 214  | 292  | 0    | 561        | 112                       | 965  | 133  | 30   | 1240       | 97                         | 130  | 263  | 3    | 493        | 2975       |
| 08:00 AM    | 18                        | 210  | 30   | 0    | 258        | 23                     | 68   | 85   | 0    | 176        | 19                        | 293  | 37   | 5    | 354        | 16                         | 49   | 55   | 0    | 120        | 908        |
| 08:15 AM    | 51                        | 207  | 35   | 0    | 293        | 29                     | 62   | 81   | 3    | 175        | 11                        | 291  | 54   | 9    | 365        | 22                         | 47   | 61   | 0    | 130        | 963        |
| 08:30 AM    | 38                        | 217  | 15   | 0    | 270        | 23                     | 35   | 111  | 0    | 169        | 20                        | 249  | 44   | 5    | 318        | 21                         | 47   | 89   | 1    | 158        | 915        |
| 08:45 AM    | 21                        | 229  | 23   | 0    | 273        | 16                     | 28   | 106  | 0    | 150        | 29                        | 256  | 32   | 4    | 321        | 37                         | 59   | 37   | 0    | 133        | 877        |
| Total       | 128                       | 863  | 103  | 0    | 1094       | 91                     | 193  | 383  | 3    | 670        | 79                        | 1089 | 167  | 23   | 1358       | 96                         | 202  | 242  | 1    | 541        | 3663       |
| Grand Total | 277                       | 1353 | 145  | 0    | 1775       | 146                    | 407  | 675  | 3    | 1231       | 191                       | 2054 | 300  | 53   | 2598       | 193                        | 332  | 505  | 4    | 1034       | 6638       |
| Apprch %    | 15.6                      | 76.2 | 8.2  | 0    |            | 11.9                   | 33.1 | 54.8 | 0.2  |            | 7.4                       | 79.1 | 11.5 | 2    |            | 18.7                       | 32.1 | 48.8 | 0.4  |            |            |
| Total %     | 4.2                       | 20.4 | 2.2  | 0    | 26.7       | 2.2                    | 6.1  | 10.2 | 0    | 18.5       | 2.9                       | 30.9 | 4.5  | 0.8  | 39.1       | 2.9                        | 5    | 7.6  | 0.1  | 15.6       |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |            | ROEDER RD<br>Westbound |      |      |            | MONTEREY RD<br>Northbound |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|------------------------|------|------|------------|---------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |                        |      |      |            |                           |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                           |      |      |            |                        |      |      |            |                           |      |      |            |                            |      |      |            |            |
| 08:00 AM                                                   | 18                        | 210  | 30   | 258        | 23                     | 68   | 85   | 176        | 19                        | 293  | 37   | 349        | 16                         | 49   | 55   | 120        | 903        |
| 08:15 AM                                                   | 51                        | 207  | 35   | 293        | 29                     | 62   | 81   | 172        | 11                        | 291  | 54   | 356        | 22                         | 47   | 61   | 130        | 951        |
| 08:30 AM                                                   | 38                        | 217  | 15   | 270        | 23                     | 35   | 111  | 169        | 20                        | 249  | 44   | 313        | 21                         | 47   | 89   | 157        | 909        |
| 08:45 AM                                                   | 21                        | 229  | 23   | 273        | 16                     | 28   | 106  | 150        | 29                        | 256  | 32   | 317        | 37                         | 59   | 37   | 133        | 873        |
| Total Volume                                               | 128                       | 863  | 103  | 1094       | 91                     | 193  | 383  | 667        | 79                        | 1089 | 167  | 1335       | 96                         | 202  | 242  | 540        | 3636       |
| % App. Total                                               | 11.7                      | 78.9 | 9.4  |            | 13.6                   | 28.9 | 57.4 |            | 5.9                       | 81.6 | 12.5 |            | 17.8                       | 37.4 | 44.8 |            |            |
| PHF                                                        | .627                      | .942 | .736 | .933       | .784                   | .710 | .863 | .947       | .681                      | .929 | .773 | .938       | .649                       | .856 | .680 | .860       | .956       |

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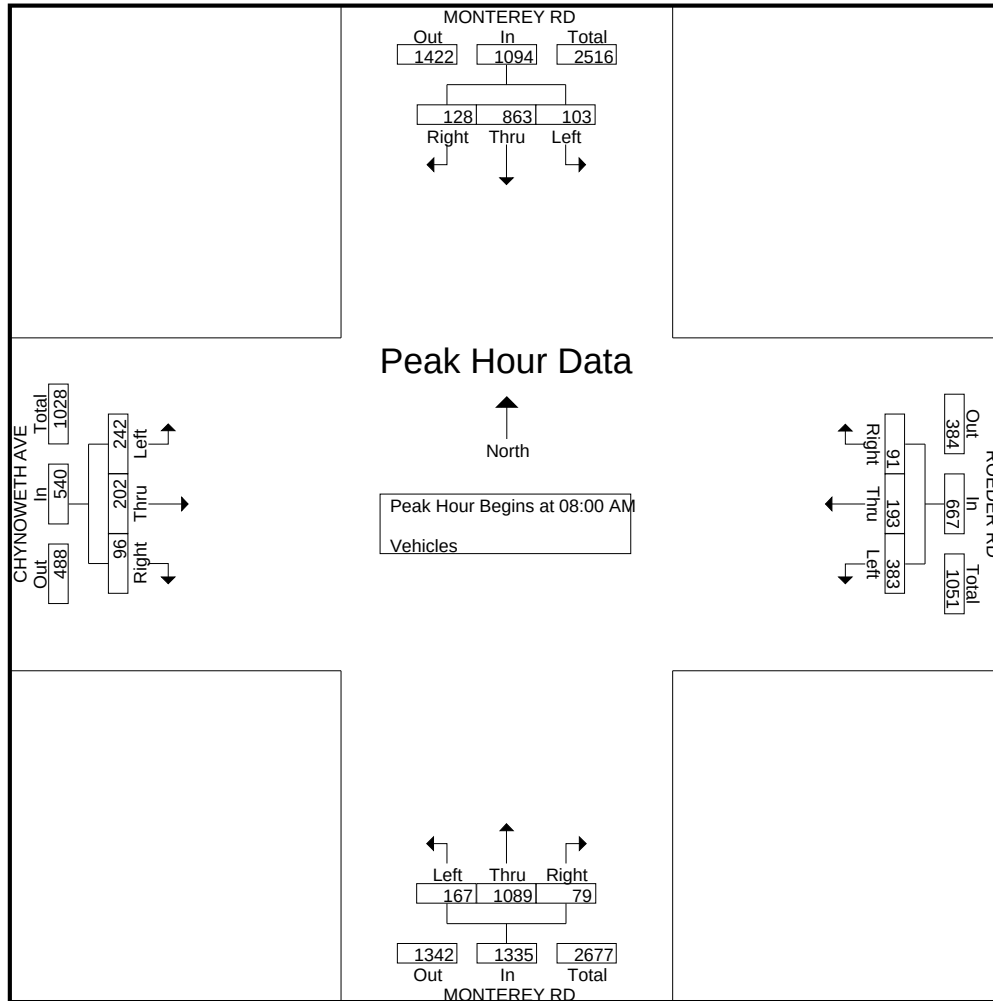
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 64AM FINAL

Site Code : 00000064

Start Date : 4/10/2013

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# Traffic Data Service

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(408) 377-2988

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

File Name : 64PM FINAL

Site Code : 00000064

Start Date : 4/10/2013

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | ROEDER RD<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|------------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 8                         | 254  | 35   | 5    | 302        | 9                      | 25   | 43   | 2    | 79         | 36                        | 171  | 51   | 33   | 291        | 6                          | 21   | 41   | 0    | 68         | 740        |
| 04:15 PM    | 27                        | 253  | 37   | 0    | 317        | 9                      | 19   | 66   | 1    | 95         | 50                        | 172  | 67   | 6    | 295        | 21                         | 54   | 24   | 0    | 99         | 806        |
| 04:30 PM    | 22                        | 259  | 25   | 1    | 307        | 8                      | 41   | 42   | 5    | 96         | 46                        | 178  | 60   | 11   | 295        | 37                         | 63   | 43   | 0    | 143        | 841        |
| 04:45 PM    | 33                        | 252  | 34   | 1    | 320        | 7                      | 31   | 48   | 1    | 87         | 56                        | 151  | 81   | 18   | 306        | 27                         | 36   | 37   | 0    | 100        | 813        |
| Total       | 90                        | 1018 | 131  | 7    | 1246       | 33                     | 116  | 199  | 9    | 357        | 188                       | 672  | 259  | 68   | 1187       | 91                         | 174  | 145  | 0    | 410        | 3200       |
| 05:00 PM    | 29                        | 311  | 32   | 2    | 374        | 11                     | 22   | 51   | 0    | 84         | 72                        | 182  | 88   | 2    | 344        | 30                         | 39   | 21   | 0    | 90         | 892        |
| 05:15 PM    | 44                        | 297  | 39   | 3    | 383        | 6                      | 31   | 48   | 0    | 85         | 45                        | 193  | 105  | 11   | 354        | 19                         | 55   | 42   | 0    | 116        | 938        |
| 05:30 PM    | 36                        | 333  | 38   | 0    | 407        | 11                     | 28   | 66   | 0    | 105        | 32                        | 158  | 123  | 7    | 320        | 35                         | 48   | 38   | 0    | 121        | 953        |
| 05:45 PM    | 35                        | 336  | 34   | 0    | 405        | 6                      | 18   | 52   | 1    | 77         | 37                        | 169  | 85   | 6    | 297        | 56                         | 59   | 37   | 0    | 152        | 931        |
| Total       | 144                       | 1277 | 143  | 5    | 1569       | 34                     | 99   | 217  | 1    | 351        | 186                       | 702  | 401  | 26   | 1315       | 140                        | 201  | 138  | 0    | 479        | 3714       |
| Grand Total | 234                       | 2295 | 274  | 12   | 2815       | 67                     | 215  | 416  | 10   | 708        | 374                       | 1374 | 660  | 94   | 2502       | 231                        | 375  | 283  | 0    | 889        | 6914       |
| Apprch %    | 8.3                       | 81.5 | 9.7  | 0.4  |            | 9.5                    | 30.4 | 58.8 | 1.4  |            | 14.9                      | 54.9 | 26.4 | 3.8  |            | 26                         | 42.2 | 31.8 | 0    |            |            |
| Total %     | 3.4                       | 33.2 | 4    | 0.2  | 40.7       | 1                      | 3.1  | 6    | 0.1  | 10.2       | 5.4                       | 19.9 | 9.5  | 1.4  | 36.2       | 3.3                        | 5.4  | 4.1  | 0    | 12.9       |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |            | ROEDER RD<br>Westbound |      |      |            | MONTEREY RD<br>Northbound |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|------------------------|------|------|------------|---------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |      |            |                        |      |      |            |                           |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                           |      |      |            |                        |      |      |            |                           |      |      |            |                            |      |      |            |            |
| 05:00 PM                                                   | 29                        | 311  | 32   | 372        | 11                     | 22   | 51   | 84         | 72                        | 182  | 88   | 342        | 30                         | 39   | 21   | 90         | 888        |
| 05:15 PM                                                   | 44                        | 297  | 39   | 380        | 6                      | 31   | 48   | 85         | 45                        | 193  | 105  | 343        | 19                         | 55   | 42   | 116        | 924        |
| 05:30 PM                                                   | 36                        | 333  | 38   | 407        | 11                     | 28   | 66   | 105        | 32                        | 158  | 123  | 313        | 35                         | 48   | 38   | 121        | 946        |
| 05:45 PM                                                   | 35                        | 336  | 34   | 405        | 6                      | 18   | 52   | 76         | 37                        | 169  | 85   | 291        | 56                         | 59   | 37   | 152        | 924        |
| Total Volume                                               | 144                       | 1277 | 143  | 1564       | 34                     | 99   | 217  | 350        | 186                       | 702  | 401  | 1289       | 140                        | 201  | 138  | 479        | 3682       |
| % App. Total                                               | 9.2                       | 81.6 | 9.1  |            | 9.7                    | 28.3 | 62   |            | 14.4                      | 54.5 | 31.1 |            | 29.2                       | 42   | 28.8 |            |            |
| PHF                                                        | .818                      | .950 | .917 | .961       | .773                   | .798 | .822 | .833       | .646                      | .909 | .815 | .940       | .625                       | .852 | .821 | .788       | .973       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

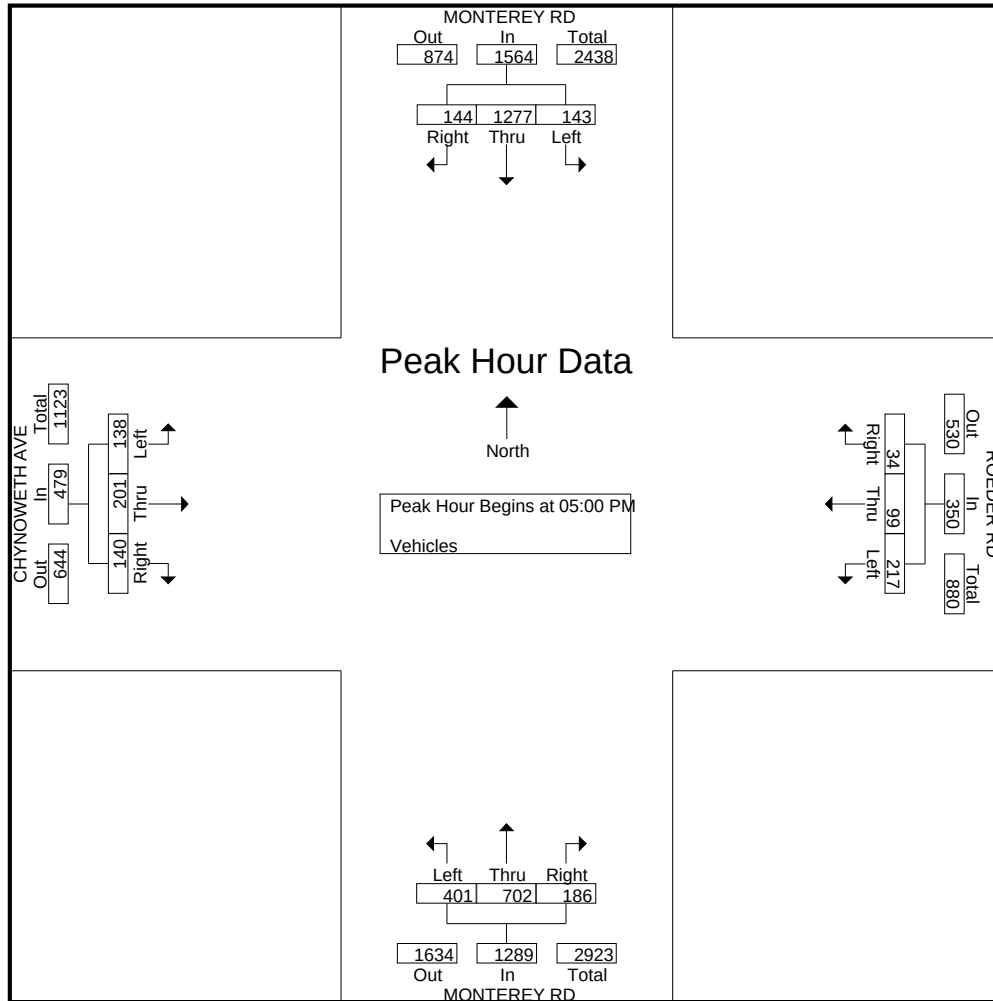
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 64PM FINAL

Site Code : 00000064

Start Date : 4/10/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 65AM FINAL

Site Code : 00000065

Start Date : 4/9/2013

Page No : 1

## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | BLOSSOM HILL WB RAMPS<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|------------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                              | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 32                        | 119  | 0    | 0    | 151        | 70                                 | 0    | 32   | 2    | 104        | 56                        | 183  | 0    | 3    | 242        | 0         | 0    | 0    | 0    | 0          | 497        |
| 07:15 AM    | 62                        | 188  | 0    | 0    | 250        | 91                                 | 0    | 31   | 2    | 124        | 67                        | 288  | 0    | 2    | 357        | 0         | 0    | 0    | 0    | 0          | 731        |
| 07:30 AM    | 43                        | 191  | 0    | 0    | 234        | 50                                 | 0    | 41   | 1    | 92         | 33                        | 261  | 0    | 3    | 297        | 0         | 0    | 0    | 0    | 0          | 623        |
| 07:45 AM    | 95                        | 229  | 0    | 0    | 324        | 42                                 | 0    | 47   | 1    | 90         | 45                        | 244  | 0    | 1    | 290        | 0         | 0    | 0    | 0    | 0          | 704        |
| Total       | 232                       | 727  | 0    | 0    | 959        | 253                                | 0    | 151  | 6    | 410        | 201                       | 976  | 0    | 9    | 1186       | 0         | 0    | 0    | 0    | 0          | 2555       |
| 08:00 AM    | 80                        | 205  | 0    | 0    | 285        | 74                                 | 0    | 39   | 0    | 113        | 76                        | 283  | 0    | 3    | 362        | 0         | 0    | 0    | 0    | 0          | 760        |
| 08:15 AM    | 64                        | 185  | 0    | 0    | 249        | 27                                 | 0    | 58   | 1    | 86         | 85                        | 279  | 0    | 1    | 365        | 0         | 0    | 0    | 0    | 0          | 700        |
| 08:30 AM    | 50                        | 212  | 0    | 0    | 262        | 63                                 | 0    | 55   | 0    | 118        | 31                        | 214  | 0    | 2    | 247        | 0         | 0    | 0    | 0    | 0          | 627        |
| 08:45 AM    | 62                        | 195  | 0    | 0    | 257        | 61                                 | 0    | 53   | 0    | 114        | 36                        | 179  | 0    | 6    | 221        | 0         | 0    | 0    | 0    | 0          | 592        |
| Total       | 256                       | 797  | 0    | 0    | 1053       | 225                                | 0    | 205  | 1    | 431        | 228                       | 955  | 0    | 12   | 1195       | 0         | 0    | 0    | 0    | 0          | 2679       |
| Grand Total | 488                       | 1524 | 0    | 0    | 2012       | 478                                | 0    | 356  | 7    | 841        | 429                       | 1931 | 0    | 21   | 2381       | 0         | 0    | 0    | 0    | 0          | 5234       |
| Apprch %    | 24.3                      | 75.7 | 0    | 0    |            | 56.8                               | 0    | 42.3 | 0.8  |            | 18                        | 81.1 | 0    | 0.9  |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 9.3                       | 29.1 | 0    | 0    | 38.4       | 9.1                                | 0    | 6.8  | 0.1  | 16.1       | 8.2                       | 36.9 | 0    | 0.4  | 45.5       | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |      |      |            | BLOSSOM HILL WB RAMPS<br>Westbound |      |      |            | MONTEREY RD<br>Northbound |      |      |            | Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|------------------------------------|------|------|------------|---------------------------|------|------|------------|-----------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                              | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right     | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |                                    |      |      |            |                           |      |      |            |           |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |      |      |            |                                    |      |      |            |                           |      |      |            |           |      |      |            |            |
| 07:15 AM                                                   | 62                        | 188  | 0    | 250        | 91                                 | 0    | 31   | 122        | 67                        | 288  | 0    | 355        | 0         | 0    | 0    | 0          | 727        |
| 07:30 AM                                                   | 43                        | 191  | 0    | 234        | 50                                 | 0    | 41   | 91         | 33                        | 261  | 0    | 294        | 0         | 0    | 0    | 0          | 619        |
| 07:45 AM                                                   | 95                        | 229  | 0    | 324        | 42                                 | 0    | 47   | 89         | 45                        | 244  | 0    | 289        | 0         | 0    | 0    | 0          | 702        |
| 08:00 AM                                                   | 80                        | 205  | 0    | 285        | 74                                 | 0    | 39   | 113        | 76                        | 283  | 0    | 359        | 0         | 0    | 0    | 0          | 757        |
| Total Volume                                               | 280                       | 813  | 0    | 1093       | 257                                | 0    | 158  | 415        | 221                       | 1076 | 0    | 1297       | 0         | 0    | 0    | 0          | 2805       |
| % App. Total                                               | 25.6                      | 74.4 | 0    |            | 61.9                               | 0    | 38.1 |            | 17                        | 83   | 0    |            | 0         | 0    | 0    |            |            |
| PHF                                                        | .737                      | .888 | .000 | .843       | .706                               | .000 | .840 | .850       | .727                      | .934 | .000 | .903       | .000      | .000 | .000 | .000       | .926       |

# Traffic Data Service

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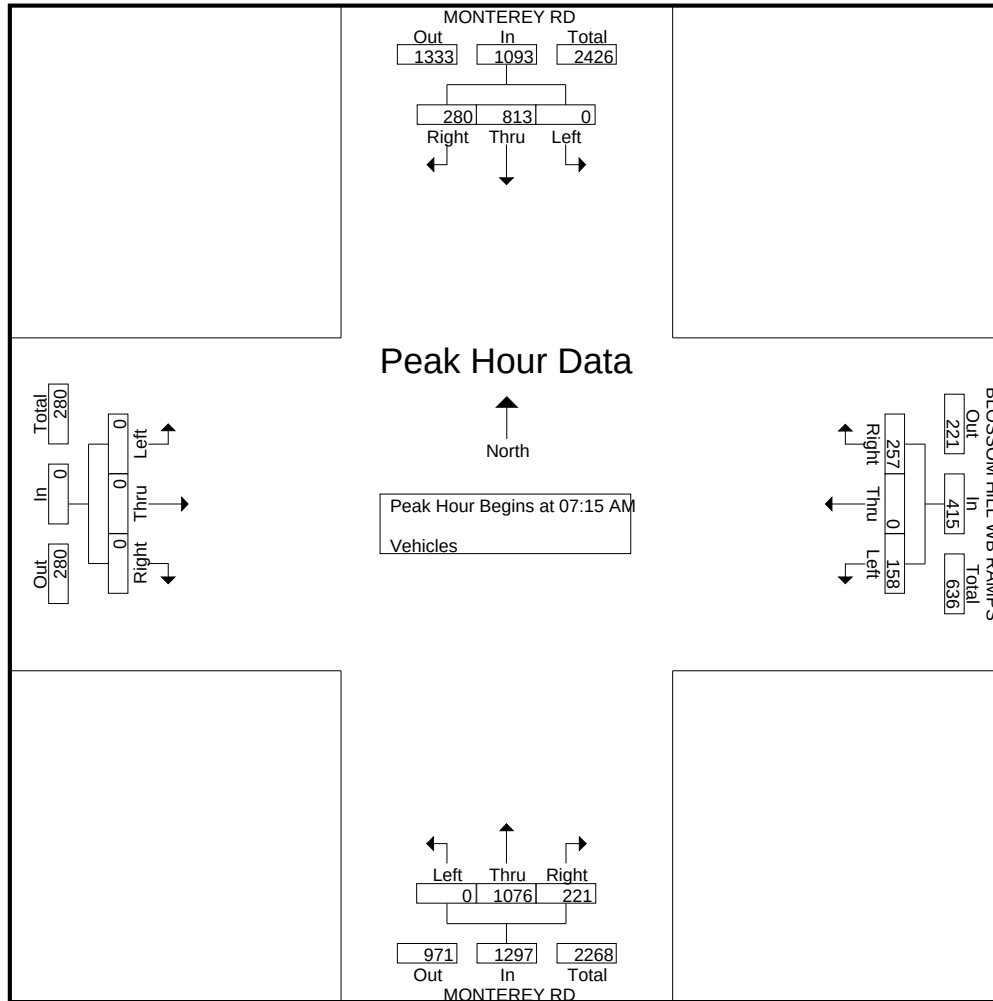
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 65AM FINAL

Site Code : 00000065

Start Date : 4/9/2013

Page No : 2



# Traffic Data Service

Campbell, CA

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

File Name : 66AM FINAL

Site Code : 00000066

Start Date : 4/9/2013

Page No : 1

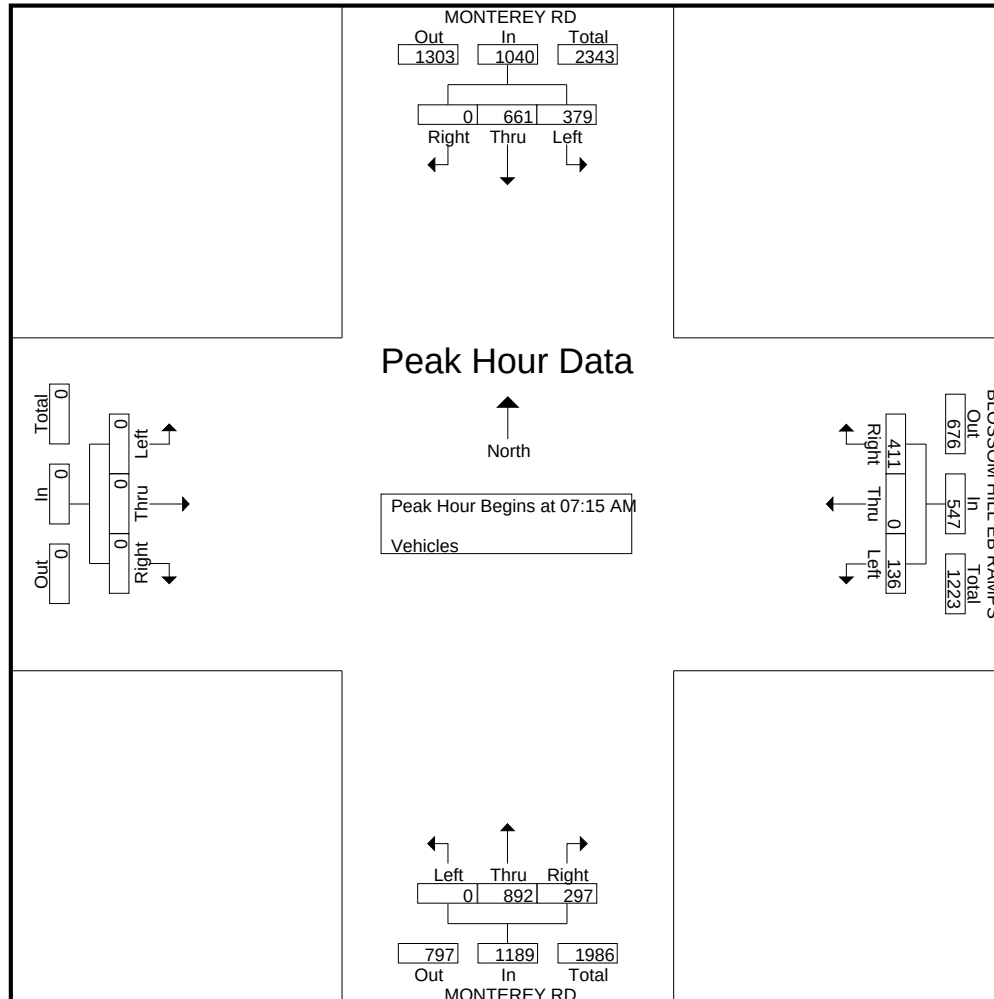
## Groups Printed- Vehicles

|             | MONTEREY RD<br>Southbound |      |      |      |            | BLOSSOM HILL EB RAMPS<br>Westbound |      |      |      |            | MONTEREY RD<br>Northbound |      |      |      |            | Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|------------------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                              | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 0                         | 104  | 44   | 0    | 148        | 68                                 | 0    | 20   | 4    | 92         | 76                        | 170  | 0    | 0    | 246        | 0         | 0    | 0    | 0    | 0          | 486        |
| 07:15 AM    | 0                         | 160  | 85   | 0    | 245        | 105                                | 0    | 39   | 3    | 147        | 74                        | 218  | 0    | 0    | 292        | 0         | 0    | 0    | 0    | 0          | 684        |
| 07:30 AM    | 0                         | 151  | 88   | 0    | 239        | 101                                | 0    | 38   | 1    | 140        | 89                        | 182  | 0    | 0    | 271        | 0         | 0    | 0    | 0    | 0          | 650        |
| 07:45 AM    | 0                         | 179  | 109  | 0    | 288        | 98                                 | 0    | 24   | 1    | 123        | 59                        | 206  | 0    | 0    | 265        | 0         | 0    | 0    | 0    | 0          | 676        |
| Total       | 0                         | 594  | 326  | 0    | 920        | 372                                | 0    | 121  | 9    | 502        | 298                       | 776  | 0    | 0    | 1074       | 0         | 0    | 0    | 0    | 0          | 2496       |
| 08:00 AM    | 0                         | 171  | 97   | 0    | 268        | 107                                | 0    | 35   | 1    | 143        | 75                        | 286  | 0    | 0    | 361        | 0         | 0    | 0    | 0    | 0          | 772        |
| 08:15 AM    | 0                         | 147  | 103  | 0    | 250        | 121                                | 0    | 39   | 3    | 163        | 50                        | 182  | 0    | 0    | 232        | 0         | 0    | 0    | 0    | 0          | 645        |
| 08:30 AM    | 0                         | 147  | 100  | 0    | 247        | 85                                 | 0    | 54   | 4    | 143        | 81                        | 158  | 0    | 0    | 239        | 0         | 0    | 0    | 0    | 0          | 629        |
| 08:45 AM    | 0                         | 124  | 94   | 0    | 218        | 54                                 | 0    | 35   | 3    | 92         | 51                        | 172  | 0    | 0    | 223        | 0         | 0    | 0    | 0    | 0          | 533        |
| Total       | 0                         | 589  | 394  | 0    | 983        | 367                                | 0    | 163  | 11   | 541        | 257                       | 798  | 0    | 0    | 1055       | 0         | 0    | 0    | 0    | 0          | 2579       |
| Grand Total | 0                         | 1183 | 720  | 0    | 1903       | 739                                | 0    | 284  | 20   | 1043       | 555                       | 1574 | 0    | 0    | 2129       | 0         | 0    | 0    | 0    | 0          | 5075       |
| Apprch %    | 0                         | 62.2 | 37.8 | 0    |            | 70.9                               | 0    | 27.2 | 1.9  |            | 26.1                      | 73.9 | 0    | 0    |            | 0         | 0    | 0    | 0    |            |            |
| Total %     | 0                         | 23.3 | 14.2 | 0    | 37.5       | 14.6                               | 0    | 5.6  | 0.4  | 20.6       | 10.9                      | 31   | 0    | 0    | 42         | 0         | 0    | 0    | 0    | 0          |            |

|                                                            | MONTEREY RD<br>Southbound |            |            |            |  | BLOSSOM HILL EB RAMPS<br>Westbound |      |           |            |  | MONTEREY RD<br>Northbound |            |      |            |  | Eastbound |      |      |            |  |            |
|------------------------------------------------------------|---------------------------|------------|------------|------------|--|------------------------------------|------|-----------|------------|--|---------------------------|------------|------|------------|--|-----------|------|------|------------|--|------------|
| Start Time                                                 | Right                     | Thru       | Left       | App. Total |  | Right                              | Thru | Left      | App. Total |  | Right                     | Thru       | Left | App. Total |  | Right     | Thru | Left | App. Total |  | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |            |            |            |  |                                    |      |           |            |  |                           |            |      |            |  |           |      |      |            |  |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                           |            |            |            |  |                                    |      |           |            |  |                           |            |      |            |  |           |      |      |            |  |            |
| 07:15 AM                                                   | 0                         | 160        | 85         | 245        |  | 105                                | 0    | <b>39</b> | <b>144</b> |  | 74                        | 218        | 0    | 292        |  | 0         | 0    | 0    | 0          |  | 681        |
| 07:30 AM                                                   | 0                         | 151        | 88         | 239        |  | 101                                | 0    | 38        | 139        |  | <b>89</b>                 | 182        | 0    | 271        |  | 0         | 0    | 0    | 0          |  | 649        |
| 07:45 AM                                                   | 0                         | <b>179</b> | <b>109</b> | <b>288</b> |  | 98                                 | 0    | 24        | 122        |  | 59                        | 206        | 0    | 265        |  | 0         | 0    | 0    | 0          |  | 675        |
| 08:00 AM                                                   | 0                         | 171        | 97         | 268        |  | <b>107</b>                         | 0    | 35        | 142        |  | 75                        | <b>286</b> | 0    | <b>361</b> |  | 0         | 0    | 0    | 0          |  | <b>771</b> |
| Total Volume                                               | 0                         | 661        | 379        | 1040       |  | 411                                | 0    | 136       | 547        |  | 297                       | 892        | 0    | 1189       |  | 0         | 0    | 0    | 0          |  | 2776       |
| % App. Total                                               | 0                         | 63.6       | 36.4       |            |  | 75.1                               | 0    | 24.9      |            |  | 25                        | 75         | 0    |            |  | 0         | 0    | 0    |            |  |            |
| PHF                                                        | .000                      | .923       | .869       | .903       |  | .960                               | .000 | .872      | .950       |  | .834                      | .780       | .000 | .823       |  | .000      | .000 | .000 | .000       |  | .900       |

Campbell, CA  
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File Name : 66AM FINAL  
Site Code : 00000066  
Start Date : 4/9/2013  
Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 67AM FINAL

Site Code : 00000067

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | ROSENBAUM AVE<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | ROSENBAUM AVE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 9                       | 75   | 3    | 1    | 88         | 27                         | 2    | 15   | 1    | 45         | 6                       | 155  | 2    | 0    | 163        | 8                          | 0    | 16   | 0    | 24         | 320        |
| 07:15 AM    | 9                       | 96   | 2    | 0    | 107        | 33                         | 4    | 16   | 2    | 55         | 3                       | 212  | 7    | 3    | 225        | 16                         | 0    | 19   | 0    | 35         | 422        |
| 07:30 AM    | 13                      | 95   | 3    | 1    | 112        | 24                         | 3    | 31   | 3    | 61         | 6                       | 246  | 12   | 1    | 265        | 19                         | 3    | 20   | 1    | 43         | 481        |
| 07:45 AM    | 18                      | 140  | 5    | 0    | 163        | 27                         | 5    | 29   | 1    | 62         | 5                       | 256  | 23   | 3    | 287        | 30                         | 1    | 19   | 0    | 50         | 562        |
| Total       | 49                      | 406  | 13   | 2    | 470        | 111                        | 14   | 91   | 7    | 223        | 20                      | 869  | 44   | 7    | 940        | 73                         | 4    | 74   | 1    | 152        | 1785       |
| 08:00 AM    | 23                      | 111  | 4    | 1    | 139        | 22                         | 9    | 14   | 1    | 46         | 18                      | 280  | 34   | 1    | 333        | 20                         | 0    | 28   | 0    | 48         | 566        |
| 08:15 AM    | 52                      | 113  | 2    | 4    | 171        | 25                         | 48   | 15   | 1    | 89         | 7                       | 290  | 42   | 1    | 340        | 27                         | 12   | 37   | 0    | 76         | 676        |
| 08:30 AM    | 9                       | 96   | 5    | 2    | 112        | 14                         | 2    | 8    | 1    | 25         | 4                       | 224  | 8    | 1    | 237        | 24                         | 23   | 30   | 0    | 77         | 451        |
| 08:45 AM    | 13                      | 114  | 2    | 3    | 132        | 21                         | 5    | 10   | 1    | 37         | 4                       | 158  | 5    | 0    | 167        | 13                         | 0    | 19   | 0    | 32         | 368        |
| Total       | 97                      | 434  | 13   | 10   | 554        | 82                         | 64   | 47   | 4    | 197        | 33                      | 952  | 89   | 3    | 1077       | 84                         | 35   | 114  | 0    | 233        | 2061       |
| Grand Total | 146                     | 840  | 26   | 12   | 1024       | 193                        | 78   | 138  | 11   | 420        | 53                      | 1821 | 133  | 10   | 2017       | 157                        | 39   | 188  | 1    | 385        | 3846       |
| Apprch %    | 14.3                    | 82   | 2.5  | 1.2  |            | 46                         | 18.6 | 32.9 | 2.6  |            | 2.6                     | 90.3 | 6.6  | 0.5  |            | 40.8                       | 10.1 | 48.8 | 0.3  |            |            |
| Total %     | 3.8                     | 21.8 | 0.7  | 0.3  | 26.6       | 5                          | 2    | 3.6  | 0.3  | 10.9       | 1.4                     | 47.3 | 3.5  | 0.3  | 52.4       | 4.1                        | 1    | 4.9  | 0    | 10         |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | ROSENBAUM AVE<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | ROSENBAUM AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|----------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| 07:30 AM                                                   | 13                      | 95   | 3    | 111        | 24                         | 3    | 31   | 58         | 6                       | 246  | 12   | 264        | 19                         | 3    | 20   | 42         | 475        |
| 07:45 AM                                                   | 18                      | 140  | 5    | 163        | 27                         | 5    | 29   | 61         | 5                       | 256  | 23   | 284        | 30                         | 1    | 19   | 50         | 558        |
| 08:00 AM                                                   | 23                      | 111  | 4    | 138        | 22                         | 9    | 14   | 45         | 18                      | 280  | 34   | 332        | 20                         | 0    | 28   | 48         | 563        |
| 08:15 AM                                                   | 52                      | 113  | 2    | 167        | 25                         | 48   | 15   | 88         | 7                       | 290  | 42   | 339        | 27                         | 12   | 37   | 76         | 670        |
| Total Volume                                               | 106                     | 459  | 14   | 579        | 98                         | 65   | 89   | 252        | 36                      | 1072 | 111  | 1219       | 96                         | 16   | 104  | 216        | 2266       |
| % App. Total                                               | 18.3                    | 79.3 | 2.4  |            | 38.9                       | 25.8 | 35.3 |            | 3                       | 87.9 | 9.1  |            | 44.4                       | 7.4  | 48.1 |            |            |
| PHF                                                        | .510                    | .820 | .700 | .867       | .907                       | .339 | .718 | .716       | .500                    | .924 | .661 | .899       | .800                       | .333 | .703 | .711       | .846       |

# Traffic Data Service

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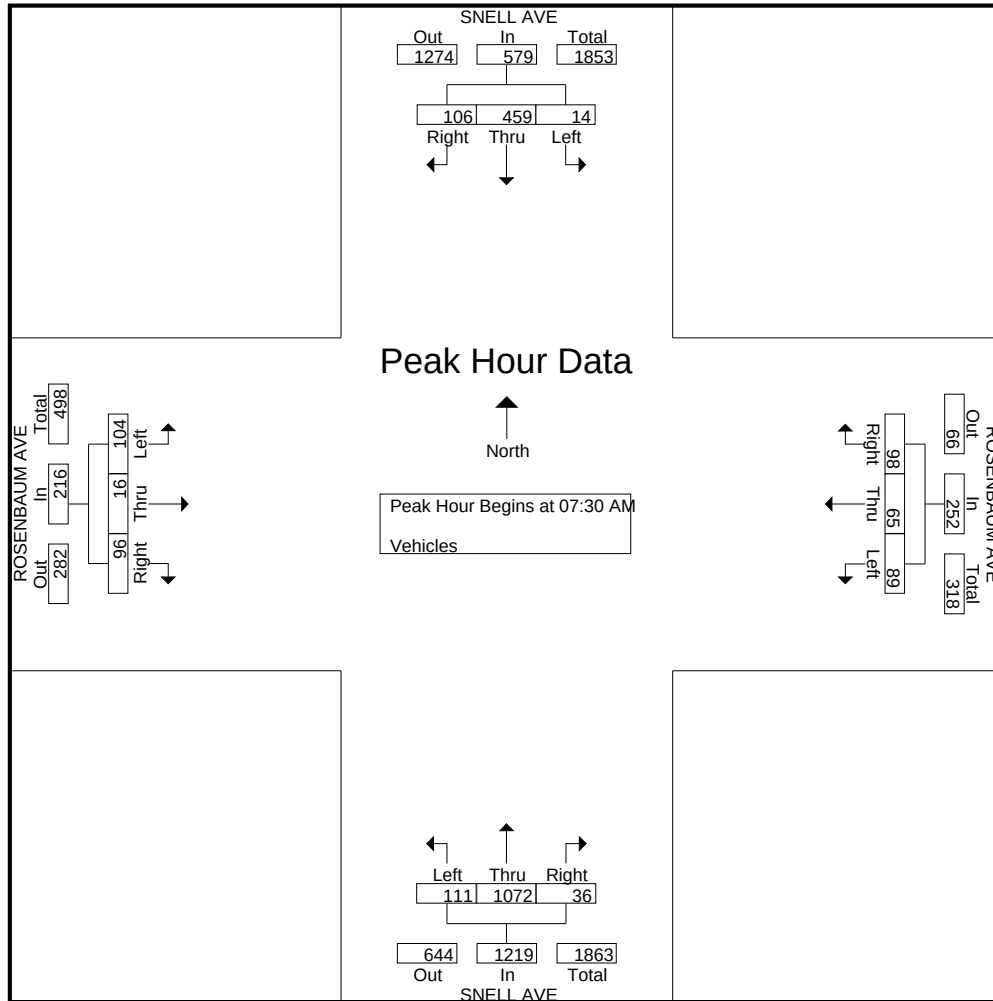
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 67AM FINAL

Site Code : 00000067

Start Date : 3/28/2013

Page No : 2





# Traffic Data Service

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File Name : 67PM FINAL

Site Code : 00000067

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | ROSENBAUM AVE<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | ROSENBAUM AVE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 17                      | 164  | 8    | 1    | 190        | 14                         | 0    | 8    | 2    | 24         | 12                      | 105  | 11   | 4    | 132        | 19                         | 3    | 10   | 0    | 32         | 378        |
| 04:15 PM    | 20                      | 169  | 7    | 1    | 197        | 8                          | 1    | 5    | 4    | 18         | 7                       | 123  | 11   | 0    | 141        | 15                         | 2    | 15   | 1    | 33         | 389        |
| 04:30 PM    | 29                      | 168  | 12   | 2    | 211        | 6                          | 1    | 7    | 2    | 16         | 12                      | 131  | 20   | 1    | 164        | 11                         | 4    | 17   | 0    | 32         | 423        |
| 04:45 PM    | 17                      | 180  | 10   | 3    | 210        | 7                          | 1    | 4    | 4    | 16         | 13                      | 114  | 17   | 5    | 149        | 12                         | 6    | 11   | 3    | 32         | 407        |
| Total       | 83                      | 681  | 37   | 7    | 808        | 35                         | 3    | 24   | 12   | 74         | 44                      | 473  | 59   | 10   | 586        | 57                         | 15   | 53   | 4    | 129        | 1597       |
| 05:00 PM    | 18                      | 185  | 5    | 4    | 212        | 13                         | 1    | 11   | 0    | 25         | 20                      | 94   | 11   | 1    | 126        | 17                         | 3    | 11   | 1    | 32         | 395        |
| 05:15 PM    | 31                      | 216  | 14   | 0    | 261        | 6                          | 1    | 13   | 0    | 20         | 17                      | 116  | 8    | 2    | 143        | 29                         | 2    | 11   | 2    | 44         | 468        |
| 05:30 PM    | 25                      | 186  | 26   | 2    | 239        | 15                         | 4    | 9    | 2    | 30         | 19                      | 118  | 20   | 2    | 159        | 21                         | 2    | 25   | 3    | 51         | 479        |
| 05:45 PM    | 21                      | 192  | 17   | 3    | 233        | 7                          | 4    | 12   | 1    | 24         | 30                      | 133  | 23   | 0    | 186        | 12                         | 2    | 12   | 0    | 26         | 469        |
| Total       | 95                      | 779  | 62   | 9    | 945        | 41                         | 10   | 45   | 3    | 99         | 86                      | 461  | 62   | 5    | 614        | 79                         | 9    | 59   | 6    | 153        | 1811       |
| Grand Total | 178                     | 1460 | 99   | 16   | 1753       | 76                         | 13   | 69   | 15   | 173        | 130                     | 934  | 121  | 15   | 1200       | 136                        | 24   | 112  | 10   | 282        | 3408       |
| Apprch %    | 10.2                    | 83.3 | 5.6  | 0.9  |            | 43.9                       | 7.5  | 39.9 | 8.7  |            | 10.8                    | 77.8 | 10.1 | 1.2  |            | 48.2                       | 8.5  | 39.7 | 3.5  |            |            |
| Total %     | 5.2                     | 42.8 | 2.9  | 0.5  | 51.4       | 2.2                        | 0.4  | 2    | 0.4  | 5.1        | 3.8                     | 27.4 | 3.6  | 0.4  | 35.2       | 4                          | 0.7  | 3.3  | 0.3  | 8.3        |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | ROSENBAUM AVE<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | ROSENBAUM AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|----------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| 05:00 PM                                                   | 18                      | 185  | 5    | 208        | 13                         | 1    | 11   | 25         | 20                      | 94   | 11   | 125        | 17                         | 3    | 11   | 31         | 389        |
| 05:15 PM                                                   | 31                      | 216  | 14   | 261        | 6                          | 1    | 13   | 20         | 17                      | 116  | 8    | 141        | 29                         | 2    | 11   | 42         | 464        |
| 05:30 PM                                                   | 25                      | 186  | 26   | 237        | 15                         | 4    | 9    | 28         | 19                      | 118  | 20   | 157        | 21                         | 2    | 25   | 48         | 470        |
| 05:45 PM                                                   | 21                      | 192  | 17   | 230        | 7                          | 4    | 12   | 23         | 30                      | 133  | 23   | 186        | 12                         | 2    | 12   | 26         | 465        |
| Total Volume                                               | 95                      | 779  | 62   | 936        | 41                         | 10   | 45   | 96         | 86                      | 461  | 62   | 609        | 79                         | 9    | 59   | 147        | 1788       |
| % App. Total                                               | 10.1                    | 83.2 | 6.6  |            | 42.7                       | 10.4 | 46.9 |            | 14.1                    | 75.7 | 10.2 |            | 53.7                       | 6.1  | 40.1 |            |            |
| PHF                                                        | .766                    | .902 | .596 | .897       | .683                       | .625 | .865 | .857       | .717                    | .867 | .674 | .819       | .681                       | .750 | .590 | .766       | .951       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

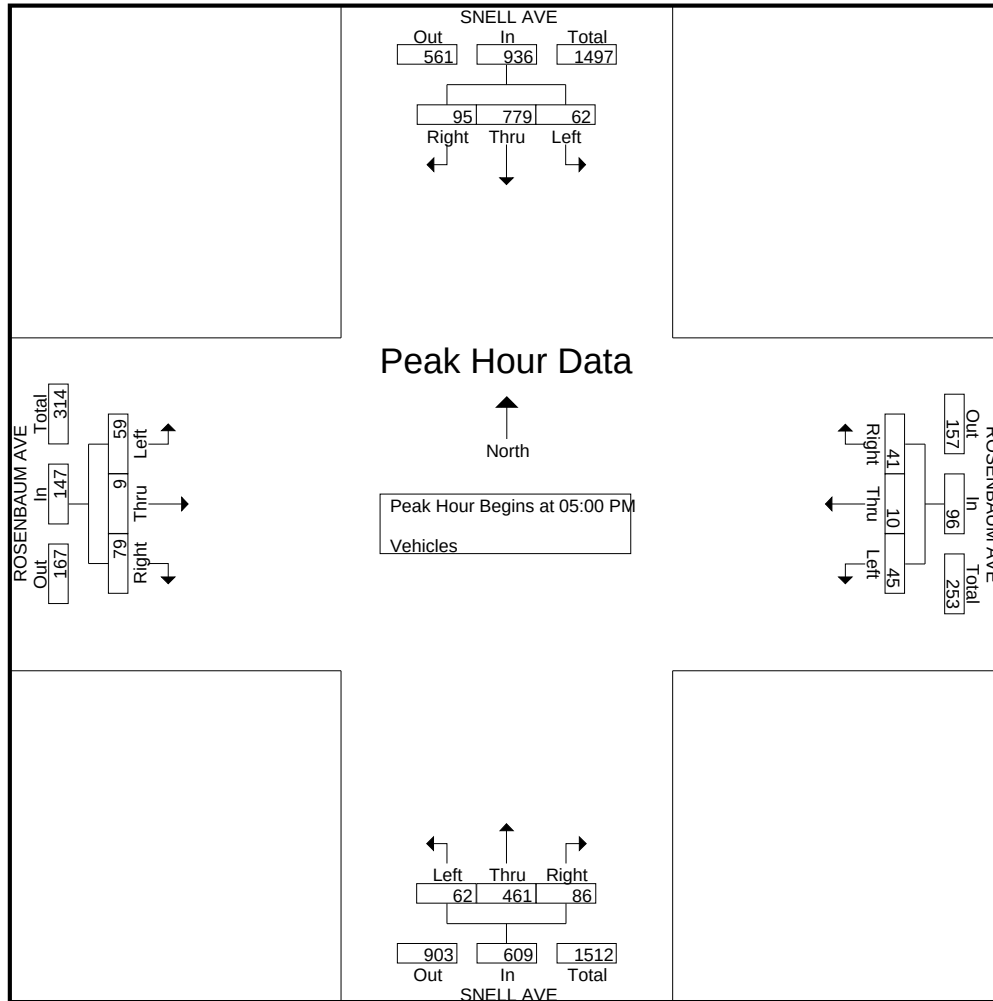
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 67PM FINAL

Site Code : 00000067

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 68AM FINAL

Site Code : 00000068

Start Date : 3/27/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | SKYWAY DR<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | SKYWAY DR<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 1                       | 68   | 27   | 1    | 97         | 25                     | 0    | 27   | 1    | 53         | 52                      | 107  | 1    | 0    | 160        | 7                      | 3    | 6    | 1    | 17         | 327        |
| 07:15 AM    | 2                       | 69   | 52   | 0    | 123        | 31                     | 1    | 45   | 0    | 77         | 86                      | 153  | 2    | 0    | 241        | 6                      | 0    | 6    | 0    | 12         | 453        |
| 07:30 AM    | 2                       | 77   | 39   | 1    | 119        | 34                     | 3    | 67   | 3    | 107        | 68                      | 202  | 2    | 1    | 273        | 6                      | 4    | 7    | 2    | 19         | 518        |
| 07:45 AM    | 3                       | 121  | 27   | 0    | 151        | 38                     | 0    | 52   | 2    | 92         | 43                      | 180  | 2    | 0    | 225        | 6                      | 4    | 6    | 0    | 16         | 484        |
| Total       | 8                       | 335  | 145  | 2    | 490        | 128                    | 4    | 191  | 6    | 329        | 249                     | 642  | 7    | 1    | 899        | 25                     | 11   | 25   | 3    | 64         | 1782       |
| 08:00 AM    | 2                       | 86   | 35   | 2    | 125        | 38                     | 0    | 45   | 0    | 83         | 58                      | 200  | 0    | 0    | 258        | 4                      | 8    | 4    | 2    | 18         | 484        |
| 08:15 AM    | 0                       | 102  | 42   | 2    | 146        | 41                     | 1    | 64   | 3    | 109        | 50                      | 166  | 1    | 0    | 217        | 2                      | 2    | 7    | 0    | 11         | 483        |
| 08:30 AM    | 2                       | 102  | 20   | 0    | 124        | 29                     | 0    | 43   | 1    | 73         | 52                      | 154  | 0    | 0    | 206        | 0                      | 3    | 9    | 0    | 12         | 415        |
| 08:45 AM    | 2                       | 121  | 39   | 2    | 164        | 16                     | 1    | 46   | 1    | 64         | 38                      | 134  | 2    | 0    | 174        | 5                      | 2    | 6    | 5    | 18         | 420        |
| Total       | 6                       | 411  | 136  | 6    | 559        | 124                    | 2    | 198  | 5    | 329        | 198                     | 654  | 3    | 0    | 855        | 11                     | 15   | 26   | 7    | 59         | 1802       |
| Grand Total | 14                      | 746  | 281  | 8    | 1049       | 252                    | 6    | 389  | 11   | 658        | 447                     | 1296 | 10   | 1    | 1754       | 36                     | 26   | 51   | 10   | 123        | 3584       |
| Apprch %    | 1.3                     | 71.1 | 26.8 | 0.8  |            | 38.3                   | 0.9  | 59.1 | 1.7  |            | 25.5                    | 73.9 | 0.6  | 0.1  |            | 29.3                   | 21.1 | 41.5 | 8.1  |            |            |
| Total %     | 0.4                     | 20.8 | 7.8  | 0.2  | 29.3       | 7                      | 0.2  | 10.9 | 0.3  | 18.4       | 12.5                    | 36.2 | 0.3  | 0    | 48.9       | 1                      | 0.7  | 1.4  | 0.3  | 3.4        |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | SKYWAY DR<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | SKYWAY DR<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|------------------------|------|------|------------|-------------------------|------|------|------------|------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |      |      |            |                        |      |      |            |                         |      |      |            |                        |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                         |      |      |            |                        |      |      |            |                         |      |      |            |                        |      |      |            |            |
| 07:30 AM                                                   | 2                       | 77   | 39   | 118        | 34                     | 3    | 67   | 104        | 68                      | 202  | 2    | 272        | 6                      | 4    | 7    | 17         | 511        |
| 07:45 AM                                                   | 3                       | 121  | 27   | 151        | 38                     | 0    | 52   | 90         | 43                      | 180  | 2    | 225        | 6                      | 4    | 6    | 16         | 482        |
| 08:00 AM                                                   | 2                       | 86   | 35   | 123        | 38                     | 0    | 45   | 83         | 58                      | 200  | 0    | 258        | 4                      | 8    | 4    | 16         | 480        |
| 08:15 AM                                                   | 0                       | 102  | 42   | 144        | 41                     | 1    | 64   | 106        | 50                      | 166  | 1    | 217        | 2                      | 2    | 7    | 11         | 478        |
| Total Volume                                               | 7                       | 386  | 143  | 536        | 151                    | 4    | 228  | 383        | 219                     | 748  | 5    | 972        | 18                     | 18   | 24   | 60         | 1951       |
| % App. Total                                               | 1.3                     | 72   | 26.7 |            | 39.4                   | 1    | 59.5 |            | 22.5                    | 77   | 0.5  |            | 30                     | 30   | 40   |            |            |
| PHF                                                        | .583                    | .798 | .851 | .887       | .921                   | .333 | .851 | .903       | .805                    | .926 | .625 | .893       | .750                   | .563 | .857 | .882       | .955       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

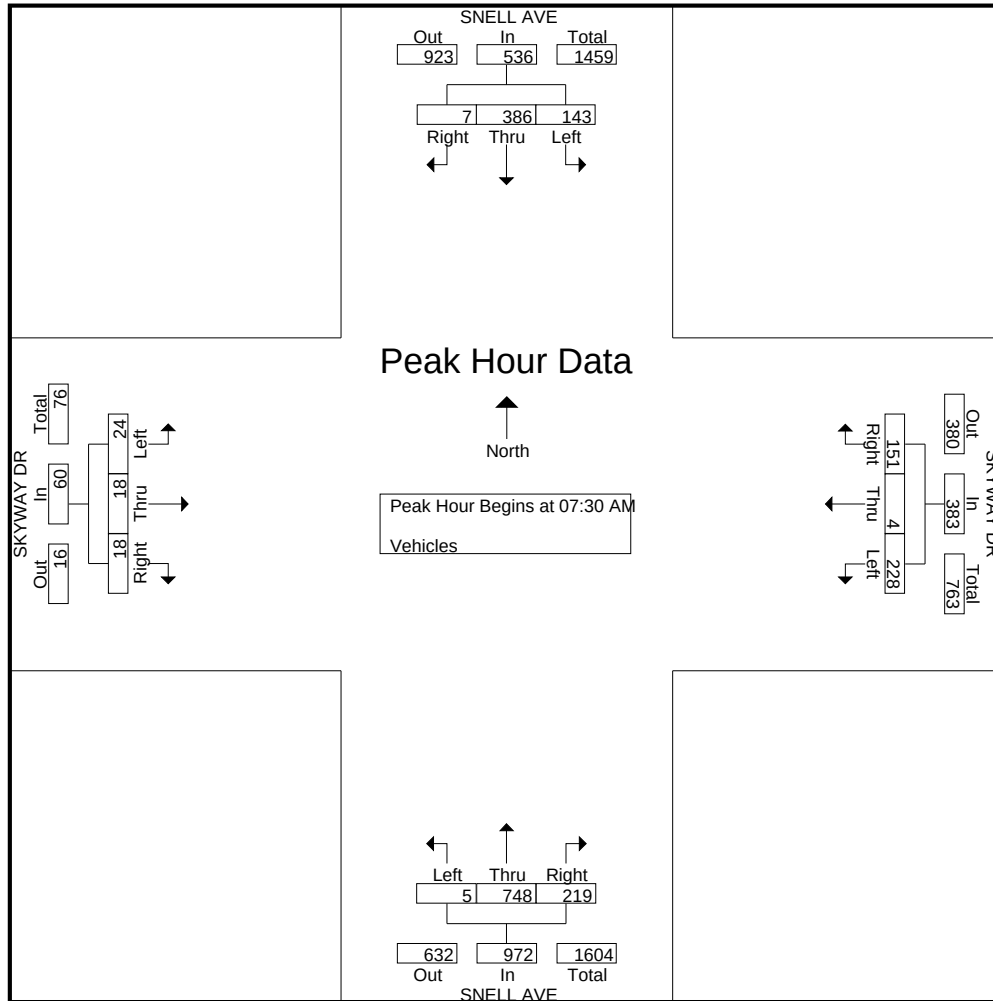
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 68AM FINAL

Site Code : 00000068

Start Date : 3/27/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 68PM FINAL

Site Code : 00000068

Start Date : 3/27/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | SKYWAY DR<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | SKYWAY DR<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 2                       | 144  | 42   | 0    | 188        | 20                     | 2    | 79   | 1    | 102        | 29                      | 116  | 3    | 0    | 148        | 2                      | 0    | 4    | 3    | 9          | 447        |
| 04:15 PM    | 2                       | 137  | 32   | 7    | 178        | 35                     | 3    | 69   | 2    | 109        | 28                      | 91   | 1    | 0    | 120        | 3                      | 0    | 4    | 7    | 14         | 421        |
| 04:30 PM    | 1                       | 141  | 30   | 4    | 176        | 23                     | 1    | 68   | 3    | 95         | 44                      | 110  | 3    | 0    | 157        | 3                      | 2    | 1    | 4    | 10         | 438        |
| 04:45 PM    | 6                       | 162  | 30   | 0    | 198        | 26                     | 2    | 60   | 1    | 89         | 31                      | 98   | 1    | 0    | 130        | 6                      | 0    | 0    | 1    | 7          | 424        |
| Total       | 11                      | 584  | 134  | 11   | 740        | 104                    | 8    | 276  | 7    | 395        | 132                     | 415  | 8    | 0    | 555        | 14                     | 2    | 9    | 15   | 40         | 1730       |
| 05:00 PM    | 4                       | 164  | 32   | 4    | 204        | 22                     | 5    | 66   | 0    | 93         | 33                      | 98   | 5    | 0    | 136        | 5                      | 1    | 0    | 13   | 19         | 452        |
| 05:15 PM    | 2                       | 154  | 36   | 11   | 203        | 31                     | 2    | 71   | 3    | 107        | 30                      | 123  | 1    | 0    | 154        | 4                      | 0    | 1    | 5    | 10         | 474        |
| 05:30 PM    | 5                       | 156  | 30   | 2    | 193        | 28                     | 2    | 67   | 1    | 98         | 33                      | 131  | 2    | 0    | 166        | 5                      | 1    | 5    | 3    | 14         | 471        |
| 05:45 PM    | 8                       | 165  | 28   | 2    | 203        | 31                     | 4    | 82   | 1    | 118        | 40                      | 119  | 7    | 0    | 166        | 2                      | 2    | 6    | 8    | 18         | 505        |
| Total       | 19                      | 639  | 126  | 19   | 803        | 112                    | 13   | 286  | 5    | 416        | 136                     | 471  | 15   | 0    | 622        | 16                     | 4    | 12   | 29   | 61         | 1902       |
| Grand Total | 30                      | 1223 | 260  | 30   | 1543       | 216                    | 21   | 562  | 12   | 811        | 268                     | 886  | 23   | 0    | 1177       | 30                     | 6    | 21   | 44   | 101        | 3632       |
| Apprch %    | 1.9                     | 79.3 | 16.9 | 1.9  |            | 26.6                   | 2.6  | 69.3 | 1.5  |            | 22.8                    | 75.3 | 2    | 0    |            | 29.7                   | 5.9  | 20.8 | 43.6 |            |            |
| Total %     | 0.8                     | 33.7 | 7.2  | 0.8  | 42.5       | 5.9                    | 0.6  | 15.5 | 0.3  | 22.3       | 7.4                     | 24.4 | 0.6  | 0    | 32.4       | 0.8                    | 0.2  | 0.6  | 1.2  | 2.8        |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | SKYWAY DR<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | SKYWAY DR<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|------------------------|------|------|------------|-------------------------|------|------|------------|------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                  | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |            |                        |      |      |            |                         |      |      |            |                        |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                         |      |      |            |                        |      |      |            |                         |      |      |            |                        |      |      |            |            |
| 05:00 PM                                                   | 4                       | 164  | 32   | 200        | 22                     | 5    | 66   | 93         | 33                      | 98   | 5    | 136        | 5                      | 1    | 0    | 6          | 435        |
| 05:15 PM                                                   | 2                       | 154  | 36   | 192        | 31                     | 2    | 71   | 104        | 30                      | 123  | 1    | 154        | 4                      | 0    | 1    | 5          | 455        |
| 05:30 PM                                                   | 5                       | 156  | 30   | 191        | 28                     | 2    | 67   | 97         | 33                      | 131  | 2    | 166        | 5                      | 1    | 5    | 11         | 465        |
| 05:45 PM                                                   | 8                       | 165  | 28   | 201        | 31                     | 4    | 82   | 117        | 40                      | 119  | 7    | 166        | 2                      | 2    | 6    | 10         | 494        |
| Total Volume                                               | 19                      | 639  | 126  | 784        | 112                    | 13   | 286  | 411        | 136                     | 471  | 15   | 622        | 16                     | 4    | 12   | 32         | 1849       |
| % App. Total                                               | 2.4                     | 81.5 | 16.1 |            | 27.3                   | 3.2  | 69.6 |            | 21.9                    | 75.7 | 2.4  |            | 50                     | 12.5 | 37.5 |            |            |
| PHF                                                        | .594                    | .968 | .875 | .975       | .903                   | .650 | .872 | .878       | .850                    | .899 | .536 | .937       | .800                   | .500 | .500 | .727       | .936       |

# Traffic Data Service

Campbell, CA

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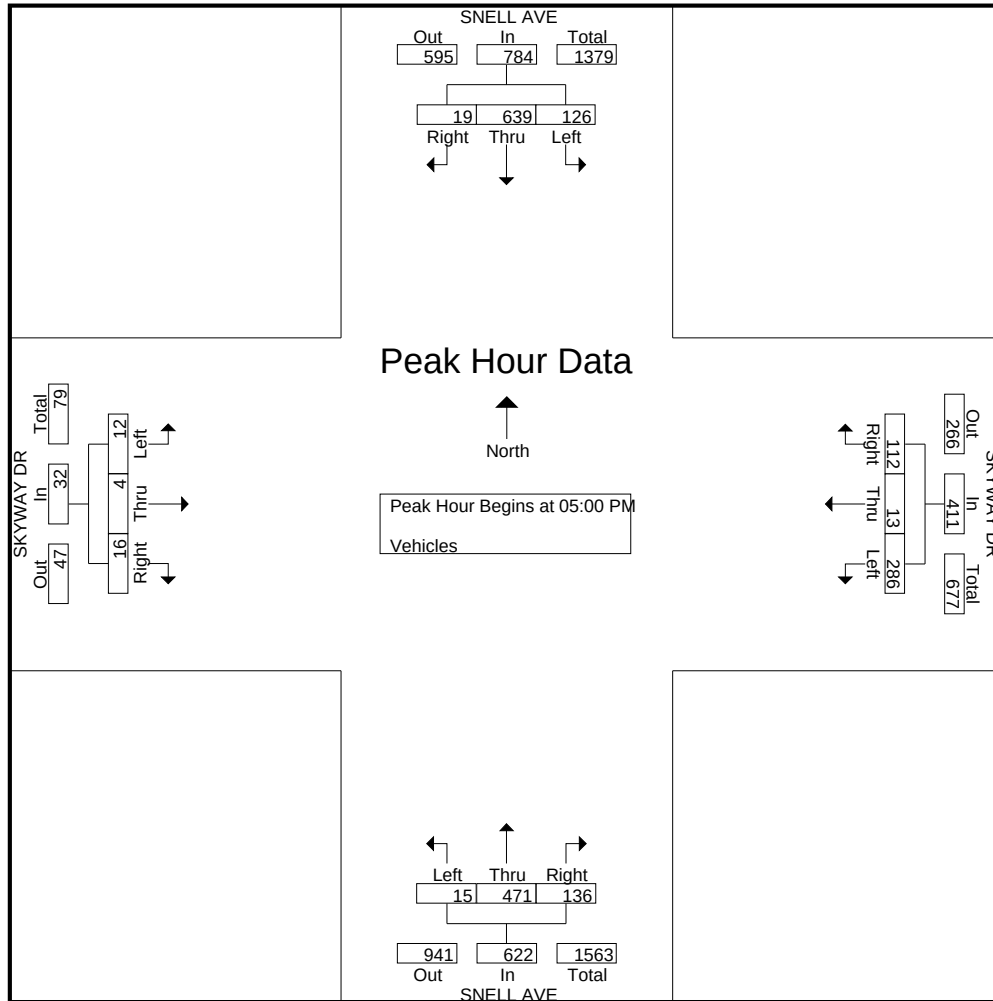
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 68PM FINAL

Site Code : 00000068

Start Date : 3/27/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 69AM FINAL

Site Code : 00000069

Start Date : 3/27/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | BRANHAM LN<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | BRANHAM LN<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 20                      | 78   | 20   | 0    | 118        | 15                      | 86   | 19   | 0    | 120        | 29                      | 153  | 63   | 1    | 246        | 33                      | 27   | 22   | 1    | 83         | 567        |
| 07:15 AM    | 28                      | 82   | 33   | 2    | 145        | 25                      | 95   | 22   | 0    | 142        | 75                      | 202  | 94   | 0    | 371        | 52                      | 59   | 24   | 0    | 135        | 793        |
| 07:30 AM    | 47                      | 92   | 25   | 1    | 165        | 20                      | 120  | 24   | 1    | 165        | 49                      | 222  | 129  | 0    | 400        | 44                      | 50   | 23   | 1    | 118        | 848        |
| 07:45 AM    | 30                      | 157  | 38   | 1    | 226        | 25                      | 108  | 36   | 1    | 170        | 30                      | 207  | 90   | 0    | 327        | 64                      | 58   | 16   | 1    | 139        | 862        |
| Total       | 125                     | 409  | 116  | 4    | 654        | 85                      | 409  | 101  | 2    | 597        | 183                     | 784  | 376  | 1    | 1344       | 193                     | 194  | 85   | 3    | 475        | 3070       |
| 08:00 AM    | 28                      | 132  | 29   | 2    | 191        | 34                      | 99   | 42   | 1    | 176        | 45                      | 184  | 109  | 0    | 338        | 59                      | 66   | 19   | 0    | 144        | 849        |
| 08:15 AM    | 34                      | 110  | 42   | 2    | 188        | 21                      | 91   | 42   | 3    | 157        | 25                      | 194  | 89   | 0    | 308        | 49                      | 52   | 15   | 0    | 116        | 769        |
| 08:30 AM    | 25                      | 87   | 43   | 1    | 156        | 20                      | 105  | 19   | 1    | 145        | 34                      | 170  | 71   | 0    | 275        | 55                      | 56   | 24   | 0    | 135        | 711        |
| 08:45 AM    | 19                      | 98   | 67   | 0    | 184        | 32                      | 92   | 31   | 0    | 155        | 34                      | 123  | 63   | 2    | 222        | 32                      | 60   | 16   | 2    | 110        | 671        |
| Total       | 106                     | 427  | 181  | 5    | 719        | 107                     | 387  | 134  | 5    | 633        | 138                     | 671  | 332  | 2    | 1143       | 195                     | 234  | 74   | 2    | 505        | 3000       |
| Grand Total | 231                     | 836  | 297  | 9    | 1373       | 192                     | 796  | 235  | 7    | 1230       | 321                     | 1455 | 708  | 3    | 2487       | 388                     | 428  | 159  | 5    | 980        | 6070       |
| Apprch %    | 16.8                    | 60.9 | 21.6 | 0.7  |            | 15.6                    | 64.7 | 19.1 | 0.6  |            | 12.9                    | 58.5 | 28.5 | 0.1  |            | 39.6                    | 43.7 | 16.2 | 0.5  |            |            |
| Total %     | 3.8                     | 13.8 | 4.9  | 0.1  | 22.6       | 3.2                     | 13.1 | 3.9  | 0.1  | 20.3       | 5.3                     | 24   | 11.7 | 0    | 41         | 6.4                     | 7.1  | 2.6  | 0.1  | 16.1       |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | BRANHAM LN<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | BRANHAM LN<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|-------------------------|------|------|------------|-------------------------|------|------|------------|-------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |      |      |            |                         |      |      |            |                         |      |      |            |                         |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                         |      |      |            |                         |      |      |            |                         |      |      |            |                         |      |      |            |            |
| 07:15 AM                                                   | 28                      | 82   | 33   | 143        | 25                      | 95   | 22   | 142        | 75                      | 202  | 94   | 371        | 52                      | 59   | 24   | 135        | 791        |
| 07:30 AM                                                   | 47                      | 92   | 25   | 164        | 20                      | 120  | 24   | 164        | 49                      | 222  | 129  | 400        | 44                      | 50   | 23   | 117        | 845        |
| 07:45 AM                                                   | 30                      | 157  | 38   | 225        | 25                      | 108  | 36   | 169        | 30                      | 207  | 90   | 327        | 64                      | 58   | 16   | 138        | 859        |
| 08:00 AM                                                   | 28                      | 132  | 29   | 189        | 34                      | 99   | 42   | 175        | 45                      | 184  | 109  | 338        | 59                      | 66   | 19   | 144        | 846        |
| Total Volume                                               | 133                     | 463  | 125  | 721        | 104                     | 422  | 124  | 650        | 199                     | 815  | 422  | 1436       | 219                     | 233  | 82   | 534        | 3341       |
| % App. Total                                               | 18.4                    | 64.2 | 17.3 |            | 16                      | 64.9 | 19.1 |            | 13.9                    | 56.8 | 29.4 |            | 41                      | 43.6 | 15.4 |            |            |
| PHF                                                        | .707                    | .737 | .822 | .801       | .765                    | .879 | .738 | .929       | .663                    | .918 | .818 | .898       | .855                    | .883 | .854 | .927       | .972       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

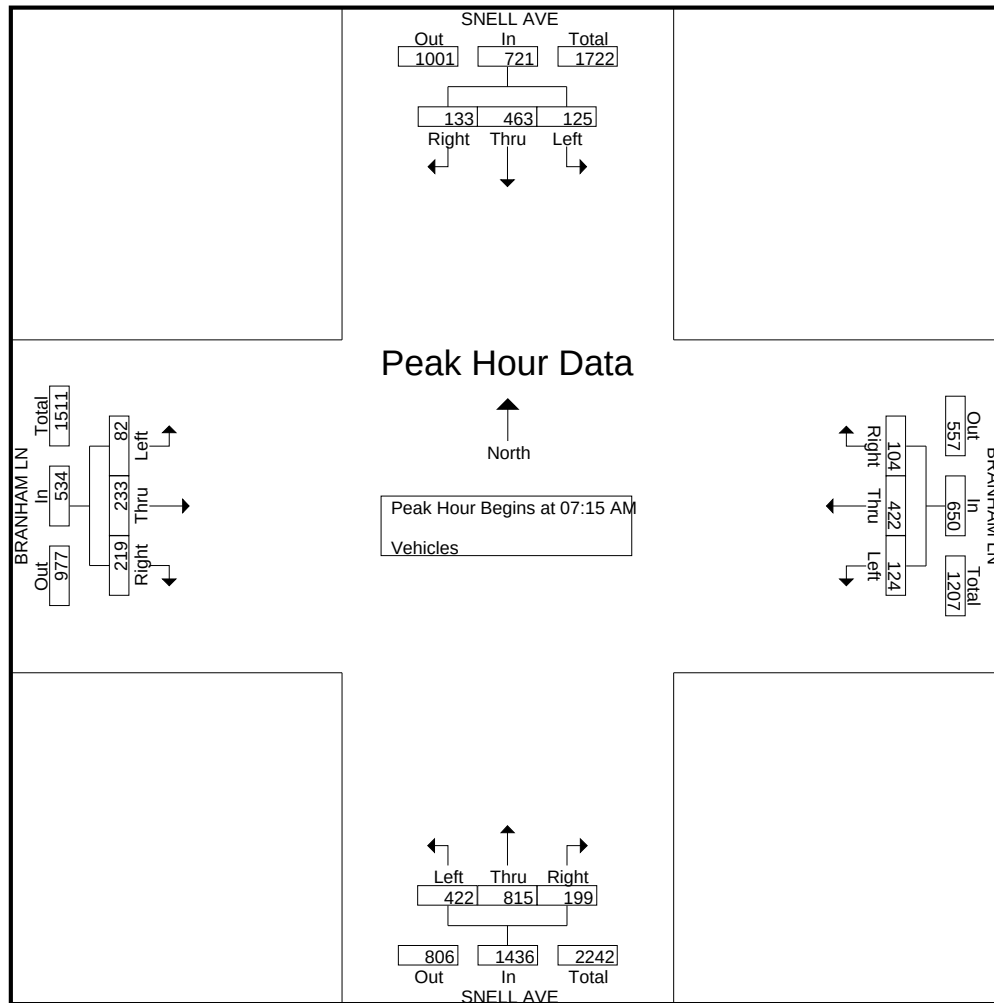
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 69AM FINAL

Site Code : 00000069

Start Date : 3/27/2013

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# Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 69PM FINAL

Site Code : 00000069

Start Date : 3/27/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | BRANHAM LN<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | BRANHAM LN<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 22                      | 146  | 67   | 2    | 237        | 10                      | 52   | 28   | 3    | 93         | 13                      | 96   | 75   | 0    | 184        | 86                      | 56   | 22   | 0    | 164        | 678        |
| 04:15 PM    | 31                      | 149  | 52   | 1    | 233        | 15                      | 67   | 35   | 0    | 117        | 43                      | 91   | 58   | 1    | 193        | 94                      | 82   | 29   | 0    | 205        | 748        |
| 04:30 PM    | 33                      | 146  | 61   | 4    | 244        | 21                      | 73   | 28   | 0    | 122        | 31                      | 99   | 65   | 1    | 196        | 107                     | 71   | 25   | 1    | 204        | 766        |
| 04:45 PM    | 27                      | 139  | 63   | 2    | 231        | 17                      | 92   | 25   | 1    | 135        | 32                      | 101  | 72   | 1    | 206        | 113                     | 106  | 35   | 1    | 255        | 827        |
| Total       | 113                     | 580  | 243  | 9    | 945        | 63                      | 284  | 116  | 4    | 467        | 119                     | 387  | 270  | 3    | 779        | 400                     | 315  | 111  | 2    | 828        | 3019       |
| 05:00 PM    | 31                      | 166  | 72   | 2    | 271        | 10                      | 81   | 34   | 0    | 125        | 31                      | 89   | 68   | 1    | 189        | 122                     | 95   | 27   | 3    | 247        | 832        |
| 05:15 PM    | 30                      | 156  | 87   | 6    | 279        | 20                      | 87   | 46   | 2    | 155        | 31                      | 93   | 97   | 2    | 223        | 126                     | 133  | 28   | 0    | 287        | 944        |
| 05:30 PM    | 37                      | 160  | 70   | 1    | 268        | 23                      | 89   | 46   | 1    | 159        | 29                      | 108  | 83   | 3    | 223        | 135                     | 117  | 30   | 3    | 285        | 935        |
| 05:45 PM    | 40                      | 186  | 68   | 4    | 298        | 13                      | 79   | 35   | 3    | 130        | 43                      | 100  | 93   | 0    | 236        | 99                      | 110  | 30   | 2    | 241        | 905        |
| Total       | 138                     | 668  | 297  | 13   | 1116       | 66                      | 336  | 161  | 6    | 569        | 134                     | 390  | 341  | 6    | 871        | 482                     | 455  | 115  | 8    | 1060       | 3616       |
| Grand Total | 251                     | 1248 | 540  | 22   | 2061       | 129                     | 620  | 277  | 10   | 1036       | 253                     | 777  | 611  | 9    | 1650       | 882                     | 770  | 226  | 10   | 1888       | 6635       |
| Apprch %    | 12.2                    | 60.6 | 26.2 | 1.1  |            | 12.5                    | 59.8 | 26.7 | 1    |            | 15.3                    | 47.1 | 37   | 0.5  |            | 46.7                    | 40.8 | 12   | 0.5  |            |            |
| Total %     | 3.8                     | 18.8 | 8.1  | 0.3  | 31.1       | 1.9                     | 9.3  | 4.2  | 0.2  | 15.6       | 3.8                     | 11.7 | 9.2  | 0.1  | 24.9       | 13.3                    | 11.6 | 3.4  | 0.2  | 28.5       |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            |  | BRANHAM LN<br>Westbound |      |      |            |  | SNELL AVE<br>Northbound |      |      |            |  | BRANHAM LN<br>Eastbound |      |      |            |  |            |
|------------------------------------------------------------|-------------------------|------|------|------------|--|-------------------------|------|------|------------|--|-------------------------|------|------|------------|--|-------------------------|------|------|------------|--|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total |  | Right                   | Thru | Left | App. Total |  | Right                   | Thru | Left | App. Total |  | Right                   | Thru | Left | App. Total |  | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |            |  |                         |      |      |            |  |                         |      |      |            |  |                         |      |      |            |  |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                         |      |      |            |  |                         |      |      |            |  |                         |      |      |            |  |                         |      |      |            |  |            |
| 05:00 PM                                                   | 31                      | 166  | 72   | 269        |  | 10                      | 81   | 34   | 125        |  | 31                      | 89   | 68   | 188        |  | 122                     | 95   | 27   | 244        |  | 826        |
| 05:15 PM                                                   | 30                      | 156  | 87   | 273        |  | 20                      | 87   | 46   | 153        |  | 31                      | 93   | 97   | 221        |  | 126                     | 133  | 28   | 287        |  | 934        |
| 05:30 PM                                                   | 37                      | 160  | 70   | 267        |  | 23                      | 89   | 46   | 158        |  | 29                      | 108  | 83   | 220        |  | 135                     | 117  | 30   | 282        |  | 927        |
| 05:45 PM                                                   | 40                      | 186  | 68   | 294        |  | 13                      | 79   | 35   | 127        |  | 43                      | 100  | 93   | 236        |  | 99                      | 110  | 30   | 239        |  | 896        |
| Total Volume                                               | 138                     | 668  | 297  | 1103       |  | 66                      | 336  | 161  | 563        |  | 134                     | 390  | 341  | 865        |  | 482                     | 455  | 115  | 1052       |  | 3583       |
| % App. Total                                               | 12.5                    | 60.6 | 26.9 |            |  | 11.7                    | 59.7 | 28.6 |            |  | 15.5                    | 45.1 | 39.4 |            |  | 45.8                    | 43.3 | 10.9 |            |  |            |
| PHF                                                        | .863                    | .898 | .853 | .938       |  | .717                    | .944 | .875 | .891       |  | .779                    | .903 | .879 | .916       |  | .893                    | .855 | .958 | .916       |  | .959       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

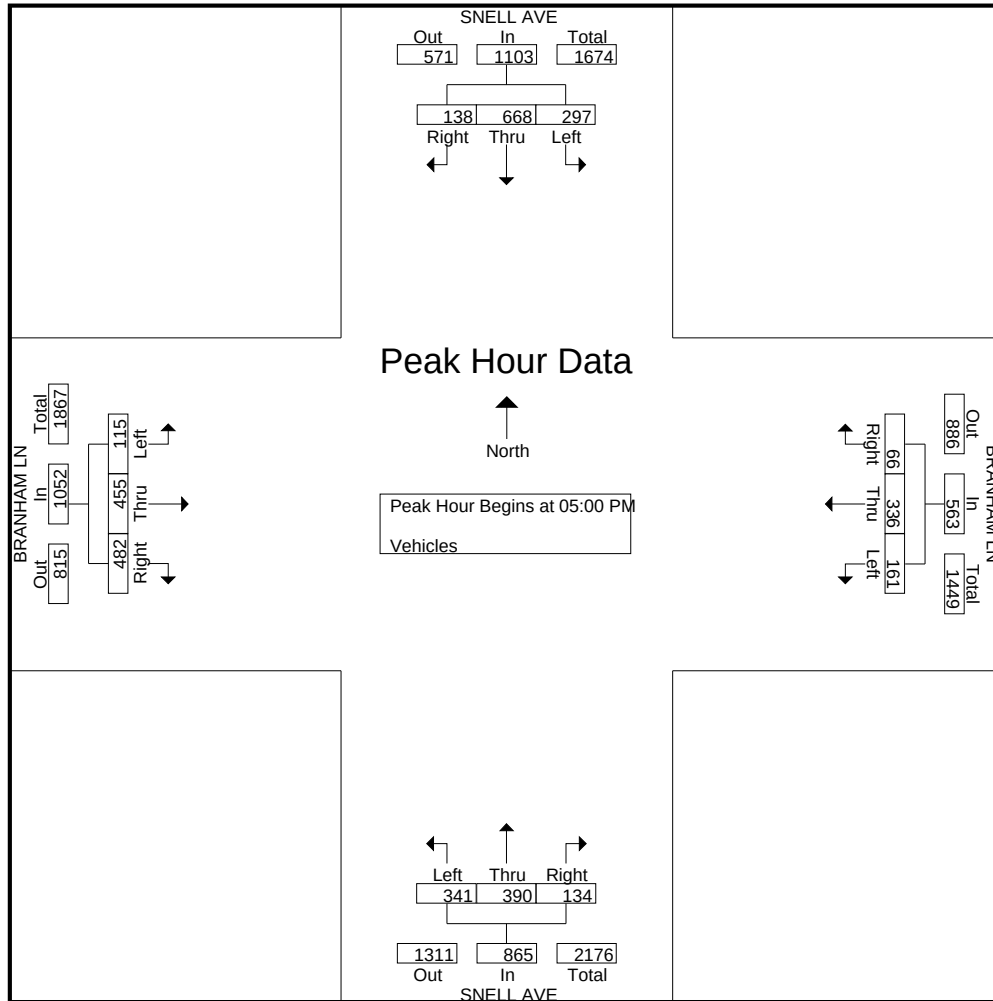
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 69PM FINAL

Site Code : 00000069

Start Date : 3/27/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 70AM FINAL

Site Code : 00000070

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | CHYNOWETH AVE<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 5                       | 117  | 13   | 0    | 135        | 41                         | 5    | 78   | 1    | 125        | 22                      | 126  | 0    | 1    | 149        | 6                          | 6    | 19   | 0    | 31         | 440        |
| 07:15 AM    | 6                       | 110  | 12   | 1    | 129        | 72                         | 5    | 67   | 4    | 148        | 30                      | 281  | 4    | 3    | 318        | 4                          | 6    | 24   | 1    | 35         | 630        |
| 07:30 AM    | 15                      | 141  | 18   | 1    | 175        | 103                        | 13   | 68   | 1    | 185        | 29                      | 242  | 1    | 0    | 272        | 2                          | 4    | 35   | 1    | 42         | 674        |
| 07:45 AM    | 14                      | 198  | 38   | 0    | 250        | 63                         | 34   | 95   | 3    | 195        | 48                      | 227  | 2    | 1    | 278        | 9                          | 15   | 41   | 0    | 65         | 788        |
| Total       | 40                      | 566  | 81   | 2    | 689        | 279                        | 57   | 308  | 9    | 653        | 129                     | 876  | 7    | 5    | 1017       | 21                         | 31   | 119  | 2    | 173        | 2532       |
| 08:00 AM    | 6                       | 207  | 15   | 0    | 228        | 54                         | 10   | 81   | 2    | 147        | 36                      | 239  | 3    | 1    | 279        | 8                          | 18   | 30   | 1    | 57         | 711        |
| 08:15 AM    | 8                       | 177  | 19   | 0    | 204        | 53                         | 5    | 68   | 0    | 126        | 46                      | 236  | 2    | 2    | 286        | 2                          | 2    | 18   | 0    | 22         | 638        |
| 08:30 AM    | 7                       | 134  | 7    | 0    | 148        | 50                         | 3    | 64   | 4    | 121        | 31                      | 202  | 5    | 0    | 238        | 2                          | 7    | 10   | 1    | 20         | 527        |
| 08:45 AM    | 6                       | 134  | 12   | 0    | 152        | 41                         | 2    | 52   | 1    | 96         | 36                      | 192  | 0    | 2    | 230        | 1                          | 4    | 11   | 0    | 16         | 494        |
| Total       | 27                      | 652  | 53   | 0    | 732        | 198                        | 20   | 265  | 7    | 490        | 149                     | 869  | 10   | 5    | 1033       | 13                         | 31   | 69   | 2    | 115        | 2370       |
| Grand Total | 67                      | 1218 | 134  | 2    | 1421       | 477                        | 77   | 573  | 16   | 1143       | 278                     | 1745 | 17   | 10   | 2050       | 34                         | 62   | 188  | 4    | 288        | 4902       |
| Apprch %    | 4.7                     | 85.7 | 9.4  | 0.1  |            | 41.7                       | 6.7  | 50.1 | 1.4  |            | 13.6                    | 85.1 | 0.8  | 0.5  |            | 11.8                       | 21.5 | 65.3 | 1.4  |            |            |
| Total %     | 1.4                     | 24.8 | 2.7  | 0    | 29         | 9.7                        | 1.6  | 11.7 | 0.3  | 23.3       | 5.7                     | 35.6 | 0.3  | 0.2  | 41.8       | 0.7                        | 1.3  | 3.8  | 0.1  | 5.9        |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | CHYNOWETH AVE<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|----------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| 07:30 AM                                                   | 15                      | 141  | 18   | 174        | 103                        | 13   | 68   | 184        | 29                      | 242  | 1    | 272        | 2                          | 4    | 35   | 41         | 671        |
| 07:45 AM                                                   | 14                      | 198  | 38   | 250        | 63                         | 34   | 95   | 192        | 48                      | 227  | 2    | 277        | 9                          | 15   | 41   | 65         | 784        |
| 08:00 AM                                                   | 6                       | 207  | 15   | 228        | 54                         | 10   | 81   | 145        | 36                      | 239  | 3    | 278        | 8                          | 18   | 30   | 56         | 707        |
| 08:15 AM                                                   | 8                       | 177  | 19   | 204        | 53                         | 5    | 68   | 126        | 46                      | 236  | 2    | 284        | 2                          | 2    | 18   | 22         | 636        |
| Total Volume                                               | 43                      | 723  | 90   | 856        | 273                        | 62   | 312  | 647        | 159                     | 944  | 8    | 1111       | 21                         | 39   | 124  | 184        | 2798       |
| % App. Total                                               | 5                       | 84.5 | 10.5 |            | 42.2                       | 9.6  | 48.2 |            | 14.3                    | 85   | 0.7  |            | 11.4                       | 21.2 | 67.4 |            |            |
| PHF                                                        | .717                    | .873 | .592 | .856       | .663                       | .456 | .821 | .842       | .828                    | .975 | .667 | .978       | .583                       | .542 | .756 | .708       | .892       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

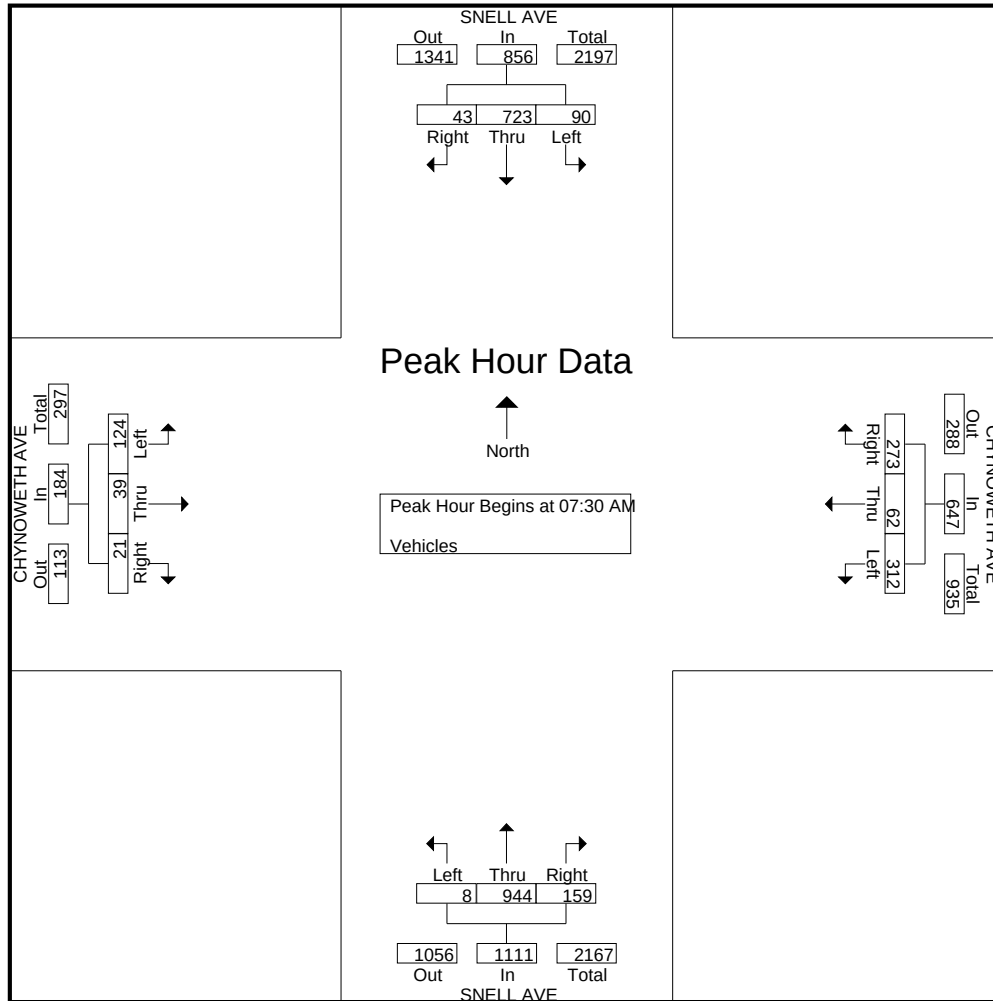
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 70AM FINAL

Site Code : 00000070

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 70PM FINAL

Site Code : 00000070

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | CHYNOWETH AVE<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 9                       | 187  | 33   | 0    | 229        | 25                         | 2    | 62   | 2    | 91         | 46                      | 140  | 5    | 5    | 196        | 2                          | 2    | 7    | 0    | 11         | 527        |
| 04:15 PM    | 17                      | 210  | 40   | 0    | 267        | 30                         | 12   | 56   | 3    | 101        | 73                      | 126  | 3    | 0    | 202        | 6                          | 6    | 8    | 0    | 20         | 590        |
| 04:30 PM    | 24                      | 185  | 35   | 0    | 244        | 26                         | 5    | 48   | 4    | 83         | 52                      | 164  | 1    | 5    | 222        | 5                          | 2    | 5    | 1    | 13         | 562        |
| 04:45 PM    | 25                      | 178  | 36   | 0    | 239        | 33                         | 3    | 54   | 8    | 98         | 54                      | 166  | 5    | 0    | 225        | 5                          | 2    | 11   | 0    | 18         | 580        |
| Total       | 75                      | 760  | 144  | 0    | 979        | 114                        | 22   | 220  | 17   | 373        | 225                     | 596  | 14   | 10   | 845        | 18                         | 12   | 31   | 1    | 62         | 2259       |
| 05:00 PM    | 16                      | 263  | 51   | 1    | 331        | 29                         | 5    | 80   | 1    | 115        | 53                      | 145  | 1    | 0    | 199        | 7                          | 8    | 10   | 1    | 26         | 671        |
| 05:15 PM    | 31                      | 237  | 56   | 0    | 324        | 24                         | 10   | 64   | 3    | 101        | 63                      | 154  | 4    | 1    | 222        | 4                          | 9    | 4    | 0    | 17         | 664        |
| 05:30 PM    | 25                      | 243  | 56   | 2    | 326        | 36                         | 6    | 68   | 6    | 116        | 57                      | 205  | 5    | 2    | 269        | 3                          | 8    | 9    | 0    | 20         | 731        |
| 05:45 PM    | 32                      | 221  | 57   | 0    | 310        | 29                         | 5    | 74   | 1    | 109        | 54                      | 175  | 7    | 0    | 236        | 1                          | 9    | 16   | 0    | 26         | 681        |
| Total       | 104                     | 964  | 220  | 3    | 1291       | 118                        | 26   | 286  | 11   | 441        | 227                     | 679  | 17   | 3    | 926        | 15                         | 34   | 39   | 1    | 89         | 2747       |
| Grand Total | 179                     | 1724 | 364  | 3    | 2270       | 232                        | 48   | 506  | 28   | 814        | 452                     | 1275 | 31   | 13   | 1771       | 33                         | 46   | 70   | 2    | 151        | 5006       |
| Apprch %    | 7.9                     | 75.9 | 16   | 0.1  |            | 28.5                       | 5.9  | 62.2 | 3.4  |            | 25.5                    | 72   | 1.8  | 0.7  |            | 21.9                       | 30.5 | 46.4 | 1.3  |            |            |
| Total %     | 3.6                     | 34.4 | 7.3  | 0.1  | 45.3       | 4.6                        | 1    | 10.1 | 0.6  | 16.3       | 9                       | 25.5 | 0.6  | 0.3  | 35.4       | 0.7                        | 0.9  | 1.4  | 0    | 3          |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | CHYNOWETH AVE<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | CHYNOWETH AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|----------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                         |      |      |            |                            |      |      |            |                         |      |      |            |                            |      |      |            |            |
| 05:00 PM                                                   | 16                      | 263  | 51   | 330        | 29                         | 5    | 80   | 114        | 53                      | 145  | 1    | 199        | 7                          | 8    | 10   | 25         | 668        |
| 05:15 PM                                                   | 31                      | 237  | 56   | 324        | 24                         | 10   | 64   | 98         | 63                      | 154  | 4    | 221        | 4                          | 9    | 4    | 17         | 660        |
| 05:30 PM                                                   | 25                      | 243  | 56   | 324        | 36                         | 6    | 68   | 110        | 57                      | 205  | 5    | 267        | 3                          | 8    | 9    | 20         | 721        |
| 05:45 PM                                                   | 32                      | 221  | 57   | 310        | 29                         | 5    | 74   | 108        | 54                      | 175  | 7    | 236        | 1                          | 9    | 16   | 26         | 680        |
| Total Volume                                               | 104                     | 964  | 220  | 1288       | 118                        | 26   | 286  | 430        | 227                     | 679  | 17   | 923        | 15                         | 34   | 39   | 88         | 2729       |
| % App. Total                                               | 8.1                     | 74.8 | 17.1 |            | 27.4                       | 6    | 66.5 |            | 24.6                    | 73.6 | 1.8  |            | 17                         | 38.6 | 44.3 |            |            |
| PHF                                                        | .813                    | .916 | .965 | .976       | .819                       | .650 | .894 | .943       | .901                    | .828 | .607 | .864       | .536                       | .944 | .609 | .846       | .946       |

# Traffic Data Service

Campbell, CA

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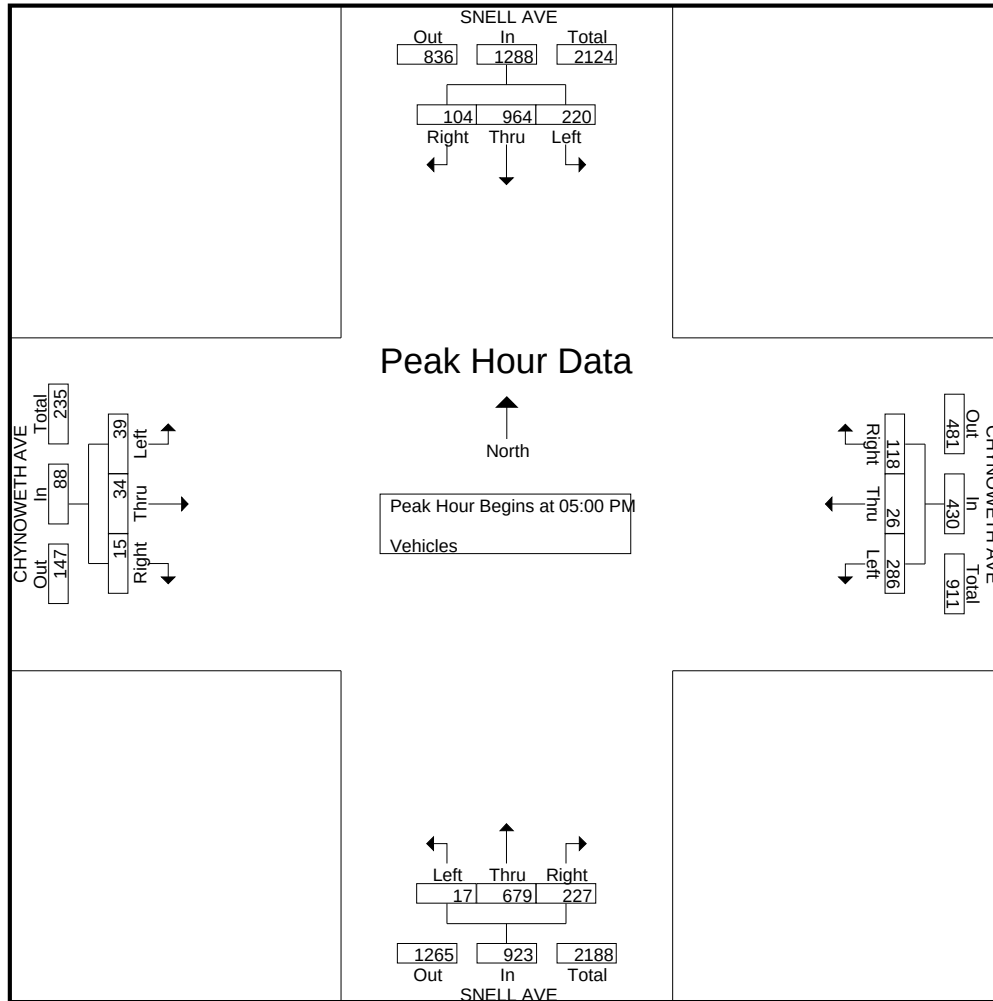
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 70PM FINAL

Site Code : 00000070

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 71AM FINAL

Site Code : 00000071

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | TRADEWINDS DR<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | AVENIDA DEL ROBLE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                          | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 4                       | 197  | 9    | 1    | 211        | 18                         | 6    | 29   | 0    | 53         | 8                       | 124  | 1    | 5    | 138        | 4                              | 1    | 1    | 1    | 7          | 409        |
| 07:15 AM    | 6                       | 145  | 25   | 1    | 177        | 64                         | 6    | 20   | 2    | 92         | 4                       | 253  | 3    | 0    | 260        | 1                              | 2    | 3    | 2    | 8          | 537        |
| 07:30 AM    | 1                       | 206  | 21   | 4    | 232        | 59                         | 8    | 20   | 1    | 88         | 7                       | 224  | 3    | 5    | 239        | 0                              | 2    | 2    | 2    | 6          | 565        |
| 07:45 AM    | 1                       | 295  | 4    | 10   | 310        | 70                         | 9    | 19   | 1    | 99         | 12                      | 229  | 0    | 0    | 241        | 5                              | 9    | 4    | 1    | 19         | 669        |
| Total       | 12                      | 843  | 59   | 16   | 930        | 211                        | 29   | 88   | 4    | 332        | 31                      | 830  | 7    | 10   | 878        | 10                             | 14   | 10   | 6    | 40         | 2180       |
| 08:00 AM    | 1                       | 287  | 25   | 4    | 317        | 22                         | 4    | 20   | 0    | 46         | 11                      | 261  | 4    | 0    | 276        | 2                              | 10   | 2    | 4    | 18         | 657        |
| 08:15 AM    | 7                       | 228  | 22   | 0    | 257        | 25                         | 0    | 22   | 0    | 47         | 10                      | 248  | 1    | 0    | 259        | 3                              | 3    | 1    | 1    | 8          | 571        |
| 08:30 AM    | 2                       | 195  | 12   | 1    | 210        | 18                         | 3    | 11   | 1    | 33         | 8                       | 231  | 2    | 1    | 242        | 0                              | 0    | 1    | 0    | 1          | 486        |
| 08:45 AM    | 1                       | 170  | 11   | 0    | 182        | 10                         | 2    | 17   | 2    | 31         | 7                       | 196  | 2    | 0    | 205        | 2                              | 0    | 2    | 0    | 4          | 422        |
| Total       | 11                      | 880  | 70   | 5    | 966        | 75                         | 9    | 70   | 3    | 157        | 36                      | 936  | 9    | 1    | 982        | 7                              | 13   | 6    | 5    | 31         | 2136       |
| Grand Total | 23                      | 1723 | 129  | 21   | 1896       | 286                        | 38   | 158  | 7    | 489        | 67                      | 1766 | 16   | 11   | 1860       | 17                             | 27   | 16   | 11   | 71         | 4316       |
| Apprch %    | 1.2                     | 90.9 | 6.8  | 1.1  |            | 58.5                       | 7.8  | 32.3 | 1.4  |            | 3.6                     | 94.9 | 0.9  | 0.6  |            | 23.9                           | 38   | 22.5 | 15.5 |            |            |
| Total %     | 0.5                     | 39.9 | 3    | 0.5  | 43.9       | 6.6                        | 0.9  | 3.7  | 0.2  | 11.3       | 1.6                     | 40.9 | 0.4  | 0.3  | 43.1       | 0.4                            | 0.6  | 0.4  | 0.3  | 1.6        |            |

|                                                            | SNELL AVE<br>Southbound |      |      |            | TRADEWINDS DR<br>Westbound |      |      |            | SNELL AVE<br>Northbound |      |      |            | AVENIDA DEL ROBLE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------------|----------------------------|------|------|------------|-------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                   | Thru | Left | App. Total | Right                          | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |      |      |            |                            |      |      |            |                         |      |      |            |                                |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                         |      |      |            |                            |      |      |            |                         |      |      |            |                                |      |      |            |            |
| 07:30 AM                                                   | 1                       | 206  | 21   | 228        | 59                         | 8    | 20   | 87         | 7                       | 224  | 3    | 234        | 0                              | 2    | 2    | 4          | 553        |
| 07:45 AM                                                   | 1                       | 295  | 4    | 300        | 70                         | 9    | 19   | 98         | 12                      | 229  | 0    | 241        | 5                              | 9    | 4    | 18         | 657        |
| 08:00 AM                                                   | 1                       | 287  | 25   | 313        | 22                         | 4    | 20   | 46         | 11                      | 261  | 4    | 276        | 2                              | 10   | 2    | 14         | 649        |
| 08:15 AM                                                   | 7                       | 228  | 22   | 257        | 25                         | 0    | 22   | 47         | 10                      | 248  | 1    | 259        | 3                              | 3    | 1    | 7          | 570        |
| Total Volume                                               | 10                      | 1016 | 72   | 1098       | 176                        | 21   | 81   | 278        | 40                      | 962  | 8    | 1010       | 10                             | 24   | 9    | 43         | 2429       |
| % App. Total                                               | 0.9                     | 92.5 | 6.6  |            | 63.3                       | 7.6  | 29.1 |            | 4                       | 95.2 | 0.8  |            | 23.3                           | 55.8 | 20.9 |            |            |
| PHF                                                        | .357                    | .861 | .720 | .877       | .629                       | .583 | .920 | .709       | .833                    | .921 | .500 | .915       | .500                           | .600 | .563 | .597       | .924       |

# Traffic Data Service

Campbell, CA

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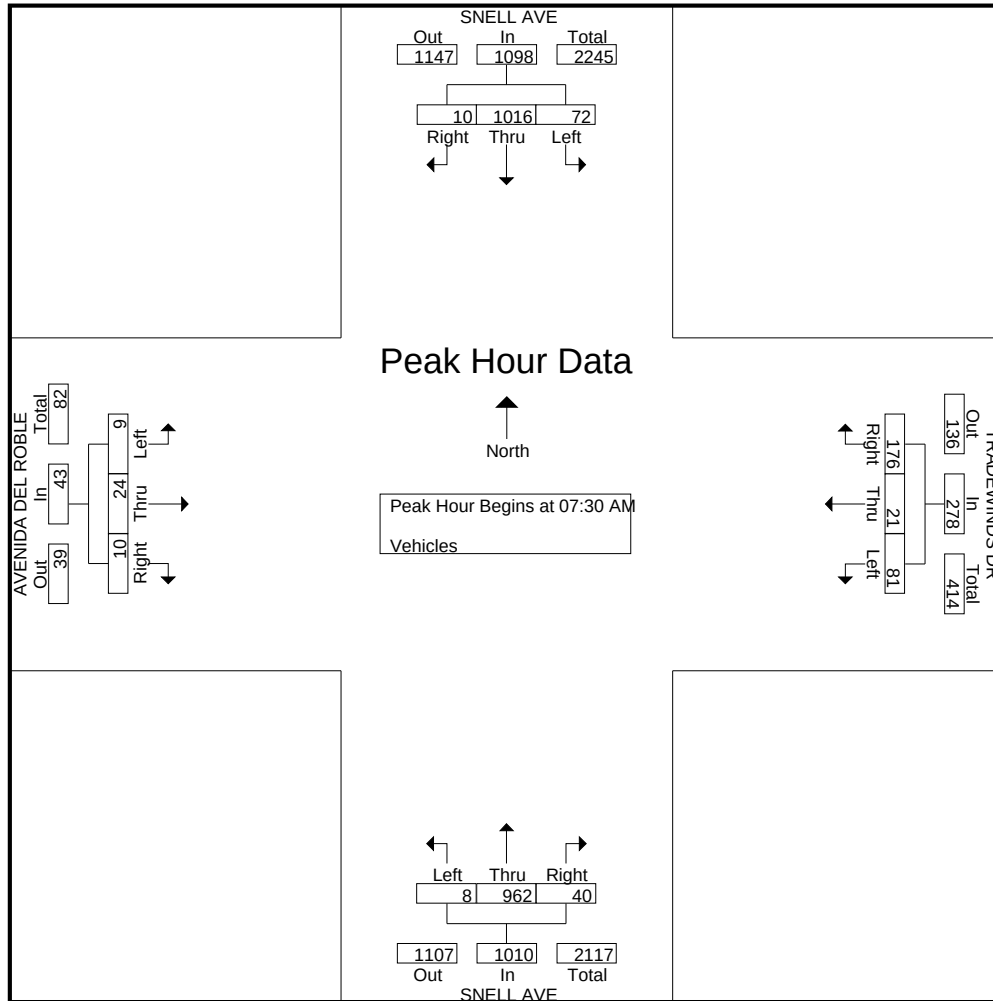
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 71AM FINAL

Site Code : 00000071

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# Traffic Data Service

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(408) 377-2988

tdsbay@cs.com

File Name : 71PM FINAL

Site Code : 00000071

Start Date : 3/26/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | TRADEWINDS DR<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | AVENIDA DEL ROBLE<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|-------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                          | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 2                       | 225  | 16   | 1    | 244        | 12                         | 0    | 11   | 1    | 24         | 20                      | 190  | 5    | 1    | 216        | 2                              | 0    | 2    | 2    | 6          | 490        |
| 04:15 PM    | 2                       | 248  | 13   | 1    | 264        | 14                         | 3    | 16   | 4    | 37         | 19                      | 185  | 6    | 0    | 210        | 0                              | 0    | 0    | 2    | 2          | 513        |
| 04:30 PM    | 0                       | 213  | 22   | 1    | 236        | 5                          | 3    | 12   | 1    | 21         | 23                      | 220  | 10   | 0    | 253        | 1                              | 1    | 0    | 3    | 5          | 515        |
| 04:45 PM    | 5                       | 214  | 20   | 1    | 240        | 7                          | 0    | 21   | 0    | 28         | 21                      | 203  | 5    | 0    | 229        | 4                              | 1    | 3    | 1    | 9          | 506        |
| Total       | 9                       | 900  | 71   | 4    | 984        | 38                         | 6    | 60   | 6    | 110        | 83                      | 798  | 26   | 1    | 908        | 7                              | 2    | 5    | 8    | 22         | 2024       |
| 05:00 PM    | 3                       | 282  | 29   | 1    | 315        | 9                          | 2    | 12   | 1    | 24         | 21                      | 194  | 8    | 4    | 227        | 2                              | 4    | 1    | 0    | 7          | 573        |
| 05:15 PM    | 3                       | 289  | 31   | 2    | 325        | 9                          | 1    | 18   | 5    | 33         | 24                      | 239  | 5    | 4    | 272        | 3                              | 0    | 3    | 9    | 15         | 645        |
| 05:30 PM    | 5                       | 276  | 26   | 0    | 307        | 7                          | 0    | 16   | 4    | 27         | 26                      | 255  | 10   | 0    | 291        | 2                              | 1    | 2    | 1    | 6          | 631        |
| 05:45 PM    | 2                       | 256  | 28   | 0    | 286        | 16                         | 5    | 16   | 7    | 44         | 43                      | 230  | 10   | 6    | 289        | 5                              | 3    | 2    | 0    | 10         | 629        |
| Total       | 13                      | 1103 | 114  | 3    | 1233       | 41                         | 8    | 62   | 17   | 128        | 114                     | 918  | 33   | 14   | 1079       | 12                             | 8    | 8    | 10   | 38         | 2478       |
| Grand Total | 22                      | 2003 | 185  | 7    | 2217       | 79                         | 14   | 122  | 23   | 238        | 197                     | 1716 | 59   | 15   | 1987       | 19                             | 10   | 13   | 18   | 60         | 4502       |
| Apprch %    | 1                       | 90.3 | 8.3  | 0.3  |            | 33.2                       | 5.9  | 51.3 | 9.7  |            | 9.9                     | 86.4 | 3    | 0.8  |            | 31.7                           | 16.7 | 21.7 | 30   |            |            |
| Total %     | 0.5                     | 44.5 | 4.1  | 0.2  | 49.2       | 1.8                        | 0.3  | 2.7  | 0.5  | 5.3        | 4.4                     | 38.1 | 1.3  | 0.3  | 44.1       | 0.4                            | 0.2  | 0.3  | 0.4  | 1.3        |            |

|                                                            | SNELL AVE<br>Southbound |            |           |            |  | TRADEWINDS DR<br>Westbound |          |           |            |  | SNELL AVE<br>Northbound |            |           |            |  | AVENIDA DEL ROBLE<br>Eastbound |      |          |            |  |            |
|------------------------------------------------------------|-------------------------|------------|-----------|------------|--|----------------------------|----------|-----------|------------|--|-------------------------|------------|-----------|------------|--|--------------------------------|------|----------|------------|--|------------|
| Start Time                                                 | Right                   | Thru       | Left      | App. Total |  | Right                      | Thru     | Left      | App. Total |  | Right                   | Thru       | Left      | App. Total |  | Right                          | Thru | Left     | App. Total |  | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |            |           |            |  |                            |          |           |            |  |                         |            |           |            |  |                                |      |          |            |  |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                         |            |           |            |  |                            |          |           |            |  |                         |            |           |            |  |                                |      |          |            |  |            |
| 05:00 PM                                                   | 3                       | 282        | 29        | 314        |  | 9                          | 2        | 12        | 23         |  | 21                      | 194        | 8         | 223        |  | 2                              | 4    | 1        | 7          |  | 567        |
| 05:15 PM                                                   | 3                       | <b>289</b> | <b>31</b> | <b>323</b> |  | 9                          | 1        | <b>18</b> | 28         |  | 24                      | 239        | 5         | 268        |  | 3                              | 0    | <b>3</b> | 6          |  | 625        |
| 05:30 PM                                                   | <b>5</b>                | 276        | 26        | 307        |  | 7                          | 0        | 16        | 23         |  | 26                      | <b>255</b> | <b>10</b> | <b>291</b> |  | 2                              | 1    | 2        | 5          |  | <b>626</b> |
| 05:45 PM                                                   | 2                       | 256        | 28        | 286        |  | <b>16</b>                  | <b>5</b> | 16        | <b>37</b>  |  | <b>43</b>               | 230        | 10        | 283        |  | <b>5</b>                       | 3    | 2        | <b>10</b>  |  | 616        |
| Total Volume                                               | 13                      | 1103       | 114       | 1230       |  | 41                         | 8        | 62        | 111        |  | 114                     | 918        | 33        | 1065       |  | 12                             | 8    | 8        | 28         |  | 2434       |
| % App. Total                                               | 1.1                     | 89.7       | 9.3       |            |  | 36.9                       | 7.2      | 55.9      |            |  | 10.7                    | 86.2       | 3.1       |            |  | 42.9                           | 28.6 | 28.6     |            |  |            |
| PHF                                                        | .650                    | .954       | .919      | .952       |  | .641                       | .400     | .861      | .750       |  | .663                    | .900       | .825      | .915       |  | .600                           | .500 | .667     | .700       |  | .972       |

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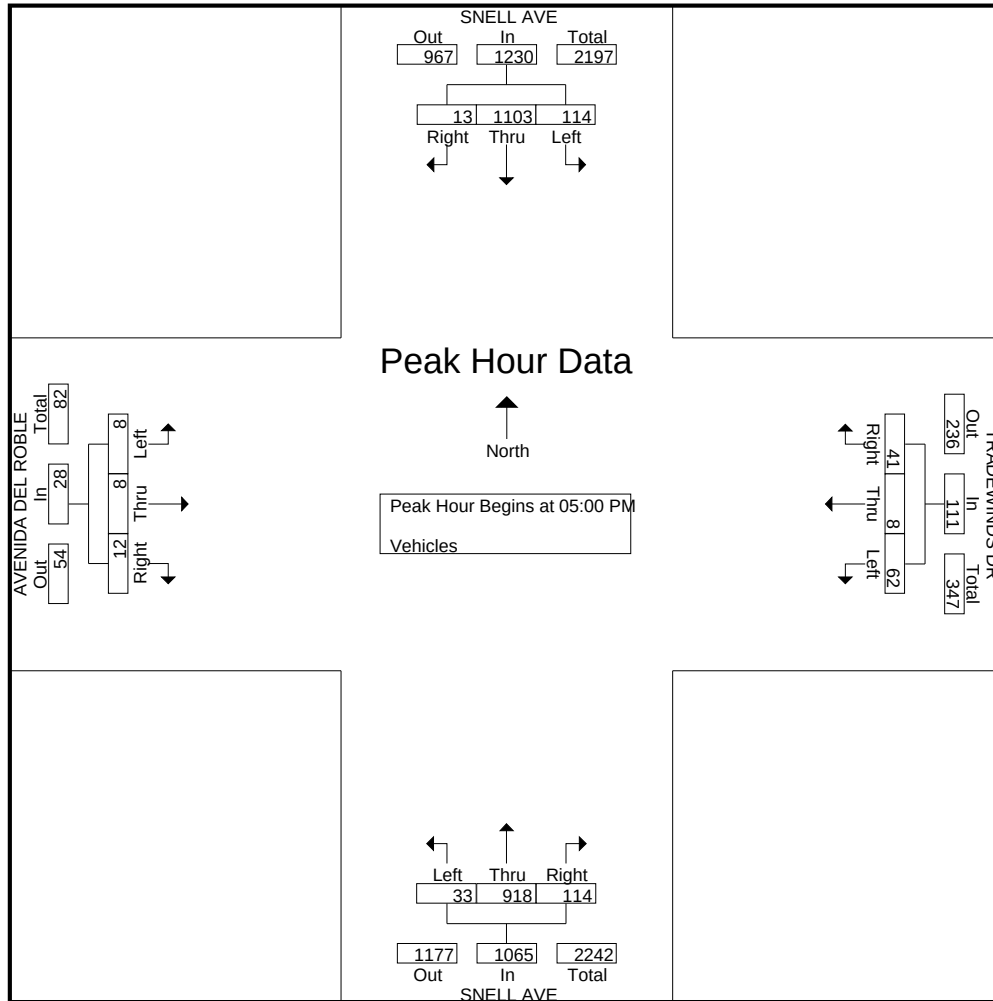
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 71PM FINAL

Site Code : 00000071

Start Date : 3/26/2013

Page No : 2



# Traffic Data Service

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File Name : 72AM FINAL

Site Code : 00000072

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | SNELL AVE<br>Southbound |      |      |      |            | BLOSSOM HILL RD<br>Westbound |      |      |      |            | SNELL AVE<br>Northbound |      |      |      |            | BLOSSOM HILL RD<br>Eastbound |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                        | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 89                      | 101  | 12   | 1    | 203        | 14                           | 152  | 52   | 1    | 219        | 21                      | 94   | 44   | 0    | 159        | 21                           | 90   | 67   | 2    | 180        | 761        |
| 07:15 AM    | 61                      | 68   | 24   | 1    | 154        | 47                           | 168  | 32   | 1    | 248        | 27                      | 122  | 58   | 1    | 208        | 39                           | 90   | 104  | 7    | 240        | 850        |
| 07:30 AM    | 75                      | 95   | 18   | 0    | 188        | 38                           | 250  | 74   | 6    | 368        | 35                      | 106  | 152  | 2    | 295        | 53                           | 56   | 72   | 3    | 184        | 1035       |
| 07:45 AM    | 106                     | 187  | 49   | 1    | 343        | 39                           | 233  | 122  | 0    | 394        | 24                      | 146  | 77   | 1    | 248        | 41                           | 134  | 98   | 1    | 274        | 1259       |
| Total       | 331                     | 451  | 103  | 3    | 888        | 138                          | 803  | 280  | 8    | 1229       | 107                     | 468  | 331  | 4    | 910        | 154                          | 370  | 341  | 13   | 878        | 3905       |
| 08:00 AM    | 95                      | 151  | 39   | 4    | 289        | 40                           | 232  | 123  | 2    | 397        | 37                      | 125  | 73   | 0    | 235        | 52                           | 104  | 113  | 1    | 270        | 1191       |
| 08:15 AM    | 98                      | 119  | 43   | 2    | 262        | 43                           | 249  | 63   | 0    | 355        | 48                      | 146  | 134  | 0    | 328        | 34                           | 150  | 91   | 0    | 275        | 1220       |
| 08:30 AM    | 90                      | 91   | 31   | 1    | 213        | 31                           | 252  | 67   | 3    | 353        | 53                      | 132  | 87   | 1    | 273        | 40                           | 165  | 118  | 0    | 323        | 1162       |
| 08:45 AM    | 79                      | 76   | 31   | 1    | 187        | 28                           | 192  | 72   | 0    | 292        | 50                      | 101  | 104  | 0    | 255        | 27                           | 79   | 79   | 1    | 186        | 920        |
| Total       | 362                     | 437  | 144  | 8    | 951        | 142                          | 925  | 325  | 5    | 1397       | 188                     | 504  | 398  | 1    | 1091       | 153                          | 498  | 401  | 2    | 1054       | 4493       |
| Grand Total | 693                     | 888  | 247  | 11   | 1839       | 280                          | 1728 | 605  | 13   | 2626       | 295                     | 972  | 729  | 5    | 2001       | 307                          | 868  | 742  | 15   | 1932       | 8398       |
| Apprch %    | 37.7                    | 48.3 | 13.4 | 0.6  |            | 10.7                         | 65.8 | 23   | 0.5  |            | 14.7                    | 48.6 | 36.4 | 0.2  |            | 15.9                         | 44.9 | 38.4 | 0.8  |            |            |
| Total %     | 8.3                     | 10.6 | 2.9  | 0.1  | 21.9       | 3.3                          | 20.6 | 7.2  | 0.2  | 31.3       | 3.5                     | 11.6 | 8.7  | 0.1  | 23.8       | 3.7                          | 10.3 | 8.8  | 0.2  | 23         |            |

|                                                            | SNELL AVE<br>Southbound |            |           |            |           | BLOSSOM HILL RD<br>Westbound |            |            |           |            | SNELL AVE<br>Northbound |            |           |            |            | BLOSSOM HILL RD<br>Eastbound |       |      |      |            |             |
|------------------------------------------------------------|-------------------------|------------|-----------|------------|-----------|------------------------------|------------|------------|-----------|------------|-------------------------|------------|-----------|------------|------------|------------------------------|-------|------|------|------------|-------------|
| Start Time                                                 | Right                   | Thru       | Left      | App. Total | Right     | Thru                         | Left       | App. Total | Right     | Thru       | Left                    | App. Total | Right     | Thru       | Left       | App. Total                   | Right | Thru | Left | App. Total | Int. Total  |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                         |            |           |            |           |                              |            |            |           |            |                         |            |           |            |            |                              |       |      |      |            |             |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                         |            |           |            |           |                              |            |            |           |            |                         |            |           |            |            |                              |       |      |      |            |             |
| 07:45 AM                                                   | <b>106</b>              | <b>187</b> | <b>49</b> | <b>342</b> | 39        | 233                          | 122        | 394        | 24        | <b>146</b> | 77                      | 247        | 41        | 134        | 98         | 273                          |       |      |      |            | <b>1256</b> |
| 08:00 AM                                                   | 95                      | 151        | 39        | 285        | 40        | 232                          | <b>123</b> | <b>395</b> | 37        | 125        | 73                      | 235        | <b>52</b> | 104        | 113        | 269                          |       |      |      |            | 1184        |
| 08:15 AM                                                   | 98                      | 119        | 43        | 260        | <b>43</b> | 249                          | 63         | 355        | 48        | 146        | <b>134</b>              | <b>328</b> | 34        | 150        | 91         | 275                          |       |      |      |            | 1218        |
| 08:30 AM                                                   | 90                      | 91         | 31        | 212        | 31        | <b>252</b>                   | 67         | 350        | <b>53</b> | 132        | 87                      | 272        | 40        | <b>165</b> | <b>118</b> | <b>323</b>                   |       |      |      |            | 1157        |
| Total Volume                                               | 389                     | 548        | 162       | 1099       | 153       | 966                          | 375        | 1494       | 162       | 549        | 371                     | 1082       | 167       | 553        | 420        | 1140                         |       |      |      |            | 4815        |
| % App. Total                                               | 35.4                    | 49.9       | 14.7      |            | 10.2      | 64.7                         | 25.1       |            | 15        | 50.7       | 34.3                    |            | 14.6      | 48.5       | 36.8       |                              |       |      |      |            |             |
| PHF                                                        | .917                    | .733       | .827      | .803       | .890      | .958                         | .762       | .946       | .764      | .940       | .692                    | .825       | .803      | .838       | .890       | .882                         |       |      |      |            | .958        |

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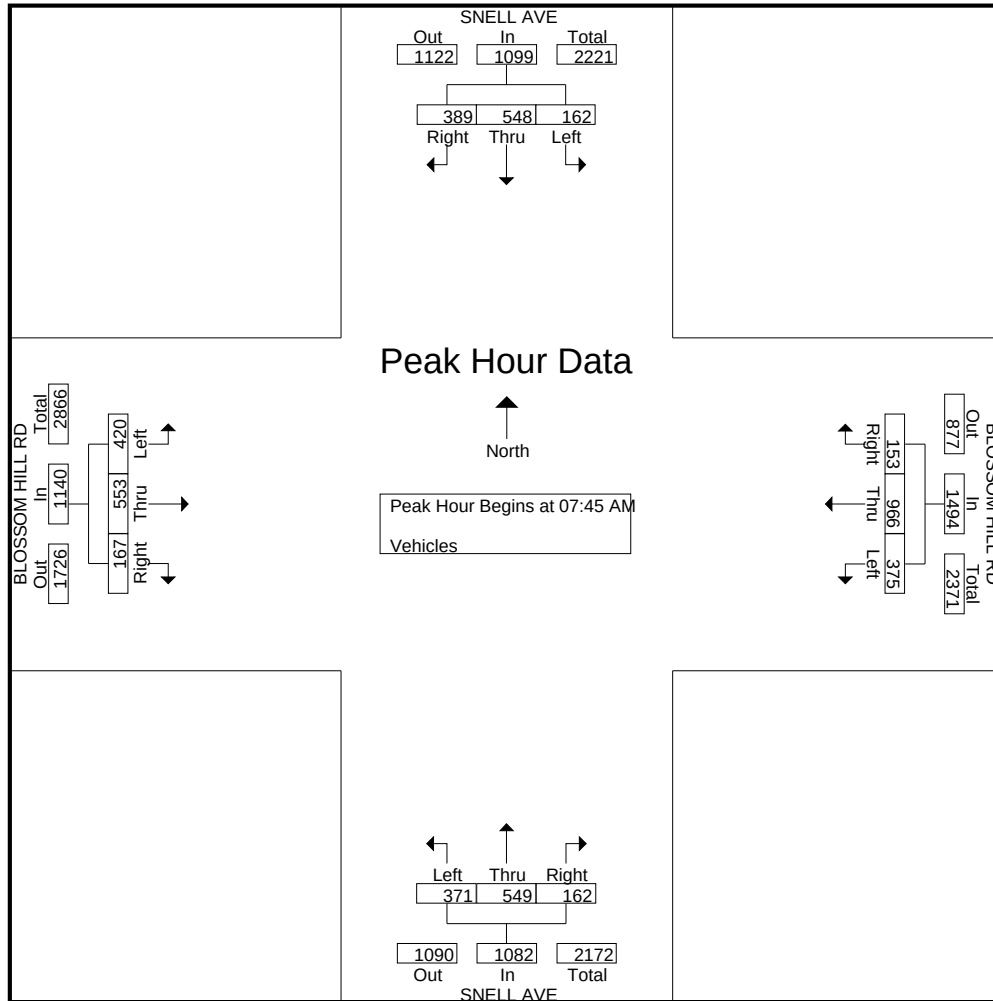
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 72AM FINAL

Site Code : 00000072

Start Date : 3/28/2013

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# Traffic Data Service

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(408) 377-2988

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

File Name : 73AM FINAL

Site Code : 00000073

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | CHERRY AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | CHERRY AVE<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 3                        | 13   | 9    | 0    | 25         | 36                         | 268  | 14   | 1    | 319        | 23                       | 19   | 19   | 0    | 61         | 7                          | 108  | 2    | 0    | 117        | 522        |
| 07:15 AM    | 4                        | 19   | 17   | 1    | 41         | 70                         | 330  | 14   | 0    | 414        | 41                       | 44   | 35   | 1    | 121        | 4                          | 139  | 5    | 0    | 148        | 724        |
| 07:30 AM    | 13                       | 19   | 44   | 0    | 76         | 62                         | 458  | 5    | 0    | 525        | 36                       | 37   | 28   | 2    | 103        | 2                          | 179  | 4    | 0    | 185        | 889        |
| 07:45 AM    | 12                       | 16   | 19   | 3    | 50         | 43                         | 463  | 4    | 0    | 510        | 29                       | 59   | 25   | 1    | 114        | 5                          | 162  | 11   | 1    | 179        | 853        |
| Total       | 32                       | 67   | 89   | 4    | 192        | 211                        | 1519 | 37   | 1    | 1768       | 129                      | 159  | 107  | 4    | 399        | 18                         | 588  | 22   | 1    | 629        | 2988       |
| 08:00 AM    | 10                       | 25   | 17   | 0    | 52         | 41                         | 387  | 3    | 1    | 432        | 23                       | 36   | 17   | 1    | 77         | 5                          | 182  | 11   | 0    | 198        | 759        |
| 08:15 AM    | 15                       | 21   | 26   | 0    | 62         | 32                         | 351  | 7    | 0    | 390        | 20                       | 33   | 12   | 0    | 65         | 9                          | 173  | 9    | 0    | 191        | 708        |
| 08:30 AM    | 12                       | 29   | 21   | 0    | 62         | 30                         | 335  | 9    | 0    | 374        | 21                       | 21   | 23   | 1    | 66         | 4                          | 149  | 12   | 0    | 165        | 667        |
| 08:45 AM    | 12                       | 36   | 16   | 1    | 65         | 22                         | 349  | 8    | 2    | 381        | 26                       | 38   | 20   | 0    | 84         | 7                          | 171  | 7    | 0    | 185        | 715        |
| Total       | 49                       | 111  | 80   | 1    | 241        | 125                        | 1422 | 27   | 3    | 1577       | 90                       | 128  | 72   | 2    | 292        | 25                         | 675  | 39   | 0    | 739        | 2849       |
| Grand Total | 81                       | 178  | 169  | 5    | 433        | 336                        | 2941 | 64   | 4    | 3345       | 219                      | 287  | 179  | 6    | 691        | 43                         | 1263 | 61   | 1    | 1368       | 5837       |
| Apprch %    | 18.7                     | 41.1 | 39   | 1.2  |            | 10                         | 87.9 | 1.9  | 0.1  |            | 31.7                     | 41.5 | 25.9 | 0.9  |            | 3.1                        | 92.3 | 4.5  | 0.1  |            |            |
| Total %     | 1.4                      | 3    | 2.9  | 0.1  | 7.4        | 5.8                        | 50.4 | 1.1  | 0.1  | 57.3       | 3.8                      | 4.9  | 3.1  | 0.1  | 11.8       | 0.7                        | 21.6 | 1    | 0    | 23.4       |            |

|                                                            | CHERRY AVE<br>Southbound |           |           |            | HILLSDALE AVE<br>Westbound |            |           |            | CHERRY AVE<br>Northbound |           |           |            | HILLSDALE AVE<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|--------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Right                    | Thru      | Left      | App. Total | Right                      | Thru       | Left      | App. Total | Right                    | Thru      | Left      | App. Total | Right                      | Thru       | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                          |           |           |            |                            |            |           |            |                          |           |           |            |                            |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                          |           |           |            |                            |            |           |            |                          |           |           |            |                            |            |           |            |            |
| 07:15 AM                                                   | 4                        | 19        | 17        | 40         | <b>70</b>                  | 330        | <b>14</b> | 414        | <b>41</b>                | 44        | <b>35</b> | <b>120</b> | 4                          | 139        | 5         | 148        | 722        |
| 07:30 AM                                                   | <b>13</b>                | 19        | <b>44</b> | <b>76</b>  | 62                         | 458        | 5         | <b>525</b> | 36                       | 37        | 28        | 101        | 2                          | 179        | 4         | 185        | <b>887</b> |
| 07:45 AM                                                   | 12                       | 16        | 19        | 47         | 43                         | <b>463</b> | 4         | 510        | 29                       | <b>59</b> | 25        | 113        | <b>5</b>                   | 162        | <b>11</b> | 178        | 848        |
| 08:00 AM                                                   | 10                       | <b>25</b> | 17        | 52         | 41                         | 387        | 3         | 431        | 23                       | 36        | 17        | 76         | 5                          | <b>182</b> | <b>11</b> | <b>198</b> | 757        |
| Total Volume                                               | 39                       | 79        | 97        | 215        | 216                        | 1638       | 26        | 1880       | 129                      | 176       | 105       | 410        | 16                         | 662        | 31        | 709        | 3214       |
| % App. Total                                               | 18.1                     | 36.7      | 45.1      |            | 11.5                       | 87.1       | 1.4       |            | 31.5                     | 42.9      | 25.6      |            | 2.3                        | 93.4       | 4.4       |            |            |
| PHF                                                        | .750                     | .790      | .551      | .707       | .771                       | .884       | .464      | .895       | .787                     | .746      | .750      | .854       | .800                       | .909       | .705      | .895       | .906       |

# Traffic Data Service

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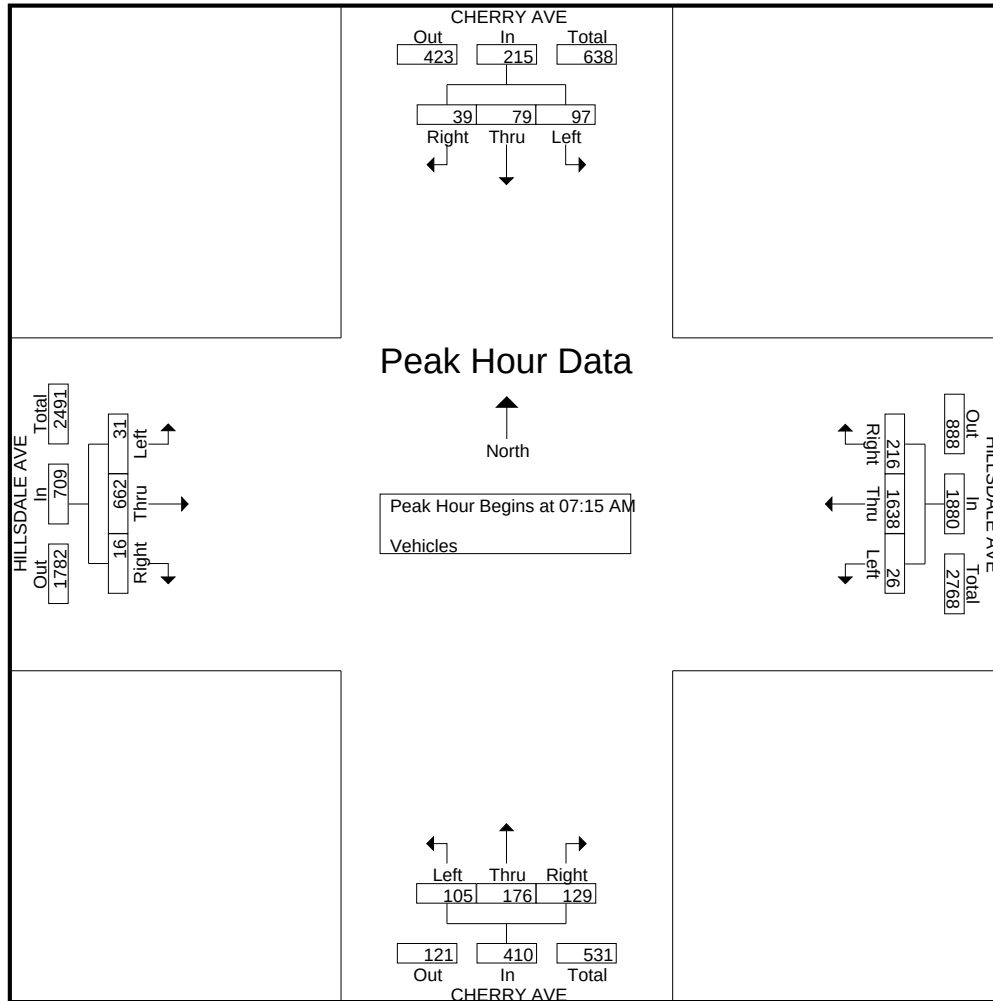
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 73AM FINAL

Site Code : 00000073

Start Date : 3/28/2013

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# Traffic Data Service

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File Name : 73PM FINAL

Site Code : 00000073

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | CHERRY AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | CHERRY AVE<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 10                       | 36   | 37   | 0    | 83         | 23                         | 180  | 13   | 1    | 217        | 7                        | 26   | 7    | 1    | 41         | 18                         | 219  | 12   | 0    | 249        | 590        |
| 04:15 PM    | 14                       | 32   | 41   | 0    | 87         | 24                         | 165  | 20   | 2    | 211        | 14                       | 36   | 18   | 0    | 68         | 25                         | 289  | 16   | 1    | 331        | 697        |
| 04:30 PM    | 5                        | 34   | 29   | 0    | 68         | 24                         | 173  | 16   | 0    | 213        | 15                       | 26   | 11   | 0    | 52         | 18                         | 236  | 14   | 0    | 268        | 601        |
| 04:45 PM    | 8                        | 30   | 31   | 0    | 69         | 14                         | 199  | 14   | 1    | 228        | 11                       | 19   | 11   | 1    | 42         | 14                         | 321  | 7    | 1    | 343        | 682        |
| Total       | 37                       | 132  | 138  | 0    | 307        | 85                         | 717  | 63   | 4    | 869        | 47                       | 107  | 47   | 2    | 203        | 75                         | 1065 | 49   | 2    | 1191       | 2570       |
| 05:00 PM    | 9                        | 31   | 31   | 0    | 71         | 28                         | 203  | 22   | 0    | 253        | 13                       | 34   | 13   | 1    | 61         | 21                         | 332  | 11   | 0    | 364        | 749        |
| 05:15 PM    | 4                        | 53   | 37   | 0    | 94         | 19                         | 209  | 18   | 2    | 248        | 14                       | 31   | 13   | 2    | 60         | 25                         | 359  | 16   | 5    | 405        | 807        |
| 05:30 PM    | 8                        | 52   | 41   | 0    | 101        | 35                         | 234  | 17   | 1    | 287        | 18                       | 31   | 10   | 0    | 59         | 23                         | 336  | 12   | 5    | 376        | 823        |
| 05:45 PM    | 8                        | 37   | 38   | 2    | 85         | 24                         | 195  | 17   | 3    | 239        | 16                       | 28   | 10   | 1    | 55         | 19                         | 317  | 14   | 1    | 351        | 730        |
| Total       | 29                       | 173  | 147  | 2    | 351        | 106                        | 841  | 74   | 6    | 1027       | 61                       | 124  | 46   | 4    | 235        | 88                         | 1344 | 53   | 11   | 1496       | 3109       |
| Grand Total | 66                       | 305  | 285  | 2    | 658        | 191                        | 1558 | 137  | 10   | 1896       | 108                      | 231  | 93   | 6    | 438        | 163                        | 2409 | 102  | 13   | 2687       | 5679       |
| Apprch %    | 10                       | 46.4 | 43.3 | 0.3  |            | 10.1                       | 82.2 | 7.2  | 0.5  |            | 24.7                     | 52.7 | 21.2 | 1.4  |            | 6.1                        | 89.7 | 3.8  | 0.5  |            |            |
| Total %     | 1.2                      | 5.4  | 5    | 0    | 11.6       | 3.4                        | 27.4 | 2.4  | 0.2  | 33.4       | 1.9                      | 4.1  | 1.6  | 0.1  | 7.7        | 2.9                        | 42.4 | 1.8  | 0.2  | 47.3       |            |

|                                                            | CHERRY AVE<br>Southbound |      |      |            | HILLSDALE AVE<br>Westbound |      |      |            | CHERRY AVE<br>Northbound |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|--------------------------|------|------|------------|----------------------------|------|------|------------|--------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                    | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |      |      |            |                            |      |      |            |                          |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                          |      |      |            |                            |      |      |            |                          |      |      |            |                            |      |      |            |            |
| 05:00 PM                                                   | 9                        | 31   | 31   | 71         | 28                         | 203  | 22   | 253        | 13                       | 34   | 13   | 60         | 21                         | 332  | 11   | 364        | 748        |
| 05:15 PM                                                   | 4                        | 53   | 37   | 94         | 19                         | 209  | 18   | 246        | 14                       | 31   | 13   | 58         | 25                         | 359  | 16   | 400        | 798        |
| 05:30 PM                                                   | 8                        | 52   | 41   | 101        | 35                         | 234  | 17   | 286        | 18                       | 31   | 10   | 59         | 23                         | 336  | 12   | 371        | 817        |
| 05:45 PM                                                   | 8                        | 37   | 38   | 83         | 24                         | 195  | 17   | 236        | 16                       | 28   | 10   | 54         | 19                         | 317  | 14   | 350        | 723        |
| Total Volume                                               | 29                       | 173  | 147  | 349        | 106                        | 841  | 74   | 1021       | 61                       | 124  | 46   | 231        | 88                         | 1344 | 53   | 1485       | 3086       |
| % App. Total                                               | 8.3                      | 49.6 | 42.1 |            | 10.4                       | 82.4 | 7.2  |            | 26.4                     | 53.7 | 19.9 |            | 5.9                        | 90.5 | 3.6  |            |            |
| PHF                                                        | .806                     | .816 | .896 | .864       | .757                       | .899 | .841 | .892       | .847                     | .912 | .885 | .963       | .880                       | .936 | .828 | .928       | .944       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

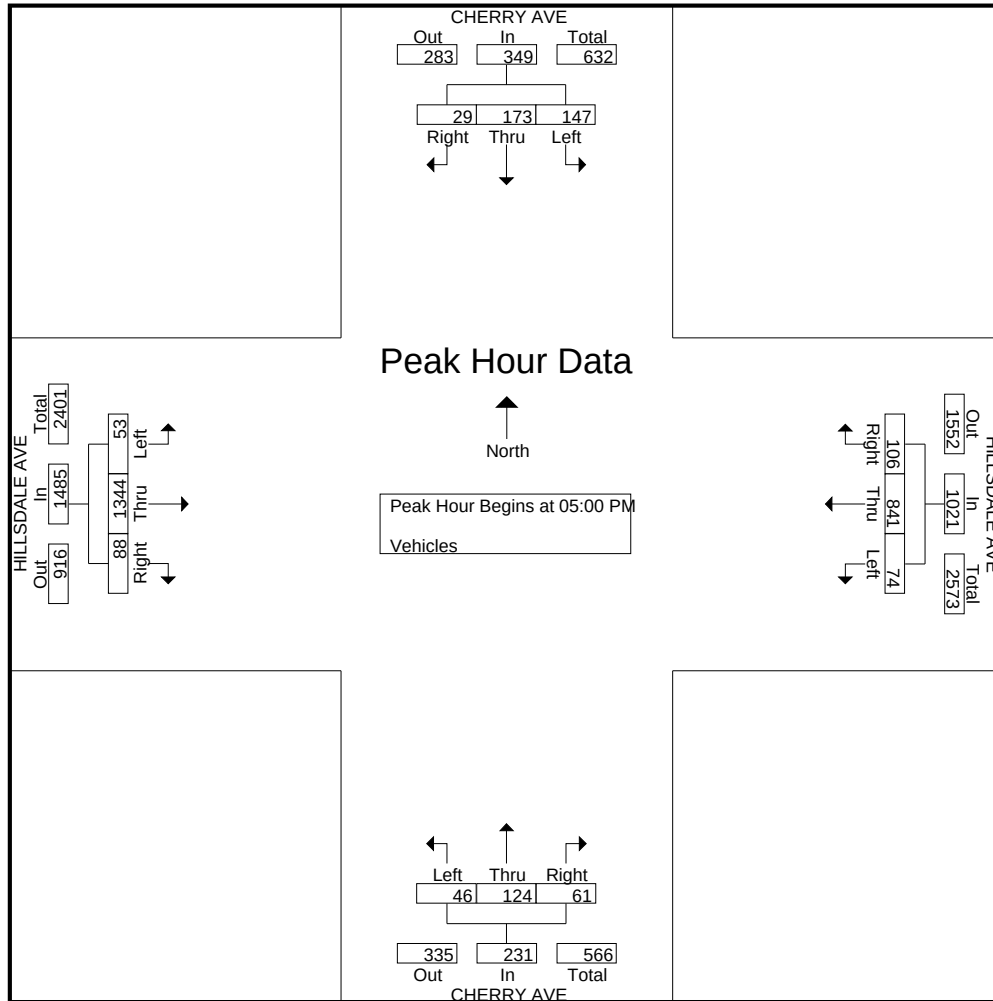
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 73PM FINAL

Site Code : 00000073

Start Date : 3/28/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 74AM FINAL

Site Code : 00000074

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | JARVIS AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | JARVIS AVE<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 3                        | 4    | 2    | 0    | 9          | 3                          | 267  | 5    | 0    | 275        | 22                       | 5    | 15   | 0    | 42         | 3                          | 87   | 0    | 0    | 90         | 416        |
| 07:15 AM    | 3                        | 6    | 8    | 0    | 17         | 3                          | 296  | 9    | 0    | 308        | 25                       | 8    | 11   | 0    | 44         | 7                          | 122  | 5    | 0    | 134        | 503        |
| 07:30 AM    | 4                        | 9    | 8    | 0    | 21         | 7                          | 497  | 8    | 0    | 512        | 30                       | 11   | 11   | 0    | 52         | 5                          | 146  | 2    | 0    | 153        | 738        |
| 07:45 AM    | 7                        | 3    | 11   | 0    | 21         | 14                         | 436  | 5    | 0    | 455        | 34                       | 26   | 10   | 2    | 72         | 3                          | 136  | 3    | 3    | 145        | 693        |
| Total       | 17                       | 22   | 29   | 0    | 68         | 27                         | 1496 | 27   | 0    | 1550       | 111                      | 50   | 47   | 2    | 210        | 18                         | 491  | 10   | 3    | 522        | 2350       |
| 08:00 AM    | 3                        | 6    | 10   | 1    | 20         | 12                         | 357  | 11   | 0    | 380        | 22                       | 18   | 9    | 0    | 49         | 5                          | 153  | 2    | 0    | 160        | 609        |
| 08:15 AM    | 5                        | 11   | 9    | 1    | 26         | 10                         | 369  | 10   | 0    | 389        | 25                       | 14   | 14   | 1    | 54         | 7                          | 153  | 3    | 2    | 165        | 634        |
| 08:30 AM    | 3                        | 7    | 7    | 0    | 17         | 6                          | 327  | 9    | 0    | 342        | 29                       | 8    | 15   | 0    | 52         | 2                          | 125  | 1    | 0    | 128        | 539        |
| 08:45 AM    | 6                        | 14   | 12   | 0    | 32         | 8                          | 319  | 29   | 0    | 356        | 28                       | 12   | 13   | 0    | 53         | 6                          | 145  | 1    | 0    | 152        | 593        |
| Total       | 17                       | 38   | 38   | 2    | 95         | 36                         | 1372 | 59   | 0    | 1467       | 104                      | 52   | 51   | 1    | 208        | 20                         | 576  | 7    | 2    | 605        | 2375       |
| Grand Total | 34                       | 60   | 67   | 2    | 163        | 63                         | 2868 | 86   | 0    | 3017       | 215                      | 102  | 98   | 3    | 418        | 38                         | 1067 | 17   | 5    | 1127       | 4725       |
| Apprch %    | 20.9                     | 36.8 | 41.1 | 1.2  |            | 2.1                        | 95.1 | 2.9  | 0    |            | 51.4                     | 24.4 | 23.4 | 0.7  |            | 3.4                        | 94.7 | 1.5  | 0.4  |            |            |
| Total %     | 0.7                      | 1.3  | 1.4  | 0    | 3.4        | 1.3                        | 60.7 | 1.8  | 0    | 63.9       | 4.6                      | 2.2  | 2.1  | 0.1  | 8.8        | 0.8                        | 22.6 | 0.4  | 0.1  | 23.9       |            |

|                                                            | JARVIS AVE<br>Southbound |      |      |            | HILLSDALE AVE<br>Westbound |      |      |            | JARVIS AVE<br>Northbound |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|--------------------------|------|------|------------|----------------------------|------|------|------------|--------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                    | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                          |      |      |            |                            |      |      |            |                          |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                          |      |      |            |                            |      |      |            |                          |      |      |            |                            |      |      |            |            |
| 07:30 AM                                                   | 4                        | 9    | 8    | 21         | 7                          | 497  | 8    | 512        | 30                       | 11   | 11   | 52         | 5                          | 146  | 2    | 153        | 738        |
| 07:45 AM                                                   | 7                        | 3    | 11   | 21         | 14                         | 436  | 5    | 455        | 34                       | 26   | 10   | 70         | 3                          | 136  | 3    | 142        | 688        |
| 08:00 AM                                                   | 3                        | 6    | 10   | 19         | 12                         | 357  | 11   | 380        | 22                       | 18   | 9    | 49         | 5                          | 153  | 2    | 160        | 608        |
| 08:15 AM                                                   | 5                        | 11   | 9    | 25         | 10                         | 369  | 10   | 389        | 25                       | 14   | 14   | 53         | 7                          | 153  | 3    | 163        | 630        |
| Total Volume                                               | 19                       | 29   | 38   | 86         | 43                         | 1659 | 34   | 1736       | 111                      | 69   | 44   | 224        | 20                         | 588  | 10   | 618        | 2664       |
| % App. Total                                               | 22.1                     | 33.7 | 44.2 |            | 2.5                        | 95.6 | 2    |            | 49.6                     | 30.8 | 19.6 |            | 3.2                        | 95.1 | 1.6  |            |            |
| PHF                                                        | .679                     | .659 | .864 | .860       | .768                       | .835 | .773 | .848       | .816                     | .663 | .786 | .800       | .714                       | .961 | .833 | .948       | .902       |

# Traffic Data Service

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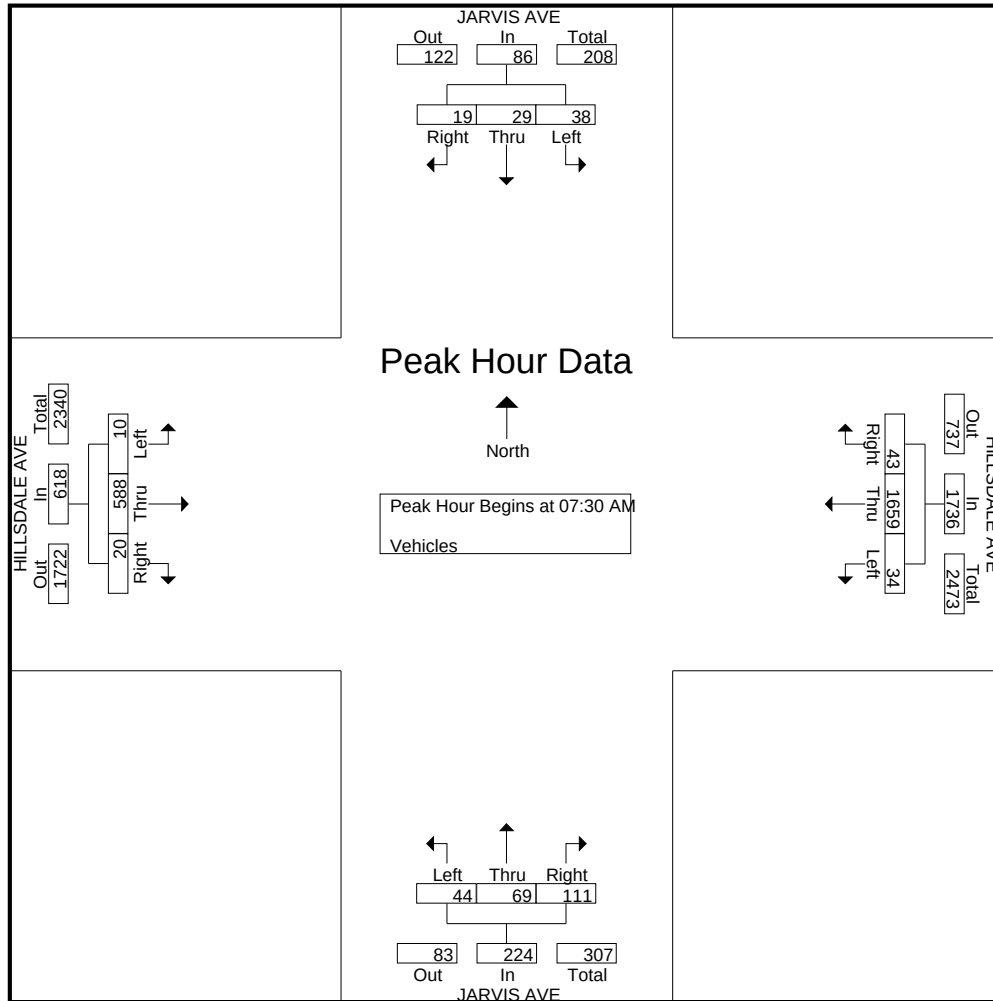
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 74AM FINAL

Site Code : 00000074

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 74PM FINAL

Site Code : 00000074

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | JARVIS AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | JARVIS AVE<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 3                        | 11   | 7    | 0    | 21         | 11                         | 172  | 9    | 0    | 192        | 16                       | 12   | 6    | 0    | 34         | 13                         | 202  | 2    | 0    | 217        | 464        |
| 04:15 PM    | 1                        | 11   | 11   | 0    | 23         | 9                          | 166  | 8    | 0    | 183        | 11                       | 8    | 3    | 0    | 22         | 14                         | 290  | 4    | 0    | 308        | 536        |
| 04:30 PM    | 4                        | 9    | 7    | 0    | 20         | 4                          | 190  | 11   | 0    | 205        | 14                       | 14   | 9    | 3    | 40         | 18                         | 215  | 3    | 1    | 237        | 502        |
| 04:45 PM    | 7                        | 14   | 13   | 0    | 34         | 7                          | 174  | 24   | 0    | 205        | 11                       | 15   | 9    | 0    | 35         | 16                         | 301  | 1    | 0    | 318        | 592        |
| Total       | 15                       | 45   | 38   | 0    | 98         | 31                         | 702  | 52   | 0    | 785        | 52                       | 49   | 27   | 3    | 131        | 61                         | 1008 | 10   | 1    | 1080       | 2094       |
| 05:00 PM    | 2                        | 13   | 11   | 0    | 26         | 6                          | 205  | 11   | 0    | 222        | 12                       | 11   | 10   | 0    | 33         | 19                         | 323  | 7    | 2    | 351        | 632        |
| 05:15 PM    | 5                        | 15   | 18   | 0    | 38         | 5                          | 184  | 16   | 0    | 205        | 11                       | 11   | 2    | 0    | 24         | 12                         | 348  | 4    | 0    | 364        | 631        |
| 05:30 PM    | 6                        | 16   | 13   | 0    | 35         | 10                         | 228  | 11   | 0    | 249        | 21                       | 8    | 15   | 0    | 44         | 18                         | 342  | 6    | 0    | 366        | 694        |
| 05:45 PM    | 7                        | 14   | 6    | 0    | 27         | 8                          | 199  | 17   | 0    | 224        | 11                       | 15   | 10   | 0    | 36         | 16                         | 354  | 0    | 0    | 370        | 657        |
| Total       | 20                       | 58   | 48   | 0    | 126        | 29                         | 816  | 55   | 0    | 900        | 55                       | 45   | 37   | 0    | 137        | 65                         | 1367 | 17   | 2    | 1451       | 2614       |
| Grand Total | 35                       | 103  | 86   | 0    | 224        | 60                         | 1518 | 107  | 0    | 1685       | 107                      | 94   | 64   | 3    | 268        | 126                        | 2375 | 27   | 3    | 2531       | 4708       |
| Apprch %    | 15.6                     | 46   | 38.4 | 0    |            | 3.6                        | 90.1 | 6.4  | 0    |            | 39.9                     | 35.1 | 23.9 | 1.1  |            | 5                          | 93.8 | 1.1  | 0.1  |            |            |
| Total %     | 0.7                      | 2.2  | 1.8  | 0    | 4.8        | 1.3                        | 32.2 | 2.3  | 0    | 35.8       | 2.3                      | 2    | 1.4  | 0.1  | 5.7        | 2.7                        | 50.4 | 0.6  | 0.1  | 53.8       |            |

|                                                            | JARVIS AVE<br>Southbound |           |           |            |           | HILLSDALE AVE<br>Westbound |           |            |           |           | JARVIS AVE<br>Northbound |            |           |            |          | HILLSDALE AVE<br>Eastbound |       |      |      |            |            |
|------------------------------------------------------------|--------------------------|-----------|-----------|------------|-----------|----------------------------|-----------|------------|-----------|-----------|--------------------------|------------|-----------|------------|----------|----------------------------|-------|------|------|------------|------------|
| Start Time                                                 | Right                    | Thru      | Left      | App. Total | Right     | Thru                       | Left      | App. Total | Right     | Thru      | Left                     | App. Total | Right     | Thru       | Left     | App. Total                 | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |           |           |            |           |                            |           |            |           |           |                          |            |           |            |          |                            |       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                          |           |           |            |           |                            |           |            |           |           |                          |            |           |            |          |                            |       |      |      |            |            |
| 05:00 PM                                                   | 2                        | 13        | 11        | 26         | 6         | 205                        | 11        | 222        | 12        | 11        | 10                       | 33         | <b>19</b> | 323        | <b>7</b> | 349                        |       |      |      |            | 630        |
| 05:15 PM                                                   | 5                        | 15        | <b>18</b> | <b>38</b>  | 5         | 184                        | 16        | 205        | 11        | 11        | 2                        | 24         | 12        | 348        | 4        | 364                        |       |      |      |            | 631        |
| 05:30 PM                                                   | 6                        | <b>16</b> | 13        | 35         | <b>10</b> | <b>228</b>                 | 11        | <b>249</b> | <b>21</b> | 8         | <b>15</b>                | <b>44</b>  | 18        | 342        | 6        | 366                        |       |      |      |            | <b>694</b> |
| 05:45 PM                                                   | <b>7</b>                 | 14        | 6         | 27         | 8         | 199                        | <b>17</b> | 224        | 11        | <b>15</b> | 10                       | 36         | 16        | <b>354</b> | 0        | <b>370</b>                 |       |      |      |            | 657        |
| Total Volume                                               | 20                       | 58        | 48        | 126        | 29        | 816                        | 55        | 900        | 55        | 45        | 37                       | 137        | 65        | 1367       | 17       | 1449                       |       |      |      |            | 2612       |
| % App. Total                                               | 15.9                     | 46        | 38.1      |            | 3.2       | 90.7                       | 6.1       |            | 40.1      | 32.8      | 27                       |            | 4.5       | 94.3       | 1.2      |                            |       |      |      |            |            |
| PHF                                                        | .714                     | .906      | .667      | .829       | .725      | .895                       | .809      | .904       | .655      | .750      | .617                     | .778       | .855      | .965       | .607     | .979                       |       |      |      |            | .941       |

# Traffic Data Service

Campbell, CA

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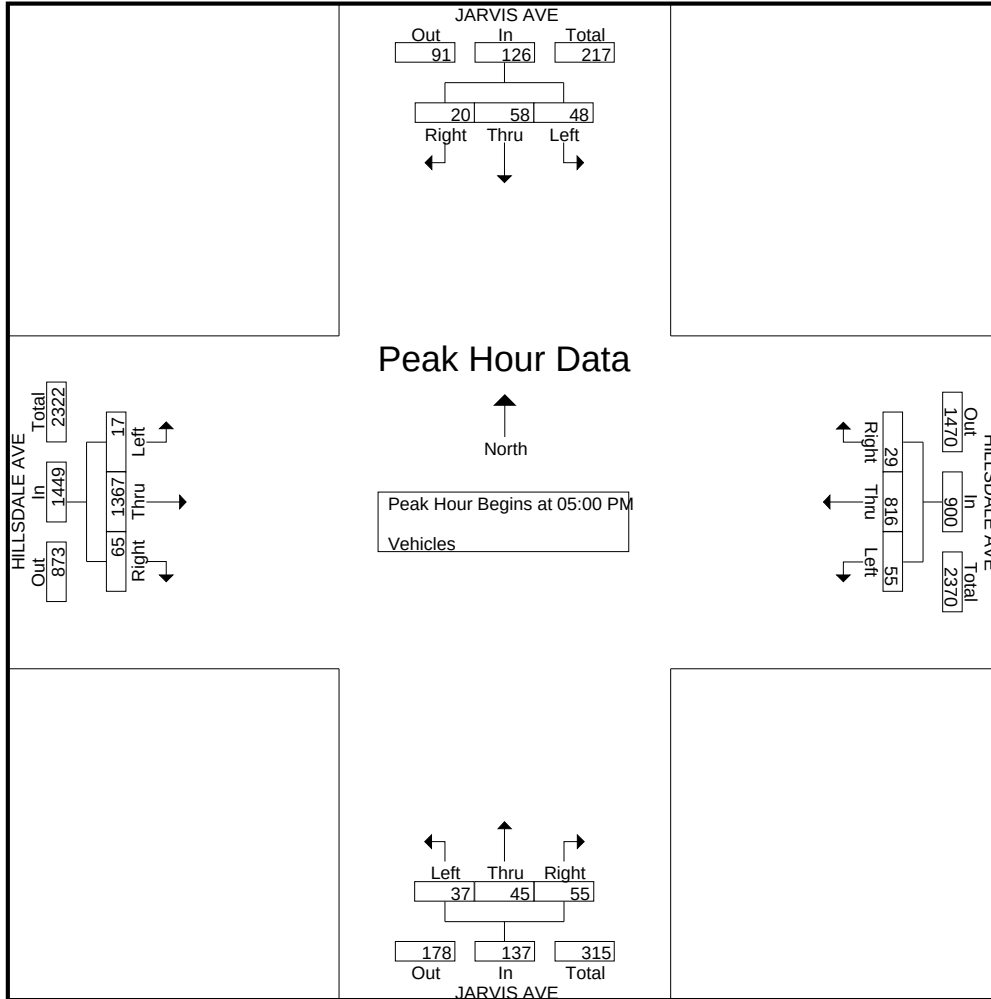
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 74PM FINAL

Site Code : 00000074

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 75AM FINAL

Site Code : 00000075

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | MERIDIAN AVE<br>Southbound |      |      |      |            | HILLSDALE AVE<br>Westbound |      |      |      |            | MERIDIAN AVE<br>Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 10                         | 39   | 20   | 0    | 69         | 38                         | 230  | 9    | 1    | 278        | 13                         | 230  | 58   | 0    | 301        | 1                          | 38   | 8    | 0    | 47         | 695        |
| 07:15 AM    | 15                         | 56   | 31   | 0    | 102        | 52                         | 347  | 15   | 0    | 414        | 16                         | 214  | 72   | 0    | 302        | 7                          | 104  | 37   | 0    | 148        | 966        |
| 07:30 AM    | 7                          | 87   | 31   | 0    | 125        | 53                         | 476  | 23   | 0    | 552        | 13                         | 325  | 47   | 0    | 385        | 1                          | 50   | 45   | 2    | 98         | 1160       |
| 07:45 AM    | 8                          | 119  | 39   | 0    | 166        | 88                         | 341  | 57   | 0    | 486        | 10                         | 408  | 123  | 0    | 541        | 11                         | 63   | 31   | 0    | 105        | 1298       |
| Total       | 40                         | 301  | 121  | 0    | 462        | 231                        | 1394 | 104  | 1    | 1730       | 52                         | 1177 | 300  | 0    | 1529       | 20                         | 255  | 121  | 2    | 398        | 4119       |
| 08:00 AM    | 18                         | 61   | 15   | 3    | 97         | 89                         | 355  | 34   | 0    | 478        | 10                         | 306  | 65   | 0    | 381        | 16                         | 75   | 37   | 0    | 128        | 1084       |
| 08:15 AM    | 14                         | 75   | 33   | 0    | 122        | 43                         | 297  | 32   | 0    | 372        | 15                         | 317  | 78   | 0    | 410        | 9                          | 69   | 18   | 3    | 99         | 1003       |
| 08:30 AM    | 14                         | 82   | 50   | 1    | 147        | 62                         | 324  | 32   | 0    | 418        | 15                         | 194  | 74   | 0    | 283        | 8                          | 92   | 39   | 2    | 141        | 989        |
| 08:45 AM    | 16                         | 71   | 29   | 0    | 116        | 71                         | 270  | 20   | 0    | 361        | 4                          | 187  | 45   | 0    | 236        | 5                          | 91   | 27   | 0    | 123        | 836        |
| Total       | 62                         | 289  | 127  | 4    | 482        | 265                        | 1246 | 118  | 0    | 1629       | 44                         | 1004 | 262  | 0    | 1310       | 38                         | 327  | 121  | 5    | 491        | 3912       |
| Grand Total | 102                        | 590  | 248  | 4    | 944        | 496                        | 2640 | 222  | 1    | 3359       | 96                         | 2181 | 562  | 0    | 2839       | 58                         | 582  | 242  | 7    | 889        | 8031       |
| Apprch %    | 10.8                       | 62.5 | 26.3 | 0.4  |            | 14.8                       | 78.6 | 6.6  | 0    |            | 3.4                        | 76.8 | 19.8 | 0    |            | 6.5                        | 65.5 | 27.2 | 0.8  |            |            |
| Total %     | 1.3                        | 7.3  | 3.1  | 0    | 11.8       | 6.2                        | 32.9 | 2.8  | 0    | 41.8       | 1.2                        | 27.2 | 7    | 0    | 35.4       | 0.7                        | 7.2  | 3    | 0.1  | 11.1       |            |

|                                                            | MERIDIAN AVE<br>Southbound |      |      |            | HILLSDALE AVE<br>Westbound |      |      |            | MERIDIAN AVE<br>Northbound |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------------|------|------|------------|----------------------------|------|------|------------|----------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| Start Time                                                 | Right                      | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |      |      |            |                            |      |      |            |                            |      |      |            |                            |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                            |      |      |            |                            |      |      |            |                            |      |      |            |                            |      |      |            |            |
| 07:30 AM                                                   | 7                          | 87   | 31   | 125        | 53                         | 476  | 23   | 552        | 13                         | 325  | 47   | 385        | 1                          | 50   | 45   | 96         | 1158       |
| 07:45 AM                                                   | 8                          | 119  | 39   | 166        | 88                         | 341  | 57   | 486        | 10                         | 408  | 123  | 541        | 11                         | 63   | 31   | 105        | 1298       |
| 08:00 AM                                                   | 18                         | 61   | 15   | 94         | 89                         | 355  | 34   | 478        | 10                         | 306  | 65   | 381        | 16                         | 75   | 37   | 128        | 1081       |
| 08:15 AM                                                   | 14                         | 75   | 33   | 122        | 43                         | 297  | 32   | 372        | 15                         | 317  | 78   | 410        | 9                          | 69   | 18   | 96         | 1000       |
| Total Volume                                               | 47                         | 342  | 118  | 507        | 273                        | 1469 | 146  | 1888       | 48                         | 1356 | 313  | 1717       | 37                         | 257  | 131  | 425        | 4537       |
| % App. Total                                               | 9.3                        | 67.5 | 23.3 |            | 14.5                       | 77.8 | 7.7  |            | 2.8                        | 79   | 18.2 |            | 8.7                        | 60.5 | 30.8 |            |            |
| PHF                                                        | .653                       | .718 | .756 | .764       | .767                       | .772 | .640 | .855       | .800                       | .831 | .636 | .793       | .578                       | .857 | .728 | .830       | .874       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

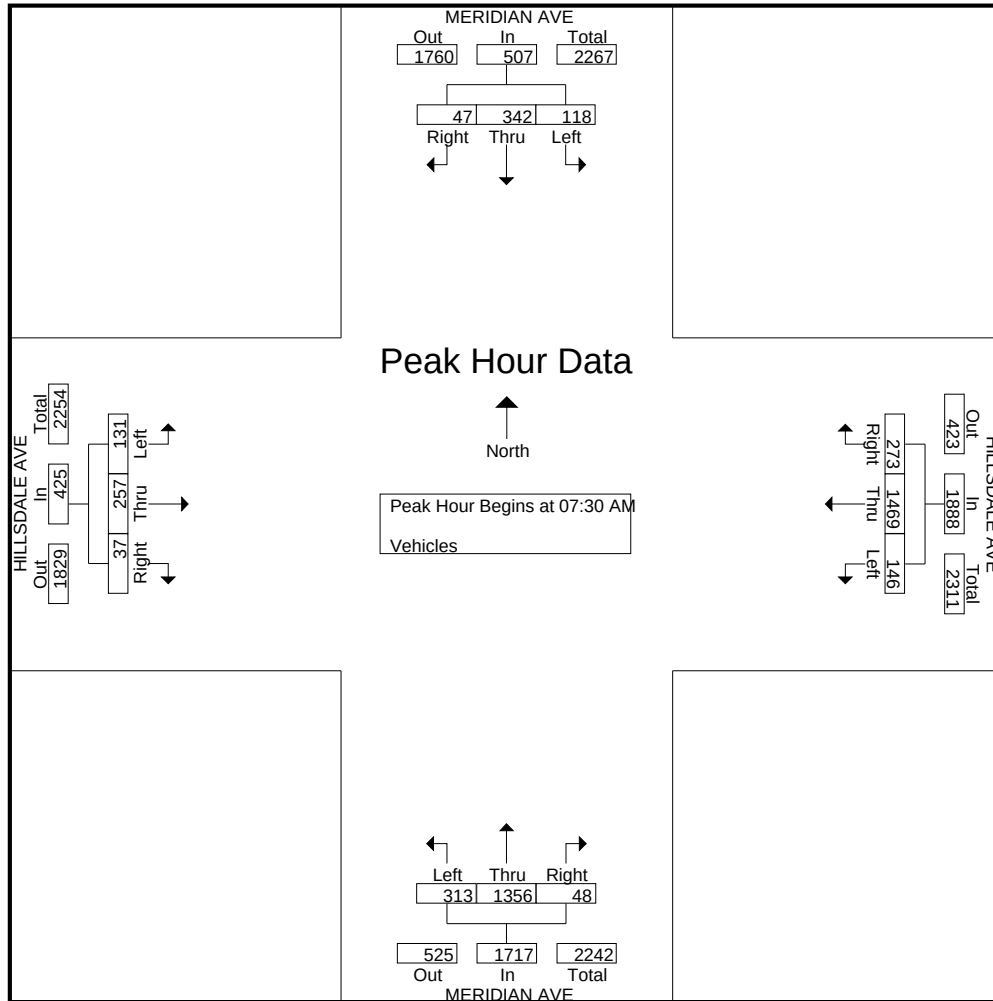
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 75AM FINAL

Site Code : 00000075

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 76AM FINAL

Site Code : 00000076

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | MERIDIAN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | MERIDIAN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 6                          | 32   | 20   | 3    | 61         | 57                       | 71   | 3    | 0    | 131        | 12                         | 245  | 21   | 1    | 279        | 5                        | 36   | 8    | 2    | 51         | 522        |
| 07:15 AM    | 11                         | 51   | 34   | 1    | 97         | 85                       | 113  | 7    | 1    | 206        | 18                         | 258  | 17   | 2    | 295        | 11                       | 74   | 18   | 1    | 104        | 702        |
| 07:30 AM    | 8                          | 83   | 32   | 0    | 123        | 95                       | 124  | 10   | 0    | 229        | 15                         | 354  | 31   | 0    | 400        | 28                       | 55   | 16   | 1    | 100        | 852        |
| 07:45 AM    | 6                          | 97   | 30   | 0    | 133        | 71                       | 151  | 13   | 0    | 235        | 15                         | 299  | 44   | 0    | 358        | 13                       | 93   | 33   | 1    | 140        | 866        |
| Total       | 31                         | 263  | 116  | 4    | 414        | 308                      | 459  | 33   | 1    | 801        | 60                         | 1156 | 113  | 3    | 1332       | 57                       | 258  | 75   | 5    | 395        | 2942       |
| 08:00 AM    | 22                         | 87   | 26   | 0    | 135        | 57                       | 155  | 25   | 1    | 238        | 11                         | 356  | 37   | 2    | 406        | 19                       | 80   | 16   | 1    | 116        | 895        |
| 08:15 AM    | 15                         | 92   | 25   | 1    | 133        | 53                       | 142  | 12   | 2    | 209        | 19                         | 359  | 41   | 0    | 419        | 21                       | 58   | 20   | 0    | 99         | 860        |
| 08:30 AM    | 24                         | 79   | 17   | 0    | 120        | 65                       | 133  | 29   | 0    | 227        | 17                         | 257  | 29   | 0    | 303        | 16                       | 67   | 16   | 0    | 99         | 749        |
| 08:45 AM    | 17                         | 89   | 17   | 0    | 123        | 67                       | 72   | 21   | 0    | 160        | 15                         | 272  | 26   | 0    | 313        | 12                       | 62   | 30   | 0    | 104        | 700        |
| Total       | 78                         | 347  | 85   | 1    | 511        | 242                      | 502  | 87   | 3    | 834        | 62                         | 1244 | 133  | 2    | 1441       | 68                       | 267  | 82   | 1    | 418        | 3204       |
| Grand Total | 109                        | 610  | 201  | 5    | 925        | 550                      | 961  | 120  | 4    | 1635       | 122                        | 2400 | 246  | 5    | 2773       | 125                      | 525  | 157  | 6    | 813        | 6146       |
| Apprch %    | 11.8                       | 65.9 | 21.7 | 0.5  |            | 33.6                     | 58.8 | 7.3  | 0.2  |            | 4.4                        | 86.5 | 8.9  | 0.2  |            | 15.4                     | 64.6 | 19.3 | 0.7  |            |            |
| Total %     | 1.8                        | 9.9  | 3.3  | 0.1  | 15.1       | 8.9                      | 15.6 | 2    | 0.1  | 26.6       | 2                          | 39   | 4    | 0.1  | 45.1       | 2                        | 8.5  | 2.6  | 0.1  | 13.2       |            |

|                                                            | MERIDIAN AVE<br>Southbound |      |      |            | CURTNER AVE<br>Westbound |      |      |            | MERIDIAN AVE<br>Northbound |      |      |            | CURTNER AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------------|------|------|------------|--------------------------|------|------|------------|----------------------------|------|------|------------|--------------------------|------|------|------------|------------|
| Start Time                                                 | Right                      | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                            |      |      |            |                          |      |      |            |                            |      |      |            |                          |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                            |      |      |            |                          |      |      |            |                            |      |      |            |                          |      |      |            |            |
| 07:30 AM                                                   | 8                          | 83   | 32   | 123        | 95                       | 124  | 10   | 229        | 15                         | 354  | 31   | 400        | 28                       | 55   | 16   | 99         | 851        |
| 07:45 AM                                                   | 6                          | 97   | 30   | 133        | 71                       | 151  | 13   | 235        | 15                         | 299  | 44   | 358        | 13                       | 93   | 33   | 139        | 865        |
| 08:00 AM                                                   | 22                         | 87   | 26   | 135        | 57                       | 155  | 25   | 237        | 11                         | 356  | 37   | 404        | 19                       | 80   | 16   | 115        | 891        |
| 08:15 AM                                                   | 15                         | 92   | 25   | 132        | 53                       | 142  | 12   | 207        | 19                         | 359  | 41   | 419        | 21                       | 58   | 20   | 99         | 857        |
| Total Volume                                               | 51                         | 359  | 113  | 523        | 276                      | 572  | 60   | 908        | 60                         | 1368 | 153  | 1581       | 81                       | 286  | 85   | 452        | 3464       |
| % App. Total                                               | 9.8                        | 68.6 | 21.6 |            | 30.4                     | 63   | 6.6  |            | 3.8                        | 86.5 | 9.7  |            | 17.9                     | 63.3 | 18.8 |            |            |
| PHF                                                        | .580                       | .925 | .883 | .969       | .726                     | .923 | .600 | .958       | .789                       | .953 | .869 | .943       | .723                     | .769 | .644 | .813       | .972       |

# Traffic Data Service

Campbell, CA

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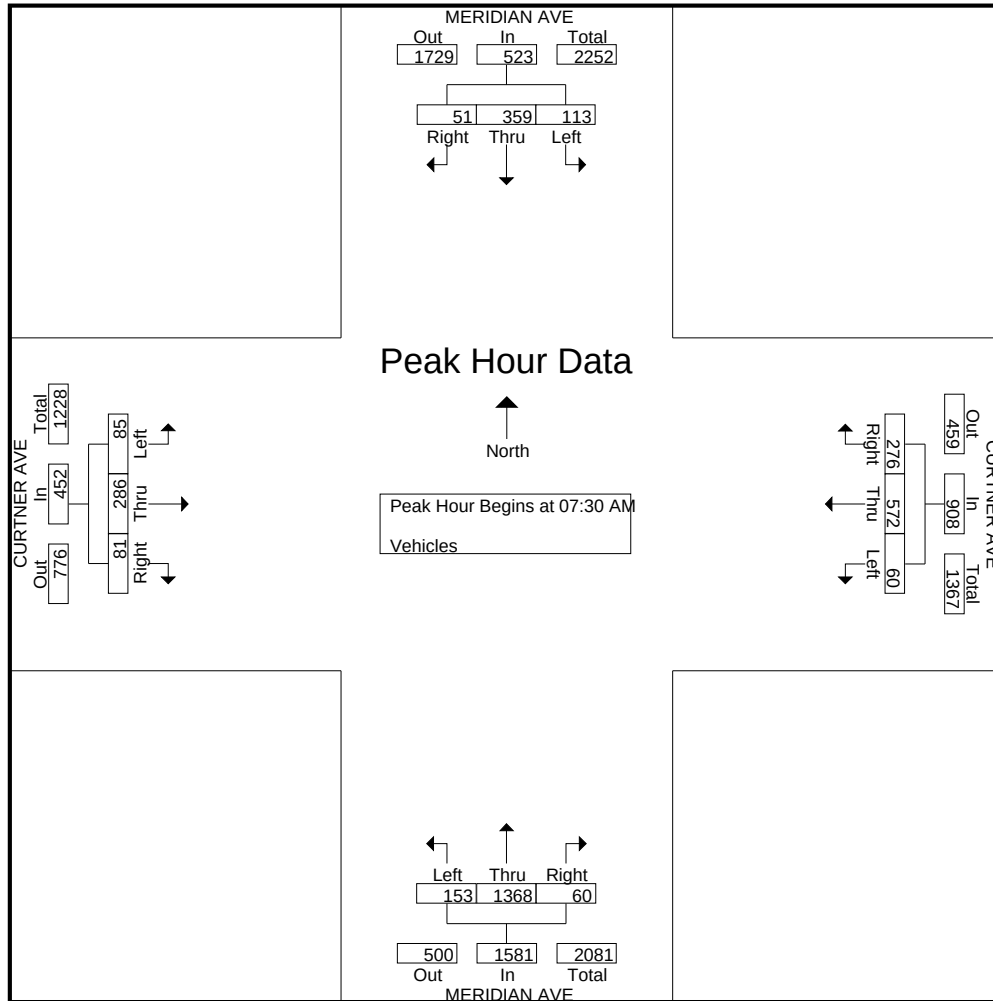
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 76AM FINAL

Site Code : 00000076

Start Date : 3/28/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 76PM FINAL

Site Code : 00000076

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | MERIDIAN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | MERIDIAN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 23                         | 200  | 45   | 0    | 268        | 35                       | 78   | 24   | 1    | 138        | 35                         | 119  | 17   | 2    | 173        | 31                       | 122  | 34   | 0    | 187        | 766        |
| 04:15 PM    | 30                         | 234  | 58   | 1    | 323        | 35                       | 112  | 20   | 0    | 167        | 17                         | 130  | 20   | 0    | 167        | 26                       | 109  | 15   | 0    | 150        | 807        |
| 04:30 PM    | 29                         | 184  | 58   | 1    | 272        | 38                       | 104  | 26   | 0    | 168        | 26                         | 124  | 12   | 0    | 162        | 47                       | 97   | 23   | 0    | 167        | 769        |
| 04:45 PM    | 23                         | 285  | 57   | 0    | 365        | 51                       | 76   | 17   | 5    | 149        | 23                         | 118  | 27   | 0    | 168        | 43                       | 136  | 27   | 0    | 206        | 888        |
| Total       | 105                        | 903  | 218  | 2    | 1228       | 159                      | 370  | 87   | 6    | 622        | 101                        | 491  | 76   | 2    | 670        | 147                      | 464  | 99   | 0    | 710        | 3230       |
| 05:00 PM    | 25                         | 297  | 68   | 0    | 390        | 45                       | 87   | 33   | 0    | 165        | 15                         | 109  | 16   | 0    | 140        | 42                       | 147  | 24   | 2    | 215        | 910        |
| 05:15 PM    | 21                         | 303  | 42   | 0    | 366        | 37                       | 106  | 29   | 0    | 172        | 23                         | 127  | 29   | 0    | 179        | 52                       | 167  | 29   | 0    | 248        | 965        |
| 05:30 PM    | 23                         | 370  | 77   | 0    | 470        | 54                       | 85   | 34   | 2    | 175        | 25                         | 140  | 31   | 2    | 198        | 55                       | 91   | 18   | 1    | 165        | 1008       |
| 05:45 PM    | 24                         | 312  | 81   | 0    | 417        | 36                       | 77   | 35   | 0    | 148        | 18                         | 106  | 18   | 0    | 142        | 37                       | 133  | 21   | 1    | 192        | 899        |
| Total       | 93                         | 1282 | 268  | 0    | 1643       | 172                      | 355  | 131  | 2    | 660        | 81                         | 482  | 94   | 2    | 659        | 186                      | 538  | 92   | 4    | 820        | 3782       |
| Grand Total | 198                        | 2185 | 486  | 2    | 2871       | 331                      | 725  | 218  | 8    | 1282       | 182                        | 973  | 170  | 4    | 1329       | 333                      | 1002 | 191  | 4    | 1530       | 7012       |
| Apprch %    | 6.9                        | 76.1 | 16.9 | 0.1  |            | 25.8                     | 56.6 | 17   | 0.6  |            | 13.7                       | 73.2 | 12.8 | 0.3  |            | 21.8                     | 65.5 | 12.5 | 0.3  |            |            |
| Total %     | 2.8                        | 31.2 | 6.9  | 0    | 40.9       | 4.7                      | 10.3 | 3.1  | 0.1  | 18.3       | 2.6                        | 13.9 | 2.4  | 0.1  | 19         | 4.7                      | 14.3 | 2.7  | 0.1  | 21.8       |            |

|                                                            | MERIDIAN AVE<br>Southbound |      |      |            | CURTNER AVE<br>Westbound |      |      |            | MERIDIAN AVE<br>Northbound |      |      |            | CURTNER AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|----------------------------|------|------|------------|--------------------------|------|------|------------|----------------------------|------|------|------------|--------------------------|------|------|------------|------------|
| Start Time                                                 | Right                      | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                      | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                            |      |      |            |                          |      |      |            |                            |      |      |            |                          |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                            |      |      |            |                          |      |      |            |                            |      |      |            |                          |      |      |            |            |
| 05:00 PM                                                   | 25                         | 297  | 68   | 390        | 45                       | 87   | 33   | 165        | 15                         | 109  | 16   | 140        | 42                       | 147  | 24   | 213        | 908        |
| 05:15 PM                                                   | 21                         | 303  | 42   | 366        | 37                       | 106  | 29   | 172        | 23                         | 127  | 29   | 179        | 52                       | 167  | 29   | 248        | 965        |
| 05:30 PM                                                   | 23                         | 370  | 77   | 470        | 54                       | 85   | 34   | 173        | 25                         | 140  | 31   | 196        | 55                       | 91   | 18   | 164        | 1003       |
| 05:45 PM                                                   | 24                         | 312  | 81   | 417        | 36                       | 77   | 35   | 148        | 18                         | 106  | 18   | 142        | 37                       | 133  | 21   | 191        | 898        |
| Total Volume                                               | 93                         | 1282 | 268  | 1643       | 172                      | 355  | 131  | 658        | 81                         | 482  | 94   | 657        | 186                      | 538  | 92   | 816        | 3774       |
| % App. Total                                               | 5.7                        | 78   | 16.3 |            | 26.1                     | 54   | 19.9 |            | 12.3                       | 73.4 | 14.3 |            | 22.8                     | 65.9 | 11.3 |            |            |
| PHF                                                        | .930                       | .866 | .827 | .874       | .796                     | .837 | .936 | .951       | .810                       | .861 | .758 | .838       | .845                     | .805 | .793 | .823       | .941       |

# Traffic Data Service

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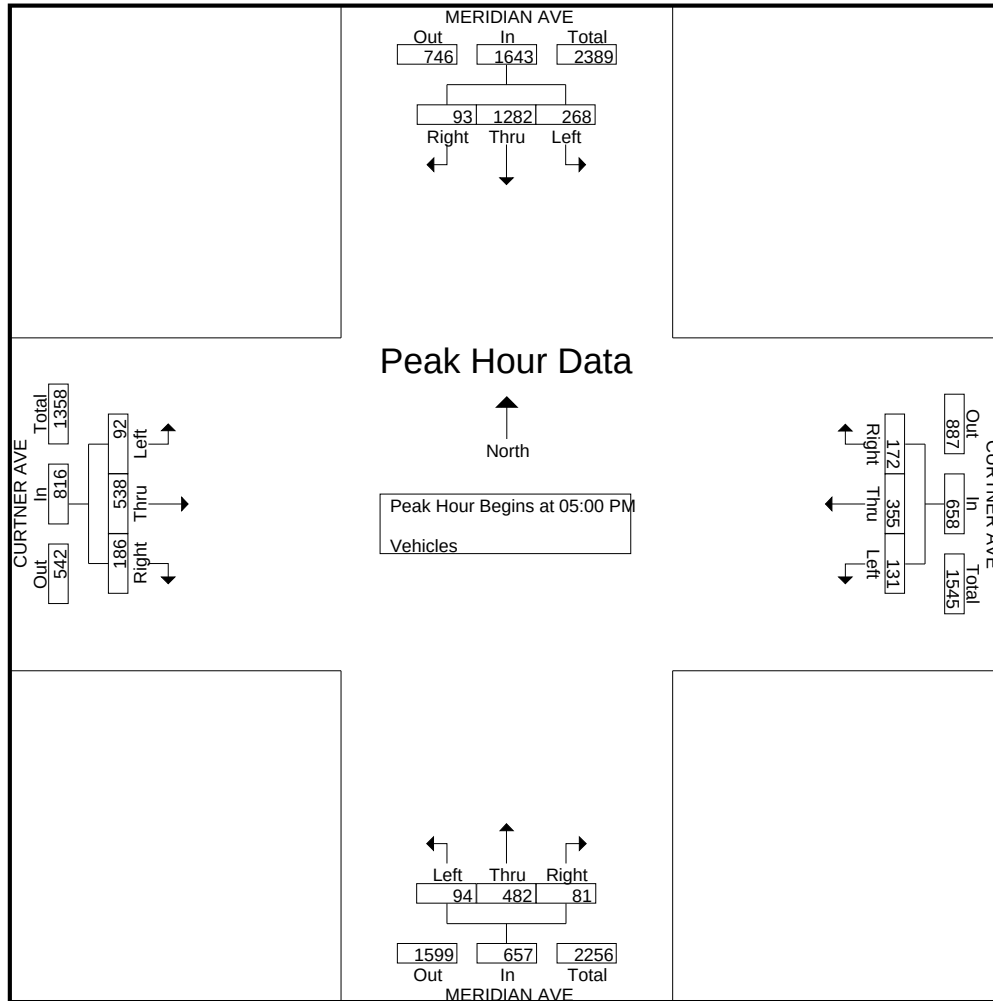
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 76PM FINAL

Site Code : 00000076

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 77AM FINAL

Site Code : 00000077

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | BOOKSIN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | BOOKSIN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 1                         | 3    | 3    | 0    | 7          | 11                       | 115  | 3    | 0    | 129        | 6                         | 6    | 17   | 0    | 29         | 2                        | 77   | 0    | 0    | 79         | 244        |
| 07:15 AM    | 3                         | 3    | 10   | 0    | 16         | 11                       | 132  | 9    | 0    | 152        | 11                        | 17   | 27   | 1    | 56         | 7                        | 126  | 0    | 1    | 134        | 358        |
| 07:30 AM    | 3                         | 13   | 8    | 1    | 25         | 13                       | 184  | 4    | 8    | 209        | 14                        | 13   | 45   | 2    | 74         | 9                        | 101  | 0    | 1    | 111        | 419        |
| 07:45 AM    | 1                         | 5    | 18   | 0    | 24         | 13                       | 187  | 11   | 30   | 241        | 14                        | 4    | 6    | 4    | 28         | 5                        | 152  | 4    | 0    | 161        | 454        |
| Total       | 8                         | 24   | 39   | 1    | 72         | 48                       | 618  | 27   | 38   | 731        | 45                        | 40   | 95   | 7    | 187        | 23                       | 456  | 4    | 2    | 485        | 1475       |
| 08:00 AM    | 4                         | 16   | 14   | 10   | 44         | 22                       | 220  | 9    | 22   | 273        | 13                        | 11   | 8    | 8    | 40         | 6                        | 118  | 13   | 3    | 140        | 497        |
| 08:15 AM    | 6                         | 13   | 26   | 3    | 48         | 24                       | 177  | 12   | 13   | 226        | 12                        | 23   | 8    | 1    | 44         | 4                        | 101  | 7    | 1    | 113        | 431        |
| 08:30 AM    | 7                         | 9    | 28   | 2    | 46         | 11                       | 182  | 9    | 1    | 203        | 8                         | 6    | 5    | 0    | 19         | 3                        | 98   | 1    | 3    | 105        | 373        |
| 08:45 AM    | 2                         | 3    | 12   | 0    | 17         | 15                       | 146  | 5    | 1    | 167        | 8                         | 11   | 13   | 0    | 32         | 7                        | 77   | 0    | 0    | 84         | 300        |
| Total       | 19                        | 41   | 80   | 15   | 155        | 72                       | 725  | 35   | 37   | 869        | 41                        | 51   | 34   | 9    | 135        | 20                       | 394  | 21   | 7    | 442        | 1601       |
| Grand Total | 27                        | 65   | 119  | 16   | 227        | 120                      | 1343 | 62   | 75   | 1600       | 86                        | 91   | 129  | 16   | 322        | 43                       | 850  | 25   | 9    | 927        | 3076       |
| Apprch %    | 11.9                      | 28.6 | 52.4 | 7    |            | 7.5                      | 83.9 | 3.9  | 4.7  |            | 26.7                      | 28.3 | 40.1 | 5    |            | 4.6                      | 91.7 | 2.7  | 1    |            |            |
| Total %     | 0.9                       | 2.1  | 3.9  | 0.5  | 7.4        | 3.9                      | 43.7 | 2    | 2.4  | 52         | 2.8                       | 3    | 4.2  | 0.5  | 10.5       | 1.4                      | 27.6 | 0.8  | 0.3  | 30.1       |            |

|                                                            | BOOKSIN AVE<br>Southbound |      |      |            | CURTNER AVE<br>Westbound |      |      |            | BOOKSIN AVE<br>Northbound |      |      |            | CURTNER AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|--------------------------|------|------|------------|---------------------------|------|------|------------|--------------------------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |                          |      |      |            |                           |      |      |            |                          |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                           |      |      |            |                          |      |      |            |                           |      |      |            |                          |      |      |            |            |
| 07:30 AM                                                   | 3                         | 13   | 8    | 24         | 13                       | 184  | 4    | 201        | 14                        | 13   | 45   | 72         | 9                        | 101  | 0    | 110        | 407        |
| 07:45 AM                                                   | 1                         | 5    | 18   | 24         | 13                       | 187  | 11   | 211        | 14                        | 4    | 6    | 24         | 5                        | 152  | 4    | 161        | 420        |
| 08:00 AM                                                   | 4                         | 16   | 14   | 34         | 22                       | 220  | 9    | 251        | 13                        | 11   | 8    | 32         | 6                        | 118  | 13   | 137        | 454        |
| 08:15 AM                                                   | 6                         | 13   | 26   | 45         | 24                       | 177  | 12   | 213        | 12                        | 23   | 8    | 43         | 4                        | 101  | 7    | 112        | 413        |
| Total Volume                                               | 14                        | 47   | 66   | 127        | 72                       | 768  | 36   | 876        | 53                        | 51   | 67   | 171        | 24                       | 472  | 24   | 520        | 1694       |
| % App. Total                                               | 11                        | 37   | 52   |            | 8.2                      | 87.7 | 4.1  |            | 31                        | 29.8 | 39.2 |            | 4.6                      | 90.8 | 4.6  |            |            |
| PHF                                                        | .583                      | .734 | .635 | .706       | .750                     | .873 | .750 | .873       | .946                      | .554 | .372 | .594       | .667                     | .776 | .462 | .807       | .933       |

# Traffic Data Service

Campbell, CA

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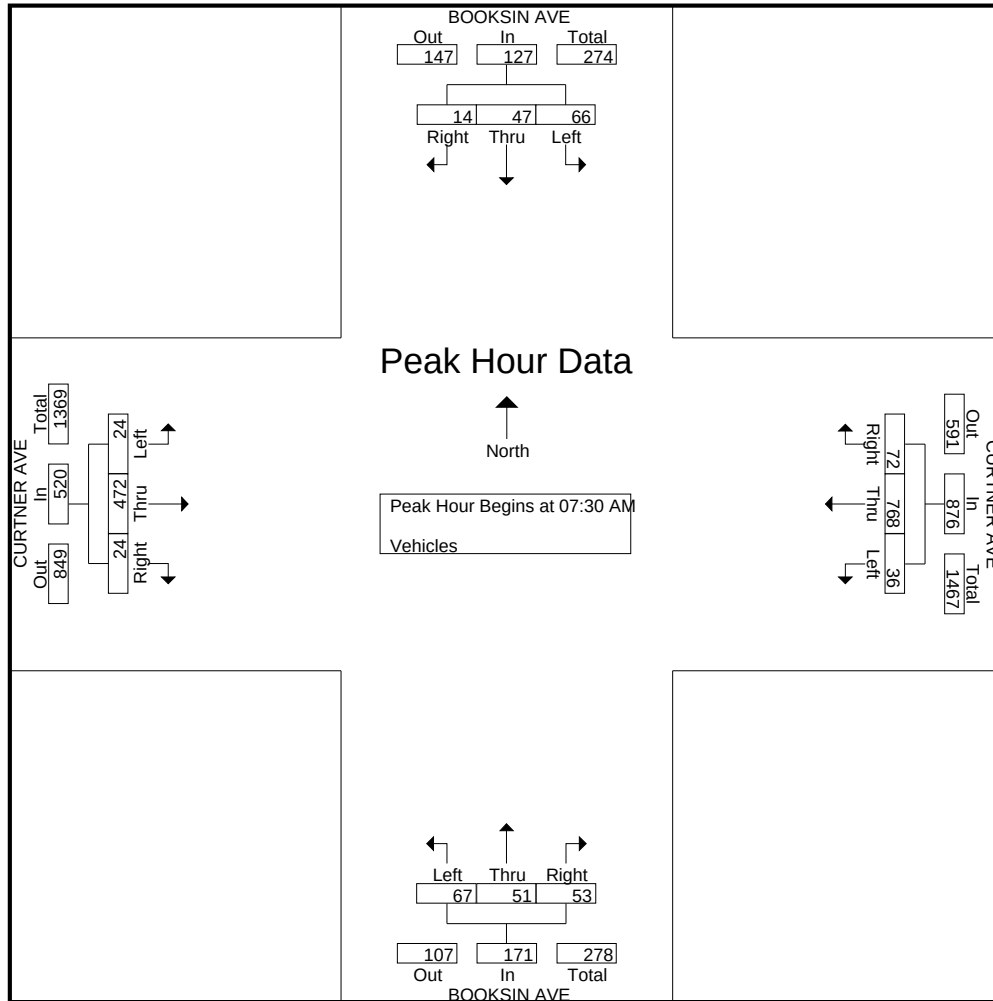
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 77AM FINAL

Site Code : 00000077

Start Date : 3/28/2013

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# Traffic Data Service

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File Name : 77PM FINAL

Site Code : 00000077

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | BOOKSIN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | BOOKSIN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 2                         | 5    | 9    | 3    | 19         | 5                        | 141  | 17   | 7    | 170        | 10                        | 5    | 11   | 0    | 26         | 9                        | 164  | 2    | 0    | 175        | 390        |
| 04:15 PM    | 2                         | 8    | 11   | 0    | 21         | 6                        | 142  | 11   | 2    | 161        | 9                         | 3    | 5    | 1    | 18         | 10                       | 186  | 4    | 0    | 200        | 400        |
| 04:30 PM    | 3                         | 6    | 13   | 0    | 22         | 10                       | 142  | 13   | 0    | 165        | 12                        | 9    | 6    | 0    | 27         | 10                       | 162  | 1    | 0    | 173        | 387        |
| 04:45 PM    | 3                         | 13   | 16   | 2    | 34         | 10                       | 137  | 10   | 0    | 157        | 6                         | 13   | 16   | 1    | 36         | 10                       | 184  | 4    | 1    | 199        | 426        |
| Total       | 10                        | 32   | 49   | 5    | 96         | 31                       | 562  | 51   | 9    | 653        | 37                        | 30   | 38   | 2    | 107        | 39                       | 696  | 11   | 1    | 747        | 1603       |
| 05:00 PM    | 5                         | 6    | 9    | 0    | 20         | 7                        | 139  | 6    | 1    | 153        | 10                        | 10   | 14   | 0    | 34         | 15                       | 212  | 2    | 0    | 229        | 436        |
| 05:15 PM    | 2                         | 13   | 12   | 1    | 28         | 9                        | 183  | 18   | 0    | 210        | 11                        | 5    | 13   | 0    | 29         | 10                       | 215  | 0    | 1    | 226        | 493        |
| 05:30 PM    | 2                         | 11   | 5    | 1    | 19         | 4                        | 147  | 10   | 3    | 164        | 10                        | 5    | 7    | 3    | 25         | 8                        | 177  | 1    | 1    | 187        | 395        |
| 05:45 PM    | 4                         | 9    | 14   | 0    | 27         | 8                        | 131  | 15   | 1    | 155        | 11                        | 4    | 7    | 0    | 22         | 8                        | 203  | 0    | 0    | 211        | 415        |
| Total       | 13                        | 39   | 40   | 2    | 94         | 28                       | 600  | 49   | 5    | 682        | 42                        | 24   | 41   | 3    | 110        | 41                       | 807  | 3    | 2    | 853        | 1739       |
| Grand Total | 23                        | 71   | 89   | 7    | 190        | 59                       | 1162 | 100  | 14   | 1335       | 79                        | 54   | 79   | 5    | 217        | 80                       | 1503 | 14   | 3    | 1600       | 3342       |
| Apprch %    | 12.1                      | 37.4 | 46.8 | 3.7  |            | 4.4                      | 87   | 7.5  | 1    |            | 36.4                      | 24.9 | 36.4 | 2.3  |            | 5                        | 93.9 | 0.9  | 0.2  |            |            |
| Total %     | 0.7                       | 2.1  | 2.7  | 0.2  | 5.7        | 1.8                      | 34.8 | 3    | 0.4  | 39.9       | 2.4                       | 1.6  | 2.4  | 0.1  | 6.5        | 2.4                      | 45   | 0.4  | 0.1  | 47.9       |            |

|                                                            | BOOKSIN AVE<br>Southbound |      |      |            |  | CURTNER AVE<br>Westbound |      |      |            |  | BOOKSIN AVE<br>Northbound |      |      |            |  | CURTNER AVE<br>Eastbound |      |      |            |  |            |
|------------------------------------------------------------|---------------------------|------|------|------------|--|--------------------------|------|------|------------|--|---------------------------|------|------|------------|--|--------------------------|------|------|------------|--|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total |  | Right                    | Thru | Left | App. Total |  | Right                     | Thru | Left | App. Total |  | Right                    | Thru | Left | App. Total |  | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |      |            |  |                          |      |      |            |  |                           |      |      |            |  |                          |      |      |            |  |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                           |      |      |            |  |                          |      |      |            |  |                           |      |      |            |  |                          |      |      |            |  |            |
| 04:30 PM                                                   | 3                         | 6    | 13   | 22         |  | 10                       | 142  | 13   | 165        |  | 12                        | 9    | 6    | 27         |  | 10                       | 162  | 1    | 173        |  | 387        |
| 04:45 PM                                                   | 3                         | 13   | 16   | 32         |  | 10                       | 137  | 10   | 157        |  | 6                         | 13   | 16   | 35         |  | 10                       | 184  | 4    | 198        |  | 422        |
| 05:00 PM                                                   | 5                         | 6    | 9    | 20         |  | 7                        | 139  | 6    | 152        |  | 10                        | 10   | 14   | 34         |  | 15                       | 212  | 2    | 229        |  | 435        |
| 05:15 PM                                                   | 2                         | 13   | 12   | 27         |  | 9                        | 183  | 18   | 210        |  | 11                        | 5    | 13   | 29         |  | 10                       | 215  | 0    | 225        |  | 491        |
| Total Volume                                               | 13                        | 38   | 50   | 101        |  | 36                       | 601  | 47   | 684        |  | 39                        | 37   | 49   | 125        |  | 45                       | 773  | 7    | 825        |  | 1735       |
| % App. Total                                               | 12.9                      | 37.6 | 49.5 |            |  | 5.3                      | 87.9 | 6.9  |            |  | 31.2                      | 29.6 | 39.2 |            |  | 5.5                      | 93.7 | 0.8  |            |  |            |
| PHF                                                        | .650                      | .731 | .781 | .789       |  | .900                     | .821 | .653 | .814       |  | .813                      | .712 | .766 | .893       |  | .750                     | .899 | .438 | .901       |  | .883       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

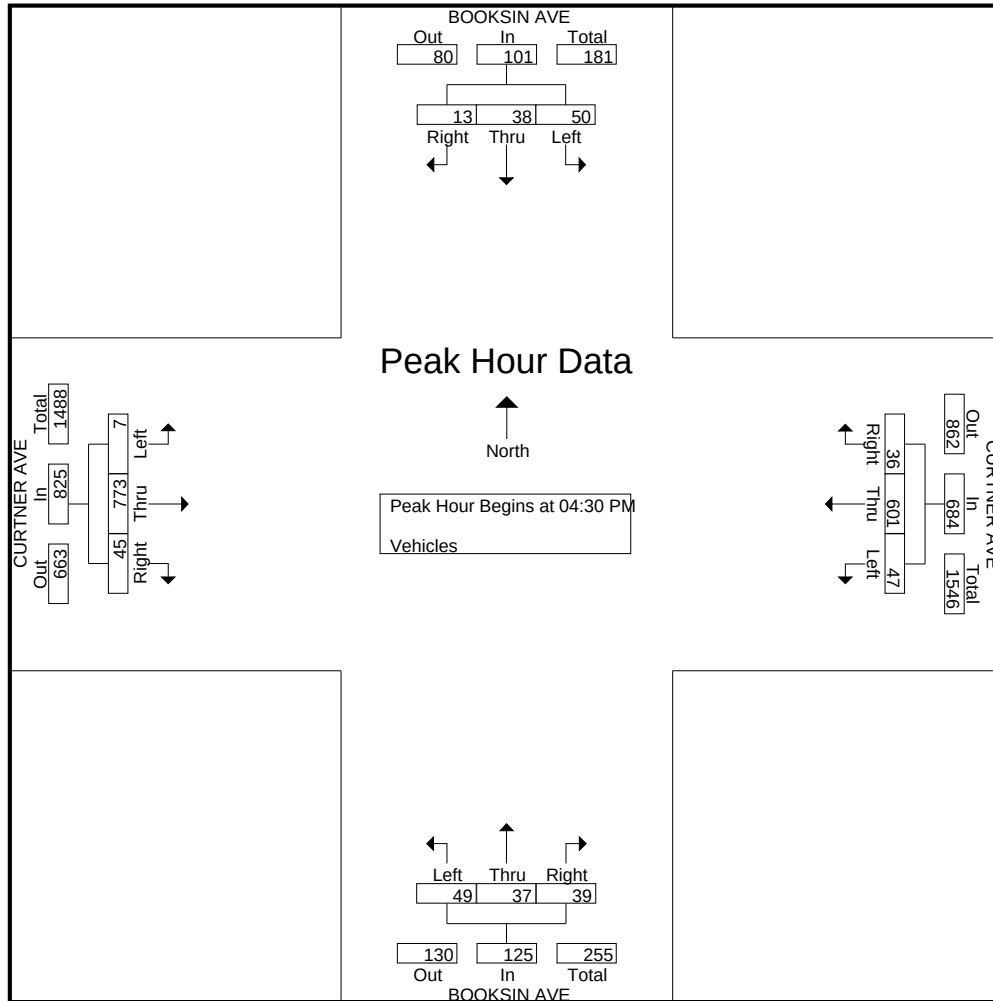
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 77PM FINAL

Site Code : 00000077

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 78AM FINAL

Site Code : 00000078

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | CHERRY AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | CHERRY AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 6                        | 7    | 3    | 0    | 16         | 3                        | 117  | 11   | 0    | 131        | 23                       | 4    | 43   | 0    | 70         | 10                       | 60   | 5    | 0    | 75         | 292        |
| 07:15 AM    | 1                        | 9    | 1    | 0    | 11         | 1                        | 144  | 24   | 3    | 172        | 32                       | 7    | 74   | 1    | 114        | 13                       | 51   | 2    | 1    | 67         | 364        |
| 07:30 AM    | 9                        | 10   | 2    | 1    | 22         | 6                        | 157  | 14   | 5    | 182        | 51                       | 20   | 102  | 3    | 176        | 16                       | 92   | 15   | 0    | 123        | 503        |
| 07:45 AM    | 24                       | 37   | 5    | 4    | 70         | 11                       | 207  | 13   | 11   | 242        | 51                       | 71   | 62   | 4    | 188        | 15                       | 137  | 43   | 7    | 202        | 702        |
| Total       | 40                       | 63   | 11   | 5    | 119        | 21                       | 625  | 62   | 19   | 727        | 157                      | 102  | 281  | 8    | 548        | 54                       | 340  | 65   | 8    | 467        | 1861       |
| 08:00 AM    | 16                       | 21   | 6    | 1    | 44         | 5                        | 291  | 20   | 3    | 319        | 26                       | 26   | 81   | 0    | 133        | 21                       | 138  | 10   | 0    | 169        | 665        |
| 08:15 AM    | 6                        | 1    | 2    | 0    | 9          | 1                        | 185  | 12   | 1    | 199        | 21                       | 7    | 81   | 0    | 109        | 37                       | 168  | 3    | 0    | 208        | 525        |
| 08:30 AM    | 4                        | 4    | 2    | 1    | 11         | 1                        | 157  | 6    | 0    | 164        | 25                       | 8    | 56   | 1    | 90         | 27                       | 134  | 3    | 0    | 164        | 429        |
| 08:45 AM    | 3                        | 7    | 1    | 1    | 12         | 0                        | 145  | 11   | 0    | 156        | 31                       | 6    | 44   | 1    | 82         | 19                       | 102  | 2    | 0    | 123        | 373        |
| Total       | 29                       | 33   | 11   | 3    | 76         | 7                        | 778  | 49   | 4    | 838        | 103                      | 47   | 262  | 2    | 414        | 104                      | 542  | 18   | 0    | 664        | 1992       |
| Grand Total | 69                       | 96   | 22   | 8    | 195        | 28                       | 1403 | 111  | 23   | 1565       | 260                      | 149  | 543  | 10   | 962        | 158                      | 882  | 83   | 8    | 1131       | 3853       |
| Apprch %    | 35.4                     | 49.2 | 11.3 | 4.1  |            | 1.8                      | 89.6 | 7.1  | 1.5  |            | 27                       | 15.5 | 56.4 | 1    |            | 14                       | 78   | 7.3  | 0.7  |            |            |
| Total %     | 1.8                      | 2.5  | 0.6  | 0.2  | 5.1        | 0.7                      | 36.4 | 2.9  | 0.6  | 40.6       | 6.7                      | 3.9  | 14.1 | 0.3  | 25         | 4.1                      | 22.9 | 2.2  | 0.2  | 29.4       |            |

|                                                            | CHERRY AVE<br>Southbound |      |      |            | CURTNER AVE<br>Westbound |      |      |            | CHERRY AVE<br>Northbound |      |      |            | CURTNER AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|--------------------------|------|------|------------|--------------------------|------|------|------------|--------------------------|------|------|------------|--------------------------|------|------|------------|------------|
| Start Time                                                 | Right                    | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                          |      |      |            |                          |      |      |            |                          |      |      |            |                          |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                          |      |      |            |                          |      |      |            |                          |      |      |            |                          |      |      |            |            |
| 07:30 AM                                                   | 9                        | 10   | 2    | 21         | 6                        | 157  | 14   | 177        | 51                       | 20   | 102  | 173        | 16                       | 92   | 15   | 123        | 494        |
| 07:45 AM                                                   | 24                       | 37   | 5    | 66         | 11                       | 207  | 13   | 231        | 51                       | 71   | 62   | 184        | 15                       | 137  | 43   | 195        | 676        |
| 08:00 AM                                                   | 16                       | 21   | 6    | 43         | 5                        | 291  | 20   | 316        | 26                       | 26   | 81   | 133        | 21                       | 138  | 10   | 169        | 661        |
| 08:15 AM                                                   | 6                        | 1    | 2    | 9          | 1                        | 185  | 12   | 198        | 21                       | 7    | 81   | 109        | 37                       | 168  | 3    | 208        | 524        |
| Total Volume                                               | 55                       | 69   | 15   | 139        | 23                       | 840  | 59   | 922        | 149                      | 124  | 326  | 599        | 89                       | 535  | 71   | 695        | 2355       |
| % App. Total                                               | 39.6                     | 49.6 | 10.8 |            | 2.5                      | 91.1 | 6.4  |            | 24.9                     | 20.7 | 54.4 |            | 12.8                     | 77   | 10.2 |            |            |
| PHF                                                        | .573                     | .466 | .625 | .527       | .523                     | .722 | .738 | .729       | .730                     | .437 | .799 | .814       | .601                     | .796 | .413 | .835       | .871       |

# Traffic Data Service

Campbell, CA

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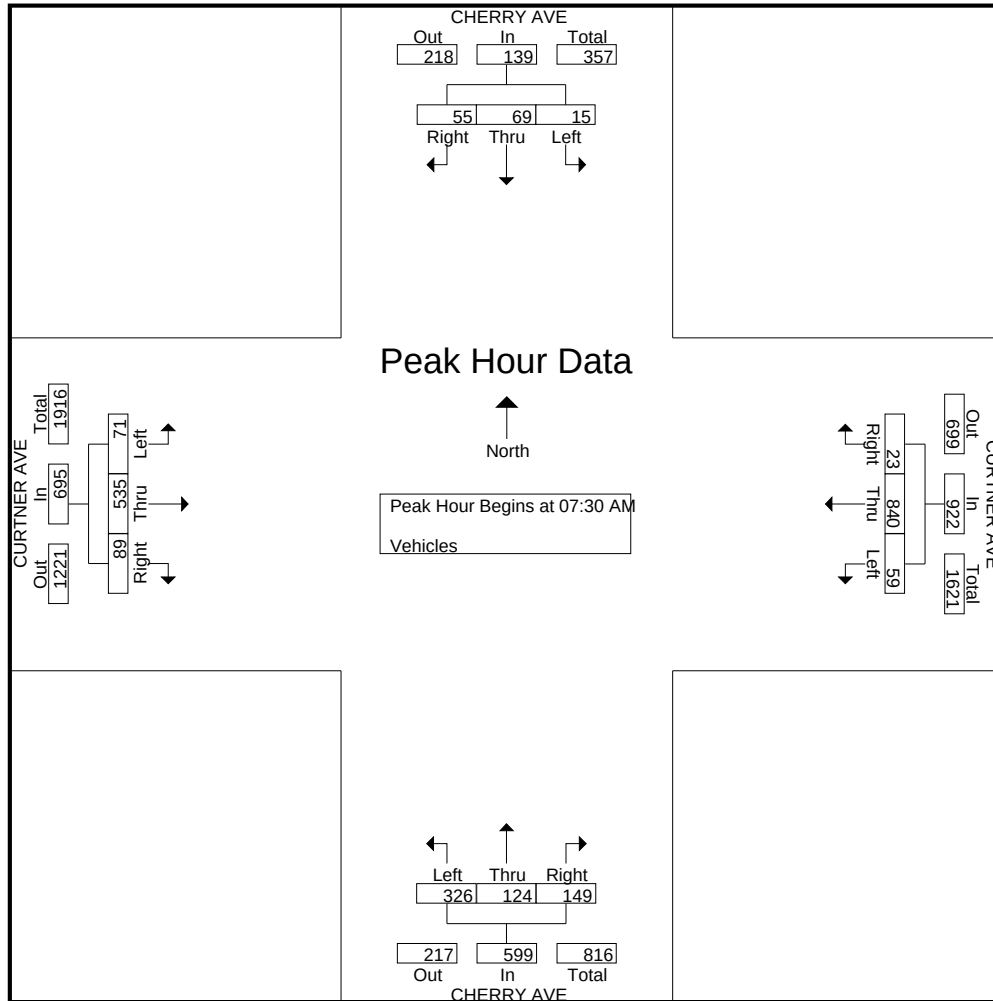
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 78AM FINAL

Site Code : 00000078

Start Date : 3/28/2013

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# Traffic Data Service

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(408) 377-2988

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

File Name : 78PM FINAL

Site Code : 00000078

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | CHERRY AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | CHERRY AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 6                        | 12   | 6    | 2    | 26         | 4                        | 139  | 14   | 2    | 159        | 25                       | 7    | 19   | 0    | 51         | 46                       | 147  | 10   | 0    | 203        | 439        |
| 04:15 PM    | 6                        | 7    | 2    | 1    | 16         | 6                        | 150  | 10   | 0    | 166        | 22                       | 7    | 19   | 1    | 49         | 31                       | 168  | 4    | 2    | 205        | 436        |
| 04:30 PM    | 7                        | 14   | 4    | 3    | 28         | 14                       | 145  | 15   | 5    | 179        | 20                       | 9    | 29   | 0    | 58         | 47                       | 165  | 6    | 1    | 219        | 484        |
| 04:45 PM    | 8                        | 10   | 5    | 0    | 23         | 5                        | 143  | 8    | 0    | 156        | 23                       | 9    | 20   | 0    | 52         | 53                       | 186  | 3    | 0    | 242        | 473        |
| Total       | 27                       | 43   | 17   | 6    | 93         | 29                       | 577  | 47   | 7    | 660        | 90                       | 32   | 87   | 1    | 210        | 177                      | 666  | 23   | 3    | 869        | 1832       |
| 05:00 PM    | 13                       | 17   | 6    | 2    | 38         | 9                        | 132  | 20   | 0    | 161        | 22                       | 12   | 28   | 0    | 62         | 44                       | 190  | 12   | 2    | 248        | 509        |
| 05:15 PM    | 8                        | 27   | 4    | 1    | 40         | 12                       | 157  | 28   | 0    | 197        | 26                       | 9    | 33   | 3    | 71         | 63                       | 190  | 8    | 1    | 262        | 570        |
| 05:30 PM    | 7                        | 23   | 4    | 5    | 39         | 13                       | 139  | 26   | 1    | 179        | 23                       | 10   | 25   | 1    | 59         | 45                       | 185  | 4    | 0    | 234        | 511        |
| 05:45 PM    | 6                        | 8    | 7    | 0    | 21         | 16                       | 143  | 20   | 1    | 180        | 29                       | 14   | 22   | 0    | 65         | 61                       | 162  | 6    | 2    | 231        | 497        |
| Total       | 34                       | 75   | 21   | 8    | 138        | 50                       | 571  | 94   | 2    | 717        | 100                      | 45   | 108  | 4    | 257        | 213                      | 727  | 30   | 5    | 975        | 2087       |
| Grand Total | 61                       | 118  | 38   | 14   | 231        | 79                       | 1148 | 141  | 9    | 1377       | 190                      | 77   | 195  | 5    | 467        | 390                      | 1393 | 53   | 8    | 1844       | 3919       |
| Apprch %    | 26.4                     | 51.1 | 16.5 | 6.1  |            | 5.7                      | 83.4 | 10.2 | 0.7  |            | 40.7                     | 16.5 | 41.8 | 1.1  |            | 21.1                     | 75.5 | 2.9  | 0.4  |            |            |
| Total %     | 1.6                      | 3    | 1    | 0.4  | 5.9        | 2                        | 29.3 | 3.6  | 0.2  | 35.1       | 4.8                      | 2    | 5    | 0.1  | 11.9       | 10                       | 35.5 | 1.4  | 0.2  | 47.1       |            |

|                                                            | CHERRY AVE<br>Southbound |           |          |            | CURTNER AVE<br>Westbound |            |           |            | CHERRY AVE<br>Northbound |           |           |            | CURTNER AVE<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|----------|------------|--------------------------|------------|-----------|------------|--------------------------|-----------|-----------|------------|--------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Right                    | Thru      | Left     | App. Total | Right                    | Thru       | Left      | App. Total | Right                    | Thru      | Left      | App. Total | Right                    | Thru       | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |           |          |            |                          |            |           |            |                          |           |           |            |                          |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                          |           |          |            |                          |            |           |            |                          |           |           |            |                          |            |           |            |            |
| 05:00 PM                                                   | <b>13</b>                | 17        | 6        | 36         | 9                        | 132        | 20        | 161        | 22                       | 12        | 28        | 62         | 44                       | <b>190</b> | <b>12</b> | 246        | 505        |
| 05:15 PM                                                   | 8                        | <b>27</b> | 4        | <b>39</b>  | 12                       | <b>157</b> | <b>28</b> | <b>197</b> | 26                       | 9         | <b>33</b> | <b>68</b>  | <b>63</b>                | 190        | 8         | <b>261</b> | <b>565</b> |
| 05:30 PM                                                   | 7                        | 23        | 4        | 34         | 13                       | 139        | 26        | 178        | 23                       | 10        | 25        | 58         | 45                       | 185        | 4         | 234        | 504        |
| 05:45 PM                                                   | 6                        | 8         | <b>7</b> | 21         | <b>16</b>                | 143        | 20        | 179        | <b>29</b>                | <b>14</b> | 22        | 65         | 61                       | 162        | 6         | 229        | 494        |
| Total Volume                                               | 34                       | 75        | 21       | 130        | 50                       | 571        | 94        | 715        | 100                      | 45        | 108       | 253        | 213                      | 727        | 30        | 970        | 2068       |
| % App. Total                                               | 26.2                     | 57.7      | 16.2     |            | 7                        | 79.9       | 13.1      |            | 39.5                     | 17.8      | 42.7      |            | 22                       | 74.9       | 3.1       |            |            |
| PHF                                                        | .654                     | .694      | .750     | .833       | .781                     | .909       | .839      | .907       | .862                     | .804      | .818      | .930       | .845                     | .957       | .625      | .929       | .915       |

# Traffic Data Service

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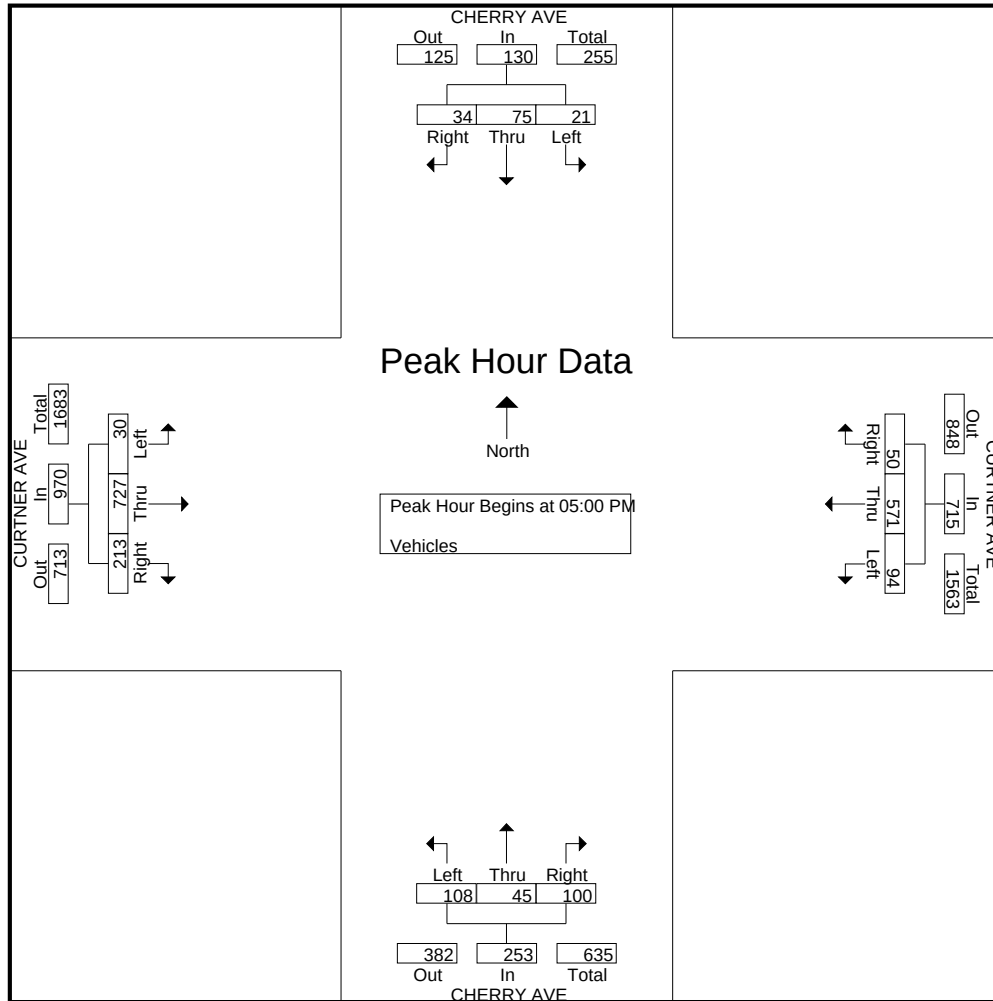
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 78PM FINAL

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# Traffic Data Service

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(408) 377-2988

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File Name : 79AM FINAL

Site Code : 00000079

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 11                        | 43   | 15   | 0    | 69         | 25                       | 75   | 2    | 0    | 102        | 3                         | 118  | 22   | 2    | 145        | 13                       | 78   | 28   | 1    | 120        | 436        |
| 07:15 AM    | 9                         | 49   | 18   | 2    | 78         | 37                       | 135  | 1    | 0    | 173        | 5                         | 166  | 29   | 2    | 202        | 12                       | 75   | 26   | 1    | 114        | 567        |
| 07:30 AM    | 28                        | 63   | 25   | 3    | 119        | 29                       | 135  | 5    | 2    | 171        | 5                         | 212  | 33   | 0    | 250        | 9                        | 118  | 46   | 0    | 173        | 713        |
| 07:45 AM    | 31                        | 56   | 22   | 9    | 118        | 37                       | 223  | 3    | 6    | 269        | 1                         | 228  | 69   | 4    | 302        | 21                       | 155  | 54   | 0    | 230        | 919        |
| Total       | 79                        | 211  | 80   | 14   | 384        | 128                      | 568  | 11   | 8    | 715        | 14                        | 724  | 153  | 8    | 899        | 55                       | 426  | 154  | 2    | 637        | 2635       |
| 08:00 AM    | 46                        | 72   | 47   | 3    | 168        | 30                       | 146  | 6    | 0    | 182        | 2                         | 225  | 46   | 0    | 273        | 27                       | 158  | 57   | 0    | 242        | 865        |
| 08:15 AM    | 19                        | 49   | 20   | 4    | 92         | 37                       | 124  | 9    | 0    | 170        | 4                         | 232  | 32   | 0    | 268        | 22                       | 107  | 52   | 3    | 184        | 714        |
| 08:30 AM    | 27                        | 55   | 15   | 4    | 101        | 41                       | 119  | 10   | 2    | 172        | 2                         | 184  | 37   | 3    | 226        | 21                       | 110  | 61   | 2    | 194        | 693        |
| 08:45 AM    | 20                        | 56   | 29   | 1    | 106        | 32                       | 89   | 4    | 0    | 125        | 4                         | 205  | 34   | 1    | 244        | 26                       | 79   | 46   | 0    | 151        | 626        |
| Total       | 112                       | 232  | 111  | 12   | 467        | 140                      | 478  | 29   | 2    | 649        | 12                        | 846  | 149  | 4    | 1011       | 96                       | 454  | 216  | 5    | 771        | 2898       |
| Grand Total | 191                       | 443  | 191  | 26   | 851        | 268                      | 1046 | 40   | 10   | 1364       | 26                        | 1570 | 302  | 12   | 1910       | 151                      | 880  | 370  | 7    | 1408       | 5533       |
| Apprch %    | 22.4                      | 52.1 | 22.4 | 3.1  |            | 19.6                     | 76.7 | 2.9  | 0.7  |            | 1.4                       | 82.2 | 15.8 | 0.6  |            | 10.7                     | 62.5 | 26.3 | 0.5  |            |            |
| Total %     | 3.5                       | 8    | 3.5  | 0.5  | 15.4       | 4.8                      | 18.9 | 0.7  | 0.2  | 24.7       | 0.5                       | 28.4 | 5.5  | 0.2  | 34.5       | 2.7                      | 15.9 | 6.7  | 0.1  | 25.4       |            |

|                                                            | LINCOLN AVE<br>Southbound |      |      |            |  | CURTNER AVE<br>Westbound |      |      |            |  | LINCOLN AVE<br>Northbound |      |      |            |  | CURTNER AVE<br>Eastbound |      |      |            |  |            |
|------------------------------------------------------------|---------------------------|------|------|------------|--|--------------------------|------|------|------------|--|---------------------------|------|------|------------|--|--------------------------|------|------|------------|--|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total |  | Right                    | Thru | Left | App. Total |  | Right                     | Thru | Left | App. Total |  | Right                    | Thru | Left | App. Total |  | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |  |                          |      |      |            |  |                           |      |      |            |  |                          |      |      |            |  |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                           |      |      |            |  |                          |      |      |            |  |                           |      |      |            |  |                          |      |      |            |  |            |
| 07:30 AM                                                   | 28                        | 63   | 25   | 116        |  | 29                       | 135  | 5    | 169        |  | 5                         | 212  | 33   | 250        |  | 9                        | 118  | 46   | 173        |  | 708        |
| 07:45 AM                                                   | 31                        | 56   | 22   | 109        |  | 37                       | 223  | 3    | 263        |  | 1                         | 228  | 69   | 298        |  | 21                       | 155  | 54   | 230        |  | 900        |
| 08:00 AM                                                   | 46                        | 72   | 47   | 165        |  | 30                       | 146  | 6    | 182        |  | 2                         | 225  | 46   | 273        |  | 27                       | 158  | 57   | 242        |  | 862        |
| 08:15 AM                                                   | 19                        | 49   | 20   | 88         |  | 37                       | 124  | 9    | 170        |  | 4                         | 232  | 32   | 268        |  | 22                       | 107  | 52   | 181        |  | 707        |
| Total Volume                                               | 124                       | 240  | 114  | 478        |  | 133                      | 628  | 23   | 784        |  | 12                        | 897  | 180  | 1089       |  | 79                       | 538  | 209  | 826        |  | 3177       |
| % App. Total                                               | 25.9                      | 50.2 | 23.8 |            |  | 17                       | 80.1 | 2.9  |            |  | 1.1                       | 82.4 | 16.5 |            |  | 9.6                      | 65.1 | 25.3 |            |  |            |
| PHF                                                        | .674                      | .833 | .606 | .724       |  | .899                     | .704 | .639 | .745       |  | .600                      | .967 | .652 | .914       |  | .731                     | .851 | .917 | .853       |  | .883       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

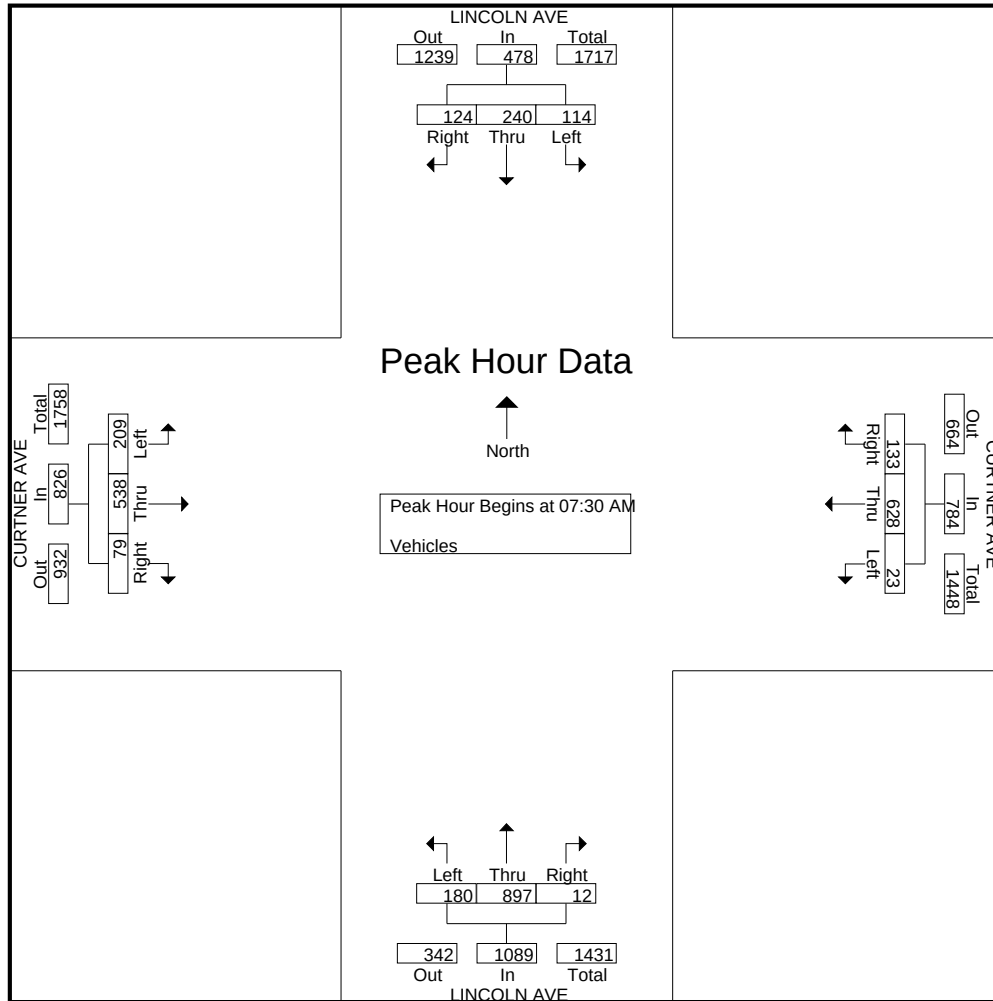
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 79AM FINAL

Site Code : 00000079

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 79PM FINAL

Site Code : 00000079

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 46                        | 132  | 44   | 3    | 225        | 22                       | 93   | 13   | 4    | 132        | 7                         | 69   | 21   | 3    | 100        | 24                       | 121  | 46   | 1    | 192        | 649        |
| 04:15 PM    | 32                        | 132  | 48   | 2    | 214        | 39                       | 103  | 7    | 0    | 149        | 3                         | 77   | 29   | 2    | 111        | 29                       | 111  | 55   | 2    | 197        | 671        |
| 04:30 PM    | 34                        | 158  | 48   | 4    | 244        | 40                       | 142  | 12   | 4    | 198        | 7                         | 95   | 19   | 1    | 122        | 30                       | 131  | 40   | 2    | 203        | 767        |
| 04:45 PM    | 34                        | 175  | 51   | 3    | 263        | 24                       | 110  | 7    | 0    | 141        | 9                         | 97   | 14   | 7    | 127        | 31                       | 145  | 51   | 5    | 232        | 763        |
| Total       | 146                       | 597  | 191  | 12   | 946        | 125                      | 448  | 39   | 8    | 620        | 26                        | 338  | 83   | 13   | 460        | 114                      | 508  | 192  | 10   | 824        | 2850       |
| 05:00 PM    | 33                        | 187  | 58   | 0    | 278        | 18                       | 101  | 8    | 3    | 130        | 3                         | 72   | 20   | 3    | 98         | 37                       | 126  | 47   | 0    | 210        | 716        |
| 05:15 PM    | 54                        | 168  | 49   | 0    | 271        | 31                       | 117  | 6    | 0    | 154        | 7                         | 72   | 30   | 3    | 112        | 38                       | 125  | 45   | 0    | 208        | 745        |
| 05:30 PM    | 39                        | 166  | 45   | 0    | 250        | 27                       | 115  | 1    | 2    | 145        | 4                         | 86   | 29   | 2    | 121        | 44                       | 166  | 47   | 2    | 259        | 775        |
| 05:45 PM    | 29                        | 188  | 55   | 0    | 272        | 35                       | 122  | 13   | 0    | 170        | 4                         | 81   | 32   | 2    | 119        | 36                       | 107  | 51   | 0    | 194        | 755        |
| Total       | 155                       | 709  | 207  | 0    | 1071       | 111                      | 455  | 28   | 5    | 599        | 18                        | 311  | 111  | 10   | 450        | 155                      | 524  | 190  | 2    | 871        | 2991       |
| Grand Total | 301                       | 1306 | 398  | 12   | 2017       | 236                      | 903  | 67   | 13   | 1219       | 44                        | 649  | 194  | 23   | 910        | 269                      | 1032 | 382  | 12   | 1695       | 5841       |
| Apprch %    | 14.9                      | 64.7 | 19.7 | 0.6  |            | 19.4                     | 74.1 | 5.5  | 1.1  |            | 4.8                       | 71.3 | 21.3 | 2.5  |            | 15.9                     | 60.9 | 22.5 | 0.7  |            |            |
| Total %     | 5.2                       | 22.4 | 6.8  | 0.2  | 34.5       | 4                        | 15.5 | 1.1  | 0.2  | 20.9       | 0.8                       | 11.1 | 3.3  | 0.4  | 15.6       | 4.6                      | 17.7 | 6.5  | 0.2  | 29         |            |

|                                                            | LINCOLN AVE<br>Southbound |            |           |            |  | CURTNER AVE<br>Westbound |            |           |            |  | LINCOLN AVE<br>Northbound |           |           |            |  | CURTNER AVE<br>Eastbound |            |           |            |  |            |
|------------------------------------------------------------|---------------------------|------------|-----------|------------|--|--------------------------|------------|-----------|------------|--|---------------------------|-----------|-----------|------------|--|--------------------------|------------|-----------|------------|--|------------|
| Start Time                                                 | Right                     | Thru       | Left      | App. Total |  | Right                    | Thru       | Left      | App. Total |  | Right                     | Thru      | Left      | App. Total |  | Right                    | Thru       | Left      | App. Total |  | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |            |           |            |  |                          |            |           |            |  |                           |           |           |            |  |                          |            |           |            |  |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                           |            |           |            |  |                          |            |           |            |  |                           |           |           |            |  |                          |            |           |            |  |            |
| 05:00 PM                                                   | 33                        | 187        | <b>58</b> | <b>278</b> |  | 18                       | 101        | 8         | 127        |  | 3                         | 72        | 20        | 95         |  | 37                       | 126        | 47        | 210        |  | 710        |
| 05:15 PM                                                   | <b>54</b>                 | 168        | 49        | 271        |  | 31                       | 117        | 6         | 154        |  | <b>7</b>                  | 72        | 30        | 109        |  | 38                       | 125        | 45        | 208        |  | 742        |
| 05:30 PM                                                   | 39                        | 166        | 45        | 250        |  | 27                       | 115        | 1         | 143        |  | 4                         | <b>86</b> | 29        | <b>119</b> |  | <b>44</b>                | <b>166</b> | 47        | <b>257</b> |  | <b>769</b> |
| 05:45 PM                                                   | 29                        | <b>188</b> | 55        | 272        |  | <b>35</b>                | <b>122</b> | <b>13</b> | <b>170</b> |  | 4                         | 81        | <b>32</b> | 117        |  | 36                       | 107        | <b>51</b> | 194        |  | 753        |
| Total Volume                                               | 155                       | 709        | 207       | 1071       |  | 111                      | 455        | 28        | 594        |  | 18                        | 311       | 111       | 440        |  | 155                      | 524        | 190       | 869        |  | 2974       |
| % App. Total                                               | 14.5                      | 66.2       | 19.3      |            |  | 18.7                     | 76.6       | 4.7       |            |  | 4.1                       | 70.7      | 25.2      |            |  | 17.8                     | 60.3       | 21.9      |            |  |            |
| PHF                                                        | .718                      | .943       | .892      | .963       |  | .793                     | .932       | .538      | .874       |  | .643                      | .904      | .867      | .924       |  | .881                     | .789       | .931      | .845       |  | .967       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

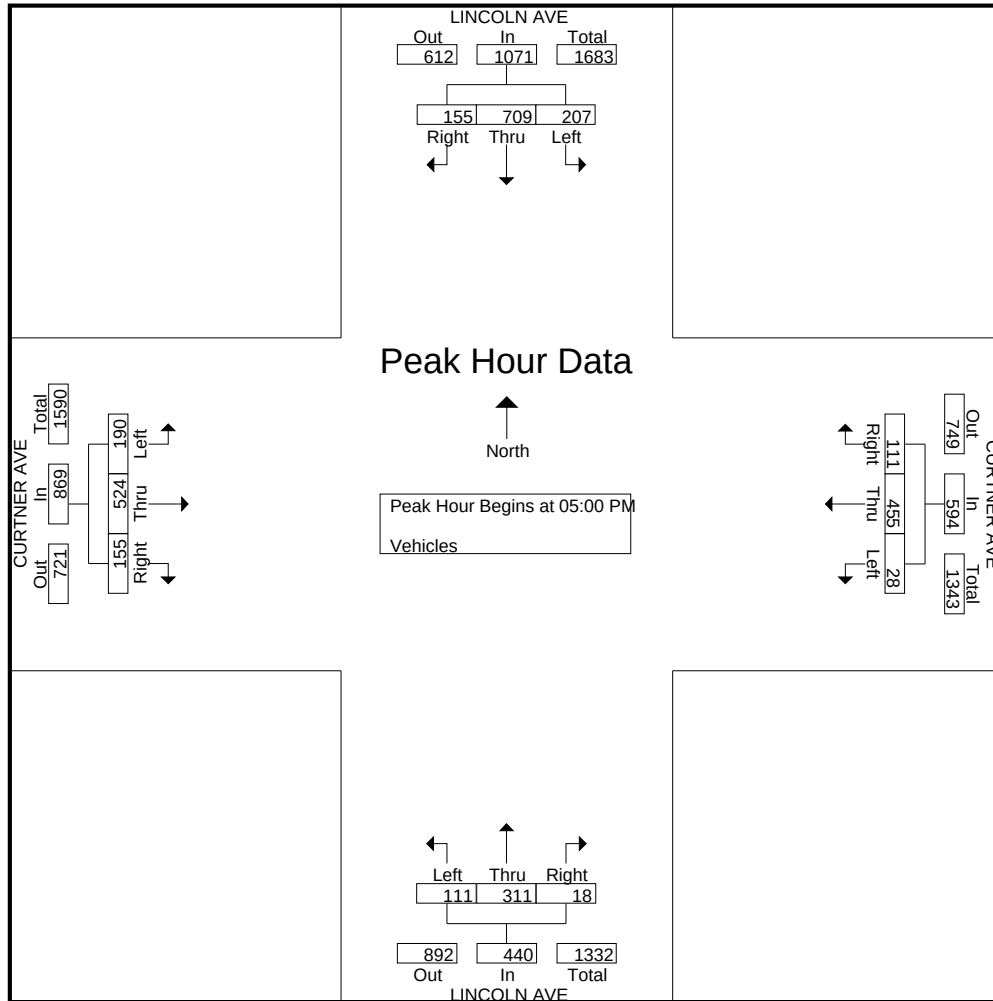
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 79PM FINAL

Site Code : 00000079

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 80AM FINAL

Site Code : 00000080

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN RD<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | ALMADEN RD<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 6                        | 17   | 41   | 0    | 64         | 25                       | 87   | 12   | 0    | 124        | 19                       | 22   | 7    | 0    | 48         | 7                        | 79   | 5    | 0    | 91         | 327        |
| 07:15 AM    | 22                       | 30   | 53   | 1    | 106        | 32                       | 158  | 6    | 1    | 197        | 16                       | 33   | 16   | 0    | 65         | 13                       | 86   | 6    | 0    | 105        | 473        |
| 07:30 AM    | 16                       | 30   | 58   | 2    | 106        | 38                       | 158  | 29   | 1    | 226        | 12                       | 38   | 25   | 4    | 79         | 15                       | 135  | 18   | 3    | 171        | 582        |
| 07:45 AM    | 27                       | 32   | 46   | 0    | 105        | 55                       | 167  | 18   | 3    | 243        | 17                       | 53   | 50   | 0    | 120        | 19                       | 139  | 9    | 0    | 167        | 635        |
| Total       | 71                       | 109  | 198  | 3    | 381        | 150                      | 570  | 65   | 5    | 790        | 64                       | 146  | 98   | 4    | 312        | 54                       | 439  | 38   | 3    | 534        | 2017       |
| 08:00 AM    | 12                       | 43   | 63   | 0    | 118        | 39                       | 159  | 18   | 2    | 218        | 20                       | 58   | 22   | 3    | 103        | 20                       | 153  | 20   | 3    | 196        | 635        |
| 08:15 AM    | 17                       | 46   | 48   | 0    | 111        | 48                       | 131  | 19   | 1    | 199        | 18                       | 61   | 20   | 2    | 101        | 25                       | 127  | 14   | 0    | 166        | 577        |
| 08:30 AM    | 9                        | 32   | 39   | 0    | 80         | 56                       | 140  | 15   | 1    | 212        | 20                       | 73   | 24   | 0    | 117        | 11                       | 126  | 8    | 0    | 145        | 554        |
| 08:45 AM    | 11                       | 42   | 56   | 0    | 109        | 70                       | 106  | 19   | 2    | 197        | 18                       | 45   | 15   | 1    | 79         | 10                       | 124  | 1    | 1    | 136        | 521        |
| Total       | 49                       | 163  | 206  | 0    | 418        | 213                      | 536  | 71   | 6    | 826        | 76                       | 237  | 81   | 6    | 400        | 66                       | 530  | 43   | 4    | 643        | 2287       |
| Grand Total | 120                      | 272  | 404  | 3    | 799        | 363                      | 1106 | 136  | 11   | 1616       | 140                      | 383  | 179  | 10   | 712        | 120                      | 969  | 81   | 7    | 1177       | 4304       |
| Apprch %    | 15                       | 34   | 50.6 | 0.4  |            | 22.5                     | 68.4 | 8.4  | 0.7  |            | 19.7                     | 53.8 | 25.1 | 1.4  |            | 10.2                     | 82.3 | 6.9  | 0.6  |            |            |
| Total %     | 2.8                      | 6.3  | 9.4  | 0.1  | 18.6       | 8.4                      | 25.7 | 3.2  | 0.3  | 37.5       | 3.3                      | 8.9  | 4.2  | 0.2  | 16.5       | 2.8                      | 22.5 | 1.9  | 0.2  | 27.3       |            |

|                                                            | ALMADEN RD<br>Southbound |           |           |            | CURTNER AVE<br>Westbound |            |           |            | ALMADEN RD<br>Northbound |           |           |            | CURTNER AVE<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|-----------|------------|--------------------------|------------|-----------|------------|--------------------------|-----------|-----------|------------|--------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Right                    | Thru      | Left      | App. Total | Right                    | Thru       | Left      | App. Total | Right                    | Thru      | Left      | App. Total | Right                    | Thru       | Left      | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                          |           |           |            |                          |            |           |            |                          |           |           |            |                          |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                          |           |           |            |                          |            |           |            |                          |           |           |            |                          |            |           |            |            |
| 07:30 AM                                                   | 16                       | 30        | 58        | 104        | 38                       | 158        | <b>29</b> | 225        | 12                       | 38        | 25        | 75         | 15                       | 135        | 18        | 168        | 572        |
| 07:45 AM                                                   | <b>27</b>                | 32        | 46        | 105        | <b>55</b>                | <b>167</b> | 18        | <b>240</b> | 17                       | 53        | <b>50</b> | <b>120</b> | 19                       | 139        | 9         | 167        | <b>632</b> |
| 08:00 AM                                                   | 12                       | 43        | <b>63</b> | <b>118</b> | 39                       | 159        | 18        | 216        | <b>20</b>                | 58        | 22        | 100        | 20                       | <b>153</b> | <b>20</b> | <b>193</b> | 627        |
| 08:15 AM                                                   | 17                       | <b>46</b> | 48        | 111        | 48                       | 131        | 19        | 198        | 18                       | <b>61</b> | 20        | 99         | <b>25</b>                | 127        | 14        | 166        | 574        |
| Total Volume                                               | 72                       | 151       | 215       | 438        | 180                      | 615        | 84        | 879        | 67                       | 210       | 117       | 394        | 79                       | 554        | 61        | 694        | 2405       |
| % App. Total                                               | 16.4                     | 34.5      | 49.1      |            | 20.5                     | 70         | 9.6       |            | 17                       | 53.3      | 29.7      |            | 11.4                     | 79.8       | 8.8       |            |            |
| PHF                                                        | .667                     | .821      | .853      | .928       | .818                     | .921       | .724      | .916       | .838                     | .861      | .585      | .821       | .790                     | .905       | .763      | .899       | .951       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

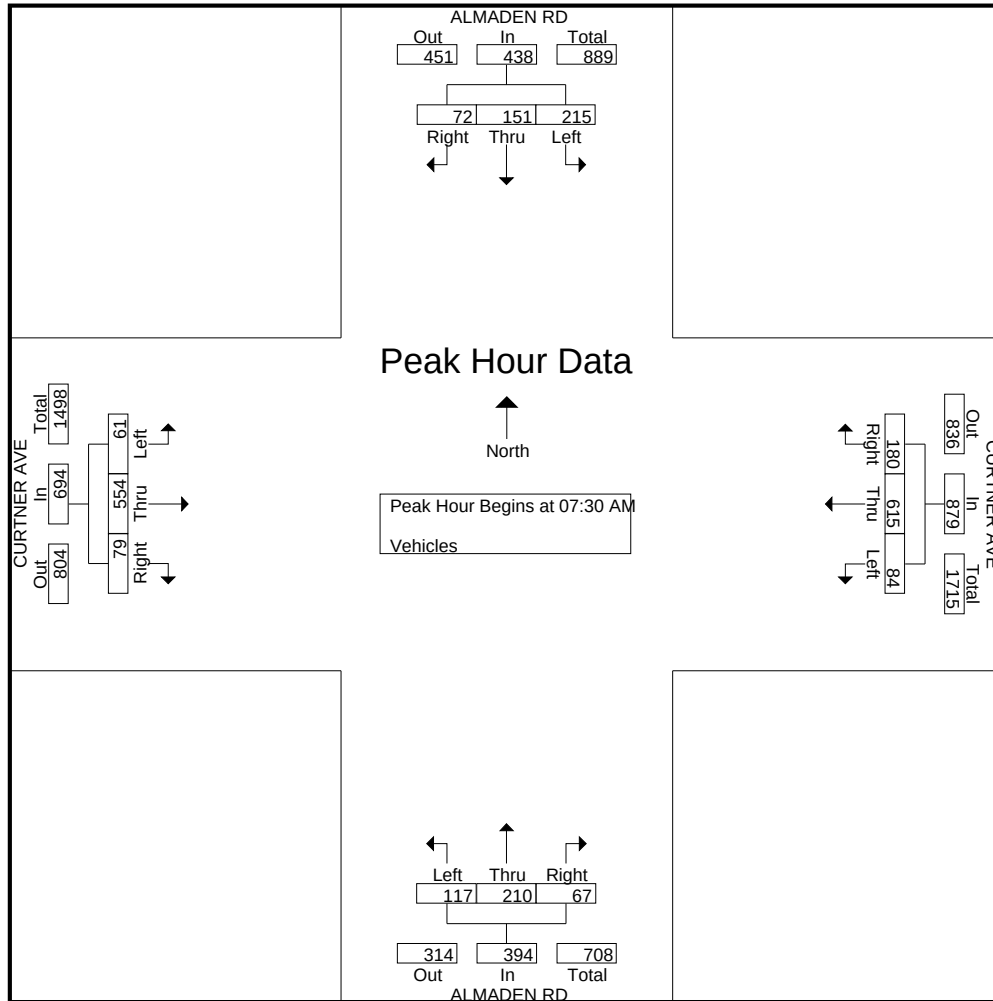
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 80AM FINAL

Site Code : 00000080

Start Date : 3/28/2013

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 80PM FINAL

Site Code : 00000080

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | ALMADEN RD<br>Southbound |      |      |      |            | CURTNER AVE<br>Westbound |      |      |      |            | ALMADEN RD<br>Northbound |      |      |      |            | CURTNER AVE<br>Eastbound |      |      |      |            |            |
|-------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time  | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Right                    | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 9                        | 64   | 92   | 0    | 165        | 51                       | 146  | 21   | 1    | 219        | 15                       | 36   | 20   | 3    | 74         | 14                       | 150  | 10   | 2    | 176        | 634        |
| 04:15 PM    | 12                       | 60   | 60   | 1    | 133        | 71                       | 143  | 17   | 3    | 234        | 17                       | 46   | 17   | 2    | 82         | 13                       | 146  | 8    | 0    | 167        | 616        |
| 04:30 PM    | 11                       | 56   | 101  | 0    | 168        | 50                       | 154  | 28   | 0    | 232        | 9                        | 26   | 13   | 0    | 48         | 27                       | 165  | 8    | 0    | 200        | 648        |
| 04:45 PM    | 11                       | 34   | 64   | 0    | 109        | 46                       | 140  | 26   | 2    | 214        | 22                       | 41   | 17   | 0    | 80         | 17                       | 173  | 15   | 0    | 205        | 608        |
| Total       | 43                       | 214  | 317  | 1    | 575        | 218                      | 583  | 92   | 6    | 899        | 63                       | 149  | 67   | 5    | 284        | 71                       | 634  | 41   | 2    | 748        | 2506       |
| 05:00 PM    | 11                       | 55   | 77   | 0    | 143        | 59                       | 132  | 43   | 3    | 237        | 21                       | 34   | 26   | 0    | 81         | 20                       | 147  | 18   | 0    | 185        | 646        |
| 05:15 PM    | 23                       | 70   | 66   | 0    | 159        | 50                       | 151  | 30   | 3    | 234        | 22                       | 39   | 17   | 4    | 82         | 16                       | 145  | 8    | 0    | 169        | 644        |
| 05:30 PM    | 11                       | 85   | 87   | 0    | 183        | 55                       | 144  | 22   | 2    | 223        | 24                       | 45   | 19   | 0    | 88         | 17                       | 182  | 27   | 0    | 226        | 720        |
| 05:45 PM    | 9                        | 82   | 50   | 0    | 141        | 60                       | 155  | 34   | 2    | 251        | 23                       | 41   | 29   | 4    | 97         | 13                       | 156  | 4    | 2    | 175        | 664        |
| Total       | 54                       | 292  | 280  | 0    | 626        | 224                      | 582  | 129  | 10   | 945        | 90                       | 159  | 91   | 8    | 348        | 66                       | 630  | 57   | 2    | 755        | 2674       |
| Grand Total | 97                       | 506  | 597  | 1    | 1201       | 442                      | 1165 | 221  | 16   | 1844       | 153                      | 308  | 158  | 13   | 632        | 137                      | 1264 | 98   | 4    | 1503       | 5180       |
| Apprch %    | 8.1                      | 42.1 | 49.7 | 0.1  |            | 24                       | 63.2 | 12   | 0.9  |            | 24.2                     | 48.7 | 25   | 2.1  |            | 9.1                      | 84.1 | 6.5  | 0.3  |            |            |
| Total %     | 1.9                      | 9.8  | 11.5 | 0    | 23.2       | 8.5                      | 22.5 | 4.3  | 0.3  | 35.6       | 3                        | 5.9  | 3.1  | 0.3  | 12.2       | 2.6                      | 24.4 | 1.9  | 0.1  | 29         |            |

|                                                            | ALMADEN RD<br>Southbound |      |      |            | CURTNER AVE<br>Westbound |      |      |            | ALMADEN RD<br>Northbound |      |      |            | CURTNER AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|--------------------------|------|------|------------|--------------------------|------|------|------------|--------------------------|------|------|------------|--------------------------|------|------|------------|------------|
| Start Time                                                 | Right                    | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Right                    | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |      |      |            |                          |      |      |            |                          |      |      |            |                          |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                          |      |      |            |                          |      |      |            |                          |      |      |            |                          |      |      |            |            |
| 05:00 PM                                                   | 11                       | 55   | 77   | 143        | 59                       | 132  | 43   | 234        | 21                       | 34   | 26   | 81         | 20                       | 147  | 18   | 185        | 643        |
| 05:15 PM                                                   | 23                       | 70   | 66   | 159        | 50                       | 151  | 30   | 231        | 22                       | 39   | 17   | 78         | 16                       | 145  | 8    | 169        | 637        |
| 05:30 PM                                                   | 11                       | 85   | 87   | 183        | 55                       | 144  | 22   | 221        | 24                       | 45   | 19   | 88         | 17                       | 182  | 27   | 226        | 718        |
| 05:45 PM                                                   | 9                        | 82   | 50   | 141        | 60                       | 155  | 34   | 249        | 23                       | 41   | 29   | 93         | 13                       | 156  | 4    | 173        | 656        |
| Total Volume                                               | 54                       | 292  | 280  | 626        | 224                      | 582  | 129  | 935        | 90                       | 159  | 91   | 340        | 66                       | 630  | 57   | 753        | 2654       |
| % App. Total                                               | 8.6                      | 46.6 | 44.7 |            | 24                       | 62.2 | 13.8 |            | 26.5                     | 46.8 | 26.8 |            | 8.8                      | 83.7 | 7.6  |            |            |
| PHF                                                        | .587                     | .859 | .805 | .855       | .933                     | .939 | .750 | .939       | .938                     | .883 | .784 | .914       | .825                     | .865 | .528 | .833       | .924       |

# Traffic Data Service

Campbell, CA

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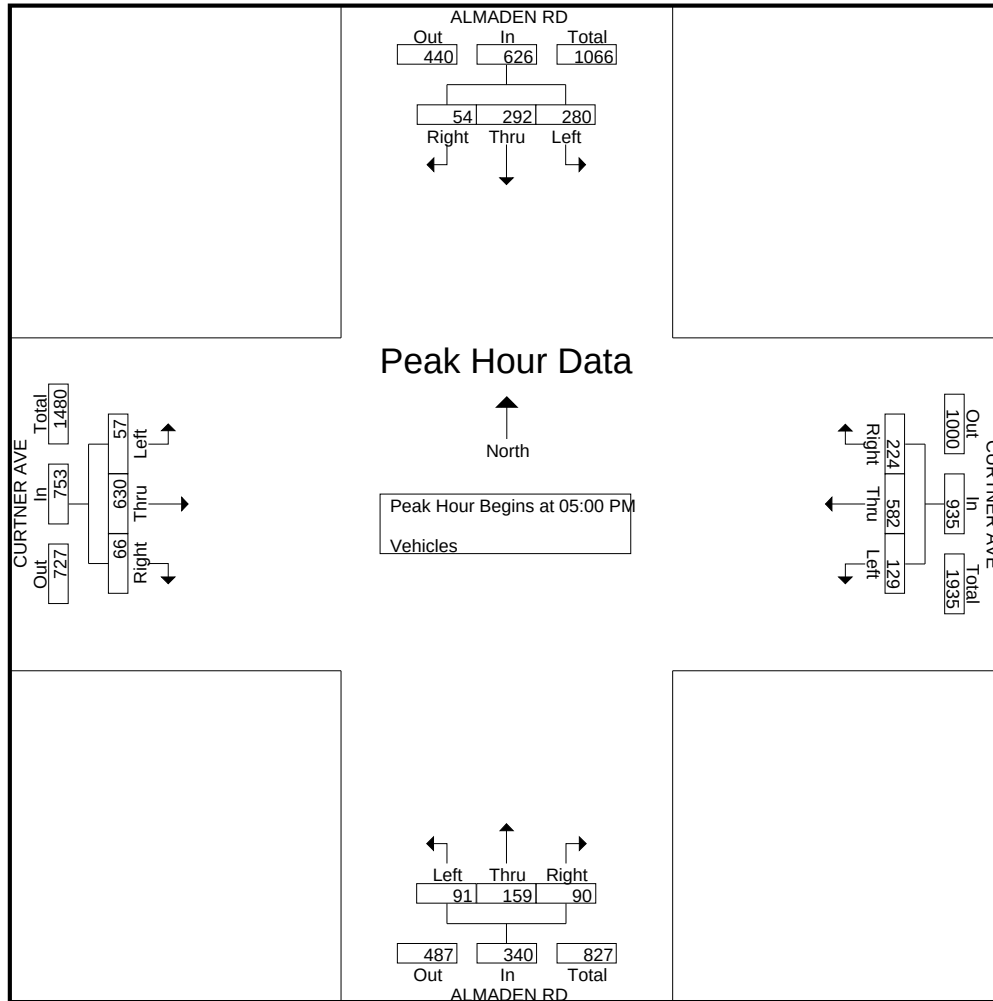
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 80PM FINAL

Site Code : 00000080

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# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 81AM FINAL

Site Code : 00000081

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | PINE AVE<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | PINE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-----------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 10                        | 33   | 0    | 0    | 43         | 4                     | 13   | 1    | 1    | 19         | 7                         | 155  | 24   | 0    | 186        | 5                     | 10   | 11   | 0    | 26         | 274        |
| 07:15 AM    | 10                        | 43   | 3    | 0    | 56         | 14                    | 22   | 2    | 0    | 38         | 10                        | 190  | 35   | 2    | 237        | 7                     | 8    | 5    | 3    | 23         | 354        |
| 07:30 AM    | 14                        | 65   | 1    | 1    | 81         | 4                     | 25   | 1    | 3    | 33         | 11                        | 243  | 47   | 0    | 301        | 18                    | 13   | 5    | 0    | 36         | 451        |
| 07:45 AM    | 25                        | 65   | 3    | 5    | 98         | 7                     | 46   | 5    | 1    | 59         | 15                        | 267  | 50   | 1    | 333        | 8                     | 25   | 11   | 1    | 45         | 535        |
| Total       | 59                        | 206  | 7    | 6    | 278        | 29                    | 106  | 9    | 5    | 149        | 43                        | 855  | 156  | 3    | 1057       | 38                    | 56   | 32   | 4    | 130        | 1614       |
| 08:00 AM    | 20                        | 85   | 7    | 0    | 112        | 11                    | 45   | 3    | 0    | 59         | 10                        | 283  | 67   | 0    | 360        | 14                    | 15   | 16   | 2    | 47         | 578        |
| 08:15 AM    | 8                         | 53   | 3    | 1    | 65         | 11                    | 36   | 2    | 2    | 51         | 15                        | 277  | 46   | 0    | 338        | 15                    | 17   | 16   | 1    | 49         | 503        |
| 08:30 AM    | 19                        | 67   | 5    | 2    | 93         | 12                    | 29   | 3    | 2    | 46         | 5                         | 240  | 35   | 0    | 280        | 20                    | 29   | 8    | 2    | 59         | 478        |
| 08:45 AM    | 14                        | 64   | 10   | 3    | 91         | 6                     | 24   | 5    | 1    | 36         | 18                        | 205  | 39   | 0    | 262        | 19                    | 18   | 7    | 3    | 47         | 436        |
| Total       | 61                        | 269  | 25   | 6    | 361        | 40                    | 134  | 13   | 5    | 192        | 48                        | 1005 | 187  | 0    | 1240       | 68                    | 79   | 47   | 8    | 202        | 1995       |
| Grand Total | 120                       | 475  | 32   | 12   | 639        | 69                    | 240  | 22   | 10   | 341        | 91                        | 1860 | 343  | 3    | 2297       | 106                   | 135  | 79   | 12   | 332        | 3609       |
| Apprch %    | 18.8                      | 74.3 | 5    | 1.9  |            | 20.2                  | 70.4 | 6.5  | 2.9  |            | 4                         | 81   | 14.9 | 0.1  |            | 31.9                  | 40.7 | 23.8 | 3.6  |            |            |
| Total %     | 3.3                       | 13.2 | 0.9  | 0.3  | 17.7       | 1.9                   | 6.7  | 0.6  | 0.3  | 9.4        | 2.5                       | 51.5 | 9.5  | 0.1  | 63.6       | 2.9                   | 3.7  | 2.2  | 0.3  | 9.2        |            |

|                                                            | LINCOLN AVE<br>Southbound |      |      |            | PINE AVE<br>Westbound |      |      |            | LINCOLN AVE<br>Northbound |      |      |            | PINE AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|-----------------------|------|------|------------|---------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |      |            |                       |      |      |            |                           |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |      |      |            |                       |      |      |            |                           |      |      |            |                       |      |      |            |            |
| 07:45 AM                                                   | 25                        | 65   | 3    | 93         | 7                     | 46   | 5    | 58         | 15                        | 267  | 50   | 332        | 8                     | 25   | 11   | 44         | 527        |
| 08:00 AM                                                   | 20                        | 85   | 7    | 112        | 11                    | 45   | 3    | 59         | 10                        | 283  | 67   | 360        | 14                    | 15   | 16   | 45         | 576        |
| 08:15 AM                                                   | 8                         | 53   | 3    | 64         | 11                    | 36   | 2    | 49         | 15                        | 277  | 46   | 338        | 15                    | 17   | 16   | 48         | 499        |
| 08:30 AM                                                   | 19                        | 67   | 5    | 91         | 12                    | 29   | 3    | 44         | 5                         | 240  | 35   | 280        | 20                    | 29   | 8    | 57         | 472        |
| Total Volume                                               | 72                        | 270  | 18   | 360        | 41                    | 156  | 13   | 210        | 45                        | 1067 | 198  | 1310       | 57                    | 86   | 51   | 194        | 2074       |
| % App. Total                                               | 20                        | 75   | 5    |            | 19.5                  | 74.3 | 6.2  |            | 3.4                       | 81.5 | 15.1 |            | 29.4                  | 44.3 | 26.3 |            |            |
| PHF                                                        | .720                      | .794 | .643 | .804       | .854                  | .848 | .650 | .890       | .750                      | .943 | .739 | .910       | .713                  | .741 | .797 | .851       | .900       |

# Traffic Data Service

Campbell, CA

(408) 377-2988

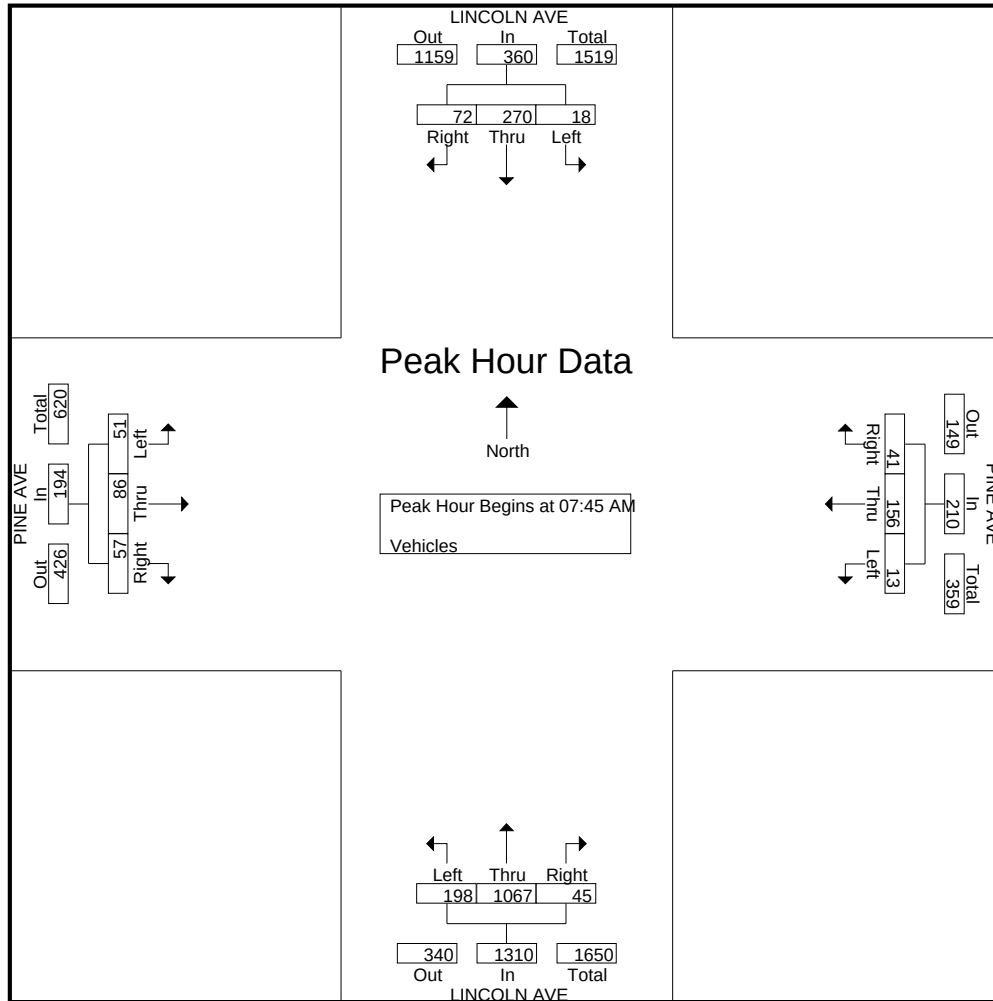
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 81AM FINAL

Site Code : 00000081

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

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

File Name : 81PM FINAL

Site Code : 00000081

Start Date : 3/28/2013

Page No : 1

## Groups Printed- Vehicles

|             | LINCOLN AVE<br>Southbound |      |      |      |            | PINE AVE<br>Westbound |      |      |      |            | LINCOLN AVE<br>Northbound |      |      |      |            | PINE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------|------|------|------|------------|-----------------------|------|------|------|------------|---------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------|
| Start Time  | Right                     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 13                        | 157  | 12   | 2    | 184        | 8                     | 33   | 8    | 2    | 51         | 17                        | 115  | 19   | 0    | 151        | 51                    | 28   | 13   | 6    | 98         | 484        |
| 04:15 PM    | 11                        | 161  | 11   | 1    | 184        | 5                     | 19   | 14   | 0    | 38         | 22                        | 111  | 28   | 1    | 162        | 42                    | 25   | 7    | 1    | 75         | 459        |
| 04:30 PM    | 19                        | 160  | 12   | 0    | 191        | 3                     | 23   | 14   | 1    | 41         | 15                        | 115  | 17   | 2    | 149        | 42                    | 53   | 17   | 3    | 115        | 496        |
| 04:45 PM    | 15                        | 204  | 11   | 0    | 230        | 5                     | 36   | 4    | 2    | 47         | 16                        | 106  | 25   | 0    | 147        | 49                    | 37   | 14   | 1    | 101        | 525        |
| Total       | 58                        | 682  | 46   | 3    | 789        | 21                    | 111  | 40   | 5    | 177        | 70                        | 447  | 89   | 3    | 609        | 184                   | 143  | 51   | 11   | 389        | 1964       |
| 05:00 PM    | 19                        | 193  | 11   | 4    | 227        | 7                     | 33   | 1    | 0    | 41         | 17                        | 93   | 19   | 0    | 129        | 16                    | 35   | 22   | 3    | 76         | 473        |
| 05:15 PM    | 12                        | 210  | 12   | 8    | 242        | 6                     | 25   | 6    | 1    | 38         | 9                         | 117  | 25   | 0    | 151        | 44                    | 42   | 23   | 6    | 115        | 546        |
| 05:30 PM    | 25                        | 198  | 12   | 0    | 235        | 12                    | 29   | 2    | 4    | 47         | 5                         | 96   | 19   | 0    | 120        | 30                    | 50   | 11   | 0    | 91         | 493        |
| 05:45 PM    | 17                        | 202  | 9    | 1    | 229        | 5                     | 27   | 8    | 5    | 45         | 10                        | 127  | 26   | 0    | 163        | 23                    | 43   | 14   | 0    | 80         | 517        |
| Total       | 73                        | 803  | 44   | 13   | 933        | 30                    | 114  | 17   | 10   | 171        | 41                        | 433  | 89   | 0    | 563        | 113                   | 170  | 70   | 9    | 362        | 2029       |
| Grand Total | 131                       | 1485 | 90   | 16   | 1722       | 51                    | 225  | 57   | 15   | 348        | 111                       | 880  | 178  | 3    | 1172       | 297                   | 313  | 121  | 20   | 751        | 3993       |
| Apprch %    | 7.6                       | 86.2 | 5.2  | 0.9  |            | 14.7                  | 64.7 | 16.4 | 4.3  |            | 9.5                       | 75.1 | 15.2 | 0.3  |            | 39.5                  | 41.7 | 16.1 | 2.7  |            |            |
| Total %     | 3.3                       | 37.2 | 2.3  | 0.4  | 43.1       | 1.3                   | 5.6  | 1.4  | 0.4  | 8.7        | 2.8                       | 22   | 4.5  | 0.1  | 29.4       | 7.4                   | 7.8  | 3    | 0.5  | 18.8       |            |

|                                                            | LINCOLN AVE<br>Southbound |      |      |            | PINE AVE<br>Westbound |      |      |            | LINCOLN AVE<br>Northbound |      |      |            | PINE AVE<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|---------------------------|------|------|------------|-----------------------|------|------|------------|---------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                     | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Right                     | Thru | Left | App. Total | Right                 | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |      |            |                       |      |      |            |                           |      |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                           |      |      |            |                       |      |      |            |                           |      |      |            |                       |      |      |            |            |
| 04:30 PM                                                   | 19                        | 160  | 12   | 191        | 3                     | 23   | 14   | 40         | 15                        | 115  | 17   | 147        | 42                    | 53   | 17   | 112        | 490        |
| 04:45 PM                                                   | 15                        | 204  | 11   | 230        | 5                     | 36   | 4    | 45         | 16                        | 106  | 25   | 147        | 49                    | 37   | 14   | 100        | 522        |
| 05:00 PM                                                   | 19                        | 193  | 11   | 223        | 7                     | 33   | 1    | 41         | 17                        | 93   | 19   | 129        | 16                    | 35   | 22   | 73         | 466        |
| 05:15 PM                                                   | 12                        | 210  | 12   | 234        | 6                     | 25   | 6    | 37         | 9                         | 117  | 25   | 151        | 44                    | 42   | 23   | 109        | 531        |
| Total Volume                                               | 65                        | 767  | 46   | 878        | 21                    | 117  | 25   | 163        | 57                        | 431  | 86   | 574        | 151                   | 167  | 76   | 394        | 2009       |
| % App. Total                                               | 7.4                       | 87.4 | 5.2  |            | 12.9                  | 71.8 | 15.3 |            | 9.9                       | 75.1 | 15   |            | 38.3                  | 42.4 | 19.3 |            |            |
| PHF                                                        | .855                      | .913 | .958 | .938       | .750                  | .813 | .446 | .906       | .838                      | .921 | .860 | .950       | .770                  | .788 | .826 | .879       | .946       |

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Campbell, CA

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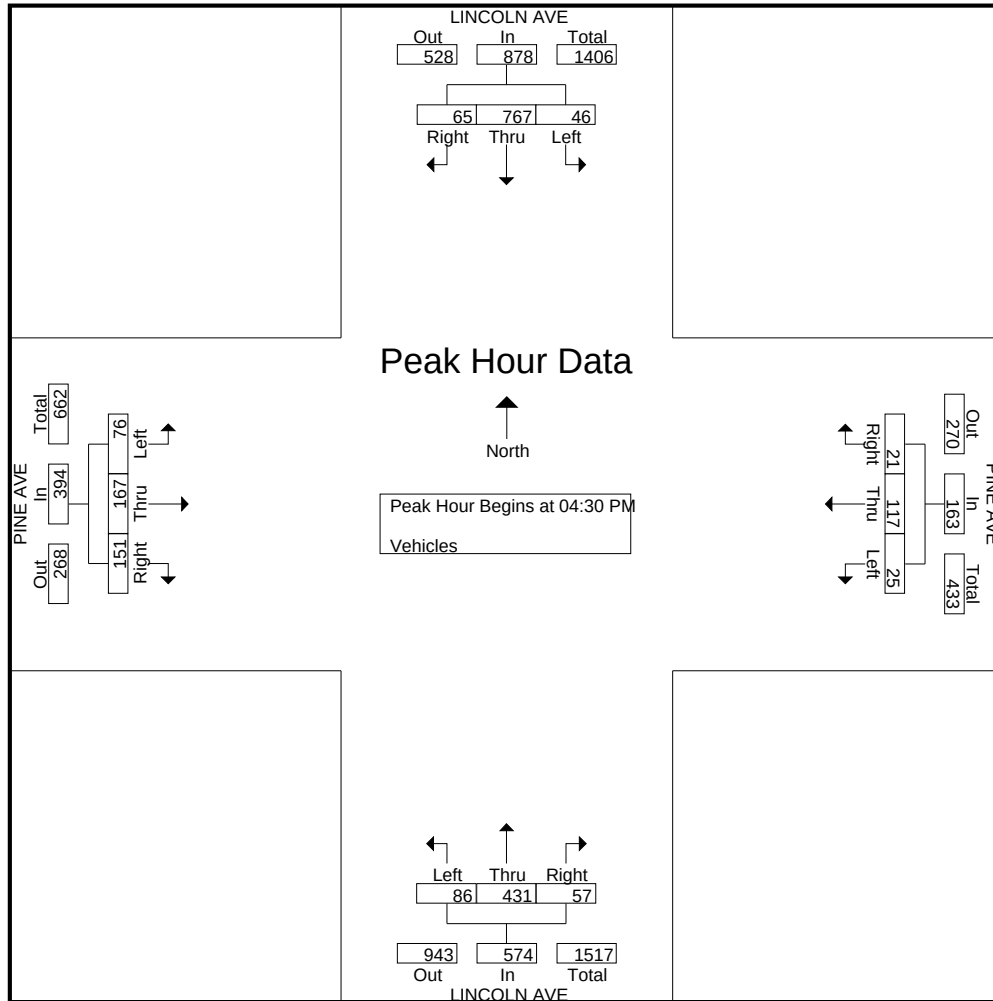
[tdsbay@cs.com](mailto:tdsbay@cs.com)

File Name : 81PM FINAL

Site Code : 00000081

Start Date : 3/28/2013

Page No : 2



# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 42AM FINAL

Site Code : 00000042

Start Date : 9/18/2012

Page No : 1

## Groups Printed- Vehicles

|             | OLD HILLSDALE AVE<br>Southbound |      |      |      |            | SNELL AVE<br>Westbound |      |      |      |            | Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                           | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM    | 1                               | 0    | 0    | 0    | 1          | 2                      | 73   | 0    | 0    | 75         | 0          | 0    | 0    | 0    | 0          | 0                          | 70   | 2    | 0    | 72         | 148        |
| 07:15 AM    | 3                               | 0    | 1    | 0    | 4          | 0                      | 124  | 0    | 0    | 124        | 0          | 0    | 0    | 0    | 0          | 0                          | 87   | 9    | 0    | 96         | 224        |
| 07:30 AM    | 2                               | 0    | 1    | 0    | 3          | 1                      | 134  | 0    | 0    | 135        | 0          | 0    | 0    | 0    | 0          | 0                          | 80   | 4    | 0    | 84         | 222        |
| 07:45 AM    | 1                               | 0    | 3    | 0    | 4          | 5                      | 140  | 0    | 0    | 145        | 0          | 0    | 0    | 0    | 0          | 0                          | 73   | 8    | 0    | 81         | 230        |
| Total       | 7                               | 0    | 5    | 0    | 12         | 8                      | 471  | 0    | 0    | 479        | 0          | 0    | 0    | 0    | 0          | 0                          | 310  | 23   | 0    | 333        | 824        |
| 08:00 AM    | 4                               | 0    | 1    | 0    | 5          | 4                      | 138  | 0    | 0    | 142        | 0          | 0    | 0    | 0    | 0          | 0                          | 59   | 4    | 0    | 63         | 210        |
| 08:15 AM    | 0                               | 0    | 3    | 0    | 3          | 3                      | 142  | 0    | 0    | 145        | 0          | 0    | 0    | 0    | 0          | 0                          | 57   | 4    | 0    | 61         | 209        |
| 08:30 AM    | 5                               | 0    | 1    | 0    | 6          | 0                      | 101  | 0    | 0    | 101        | 0          | 0    | 0    | 0    | 0          | 0                          | 66   | 5    | 0    | 71         | 178        |
| 08:45 AM    | 1                               | 0    | 0    | 0    | 1          | 3                      | 60   | 0    | 0    | 63         | 0          | 0    | 0    | 0    | 0          | 0                          | 48   | 2    | 0    | 50         | 114        |
| Total       | 10                              | 0    | 5    | 0    | 15         | 10                     | 441  | 0    | 0    | 451        | 0          | 0    | 0    | 0    | 0          | 0                          | 230  | 15   | 0    | 245        | 711        |
| Grand Total | 17                              | 0    | 10   | 0    | 27         | 18                     | 912  | 0    | 0    | 930        | 0          | 0    | 0    | 0    | 0          | 0                          | 540  | 38   | 0    | 578        | 1535       |
| Apprch %    | 63                              | 0    | 37   | 0    |            | 1.9                    | 98.1 | 0    | 0    |            | 0          | 0    | 0    | 0    |            | 0                          | 93.4 | 6.6  | 0    |            |            |
| Total %     | 1.1                             | 0    | 0.7  | 0    | 1.8        | 1.2                    | 59.4 | 0    | 0    | 60.6       | 0          | 0    | 0    | 0    | 0          | 0                          | 35.2 | 2.5  | 0    | 37.7       |            |

|                                                            | OLD HILLSDALE AVE<br>Southbound |      |      |      |            | SNELL AVE<br>Westbound |      |      |      |            | Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|------------------------------------------------------------|---------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                           | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                 |      |      |      |            |                        |      |      |      |            |            |      |      |      |            |                            |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                                 |      |      |      |            |                        |      |      |      |            |            |      |      |      |            |                            |      |      |      |            |            |
| 07:15 AM                                                   | 3                               | 0    | 1    | 0    | 4          | 0                      | 124  | 0    | 0    | 124        | 0          | 0    | 0    | 0    | 0          | 0                          | 87   | 9    | 0    | 96         | 224        |
| 07:30 AM                                                   | 2                               | 0    | 1    | 0    | 3          | 1                      | 134  | 0    | 0    | 135        | 0          | 0    | 0    | 0    | 0          | 0                          | 80   | 4    | 0    | 84         | 222        |
| 07:45 AM                                                   | 1                               | 0    | 3    | 0    | 4          | 5                      | 140  | 0    | 0    | 145        | 0          | 0    | 0    | 0    | 0          | 0                          | 73   | 8    | 0    | 81         | 230        |
| 08:00 AM                                                   | 4                               | 0    | 1    | 0    | 5          | 4                      | 138  | 0    | 0    | 142        | 0          | 0    | 0    | 0    | 0          | 0                          | 59   | 4    | 0    | 63         | 210        |
| Total Volume                                               | 10                              | 0    | 6    | 0    | 16         | 10                     | 536  | 0    | 0    | 546        | 0          | 0    | 0    | 0    | 0          | 0                          | 299  | 25   | 0    | 324        | 886        |
| % App. Total                                               | 62.5                            | 0    | 37.5 | 0    |            | 1.8                    | 98.2 | 0    | 0    |            | 0          | 0    | 0    | 0    |            | 0                          | 92.3 | 7.7  | 0    |            |            |
| PHF                                                        | .625                            | .000 | .500 | .000 | .800       | .500                   | .957 | .000 | .000 | .941       | .000       | .000 | .000 | .000 | .000       | .000                       | .859 | .694 | .000 | .844       | .963       |

# Traffic Data Service

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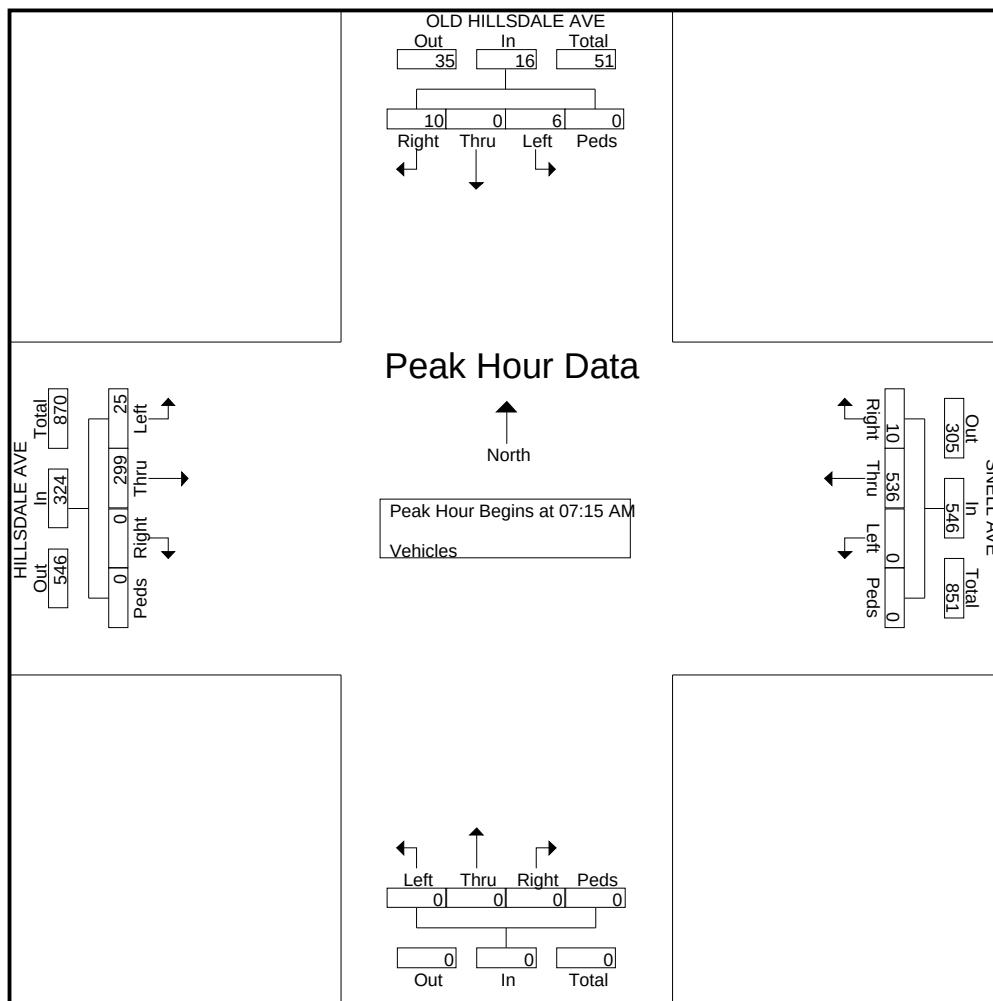
tdsbay@cs.com

File Name : 42AM FINAL

Site Code : 00000042

Start Date : 9/18/2012

Page No : 2





# Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 42PM FINAL

Site Code : 00000042

Start Date : 9/18/2012

Page No : 1

## Groups Printed- Vehicles

|             | OLD HILLSDALE AVE<br>Southbound |      |      |      |            | SNELL AVE<br>Westbound |      |      |      |            | Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |      |      |      |            |            |
|-------------|---------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| Start Time  | Right                           | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                      | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM    | 6                               | 0    | 2    | 0    | 8          | 1                      | 55   | 0    | 0    | 56         | 0          | 0    | 0    | 0    | 0          | 0                          | 63   | 3    | 0    | 66         | 130        |
| 04:15 PM    | 11                              | 0    | 0    | 0    | 11         | 3                      | 51   | 0    | 1    | 55         | 0          | 0    | 0    | 0    | 0          | 0                          | 92   | 0    | 0    | 92         | 158        |
| 04:30 PM    | 5                               | 0    | 1    | 0    | 6          | 0                      | 57   | 0    | 0    | 57         | 0          | 0    | 0    | 0    | 0          | 0                          | 90   | 3    | 0    | 93         | 156        |
| 04:45 PM    | 6                               | 0    | 3    | 0    | 9          | 3                      | 71   | 0    | 0    | 74         | 0          | 0    | 0    | 0    | 0          | 0                          | 81   | 1    | 0    | 82         | 165        |
| Total       | 28                              | 0    | 6    | 0    | 34         | 7                      | 234  | 0    | 1    | 242        | 0          | 0    | 0    | 0    | 0          | 0                          | 326  | 7    | 0    | 333        | 609        |
| 05:00 PM    | 16                              | 0    | 3    | 0    | 19         | 0                      | 56   | 0    | 0    | 56         | 0          | 0    | 0    | 0    | 0          | 0                          | 83   | 2    | 0    | 85         | 160        |
| 05:15 PM    | 8                               | 0    | 5    | 0    | 13         | 3                      | 85   | 0    | 0    | 88         | 0          | 0    | 0    | 0    | 0          | 0                          | 96   | 0    | 0    | 96         | 197        |
| 05:30 PM    | 4                               | 0    | 1    | 0    | 5          | 0                      | 62   | 0    | 0    | 62         | 0          | 0    | 0    | 0    | 0          | 0                          | 103  | 1    | 0    | 104        | 171        |
| 05:45 PM    | 8                               | 0    | 2    | 0    | 10         | 1                      | 63   | 0    | 0    | 64         | 0          | 0    | 0    | 0    | 0          | 0                          | 88   | 4    | 0    | 92         | 166        |
| Total       | 36                              | 0    | 11   | 0    | 47         | 4                      | 266  | 0    | 0    | 270        | 0          | 0    | 0    | 0    | 0          | 0                          | 370  | 7    | 0    | 377        | 694        |
| Grand Total | 64                              | 0    | 17   | 0    | 81         | 11                     | 500  | 0    | 1    | 512        | 0          | 0    | 0    | 0    | 0          | 0                          | 696  | 14   | 0    | 710        | 1303       |
| Apprch %    | 79                              | 0    | 21   | 0    |            | 2.1                    | 97.7 | 0    | 0.2  |            | 0          | 0    | 0    | 0    | 0          | 0                          | 98   | 2    | 0    |            |            |
| Total %     | 4.9                             | 0    | 1.3  | 0    | 6.2        | 0.8                    | 38.4 | 0    | 0.1  | 39.3       | 0          | 0    | 0    | 0    | 0          | 0                          | 53.4 | 1.1  | 0    | 54.5       |            |

|                                                            | OLD HILLSDALE AVE<br>Southbound |      |          |      |            | SNELL AVE<br>Westbound |           |      |      |            | Northbound |      |      |      |            | HILLSDALE AVE<br>Eastbound |            |          |      |            |            |
|------------------------------------------------------------|---------------------------------|------|----------|------|------------|------------------------|-----------|------|------|------------|------------|------|------|------|------------|----------------------------|------------|----------|------|------------|------------|
| Start Time                                                 | Right                           | Thru | Left     | Peds | App. Total | Right                  | Thru      | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right                      | Thru       | Left     | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 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>16</b>                       | 0    | 3        | 0    | <b>19</b>  | 0                      | 56        | 0    | 0    | 56         | 0          | 0    | 0    | 0    | 0          | 0                          | 83         | 2        | 0    | 85         | 160        |
| 05:15 PM                                                   | 8                               | 0    | <b>5</b> | 0    | 13         | <b>3</b>               | <b>85</b> | 0    | 0    | <b>88</b>  | 0          | 0    | 0    | 0    | 0          | 0                          | 96         | 0        | 0    | 96         | <b>197</b> |
| 05:30 PM                                                   | 4                               | 0    | 1        | 0    | 5          | 0                      | 62        | 0    | 0    | 62         | 0          | 0    | 0    | 0    | 0          | 0                          | <b>103</b> | 1        | 0    | <b>104</b> | 171        |
| 05:45 PM                                                   | 8                               | 0    | 2        | 0    | 10         | 1                      | 63        | 0    | 0    | 64         | 0          | 0    | 0    | 0    | 0          | 0                          | 88         | <b>4</b> | 0    | 92         | 166        |
| Total Volume                                               | 36                              | 0    | 11       | 0    | 47         | 4                      | 266       | 0    | 0    | 270        | 0          | 0    | 0    | 0    | 0          | 0                          | 370        | 7        | 0    | 377        | 694        |
| % App. Total                                               | 76.6                            | 0    | 23.4     | 0    |            | 1.5                    | 98.5      | 0    | 0    |            | 0          | 0    | 0    | 0    | 0          | 0                          | 98.1       | 1.9      | 0    |            |            |
| PHF                                                        | .563                            | .000 | .550     | .000 | .618       | .333                   | .782      | .000 | .000 | .767       | .000       | .000 | .000 | .000 | .000       | .000                       | .898       | .438     | .000 | .906       | .881       |

# Traffic Data Service

Campbell, CA

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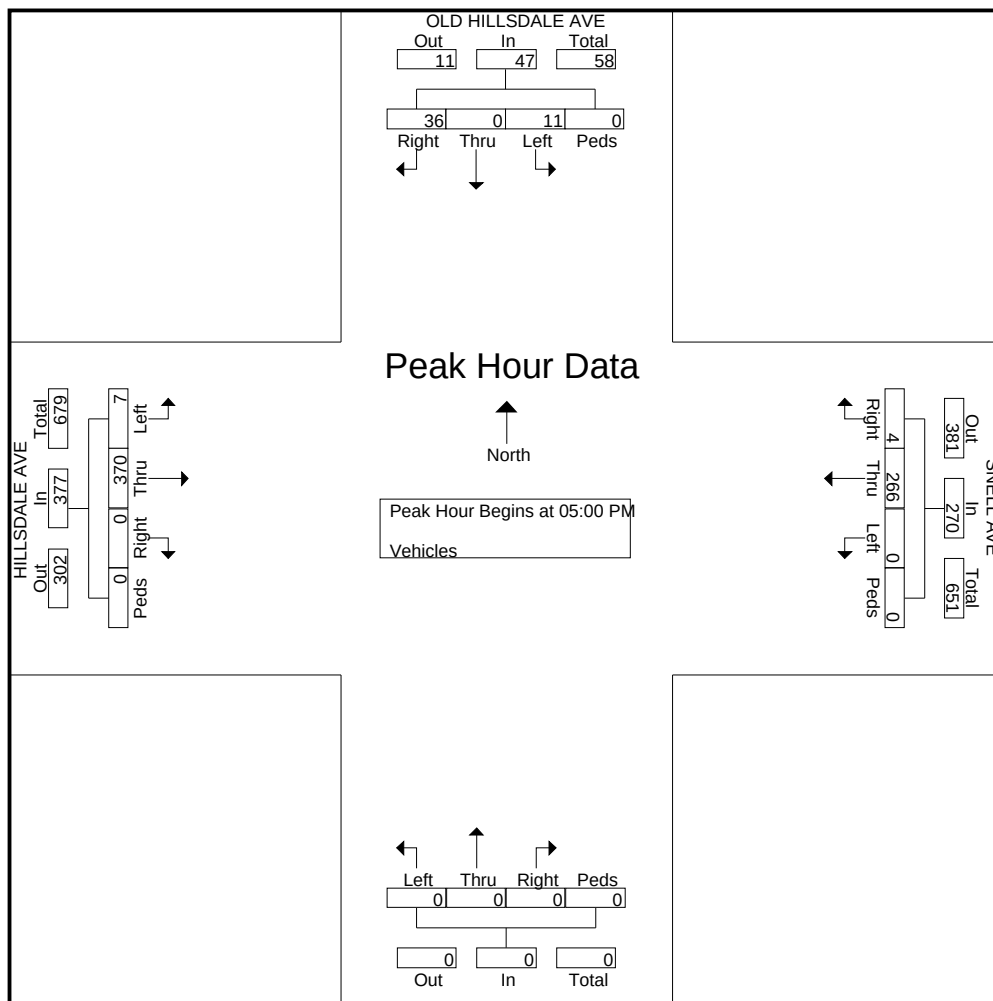
tdsbay@cs.com

File Name : 42PM FINAL

Site Code : 00000042

Start Date : 9/18/2012

Page No : 2



## **Appendix B**

### **Intersection Volume Summaries**

| Study | Traffic                                        |
|-------|------------------------------------------------|
| #     | Node # Intersection Name                       |
| 1     | 3097 First Street and Keyes Street*            |
| 2     | 3060 First Street and Alma Avenue*             |
| 3     | 3095 Monterey Road and Curtner Avenue*         |
| 4     | 3111 Monterey Road and Old Tully Road*         |
| 5     | 3707 Monterey Road and Umbarger Road           |
| 6     | 3646 Monterey Road and Lewis Road              |
| 7     | 3706 Monterey Road and Southside Drive         |
| 8     | 3091 Monterey Road and Capitol Expressway (N)* |
| 9     | 3092 Monterey Road and Capitol Expressway (S)* |
| 10    | 3240 Vine Street and Alma Avenue               |
| 11    | 3234 Almaden Road and Alma Avenue              |
| 12    | 5502 SR-87 and Almaden Expressway              |
| 13    | 5506 Almaden Expressway and Foxworthy Avenue   |
| 14    | 5512 Almaden Expressway and Branham Lane*      |
| 15    | 5521 Almaden Expressway and Cherry Avenue      |
| 16    | 5522 Almaden Expressway and SR- 85 (N)*        |
| 17    | 5523 Almaden Expressway and SR- 85 (S)*        |
| 18    | 5513 Almaden Expressway and Blossom Hill Road* |
| 19    | 3377 Canoas Garden Avenue and Curtner Avenue   |
| 20    | 3207 SR-87 and Curtner Avenue (W)              |
| 21    | 3206 SR-87 and Curtner Avenue (E)              |
| 22    | 3439 Stone Avenue and Curtner Avenue           |
| 23    | 3436 Little Orchard Avenue and Curtner Avenue  |
| 24    | 3803 Seventh Street and Tully Road             |
| 25    | 3824 10th Street and Tully Road                |
| 26    | 3117 Senter Road and Tully Road*               |
| 27    | 3108 McLaughlin Avenue and Tully Road*         |
| 28    | 3120 Pearl Avenue and Capitol Expressway*      |
| 29    | 5713 SR-87 and Capitol Expressway*             |
| 30    | 5711 Narvaez Avenue and Capitol Expressway*    |
| 31    | 5708 Copperfield Drive and Capitol Expressway  |
| 32    | 5712 Vistapark Drive and Capitol Expressway    |
| 33    | 5715 Snell Avenue and Capitol Expressway*      |
| 34    | 5720 Senter Road and Capitol Expressway*       |
| 35    | 5721 McLaughlin Avenue and Capitol Expressway* |
| 36    | 3849 Narvaez Avenue and Hillsdale Avenue       |
| 37    | 3587 Pearl Avenue and Hillsdale Avenue         |
| 38    | 3208 Narvaez Avenue and SR-87                  |
| 39    | 3956 Vistapark Drive and Hillsdale Avenue      |
| 40    | 3256 Almaden Expressway and Curtner Avenue (E) |
| 41    | 4106 Almaden Expressway and Curtner Avenue (W) |
| 42    | 3616 2nd Street and Keyes Street               |
| 43    | 3620 3rd Street and Keyes Street               |
| 44    | 3618 7th Street and Keyes Street               |
| 45    | 3619 10th Street and Keyes Street              |
| 46    | 3472 11th Street and Keyes Street              |
| 47    | 3654 Lincoln Avenue and Willow Street          |
| 48    | 3650 Lincoln Avenue and Minnesota Avenue       |
| 49    | 3568 Meridian Avenue and Hamilton Avenue       |
| 50    | 4083 US 101 (W) and Tully Road                 |
| 51    | 4082 US 101 (E) and Tully Road                 |
| 52    | 3261 Alvin Avenue and Tully Road               |
| 53    | 3105 King Road and Tully Road*                 |
| 54    | 5727 Capitol Expressway and Tully Road*        |
| 55    | 5725 Capitol Expressway and Quimby Road*       |
| 56    | 5735 Capitol Expressway and Nieman Boulevard   |
| 57    | 5724 Capitol Expressway and Aborn Road*        |
| 58    | 5723 Capitol Expressway and Silver Creek Road* |
| 59    | 3109 Monterey Road and Senter Road*            |
| 60    | 3110 Monterey Road and Skyway Drive*           |
| 61    | 3082 Monterey Road and Branham Lane*           |
| 62    | 3462 Monterey Road and Edenvue Drive           |
| 63    | 3402 Monterey Road and Chynoweth Avenue        |
| 64    | 3078 Monterey Road and Blossom Hill Road (N)*  |
| 65    | 3079 Monterey Road and Blossom Hill Road (S)*  |
| 66    | 3759 Snell Avenue and Rosenbaum Avenue         |
| 67    | 3807 Snell Avenue and Skyway Drive             |
| 68    | 3354 Snell Avenue and Branham Lane             |
| 69    | 3404 Snell Avenue and Chynoweth Avenue         |
| 70    | 3272 Snell Avenue and Avenida Del Roble        |
| 71    | 3081 Snell Avenue and Blossom Hill Road*       |
| 72    | 3399 Cherry Avenue and Hillsdale Avenue        |
| 73    | 3586 Jarvis Avenue and Hillsdale Avenue        |
| 74    | 3102 Meridian Avenue and Hillsdale Avenue*     |
| 75    | 3437 Meridian Avenue and Curtner Avenue        |
| 76    | 3341 Booksin Avenue and Curtner Avenue         |
| 77    | 3397 Cherry Avenue and Curtner Avenue          |
| 78    | 3435 Lincoln Avenue and Curtner Avenue         |
| 79    | 3255 Almaden Road and Curtner Avenue           |
| 80    | 3652 Lincoln Avenue and Pine Avenue            |
| 81    | 4085 Capitol Expressway and US 101 (W)         |
| 82    | 4084 Capitol Expressway and US 101 (E)         |
| 83    | 101 Old Hillsdale Avenue and Hillsdale Avenue  |

Intersection Number: **1**  
 Trafix Node Number: 3097  
 Intersection Name: First Street & Keyes Street\*  
 Peak Hour: AM  
 Count Date: 09/27/12

| Scenario:                                 | Movements      |     |    |   |               |     |    |                |    |      |               |    |    | Total |     |      |     |
|-------------------------------------------|----------------|-----|----|---|---------------|-----|----|----------------|----|------|---------------|----|----|-------|-----|------|-----|
|                                           | North Approach |     |    |   | East Approach |     |    | South Approach |    |      | West Approach |    |    |       |     |      |     |
|                                           | RT             | TH  | LT |   | RT            | TH  | LT |                | RT | TH   | LT            |    | RT |       | TH  | LT   |     |
| Existing Conditions                       | 7              | 199 | 38 |   | 215           | 388 | 0  |                | 8  | 1307 | 49            |    | 39 | 135   | 19  | 2404 |     |
| Existing Conditions (with couplets)       | 7              | 199 | 38 |   | 215           | 388 | 0  |                | 8  | 1307 | 49            |    | 39 | 135   | 19  | 2404 |     |
|                                           | ATI            | 0   | 81 | 3 |               | 4   | 17 | 0              |    | 0    | 86            | 29 |    | 43    | 20  | 0    | 283 |
| Background Conditions                     | 7              | 280 | 41 |   | 219           | 405 | 0  |                | 8  | 1393 | 78            |    | 82 | 155   | 19  | 2687 |     |
| No Project                                | 0              | 518 | 31 |   | 326           | 296 | 0  |                | 0  | 1232 | 373           |    | 37 | 338   | 238 | 3389 |     |
| Project - Alt C                           | 0              | 579 | 39 |   | 334           | 354 | 0  |                | 0  | 1294 | 363           |    | 49 | 382   | 165 | 3559 |     |
| Changes in Traffic due to project - Alt C | 0              | 61  | 8  |   | 8             | 58  | 0  |                | 0  | 62   | -10           |    | 12 | 44    | -73 | 170  |     |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  |   | 0             | 0   | 0  |                | 0  | 0    | 0             |    | 0  | 0     | 0   | 0    |     |
| Alt C - Background + Project Conditions   | 7              | 341 | 49 |   | 227           | 463 | 0  |                | 8  | 1455 | 68            |    | 94 | 199   | 13  | 2924 |     |
| Alt C - Existing + Project Conditions     | 7              | 260 | 46 |   | 223           | 446 | 0  |                | 8  | 1369 | 39            |    | 51 | 179   | 13  | 2641 |     |

Intersection Number: **2**  
 Trafix Node Number: 3060  
 Intersection Name: First Street & Alma Avenue\*  
 Peak Hour: AM  
 Count Date: 09/27/12

| Scenario:                                 | Movements      |     |     |               |     |     |                |      |      |               |     |     | Total |      |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|------|------|---------------|-----|-----|-------|------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |      |      | West Approach |     |     |       |      |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH   | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                       | 108            | 379 | 24  | 38            | 192 | 120 | 97             | 2097 | 160  | 73            | 310 | 370 | 3968  |      |
| Existing Conditions (with couplets)       | 108            | 379 | 24  | 38            | 192 | 120 | 97             | 2097 | 160  | 73            | 310 | 370 | 3968  |      |
|                                           | ATI            | 1   | 173 | 31            | 20  | 22  | 2              | 2    | 212  | 27            | 32  | 51  | 30    | 603  |
| Background Conditions                     |                | 109 | 552 | 55            | 58  | 214 | 122            | 99   | 2309 | 187           | 105 | 361 | 400   | 4571 |
| No Project                                |                | 107 | 584 | 3             | 44  | 289 | 48             | 14   | 2267 | 382           | 193 | 136 | 654   | 4721 |
| Project - Alt C                           |                | 121 | 643 | 3             | 52  | 348 | 74             | 19   | 2278 | 372           | 200 | 130 | 662   | 4902 |
| Changes in Traffic due to project - Alt C |                | 14  | 59  | 0             | 8   | 59  | 26             | 5    | 11   | -10           | 7   | -6  | 8     | 181  |
| Azores Street Reassignment - Alt C        |                | 0   | 0   | 0             | 0   | 0   | 0              | 0    | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions   |                | 123 | 611 | 55            | 66  | 273 | 148            | 104  | 2320 | 177           | 112 | 355 | 408   | 4752 |
| Alt C - Existing + Project Conditions     |                | 122 | 438 | 24            | 46  | 251 | 146            | 102  | 2108 | 150           | 80  | 304 | 378   | 4149 |

Intersection Number: **3**  
 Trafix Node Number: 3095  
 Intersection Name: Monterey Road & Curtner Avenue\*  
 Peak Hour: AM  
 Count Date: 09/19/12

| Scenario:                               | Movements                                 |     |     |               |     |      |                |      |      |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|-----|------|----------------|------|------|---------------|-----|-----|-------|------|
|                                         | North Approach                            |     |     | East Approach |     |      | South Approach |      |      | West Approach |     |     |       |      |
|                                         | RT                                        | TH  | LT  | RT            | TH  | LT   | RT             | TH   | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 95                                        | 317 | 117 | 241           | 725 | 24   | 50             | 1984 | 551  | 224           | 537 | 165 | 5030  |      |
| Existing Conditions (with couplets)     | 95                                        | 317 | 117 | 241           | 725 | 24   | 50             | 1984 | 551  | 224           | 537 | 165 | 5030  |      |
|                                         | ATI                                       | 13  | 47  | 15            | 26  | 11   | 0              | 0    | 117  | 127           | 68  | 8   | 19    | 451  |
| Background Conditions                   |                                           | 108 | 364 | 132           | 267 | 736  | 24             | 50   | 2101 | 678           | 292 | 545 | 184   | 5481 |
|                                         | No Project                                | 60  | 267 | 107           | 292 | 1183 | 0              | 0    | 2276 | 347           | 166 | 658 | 51    | 5407 |
|                                         | Project - Alt C                           | 138 | 298 | 109           | 196 | 1242 | 0              | 0    | 2263 | 288           | 144 | 693 | 235   | 5606 |
|                                         | Changes in Traffic due to project - Alt C | 78  | 31  | 2             | -96 | 59   | 0              | 0    | -13  | -59           | -22 | 35  | 184   | 199  |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0   | 0    | 0              | 0    | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 186 | 395 | 134           | 171 | 795  | 24             | 50   | 2088 | 619           | 270 | 580 | 368   | 5680 |
| Alt C - Existing + Project Conditions   |                                           | 173 | 348 | 119           | 145 | 784  | 24             | 50   | 1971 | 492           | 202 | 572 | 349   | 5229 |

Intersection Number: **4**  
 Trafix Node Number: 3111  
 Intersection Name: Monterey Road & Old Tully Road\*  
 Peak Hour: AM  
 Count Date: 09/19/12

| Scenario:                               | Movements                                 |     |     |               |    |     |                |      |      |               |    |    | Total |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|----|-----|----------------|------|------|---------------|----|----|-------|
|                                         | North Approach                            |     |     | East Approach |    |     | South Approach |      |      | West Approach |    |    |       |
|                                         | RT                                        | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT   | RT            | TH | LT |       |
| Existing Conditions                     | 0                                         | 491 | 16  | 16            | 0  | 131 | 540            | 2643 | 4    | 0             | 0  | 0  | 3841  |
| Existing Conditions (with couplets)     | 0                                         | 491 | 16  | 16            | 0  | 131 | 540            | 2643 | 4    | 0             | 0  | 0  | 3841  |
|                                         | ATI                                       | 0   | 99  | 0             | 0  | 0   | 50             | 93   | 176  | 0             | 0  | 0  | 418   |
| Background Conditions                   | 0                                         | 590 | 16  | 16            | 0  | 181 | 633            | 2819 | 4    | 0             | 0  | 0  | 4259  |
|                                         | No Project                                | 0   | 433 | 0             | 1  | 0   | 43             | 124  | 2622 | 0             | 0  | 0  | 3223  |
|                                         | Project - Alt C                           | 0   | 442 | 0             | 0  | 0   | 45             | 146  | 2550 | 0             | 0  | 0  | 3183  |
|                                         | Changes in Traffic due to project - Alt C | 0   | 9   | 0             | -1 | 0   | 2              | 22   | -72  | 0             | 0  | 0  | -40   |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0    | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions | 0                                         | 599 | 16  | 15            | 0  | 183 | 655            | 2747 | 4    | 0             | 0  | 0  | 4219  |
| Alt C - Existing + Project Conditions   | 0                                         | 500 | 16  | 15            | 0  | 133 | 562            | 2571 | 4    | 0             | 0  | 0  | 3801  |

Intersection Number: **5**  
 Trafix Node Number: 3707  
 Intersection Name: Monterey Road & Umbarger Road  
 Peak Hour: AM  
 Count Date: 09/19/12

| Scenario:                                 | Movements      |     |     |               |    |     |                |      |     |               |    |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|------|-----|---------------|----|-----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |      |     | West Approach |    |     |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT  | RT            | TH | LT  |       |
| Existing Conditions                       | 15             | 513 | 86  | 190           | 14 | 65  | 142            | 2900 | 36  | 50            | 31 | 97  | 4139  |
| Existing Conditions (with couplets)       | 15             | 513 | 86  | 190           | 14 | 65  | 142            | 2900 | 36  | 50            | 31 | 97  | 4139  |
|                                           | ATI            | 0   | 136 | 0             | 0  | 0   | 36             | 61   | 250 | 0             | 0  | 0   | 483   |
| Background Conditions                     | 15             | 649 | 86  | 190           | 14 | 101 | 203            | 3150 | 36  | 50            | 31 | 97  | 4622  |
| No Project                                | 53             | 307 | 96  | 192           | 3  | 2   | 5              | 2492 | 21  | 23            | 6  | 67  | 3267  |
| Project - Alt C                           | 56             | 316 | 94  | 192           | 3  | 2   | 2              | 2436 | 21  | 27            | 3  | 72  | 3224  |
| Changes in Traffic due to project - Alt C | 3              | 9   | -2  | 0             | 0  | 0   | -3             | -56  | 0   | 4             | -3 | 5   | -43   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0   | 0             | 0  | 0   | 0     |
| Alt C - Background + Project Conditions   | 18             | 658 | 84  | 190           | 14 | 101 | 200            | 3094 | 36  | 54            | 28 | 102 | 4579  |
| Alt C - Existing + Project Conditions     | 18             | 522 | 84  | 190           | 14 | 65  | 139            | 2844 | 36  | 54            | 28 | 102 | 4096  |

Intersection Number: **6**  
 Trafix Node Number: 3646  
 Intersection Name: Monterey Road & Lewis Road  
 Peak Hour: AM  
 Count Date: 09/19/12

| Scenario:                                 | Movements      |     |     |               |    |    |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |    | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 545 | 88  | 236           | 0  | 61 | 114            | 2881 | 34 | 0             | 0  | 0  | 3959  |
| Existing Conditions (with couplets)       | 0              | 545 | 88  | 236           | 0  | 61 | 114            | 2881 | 34 | 0             | 0  | 0  | 3959  |
| ATI                                       | 0              | 32  | 16  | 9             | 0  | 0  | 0              | 18   | 0  | 0             | 0  | 0  | 75    |
| Background Conditions                     | 0              | 577 | 104 | 245           | 0  | 61 | 114            | 2899 | 34 | 0             | 0  | 0  | 4034  |
| No Project                                | 0              | 240 | 68  | 279           | 0  | 67 | 85             | 2205 | 0  | 0             | 0  | 0  | 2944  |
| Project - Alt C                           | 0              | 255 | 65  | 271           | 0  | 95 | 86             | 2154 | 0  | 0             | 0  | 0  | 2926  |
| Changes in Traffic due to project - Alt C | 0              | 15  | -3  | -8            | 0  | 28 | 1              | -51  | 0  | 0             | 0  | 0  | -18   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0  | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 592 | 101 | 237           | 0  | 89 | 115            | 2848 | 34 | 0             | 0  | 0  | 4016  |
| Alt C - Existing + Project Conditions     | 0              | 560 | 85  | 228           | 0  | 89 | 115            | 2830 | 34 | 0             | 0  | 0  | 3941  |

Intersection Number: **7**  
 Traffix Node Number: 3706  
 Intersection Name: Monterey Road & Southside Drive  
 Peak Hour: AM  
 Count Date: 09/19/12

| Scenario:                                 | Movements      |     |     |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 541 | 101 | 164           | 0  | 89  | 71             | 2940 | 4  | 0             | 0  | 0  | 3910  |
| Existing Conditions (with couplets)       | 0              | 541 | 101 | 164           | 0  | 89  | 71             | 2940 | 4  | 0             | 0  | 0  | 3910  |
| ATI                                       | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Background Conditions                     | 0              | 541 | 101 | 164           | 0  | 89  | 71             | 2940 | 4  | 0             | 0  | 0  | 3910  |
| No Project                                | 0              | 297 | 34  | 130           | 0  | 109 | 93             | 2187 | 0  | 0             | 0  | 0  | 2850  |
| Project - Alt C                           | 0              | 343 | 34  | 93            | 0  | 144 | 98             | 2175 | 0  | 0             | 0  | 0  | 2887  |
| Changes in Traffic due to project - Alt C | 0              | 46  | 0   | -37           | 0  | 35  | 5              | -12  | 0  | 0             | 0  | 0  | 37    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 587 | 101 | 127           | 0  | 124 | 76             | 2928 | 4  | 0             | 0  | 0  | 3947  |
| Alt C - Existing + Project Conditions     | 0              | 587 | 101 | 127           | 0  | 124 | 76             | 2928 | 4  | 0             | 0  | 0  | 3947  |

Intersection Number: **8**  
 Traffix Node Number: 3091  
 Intersection Name: Monterey Road & Capitol Expressway (N)\*  
 Peak Hour: AM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |     |     |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 549 | 51  | 467           | 0  | 97  | 307            | 2553 | 0  | 0             | 0  | 0  | 4024  |
| Existing Conditions (with couplets)       | 0              | 549 | 51  | 467           | 0  | 97  | 307            | 2553 | 0  | 0             | 0  | 0  | 4024  |
|                                           | ATI            | 0   | 215 | 8             | 6  | 0   | 112            | 7    | 76 | 0             | 0  | 0  | 424   |
| Background Conditions                     | 0              | 764 | 59  | 473           | 0  | 209 | 314            | 2629 | 0  | 0             | 0  | 0  | 4448  |
| No Project                                | 0              | 260 | 262 | 8             | 0  | 369 | 411            | 2311 | 0  | 0             | 0  | 0  | 3621  |
| Project - Alt C                           | 0              | 278 | 349 | 4             | 0  | 370 | 479            | 2278 | 0  | 0             | 0  | 0  | 3758  |
| Changes in Traffic due to project - Alt C | 0              | 18  | 87  | -4            | 0  | 1   | 68             | -33  | 0  | 0             | 0  | 0  | 137   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 782 | 146 | 469           | 0  | 210 | 382            | 2596 | 0  | 0             | 0  | 0  | 4585  |
| Alt C - Existing + Project Conditions     | 0              | 567 | 138 | 463           | 0  | 98  | 375            | 2520 | 0  | 0             | 0  | 0  | 4161  |

Intersection Number: **9**  
 Traffix Node Number: 3092  
 Intersection Name: Monterey Road & Capitol Expressway (S)\*  
 Peak Hour: AM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |     |     |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 535 | 104 | 405           | 0  | 306 | 299            | 2459 | 0  | 0             | 0  | 0  | 4108  |
| Existing Conditions (with couplets)       | 0              | 535 | 104 | 405           | 0  | 306 | 299            | 2459 | 0  | 0             | 0  | 0  | 4108  |
| ATI                                       | 0              | 320 | 7   | 7             | 0  | 28  | 28             | 77   | 0  | 0             | 0  | 0  | 467   |
| Background Conditions                     | 0              | 855 | 111 | 412           | 0  | 334 | 327            | 2536 | 0  | 0             | 0  | 0  | 4575  |
| No Project                                | 0              | 629 | 0   | 420           | 0  | 404 | 624            | 2301 | 0  | 0             | 0  | 0  | 4378  |
| Project - Alt C                           | 0              | 644 | 4   | 423           | 0  | 455 | 623            | 2334 | 0  | 0             | 0  | 0  | 4483  |
| Changes in Traffic due to project - Alt C | 0              | 15  | 4   | 3             | 0  | 51  | -1             | 33   | 0  | 0             | 0  | 0  | 105   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 870 | 115 | 415           | 0  | 385 | 326            | 2569 | 0  | 0             | 0  | 0  | 4680  |
| Alt C - Existing + Project Conditions     | 0              | 550 | 108 | 408           | 0  | 357 | 298            | 2492 | 0  | 0             | 0  | 0  | 4213  |

Intersection Number: **10**  
 Traffic Node Number: 3240  
 Intersection Name: Vine Street & Alma Avenue  
 Peak Hour: AM  
 Count Date: 09/01/11

| Scenario:                                 | Movements      |     |     |               |      |    |                |     |     |               |     |    | Total |     |
|-------------------------------------------|----------------|-----|-----|---------------|------|----|----------------|-----|-----|---------------|-----|----|-------|-----|
|                                           | North Approach |     |     | East Approach |      |    | South Approach |     |     | West Approach |     |    |       |     |
|                                           | RT             | TH  | LT  | RT            | TH   | LT | RT             | TH  | LT  | RT            | TH  | LT |       |     |
| Existing Conditions                       | 22             | 185 | 86  | 0             | 546  | 0  | 0              | 0   | 0   | 186           | 331 | 0  | 1356  |     |
| Existing Conditions (with couplets)       | 30             | 104 | 40  | 56            | 628  | 0  | 0              | 488 | 72  | 139           | 384 | 7  | 1948  |     |
|                                           | ATI            | 0   | -19 | -6            | 15   | 51 | 0              | 0   | 134 | 20            | 31  | 16 | 2     | 244 |
| Background Conditions                     | 30             | 85  | 34  | 71            | 679  | 0  | 0              | 622 | 92  | 170           | 400 | 9  | 2192  |     |
| No Project                                | 0              | 64  | 18  | 0             | 1069 | 0  | 0              | 0   | 0   | 245           | 140 | 0  | 1536  |     |
| Project - Alt C                           | 0              | 70  | 18  | 0             | 1096 | 0  | 0              | 0   | 0   | 255           | 150 | 0  | 1589  |     |
| Changes in Traffic due to project - Alt C | 0              | 6   | 0   | 0             | 27   | 0  | 0              | 0   | 0   | 10            | 10  | 0  | 53    |     |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |     |
| Alt C - Background + Project Conditions   | 30             | 91  | 34  | 71            | 706  | 0  | 0              | 622 | 92  | 180           | 410 | 9  | 2245  |     |
| Alt C - Existing + Project Conditions     | 22             | 191 | 86  | 0             | 573  | 0  | 0              | 0   | 0   | 196           | 341 | 0  | 1409  |     |

Intersection Number: **11**  
 Traffic Node Number: 3234  
 Intersection Name: Almaden Road & Alma Avenue  
 Peak Hour: AM  
 Count Date: 09/01/11

| Scenario:                                 | Movements      |     |     |               |     |     |                |      |      |               |     |     | Total |      |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|------|------|---------------|-----|-----|-------|------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |      |      | West Approach |     |     |       |      |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH   | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                       | 0              | 0   | 0   | 2             | 283 | 90  | 442            | 1341 | 309  | 1             | 393 | 28  | 2889  |      |
| Existing Conditions (with couplets)       | 29             | 104 | 41  | 57            | 351 | 66  | 561            | 977  | 144  | 2             | 438 | 6   | 2776  |      |
|                                           | ATI            | 7   | 28  | 11            | -1  | 10  | 1              | 11   | -101 | -3            | 0   | 15  | -1    | -23  |
| Background Conditions                     |                | 36  | 132 | 52            | 56  | 361 | 67             | 572  | 876  | 141           | 2   | 453 | 5     | 2753 |
| No Project                                |                | 0   | 0   | 0             | 2   | 585 | 192            | 830  | 1006 | 485           | 0   | 153 | 5     | 3258 |
| Project - Alt C                           |                | 0   | 0   | 0             | 2   | 598 | 241            | 829  | 1035 | 497           | 0   | 164 | 5     | 3371 |
| Changes in Traffic due to project - Alt C |                | 0   | 0   | 0             | 0   | 13  | 49             | -1   | 29   | 12            | 0   | 11  | 0     | 113  |
| Azores Street Reassignment - Alt C        |                | 0   | 0   | 0             | 0   | 0   | 0              | 0    | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions   |                | 36  | 132 | 52            | 56  | 374 | 116            | 571  | 905  | 153           | 2   | 464 | 5     | 2866 |
| Alt C - Existing + Project Conditions     |                | 0   | 0   | 0             | 2   | 296 | 139            | 441  | 1370 | 321           | 1   | 404 | 28    | 3002 |

Intersection Number: **12**  
 Traffic Node Number: 5502  
 Intersection Name: SR-87 & Almaden Expressway  
 Peak Hour: AM  
 Count Date: 09/27/12

| Scenario:                                 | Movements      |    |    |               |     |    |                |    |    |               |      |     | Total |
|-------------------------------------------|----------------|----|----|---------------|-----|----|----------------|----|----|---------------|------|-----|-------|
|                                           | North Approach |    |    | East Approach |     |    | South Approach |    |    | West Approach |      |     |       |
|                                           | RT             | TH | LT | RT            | TH  | LT | RT             | TH | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 0              | 0  | 0  | 18            | 265 | 0  | 0              | 0  | 0  | 0             | 1944 | 743 | 2970  |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 18            | 265 | 0  | 0              | 0  | 0  | 0             | 1944 | 743 | 2970  |
| ATI                                       | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Background Conditions                     | 0              | 0  | 0  | 18            | 265 | 0  | 0              | 0  | 0  | 0             | 1944 | 743 | 2970  |
| No Project                                | 0              | 0  | 0  | 30            | 297 | 0  | 0              | 0  | 0  | 0             | 2099 | 719 | 3145  |
| Project - Alt C                           | 0              | 0  | 0  | 46            | 349 | 0  | 0              | 0  | 0  | 0             | 2107 | 726 | 3228  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 16            | 52  | 0  | 0              | 0  | 0  | 0             | 8    | 7   | 83    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 34            | 317 | 0  | 0              | 0  | 0  | 0             | 1952 | 750 | 3053  |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 34            | 317 | 0  | 0              | 0  | 0  | 0             | 1952 | 750 | 3053  |



Intersection Number: 13  
 Traffic Node Number: 5506  
 Intersection Name: Almaden Expressway & Foxworthy Avenue  
 Peak Hour: AM  
 Count Date: 09/12/12

| Scenario:                                 | Movements      |     |     |               |    |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 91             | 981 | 191 | 303           | 0  | 86  | 88             | 2412 | 92  | 70            | 85  | 153 | 4552  |
| Existing Conditions (with couplets)       | 91             | 981 | 191 | 303           | 0  | 86  | 88             | 2412 | 92  | 70            | 85  | 153 | 4552  |
| ATI                                       | 1              | 4   | 0   | 0             | 0  | 0   | 0              | 3    | 0   | 0             | 0   | 1   | 9     |
| Background Conditions                     | 92             | 985 | 191 | 303           | 0  | 86  | 88             | 2415 | 92  | 70            | 85  | 154 | 4561  |
| No Project                                | 34             | 662 | 228 | 756           | 0  | 95  | 0              | 2914 | 178 | 0             | 45  | 248 | 5160  |
| Project - Alt C                           | 37             | 629 | 242 | 708           | 0  | 128 | 0              | 2896 | 153 | 0             | 71  | 242 | 5106  |
| Changes in Traffic due to project - Alt C | 3              | -33 | 14  | -48           | 0  | 33  | 0              | -18  | -25 | 0             | 26  | -6  | -54   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 95             | 952 | 205 | 255           | 0  | 119 | 88             | 2397 | 67  | 70            | 111 | 148 | 4507  |
| Alt C - Existing + Project Conditions     | 94             | 948 | 205 | 255           | 0  | 119 | 88             | 2394 | 67  | 70            | 111 | 147 | 4498  |

Intersection Number: 14  
 Traffic Node Number: 5512  
 Intersection Name: Almaden Expressway & Branham Lane\*  
 Peak Hour: AM  
 Count Date: 09/25/12

| Scenario:                                 | Movements      |     |    |               |     |     |                |      |     |               |     |     | Total |     |
|-------------------------------------------|----------------|-----|----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|-----|
|                                           | North Approach |     |    | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |     |
|                                           | RT             | TH  | LT | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |     |
| Existing Conditions                       | 209            | 663 | 79 | 470           | 581 | 541 | 193            | 1774 | 181 | 107           | 295 | 284 | 5377  |     |
| Existing Conditions (with couplets)       | 209            | 663 | 79 | 470           | 581 | 541 | 193            | 1774 | 181 | 107           | 295 | 284 | 5377  |     |
|                                           | ATI            | 1   | 44 | 1             | 2   | 2   | 30             | 17   | 80  | 15            | 30  | 9   | 10    | 241 |
| Background Conditions                     | 210            | 707 | 80 | 472           | 583 | 571 | 210            | 1854 | 196 | 137           | 304 | 294 | 5618  |     |
| No Project                                | 150            | 480 | 16 | 107           | 361 | 567 | 238            | 1987 | 260 | 186           | 89  | 203 | 4644  |     |
| Project - Alt C                           | 156            | 491 | 16 | 106           | 378 | 548 | 243            | 1975 | 258 | 181           | 90  | 213 | 4655  |     |
| Changes in Traffic due to project - Alt C | 6              | 11  | 0  | -1            | 17  | -19 | 5              | -12  | -2  | -5            | 1   | 10  | 11    |     |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |     |
| Alt C - Background + Project Conditions   | 216            | 718 | 80 | 471           | 600 | 552 | 215            | 1842 | 194 | 132           | 305 | 304 | 5629  |     |
| Alt C - Existing + Project Conditions     | 215            | 674 | 79 | 469           | 598 | 522 | 198            | 1762 | 179 | 102           | 296 | 294 | 5388  |     |

Intersection Number: 15  
 Traffic Node Number: 5521  
 Intersection Name: Almaden Expressway & Cherry Avenue  
 Peak Hour: AM  
 Count Date: 09/25/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |      |     |               |    |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|------|-----|---------------|----|-----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |      |     | West Approach |    |     |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH   | LT  | RT            | TH | LT  |       |
| Existing Conditions                       | 62             | 1123 | 65  | 25            | 21 | 64  | 64             | 2246 | 297 | 418           | 23 | 117 | 4525  |
| Existing Conditions (with couplets)       | 62             | 1123 | 65  | 25            | 21 | 64  | 64             | 2246 | 297 | 418           | 23 | 117 | 4525  |
| ATI                                       | 0              | 0    | 91  | 41            | 21 | 81  | 87             | 0    | 0   | 0             | 43 | 0   | 364   |
| Background Conditions                     | 62             | 1123 | 156 | 66            | 42 | 145 | 151            | 2246 | 297 | 418           | 66 | 117 | 4889  |
| No Project                                | 76             | 1154 | 3   | 12            | 0  | 10  | 5              | 2387 | 87  | 80            | 0  | 86  | 3900  |
| Project - Alt C                           | 78             | 1139 | 3   | 12            | 0  | 10  | 5              | 2376 | 87  | 80            | 0  | 89  | 3879  |
| Changes in Traffic due to project - Alt C | 2              | -15  | 0   | 0             | 0  | 0   | 0              | -11  | 0   | 0             | 0  | 3   | -21   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0    | 0   | 0             | 0  | 0   | 0     |
| Alt C - Background + Project Conditions   | 64             | 1108 | 156 | 66            | 42 | 145 | 151            | 2235 | 297 | 418           | 66 | 120 | 4868  |
| Alt C - Existing + Project Conditions     | 64             | 1108 | 65  | 25            | 21 | 64  | 64             | 2235 | 297 | 418           | 23 | 120 | 4504  |

Intersection Number: **16**  
 Trafix Node Number: 5522  
 Intersection Name: Almaden Expressway & SR- 85 (N)\*  
 Peak Hour: AM  
 Count Date: 09/25/12

| Scenario:                                 | Movements      |      |    |   |               |    |      |                |     |      |               |   | Total |    |    |      |
|-------------------------------------------|----------------|------|----|---|---------------|----|------|----------------|-----|------|---------------|---|-------|----|----|------|
|                                           | North Approach |      |    |   | East Approach |    |      | South Approach |     |      | West Approach |   |       |    |    |      |
|                                           | RT             | TH   | LT |   | RT            | TH | LT   |                | RT  | TH   | LT            |   |       | RT | TH | LT   |
| Existing Conditions                       | 415            | 1213 | 0  |   | 252           | 4  | 523  |                | 403 | 2418 | 56            |   | 32    | 0  | 31 | 5347 |
| Existing Conditions (with couplets)       | 415            | 1213 | 0  |   | 252           | 4  | 523  |                | 403 | 2418 | 56            |   | 32    | 0  | 31 | 5347 |
|                                           | ATI            | 0    | 92 | 0 |               | 65 | 0    | 0              |     | 0    | 175           | 0 |       | 0  | 0  | 332  |
| Background Conditions                     | 415            | 1305 | 0  |   | 317           | 4  | 523  |                | 403 | 2593 | 56            |   | 32    | 0  | 31 | 5679 |
| No Project                                | 32             | 1211 | 0  |   | 165           | 49 | 1029 |                | 0   | 2237 | 87            |   | 100   | 0  | 77 | 4987 |
| Project - Alt C                           | 33             | 1196 | 0  |   | 165           | 49 | 1035 |                | 0   | 2221 | 87            |   | 100   | 0  | 81 | 4967 |
| Changes in Traffic due to project - Alt C | 1              | -15  | 0  |   | 0             | 0  | 6    |                | 0   | -16  | 0             |   | 0     | 0  | 4  | -20  |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0  |   | 0             | 0  | 0    |                | 0   | 0    | 0             |   | 0     | 0  | 0  | 0    |
| Alt C - Background + Project Conditions   | 416            | 1290 | 0  |   | 317           | 4  | 529  |                | 403 | 2577 | 56            |   | 32    | 0  | 35 | 5659 |
| Alt C - Existing + Project Conditions     | 416            | 1198 | 0  |   | 252           | 4  | 529  |                | 403 | 2402 | 56            |   | 32    | 0  | 35 | 5327 |

Intersection Number: **17**  
 Trafix Node Number: 5523  
 Intersection Name: Almaden Expressway & SR- 85 (S)\*  
 Peak Hour: AM  
 Count Date: 09/25/12

| Scenario:                               | Movements                                 |      |      |               |    |    |                |      |      |               |      |     |      | Total |
|-----------------------------------------|-------------------------------------------|------|------|---------------|----|----|----------------|------|------|---------------|------|-----|------|-------|
|                                         | North Approach                            |      |      | East Approach |    |    | South Approach |      |      | West Approach |      |     |      |       |
|                                         | RT                                        | TH   | LT   | RT            | TH | LT | RT             | TH   | LT   | RT            | TH   | LT  |      |       |
| Existing Conditions                     | 539                                       | 1224 | 0    | 0             | 0  | 0  | 948            | 2426 | 5    | 463           | 16   | 413 | 6034 |       |
| Existing Conditions (with couplets)     | 539                                       | 1224 | 0    | 0             | 0  | 0  | 948            | 2426 | 5    | 463           | 16   | 413 | 6034 |       |
|                                         | ATI                                       | 3    | 26   | 0             | 0  | 0  | 0              | 9    | 111  | 0             | 0    | 0   | 66   | 215   |
| Background Conditions                   |                                           | 542  | 1250 | 0             | 0  | 0  | 0              | 957  | 2537 | 5             | 463  | 16  | 479  | 6249  |
|                                         | No Project                                | 0    | 1774 | 0             | 0  | 0  | 0              | 1129 | 2915 | 0             | 1024 | 0   | 218  | 7060  |
|                                         | Project - Alt C                           | 0    | 1782 | 0             | 0  | 0  | 0              | 1235 | 2902 | 0             | 1012 | 0   | 221  | 7152  |
|                                         | Changes in Traffic due to project - Alt C | 0    | 8    | 0             | 0  | 0  | 0              | 106  | -13  | 0             | -12  | 0   | 3    | 92    |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0  | 0  | 0              | 0    | 0    | 0             | 0    | 0   | 0    | 0     |
| Alt C - Background + Project Conditions |                                           | 542  | 1258 | 0             | 0  | 0  | 0              | 1063 | 2524 | 5             | 451  | 16  | 482  | 6341  |
| Alt C - Existing + Project Conditions   |                                           | 539  | 1232 | 0             | 0  | 0  | 0              | 1054 | 2413 | 5             | 451  | 16  | 416  | 6126  |

Intersection Number: **18**  
 Trafix Node Number: 5513  
 Intersection Name: Almaden Expressway & Blossom Hill Road\*  
 Peak Hour: AM  
 Count Date: 09/25/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |     |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|-----|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |     |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |     |
| Existing Conditions                       | 435            | 995  | 196 | 445           | 823 | 156 | 46             | 2539 | 151 | 57            | 238 | 433 | 6514  |     |
| Existing Conditions (with couplets)       | 435            | 995  | 196 | 445           | 823 | 156 | 46             | 2539 | 151 | 57            | 238 | 433 | 6514  |     |
|                                           | ATI            | 9    | 17  | 2             | 2   | 11  | 9              | 17   | 82  | 2             | 0   | 20  | 21    | 192 |
| Background Conditions                     | 444            | 1012 | 198 | 447           | 834 | 165 | 63             | 2621 | 153 | 57            | 258 | 454 | 6706  |     |
| No Project                                | 762            | 1566 | 469 | 595           | 684 | 75  | 112            | 2756 | 98  | 43            | 211 | 693 | 8064  |     |
| Project - Alt C                           | 764            | 1559 | 472 | 590           | 714 | 74  | 112            | 2818 | 99  | 43            | 212 | 728 | 8185  |     |
| Changes in Traffic due to project - Alt C | 2              | -7   | 3   | -5            | 30  | -1  | 0              | 62   | 1   | 0             | 1   | 35  | 121   |     |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |     |
| Alt C - Background + Project Conditions   | 446            | 1005 | 201 | 442           | 864 | 164 | 63             | 2683 | 154 | 57            | 259 | 489 | 6827  |     |
| Alt C - Existing + Project Conditions     | 437            | 988  | 199 | 440           | 853 | 155 | 46             | 2601 | 152 | 57            | 239 | 468 | 6635  |     |

Intersection Number: 19  
 Traffic Node Number: 3377  
 Intersection Name: Canoas Garden Avenue & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 02/07/13

| Scenario:                                 | Movements      |    |    |               |      |     |                |     |     |               |      |    | Total |
|-------------------------------------------|----------------|----|----|---------------|------|-----|----------------|-----|-----|---------------|------|----|-------|
|                                           | North Approach |    |    | East Approach |      |     | South Approach |     |     | West Approach |      |    |       |
|                                           | RT             | TH | LT | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT |       |
| Existing Conditions                       | 79             | 46 | 84 | 127           | 678  | 333 | 348            | 60  | 157 | 314           | 877  | 44 | 3147  |
| Existing Conditions (with couplets)       | 79             | 46 | 84 | 127           | 678  | 333 | 348            | 60  | 157 | 314           | 877  | 44 | 3147  |
|                                           | ATI            | 0  | 0  | 0             | 0    | 16  | 0              | 0   | 0   | 0             | 9    | 0  | 25    |
| Background Conditions                     | 79             | 46 | 84 | 127           | 694  | 333 | 348            | 60  | 157 | 314           | 886  | 44 | 3172  |
| No Project                                | 64             | 2  | 61 | 170           | 994  | 178 | 201            | 110 | 50  | 18            | 1307 | 45 | 3200  |
| Project - Alt C                           | 65             | 2  | 65 | 192           | 1041 | 180 | 149            | 167 | 49  | 19            | 1414 | 47 | 3390  |
| Changes in Traffic due to project - Alt C | 1              | 0  | 4  | 22            | 47   | 2   | -52            | 57  | -1  | 1             | 107  | 2  | 190   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 80             | 46 | 88 | 149           | 741  | 335 | 296            | 117 | 156 | 315           | 993  | 46 | 3362  |
| Alt C - Existing + Project Conditions     | 80             | 46 | 88 | 149           | 725  | 335 | 296            | 117 | 156 | 315           | 984  | 46 | 3337  |

Intersection Number: 20  
 Traffic Node Number: 3207  
 Intersection Name: SR-87 & Curtner Avenue (W)  
 Peak Hour: AM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 149            | 0  | 310 | 292           | 1063 | 0  | 0              | 0  | 0  | 391           | 814  | 0  | 3019  |
| Existing Conditions (with couplets)       | 149            | 0  | 310 | 292           | 1063 | 0  | 0              | 0  | 0  | 391           | 814  | 0  | 3019  |
| ATI                                       | 0              | 0  | 35  | 0             | 16   | 0  | 0              | 0  | 0  | 0             | 9    | 0  | 60    |
| Background Conditions                     | 149            | 0  | 345 | 292           | 1079 | 0  | 0              | 0  | 0  | 391           | 823  | 0  | 3079  |
| No Project                                | 140            | 0  | 136 | 271           | 1202 | 0  | 0              | 0  | 0  | 479           | 1090 | 0  | 3318  |
| Project - Alt C                           | 137            | 0  | 546 | 275           | 1276 | 0  | 0              | 0  | 0  | 508           | 1120 | 0  | 3862  |
| Changes in Traffic due to project - Alt C | -3             | 0  | 410 | 4             | 74   | 0  | 0              | 0  | 0  | 29            | 30   | 0  | 544   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 146            | 0  | 755 | 296           | 1153 | 0  | 0              | 0  | 0  | 420           | 853  | 0  | 3623  |
| Alt C - Existing + Project Conditions     | 146            | 0  | 720 | 296           | 1137 | 0  | 0              | 0  | 0  | 420           | 844  | 0  | 3563  |

Intersection Number: 21  
 Traffic Node Number: 3206  
 Intersection Name: SR-87 & Curtner Avenue (E)  
 Peak Hour: AM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |     |               |      |     | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|-----|---------------|------|-----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |     | West Approach |      |     |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 15             | 0  | 3  | 237           | 1151 | 0  | 209            | 5  | 244 | 0             | 945  | 222 | 3031  |
| Existing Conditions (with couplets)       | 15             | 0  | 3  | 237           | 1151 | 0  | 209            | 5  | 244 | 0             | 945  | 222 | 3031  |
| ATI                                       | 0              | 0  | 0  | 65            | 48   | 0  | 17             | 0  | 0   | 0             | 44   | 0   | 174   |
| Background Conditions                     | 15             | 0  | 3  | 302           | 1199 | 0  | 226            | 5  | 244 | 0             | 989  | 222 | 3205  |
| No Project                                | 0              | 0  | 0  | 273           | 1212 | 0  | 268            | 0  | 261 | 0             | 942  | 285 | 3241  |
| Project - Alt C                           | 0              | 0  | 0  | 498           | 1248 | 0  | 225            | 0  | 303 | 0             | 1456 | 211 | 3941  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 225           | 36   | 0  | -43            | 0  | 42  | 0             | 514  | -74 | 700   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 15             | 0  | 3  | 527           | 1235 | 0  | 183            | 5  | 286 | 0             | 1503 | 148 | 3905  |
| Alt C - Existing + Project Conditions     | 15             | 0  | 3  | 462           | 1187 | 0  | 166            | 5  | 286 | 0             | 1459 | 148 | 3731  |

Intersection Number: **22**  
 Traffic Node Number: 3439  
 Intersection Name: Stone Avenue & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |    |               |      |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|----|----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |    |    | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH | LT | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 66             | 1  | 13 | 63            | 1132 | 19  | 60             | 6   | 134 | 27            | 967  | 165 | 2653  |
| Existing Conditions (with couplets)       | 66             | 1  | 13 | 63            | 1132 | 19  | 60             | 6   | 134 | 27            | 967  | 165 | 2653  |
|                                           | ATI            | 0  | 0  | 0             | 0    | 113 | 0              | 0   | 0   | 0             | 61   | 0   | 174   |
| Background Conditions                     | 66             | 1  | 13 | 63            | 1245 | 19  | 60             | 6   | 134 | 27            | 1028 | 165 | 2827  |
| No Project                                | 112            | 4  | 0  | 0             | 1277 | 47  | 50             | 9   | 96  | 73            | 815  | 322 | 2805  |
| Project - Alt C                           | 92             | 43 | 0  | 0             | 1077 | 317 | 374            | 127 | 577 | 700           | 720  | 261 | 4288  |
| Changes in Traffic due to project - Alt C | -20            | 39 | 0  | 0             | -200 | 270 | 324            | 118 | 481 | 627           | -95  | -61 | 1483  |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 46             | 40 | 13 | 63            | 1045 | 289 | 384            | 124 | 615 | 654           | 933  | 104 | 4310  |
| Alt C - Existing + Project Conditions     | 46             | 40 | 13 | 63            | 932  | 289 | 384            | 124 | 615 | 654           | 872  | 104 | 4136  |

Intersection Number: **23**  
 Traffic Node Number: 3436  
 Intersection Name: Little Orchard Avenue & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 09/27/12

| Scenario:                               | Movements                                 |    |    |               |      |      |                |    |    |               |      |     | Total |
|-----------------------------------------|-------------------------------------------|----|----|---------------|------|------|----------------|----|----|---------------|------|-----|-------|
|                                         | North Approach                            |    |    | East Approach |      |      | South Approach |    |    | West Approach |      |     |       |
|                                         | RT                                        | TH | LT | RT            | TH   | LT   | RT             | TH | LT | RT            | TH   | LT  |       |
| Existing Conditions                     | 129                                       | 3  | 67 | 153           | 1108 | 13   | 2              | 2  | 4  | 32            | 866  | 161 | 2540  |
| Existing Conditions (with couplets)     | 129                                       | 3  | 67 | 153           | 1108 | 13   | 2              | 2  | 4  | 32            | 866  | 161 | 2540  |
|                                         | ATI                                       | 0  | 0  | 0             | 0    | 113  | 0              | 0  | 0  | 0             | 61   | 0   | 174   |
| Background Conditions                   | 129                                       | 3  | 67 | 153           | 1221 | 13   | 2              | 2  | 4  | 32            | 927  | 161 | 2714  |
|                                         | No Project                                | 0  | 0  | 32            | 265  | 1325 | 0              | 0  | 0  | 0             | 843  | 21  | 2486  |
|                                         | Project - Alt C                           | 4  | 0  | 32            | 277  | 1391 | 0              | 0  | 0  | 0             | 1040 | 53  | 2797  |
|                                         | Changes in Traffic due to project - Alt C | 4  | 0  | 0             | 12   | 66   | 0              | 0  | 0  | 0             | 197  | 32  | 311   |
|                                         | Azores Street Reassignment - Alt C        | 0  | 0  | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions | 133                                       | 3  | 67 | 165           | 1287 | 13   | 2              | 2  | 4  | 32            | 1124 | 193 | 3025  |
| Alt C - Existing + Project Conditions   | 133                                       | 3  | 67 | 165           | 1174 | 13   | 2              | 2  | 4  | 32            | 1063 | 193 | 2851  |

Intersection Number: **24**  
 Traffic Node Number: 3803  
 Intersection Name: Seventh Street & Tully Road  
 Peak Hour: AM  
 Count Date: 09/26/12

| Scenario:                                 | Movements      |    |     |               |      |     |                |     |    |               |     |     | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|-----|----------------|-----|----|---------------|-----|-----|-------|
|                                           | North Approach |    |     | East Approach |      |     | South Approach |     |    | West Approach |     |     |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT  | RT             | TH  | LT | RT            | TH  | LT  |       |
| Existing Conditions                       | 56             | 24 | 105 | 243           | 1016 | 125 | 350            | 187 | 0  | 2             | 473 | 164 | 2745  |
| Existing Conditions (with couplets)       | 56             | 24 | 105 | 243           | 1016 | 125 | 350            | 187 | 0  | 2             | 473 | 164 | 2745  |
|                                           | ATI            | 0  | 3   | 0             | 0    | 0   | 40             | 74  | 6  | 0             | 0   | 0   | 123   |
| Background Conditions                     | 56             | 27 | 105 | 243           | 1016 | 165 | 424            | 193 | 0  | 2             | 473 | 164 | 2868  |
| No Project                                | 38             | 19 | 40  | 165           | 1436 | 25  | 12             | 112 | 0  | 0             | 608 | 157 | 2612  |
| Project - Alt C                           | 45             | 19 | 40  | 161           | 1392 | 26  | 26             | 121 | 0  | 0             | 638 | 164 | 2632  |
| Changes in Traffic due to project - Alt C | 7              | 0  | 0   | -4            | -44  | 1   | 14             | 9   | 0  | 0             | 30  | 7   | 20    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0   | 0              | 0   | 0  | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 63             | 27 | 105 | 239           | 972  | 166 | 438            | 202 | 0  | 2             | 503 | 171 | 2888  |
| Alt C - Existing + Project Conditions     | 63             | 24 | 105 | 239           | 972  | 126 | 364            | 196 | 0  | 2             | 503 | 171 | 2765  |

Intersection Number: **25**  
 Trafix Node Number: 3824  
 Intersection Name: 10th Street & Tully Road  
 Peak Hour: AM  
 Count Date: 09/26/12

| Scenario:                               | Movements                                 |     |    |               |      |      |                |    |    |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|-----|----|---------------|------|------|----------------|----|----|---------------|-----|-----|-------|------|
|                                         | North Approach                            |     |    | East Approach |      |      | South Approach |    |    | West Approach |     |     |       |      |
|                                         | RT                                        | TH  | LT | RT            | TH   | LT   | RT             | TH | LT | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 123                                       | 7   | 81 | 350           | 1283 | 0    | 4              | 1  | 7  | 17            | 730 | 369 | 2972  |      |
| Existing Conditions (with couplets)     | 123                                       | 7   | 81 | 350           | 1283 | 0    | 4              | 1  | 7  | 17            | 730 | 369 | 2972  |      |
|                                         | ATI                                       | 11  | 0  | 0             | 0    | 28   | 0              | 0  | 0  | 0             | 51  | 22  | 112   |      |
| Background Conditions                   |                                           | 134 | 7  | 81            | 350  | 1311 | 0              | 4  | 1  | 7             | 17  | 781 | 391   | 3084 |
|                                         | No Project                                | 22  | 0  | 7             | 93   | 1605 | 0              | 0  | 0  | 0             | 0   | 564 | 96    | 2387 |
|                                         | Project - Alt C                           | 25  | 0  | 7             | 93   | 1554 | 0              | 0  | 0  | 0             | 0   | 593 | 111   | 2383 |
|                                         | Changes in Traffic due to project - Alt C | 3   | 0  | 0             | 0    | -51  | 0              | 0  | 0  | 0             | 0   | 29  | 15    | -4   |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0  | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 137 | 7  | 81            | 350  | 1260 | 0              | 4  | 1  | 7             | 17  | 810 | 406   | 3080 |
| Alt C - Existing + Project Conditions   |                                           | 126 | 7  | 81            | 350  | 1232 | 0              | 4  | 1  | 7             | 17  | 759 | 384   | 2968 |

Intersection Number: **26**  
 Trafix Node Number: 3117  
 Intersection Name: Senter Road & Tully Road\*  
 Peak Hour: AM  
 Count Date: 09/26/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |      |     |               |     |     | Total |     |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|------|-----|---------------|-----|-----|-------|-----|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |      |     | West Approach |     |     |       |     |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |     |
| Existing Conditions                       | 67             | 295 | 187 | 584           | 1255 | 451 | 537            | 1252 | 333 | 136           | 465 | 185 | 5747  |     |
| Existing Conditions (with couplets)       | 67             | 295 | 187 | 584           | 1255 | 451 | 537            | 1252 | 333 | 136           | 465 | 185 | 5747  |     |
|                                           | ATI            | 0   | 3   | 0             | 0    | 29  | 28             | 59   | 39  | 10            | 0   | 52  | 0     | 220 |
| Background Conditions                     | 67             | 298 | 187 | 584           | 1284 | 479 | 596            | 1291 | 343 | 136           | 517 | 185 | 5967  |     |
| No Project                                | 8              | 84  | 60  | 578           | 1308 | 263 | 211            | 1605 | 382 | 88            | 443 | 40  | 5070  |     |
| Project - Alt C                           | 10             | 88  | 60  | 594           | 1301 | 270 | 207            | 1633 | 337 | 89            | 464 | 47  | 5100  |     |
| Changes in Traffic due to project - Alt C | 2              | 4   | 0   | 16            | -7   | 7   | -4             | 28   | -45 | 1             | 21  | 7   | 30    |     |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |     |
| Alt C - Background + Project Conditions   | 69             | 302 | 187 | 600           | 1277 | 486 | 592            | 1319 | 298 | 137           | 538 | 192 | 5997  |     |
| Alt C - Existing + Project Conditions     | 69             | 299 | 187 | 600           | 1248 | 458 | 533            | 1280 | 288 | 137           | 486 | 192 | 5777  |     |

Intersection Number: **27**  
 Trafix Node Number: 3108  
 Intersection Name: McLaughlin Avenue & Tully Road\*  
 Peak Hour: AM  
 Count Date: 09/27/12

| Scenario:                               | Movements                                 |     |     |               |      |      |                |     |     |               |      |      | Total |      |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|------|------|----------------|-----|-----|---------------|------|------|-------|------|
|                                         | North Approach                            |     |     | East Approach |      |      | South Approach |     |     | West Approach |      |      |       |      |
|                                         | RT                                        | TH  | LT  | RT            | TH   | LT   | RT             | TH  | LT  | RT            | TH   | LT   |       |      |
| Existing Conditions                     | 130                                       | 228 | 345 | 209           | 1343 | 197  | 350            | 652 | 239 | 56            | 1182 | 148  | 5079  |      |
| Existing Conditions (with couplets)     | 130                                       | 228 | 345 | 209           | 1343 | 197  | 350            | 652 | 239 | 56            | 1182 | 148  | 5079  |      |
|                                         | ATI                                       | 3   | 6   | 6             | 10   | 61   | 10             | 11  | 12  | 11            | 18   | 99   | 6     | 253  |
| Background Conditions                   |                                           | 133 | 234 | 351           | 219  | 1404 | 207            | 361 | 664 | 250           | 74   | 1281 | 154   | 5332 |
|                                         | No Project                                | 122 | 25  | 451           | 243  | 1285 | 173            | 340 | 471 | 408           | 47   | 710  | 57    | 4332 |
|                                         | Project - Alt C                           | 136 | 25  | 475           | 223  | 1317 | 175            | 347 | 485 | 353           | 47   | 710  | 60    | 4353 |
|                                         | Changes in Traffic due to project - Alt C | 14  | 0   | 24            | -20  | 32   | 2              | 7   | 14  | -55           | 0    | 0    | 3     | 21   |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0    | 0    | 0              | 0   | 0   | 0             | 0    | 0    | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 147 | 234 | 375           | 199  | 1436 | 209            | 368 | 678 | 195           | 74   | 1281 | 157   | 5353 |
| Alt C - Existing + Project Conditions   |                                           | 144 | 228 | 369           | 189  | 1375 | 199            | 357 | 666 | 184           | 56   | 1182 | 151   | 5100 |

Intersection Number: **28**  
 Trafix Node Number: 3120  
 Intersection Name: Pearl Avenue & Capitol Expressway\*  
 Peak Hour: AM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 220            | 135 | 163 | 331           | 1705 | 273 | 218            | 297 | 392 | 77            | 594 | 132 | 4537  |
| Existing Conditions (with couplets)       | 220            | 135 | 163 | 331           | 1705 | 273 | 218            | 297 | 392 | 77            | 594 | 132 | 4537  |
|                                           | ATI            | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Background Conditions                     | 220            | 135 | 163 | 331           | 1705 | 273 | 218            | 297 | 392 | 77            | 594 | 132 | 4537  |
| No Project                                | 0              | 80  | 132 | 193           | 1840 | 494 | 238            | 222 | 684 | 63            | 463 | 16  | 4425  |
| Project - Alt C                           | 0              | 96  | 138 | 275           | 1976 | 495 | 241            | 360 | 590 | 64            | 481 | 63  | 4779  |
| Changes in Traffic due to project - Alt C | 0              | 16  | 6   | 82            | 136  | 1   | 3              | 138 | -94 | 1             | 18  | 47  | 354   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 220            | 151 | 169 | 413           | 1841 | 274 | 221            | 435 | 298 | 78            | 612 | 179 | 4891  |
| Alt C - Existing + Project Conditions     | 220            | 151 | 169 | 413           | 1841 | 274 | 221            | 435 | 298 | 78            | 612 | 179 | 4891  |

Intersection Number: **29**  
 Trafix Node Number: 5713  
 Intersection Name: SR-87 & Capitol Expressway\*  
 Peak Hour: AM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |    |     |               |      |     |                |    |    |               |     |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|-----|----------------|----|----|---------------|-----|----|-------|
|                                           | North Approach |    |     | East Approach |      |     | South Approach |    |    | West Approach |     |    |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT  | RT             | TH | LT | RT            | TH  | LT |       |
| Existing Conditions                       | 575            | 1  | 609 | 0             | 1914 | 912 | 0              | 0  | 0  | 314           | 727 | 0  | 5052  |
| Existing Conditions (with couplets)       | 575            | 1  | 609 | 0             | 1914 | 912 | 0              | 0  | 0  | 314           | 727 | 0  | 5052  |
| ATI                                       | 0              | 0  | 0   | 0             | 0    | 0   | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Background Conditions                     | 575            | 1  | 609 | 0             | 1914 | 912 | 0              | 0  | 0  | 314           | 727 | 0  | 5052  |
| No Project                                | 354            | 0  | 619 | 0             | 2175 | 914 | 0              | 0  | 0  | 267           | 566 | 0  | 4895  |
| Project - Alt C                           | 339            | 0  | 609 | 0             | 2407 | 923 | 0              | 0  | 0  | 273           | 587 | 0  | 5138  |
| Changes in Traffic due to project - Alt C | -15            | 0  | -10 | 0             | 232  | 9   | 0              | 0  | 0  | 6             | 21  | 0  | 243   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0   | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 560            | 1  | 599 | 0             | 2146 | 921 | 0              | 0  | 0  | 320           | 748 | 0  | 5295  |
| Alt C - Existing + Project Conditions     | 560            | 1  | 599 | 0             | 2146 | 921 | 0              | 0  | 0  | 320           | 748 | 0  | 5295  |

Intersection Number: **30**  
 Trafix Node Number: 5711  
 Intersection Name: Narvaez Avenue & Capitol Expressway\*  
 Peak Hour: AM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 199            | 32 | 142 | 322           | 2373 | 79 | 59             | 154 | 200 | 107           | 1074 | 121 | 4862  |
| Existing Conditions (with couplets)       | 199            | 32 | 142 | 322           | 2373 | 79 | 59             | 154 | 200 | 107           | 1074 | 121 | 4862  |
|                                           | ATI            | 0  | 0   | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Background Conditions                     | 199            | 32 | 142 | 322           | 2373 | 79 | 59             | 154 | 200 | 107           | 1074 | 121 | 4862  |
| No Project                                | 27             | 15 | 552 | 428           | 2878 | 9  | 13             | 159 | 183 | 148           | 1005 | 32  | 5449  |
| Project - Alt C                           | 17             | 14 | 555 | 439           | 3128 | 9  | 13             | 153 | 185 | 146           | 1021 | 30  | 5710  |
| Changes in Traffic due to project - Alt C | -10            | -1 | 3   | 11            | 250  | 0  | 0              | -6  | 2   | -2            | 16   | -2  | 261   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 189            | 31 | 145 | 333           | 2623 | 79 | 59             | 148 | 202 | 105           | 1090 | 119 | 5123  |
| Alt C - Existing + Project Conditions     | 189            | 31 | 145 | 333           | 2623 | 79 | 59             | 148 | 202 | 105           | 1090 | 119 | 5123  |

Intersection Number: **31**  
 Traffic Node Number: 5708  
 Intersection Name: Copperfield Drive & Capitol Expressway  
 Peak Hour: AM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |     | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|-----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |     |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 134            | 0  | 70  | 48            | 2390 | 0  | 51             | 0  | 0  | 24            | 1029 | 193 | 3939  |
| Existing Conditions (with couplets)       | 134            | 0  | 70  | 48            | 2390 | 0  | 51             | 0  | 0  | 24            | 1029 | 193 | 3939  |
| ATI                                       | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Background Conditions                     | 134            | 0  | 70  | 48            | 2390 | 0  | 51             | 0  | 0  | 24            | 1029 | 193 | 3939  |
| No Project                                | 328            | 0  | 115 | 217           | 2988 | 0  | 61             | 0  | 0  | 0             | 1249 | 321 | 5279  |
| Project - Alt C                           | 289            | 0  | 112 | 127           | 3288 | 0  | 75             | 0  | 0  | 0             | 1268 | 321 | 5480  |
| Changes in Traffic due to project - Alt C | -39            | 0  | -3  | -90           | 300  | 0  | 14             | 0  | 0  | 0             | 19   | 0   | 201   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 95             | 0  | 67  | 28            | 2690 | 0  | 65             | 0  | 0  | 24            | 1048 | 193 | 4210  |
| Alt C - Existing + Project Conditions     | 95             | 0  | 67  | 28            | 2690 | 0  | 65             | 0  | 0  | 24            | 1048 | 193 | 4210  |

Intersection Number: **32**  
 Traffic Node Number: 5712  
 Intersection Name: Vistapark Drive & Capitol Expressway  
 Peak Hour: AM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |    |    |               |      |     |                |     |     |               |      |    | Total |
|-------------------------------------------|----------------|----|----|---------------|------|-----|----------------|-----|-----|---------------|------|----|-------|
|                                           | North Approach |    |    | East Approach |      |     | South Approach |     |     | West Approach |      |    |       |
|                                           | RT             | TH | LT | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT |       |
| Existing Conditions                       | 31             | 39 | 73 | 61            | 2188 | 115 | 189            | 64  | 219 | 71            | 1109 | 49 | 4208  |
| Existing Conditions (with couplets)       | 31             | 39 | 73 | 61            | 2188 | 115 | 189            | 64  | 219 | 71            | 1109 | 49 | 4208  |
|                                           | ATI            | 0  | 0  | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0  | 0     |
| Background Conditions                     | 31             | 39 | 73 | 61            | 2188 | 115 | 189            | 64  | 219 | 71            | 1109 | 49 | 4208  |
| No Project                                | 0              | 2  | 6  | 73            | 2897 | 99  | 55             | 15  | 308 | 41            | 1381 | 2  | 4879  |
| Project - Alt C                           | 16             | 8  | 10 | 188           | 3074 | 98  | 53             | 70  | 324 | 42            | 1395 | 17 | 5295  |
| Changes in Traffic due to project - Alt C | 16             | 6  | 4  | 115           | 177  | -1  | -2             | 55  | 16  | 1             | 14   | 15 | 416   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 47             | 45 | 77 | 176           | 2365 | 114 | 187            | 119 | 235 | 72            | 1123 | 64 | 4624  |
| Alt C - Existing + Project Conditions     | 47             | 45 | 77 | 176           | 2365 | 114 | 187            | 119 | 235 | 72            | 1123 | 64 | 4624  |

Intersection Number: **33**  
 Traffic Node Number: 5715  
 Intersection Name: Snell Avenue & Capitol Expressway\*  
 Peak Hour: AM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |    |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|----|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |    |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |    |
| Existing Conditions                       | 28             | 153 | 512 | 537           | 1808 | 367 | 556            | 394 | 446 | 131           | 1298 | 152 | 6382  |    |
| Existing Conditions (with couplets)       | 28             | 153 | 512 | 537           | 1808 | 367 | 556            | 394 | 446 | 131           | 1298 | 152 | 6382  |    |
|                                           | ATI            | 0   | 0   | 1             | 0    | 2   | 0              | 17  | 5   | 11            | 2    | 24  | 2     | 64 |
| Background Conditions                     | 28             | 153 | 513 | 537           | 1810 | 367 | 573            | 399 | 457 | 133           | 1322 | 154 | 6446  |    |
| No Project                                | 58             | 38  | 244 | 371           | 2138 | 31  | 713            | 520 | 716 | 105           | 1342 | 85  | 6361  |    |
| Project - Alt C                           | 60             | 64  | 346 | 953           | 2277 | 30  | 702            | 623 | 880 | 102           | 1356 | 103 | 7496  |    |
| Changes in Traffic due to project - Alt C | 2              | 26  | 102 | 582           | 139  | -1  | -11            | 103 | 164 | -3            | 14   | 18  | 1135  |    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |    |
| Alt C - Background + Project Conditions   | 30             | 179 | 615 | 1119          | 1949 | 366 | 562            | 502 | 621 | 130           | 1336 | 172 | 7581  |    |
| Alt C - Existing + Project Conditions     | 30             | 179 | 614 | 1119          | 1947 | 366 | 545            | 497 | 610 | 128           | 1312 | 170 | 7517  |    |

Intersection Number: 34  
 Trafix Node Number: 5720  
 Intersection Name: Senter Road & Capitol Expressway\*  
 Peak Hour: AM  
 Count Date: 04/23/09

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 244            | 523 | 344 | 564           | 1817 | 252 | 291            | 596 | 290 | 189           | 1456 | 376 | 6942  |
| Existing Conditions (with couplets)       | 244            | 523 | 344 | 564           | 1817 | 252 | 291            | 596 | 290 | 189           | 1456 | 376 | 6942  |
|                                           | ATI            | 0   | 17  | 0             | 1    | 5   | 0              | 2   | 20  | 3             | 3    | 40  | 101   |
| Background Conditions                     | 244            | 540 | 344 | 565           | 1822 | 252 | 293            | 616 | 293 | 192           | 1496 | 386 | 7043  |
| No Project                                | 124            | 99  | 319 | 416           | 1812 | 241 | 331            | 793 | 339 | 199           | 1585 | 520 | 6778  |
| Project - Alt C                           | 152            | 99  | 317 | 411           | 2233 | 237 | 346            | 787 | 399 | 209           | 1642 | 507 | 7339  |
| Changes in Traffic due to project - Alt C | 28             | 0   | -2  | -5            | 421  | -4  | 15             | -6  | 60  | 10            | 57   | -13 | 561   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 272            | 540 | 342 | 560           | 2243 | 248 | 308            | 610 | 353 | 202           | 1553 | 373 | 7604  |
| Alt C - Existing + Project Conditions     | 272            | 523 | 342 | 559           | 2238 | 248 | 306            | 590 | 350 | 199           | 1513 | 363 | 7503  |

Intersection Number: 35  
 Trafix Node Number: 5721  
 Intersection Name: McLaughlin Avenue & Capitol Expressway\*  
 Peak Hour: AM  
 Count Date: 09/26/12

| Scenario:                                 | Movements      |     |     |               |      |      |                |     |     |               |      |      | Total |      |
|-------------------------------------------|----------------|-----|-----|---------------|------|------|----------------|-----|-----|---------------|------|------|-------|------|
|                                           | North Approach |     |     | East Approach |      |      | South Approach |     |     | West Approach |      |      |       |      |
|                                           | RT             | TH  | LT  | RT            | TH   | LT   | RT             | TH  | LT  | RT            | TH   | LT   |       |      |
| Existing Conditions                       | 161            | 167 | 559 | 331           | 2075 | 99   | 91             | 336 | 470 | 39            | 1810 | 347  | 6485  |      |
| Existing Conditions (with couplets)       | 161            | 167 | 559 | 331           | 2075 | 99   | 91             | 336 | 470 | 39            | 1810 | 347  | 6485  |      |
|                                           | ATI            | 1   | 1   | 15            | 12   | 21   | 0              | 2   | 8   | 3             | 1    | 57   | 8     | 129  |
| Background Conditions                     |                | 162 | 168 | 574           | 343  | 2096 | 99             | 93  | 344 | 473           | 40   | 1867 | 355   | 6614 |
| No Project                                |                | 119 | 9   | 213           | 506  | 2214 | 101            | 219 | 122 | 136           | 53   | 1994 | 188   | 5874 |
| Project - Alt C                           |                | 143 | 9   | 214           | 468  | 2582 | 100            | 219 | 123 | 156           | 55   | 2055 | 195   | 6319 |
| Changes in Traffic due to project - Alt C |                | 24  | 0   | 1             | -38  | 368  | -1             | 0   | 1   | 20            | 2    | 61   | 7     | 445  |
| Azores Street Reassignment - Alt C        |                | 0   | 0   | 0             | 0    | 0    | 0              | 0   | 0   | 0             | 0    | 0    | 0     | 0    |
| Alt C - Background + Project Conditions   |                | 186 | 168 | 575           | 305  | 2464 | 98             | 93  | 345 | 493           | 42   | 1928 | 362   | 7059 |
| Alt C - Existing + Project Conditions     |                | 185 | 167 | 560           | 293  | 2443 | 98             | 91  | 337 | 490           | 41   | 1871 | 354   | 6930 |

Intersection Number: 36  
 Trafix Node Number: 3849  
 Intersection Name: Narvaez Avenue & Hillsdale Avenue  
 Peak Hour: AM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |     |    |               |      |      |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|-----|----|---------------|------|------|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |     |    | East Approach |      |      | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH  | LT | RT            | TH   | LT   | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 122            | 115 | 25 | 15            | 634  | 226  | 67             | 18  | 106 | 116           | 221 | 23  | 1688  |
| Existing Conditions (with couplets)       | 122            | 115 | 25 | 15            | 634  | 226  | 67             | 18  | 106 | 116           | 221 | 23  | 1688  |
|                                           | ATI            | 0   | 0  | 0             | 0    | -109 | 0              | 0   | 0   | 0             | -28 | 0   | -137  |
| Background Conditions                     | 122            | 115 | 25 | 15            | 525  | 226  | 67             | 18  | 106 | 116           | 193 | 23  | 1551  |
| No Project                                | 65             | 45  | 2  | 2             | 607  | 363  | 54             | 8   | 61  | 81            | 201 | 19  | 1508  |
| Project - Alt C                           | 55             | 8   | 5  | 13            | 373  | 332  | 264            | 28  | 57  | 81            | 360 | 30  | 1606  |
| Changes in Traffic due to project - Alt C | -10            | -37 | 3  | 11            | -234 | -31  | 210            | 20  | -4  | 0             | 159 | 11  | 98    |
| Azores Street Reassignment - Alt C        | -23            | 0   | 0  | 0             | 23   | 0    | 18             | -18 | 0   | 0             | 14  | -14 | 0     |
| Alt C - Background + Project Conditions   | 122            | 115 | 25 | 15            | 314  | 195  | 295            | 18  | 102 | 116           | 366 | 23  | 1706  |
| Alt C - Existing + Project Conditions     | 122            | 115 | 25 | 15            | 423  | 195  | 295            | 18  | 102 | 116           | 394 | 23  | 1843  |



Intersection Number: **37**  
 Trafix Node Number: 3587  
 Intersection Name: Pearl Avenue & Hillsdale Avenue  
 Peak Hour: AM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |     |     |               |    |     |                |     |    |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|-----|----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |     |    | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH  | LT | RT            | TH | LT |       |
| Existing Conditions                       | 2              | 190 | 221 | 677           | 0  | 317 | 283            | 370 | 11 | 0             | 0  | 0  | 2071  |
| Existing Conditions (with couplets)       | 2              | 190 | 221 | 677           | 0  | 317 | 283            | 370 | 11 | 0             | 0  | 0  | 2071  |
| ATI                                       | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Background Conditions                     | 2              | 190 | 221 | 677           | 0  | 317 | 283            | 370 | 11 | 0             | 0  | 0  | 2071  |
| No Project                                | 0              | 90  | 112 | 677           | 0  | 122 | 153            | 278 | 0  | 0             | 0  | 0  | 1432  |
| Project - Alt C                           | 0              | 90  | 184 | 405           | 0  | 144 | 234            | 464 | 0  | 0             | 0  | 0  | 1521  |
| Changes in Traffic due to project - Alt C | 0              | 0   | 72  | -272          | 0  | 22  | 81             | 186 | 0  | 0             | 0  | 0  | 89    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 2              | 190 | 293 | 405           | 0  | 339 | 364            | 556 | 11 | 0             | 0  | 0  | 2160  |
| Alt C - Existing + Project Conditions     | 2              | 190 | 293 | 405           | 0  | 339 | 364            | 556 | 11 | 0             | 0  | 0  | 2160  |

Intersection Number: **38**  
 Trafix Node Number: 3208  
 Intersection Name: Narvaez Avenue & SR-87  
 Peak Hour: AM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |     |    |               |    |    |                |     |     |               |    |     | Total |
|-------------------------------------------|----------------|-----|----|---------------|----|----|----------------|-----|-----|---------------|----|-----|-------|
|                                           | North Approach |     |    | East Approach |    |    | South Approach |     |     | West Approach |    |     |       |
|                                           | RT             | TH  | LT | RT            | TH | LT | RT             | TH  | LT  | RT            | TH | LT  |       |
| Existing Conditions                       | 339            | 138 | 0  | 0             | 0  | 0  | 0              | 126 | 558 | 257           | 0  | 103 | 1521  |
| Existing Conditions (with couplets)       | 339            | 138 | 0  | 0             | 0  | 0  | 0              | 126 | 558 | 257           | 0  | 103 | 1521  |
| ATI                                       | 0              | 0   | 0  | 0             | 0  | 0  | 0              | 0   | 0   | 0             | 0  | 0   | 0     |
| Background Conditions                     | 339            | 138 | 0  | 0             | 0  | 0  | 0              | 126 | 558 | 257           | 0  | 103 | 1521  |
| No Project                                | 474            | 15  | 0  | 0             | 0  | 0  | 0              | 2   | 617 | 579           | 0  | 121 | 1808  |
| Project - Alt C                           | 409            | 12  | 0  | 0             | 0  | 0  | 0              | 2   | 620 | 575           | 0  | 347 | 1965  |
| Changes in Traffic due to project - Alt C | -65            | -3  | 0  | 0             | 0  | 0  | 0              | 0   | 3   | -4            | 0  | 226 | 157   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0  | 0  | 0              | 0   | 0   | 0             | 0  | 0   | 0     |
| Alt C - Background + Project Conditions   | 274            | 135 | 0  | 0             | 0  | 0  | 0              | 126 | 561 | 253           | 0  | 329 | 1678  |
| Alt C - Existing + Project Conditions     | 274            | 135 | 0  | 0             | 0  | 0  | 0              | 126 | 561 | 253           | 0  | 329 | 1678  |

Intersection Number: **39**  
 Trafix Node Number: 3956  
 Intersection Name: Vistapark Drive & Hillsdale Avenue  
 Peak Hour: AM  
 Count Date: 09/12/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |     |               |     |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|-----|---------------|-----|----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |     | West Approach |     |    |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 36             | 40 | 39  | 23            | 411  | 20 | 59             | 11 | 108 | 45            | 266 | 8  | 1066  |
| Existing Conditions (with couplets)       | 36             | 40 | 39  | 23            | 411  | 20 | 59             | 11 | 108 | 45            | 266 | 8  | 1066  |
| ATI                                       | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0   | 0             | 0   | 0  | 0     |
| Background Conditions                     | 36             | 40 | 39  | 23            | 411  | 20 | 59             | 11 | 108 | 45            | 266 | 8  | 1066  |
| No Project                                | 0              | 7  | 24  | 12            | 804  | 7  | 5              | 4  | 46  | 26            | 161 | 0  | 1096  |
| Project - Alt C                           | 39             | 36 | 96  | 84            | 453  | 16 | 50             | 62 | 96  | 25            | 488 | 43 | 1488  |
| Changes in Traffic due to project - Alt C | 39             | 29 | 72  | 72            | -351 | 9  | 45             | 58 | 50  | -1            | 327 | 43 | 392   |
| Azores Street Reassignment - Alt C        | 23             | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0   | 0             | 0   | 32 | 55    |
| Alt C - Background + Project Conditions   | 98             | 69 | 111 | 95            | 60   | 29 | 104            | 69 | 158 | 44            | 593 | 83 | 1513  |
| Alt C - Existing + Project Conditions     | 98             | 69 | 111 | 95            | 60   | 29 | 104            | 69 | 158 | 44            | 593 | 83 | 1513  |

Intersection Number: 40  
 Trafix Node Number: 3256  
 Intersection Name: Almaden Expressway & Curtner Avenue (E)  
 Peak Hour: AM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 0              | 0  | 0  | 0             | 1111 | 12 | 371            | 0  | 10 | 81            | 880  | 0  | 2465  |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 0             | 1111 | 12 | 371            | 0  | 10 | 81            | 880  | 0  | 2465  |
| ATI                                       | 0              | 0  | 0  | 0             | 16   | 0  | 0              | 0  | 0  | 0             | 9    | 0  | 25    |
| Background Conditions                     | 0              | 0  | 0  | 0             | 1127 | 12 | 371            | 0  | 10 | 81            | 889  | 0  | 2490  |
| No Project                                | 0              | 0  | 0  | 0             | 1108 | 0  | 422            | 0  | 1  | 74            | 949  | 0  | 2554  |
| Project - Alt C                           | 0              | 0  | 0  | 0             | 1155 | 0  | 364            | 0  | 0  | 75            | 1116 | 0  | 2710  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 0             | 47   | 0  | -58            | 0  | -1 | 1             | 167  | 0  | 156   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 0             | 1174 | 12 | 313            | 0  | 9  | 82            | 1056 | 0  | 2646  |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 0             | 1158 | 12 | 313            | 0  | 9  | 82            | 1047 | 0  | 2621  |

Intersection Number: 41  
 Trafix Node Number: 4106  
 Intersection Name: Almaden Expressway & Curtner Avenue (W)  
 Peak Hour: AM  
 Count Date: 09/20/12

| Scenario:                               | Movements                                 |     |     |               |      |      |                |    |    |               |     |    | Total |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|------|------|----------------|----|----|---------------|-----|----|-------|
|                                         | North Approach                            |     |     | East Approach |      |      | South Approach |    |    | West Approach |     |    |       |
|                                         | RT                                        | TH  | LT  | RT            | TH   | LT   | RT             | TH | LT | RT            | TH  | LT |       |
| Existing Conditions                     | 150                                       | 0   | 108 | 139           | 956  | 0    | 0              | 0  | 0  | 0             | 845 | 0  | 2198  |
| Existing Conditions (with couplets)     | 150                                       | 0   | 108 | 139           | 956  | 0    | 0              | 0  | 0  | 0             | 845 | 0  | 2198  |
|                                         | ATI                                       | 0   | 0   | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Background Conditions                   | 150                                       | 0   | 108 | 139           | 956  | 0    | 0              | 0  | 0  | 0             | 845 | 0  | 2198  |
|                                         | No Project                                | 239 | 0   | 345           | 141  | 968  | 0              | 0  | 0  | 0             | 677 | 0  | 2370  |
|                                         | Project - Alt C                           | 227 | 0   | 410           | 127  | 1029 | 0              | 0  | 0  | 0             | 780 | 0  | 2573  |
|                                         | Changes in Traffic due to project - Alt C | -12 | 0   | 65            | -14  | 61   | 0              | 0  | 0  | 0             | 103 | 0  | 203   |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions | 138                                       | 0   | 173 | 125           | 1017 | 0    | 0              | 0  | 0  | 0             | 948 | 0  | 2401  |
| Alt C - Existing + Project Conditions   | 138                                       | 0   | 173 | 125           | 1017 | 0    | 0              | 0  | 0  | 0             | 948 | 0  | 2401  |

Intersection Number: 42  
 Trafix Node Number: 3616  
 Intersection Name: 2nd Street & Keyes Street  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                               | Movements                                 |    |    |               |     |     |                |     |     |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|----|----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|------|
|                                         | North Approach                            |    |    | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |      |
|                                         | RT                                        | TH | LT | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 14                                        | 84 | 32 | 0             | 424 | 72  | 0              | 0   | 0   | 5             | 209 | 0   | 840   |      |
| Existing Conditions (with couplets)     | 12                                        | 79 | 26 | 166           | 390 | 165 | 43             | 474 | 6   | 5             | 227 | 34  | 1627  |      |
|                                         | ATI                                       | -1 | 0  | 7             | 44  | -5  | 40             | 11  | 127 | 1             | -1  | 14  | 9     | 246  |
| Background Conditions                   |                                           | 11 | 79 | 33            | 210 | 385 | 205            | 54  | 601 | 7             | 4   | 241 | 43    | 1873 |
|                                         | No Project                                | 5  | 17 | 3             | 0   | 617 | 157            | 0   | 0   | 0             | 0   | 369 | 0     | 1168 |
|                                         | Project - Alt C                           | 8  | 19 | 4             | 0   | 680 | 150            | 0   | 0   | 0             | 0   | 421 | 0     | 1282 |
|                                         | Changes in Traffic due to project - Alt C | 3  | 2  | 1             | 0   | 63  | -7             | 0   | 0   | 0             | 0   | 52  | 0     | 114  |
|                                         | Azores Street Reassignment - Alt C        | 0  | 0  | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 14 | 81 | 34            | 210 | 448 | 198            | 54  | 601 | 7             | 4   | 293 | 43    | 1987 |
| Alt C - Existing + Project Conditions   |                                           | 17 | 86 | 33            | 0   | 487 | 65             | 0   | 0   | 0             | 5   | 261 | 0     | 954  |

Intersection Number: 43  
 Traffic Node Number: 3620  
 Intersection Name: 3rd Street & Keyes Street  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |    |               |     |     |                |     |      |               |     |     | Total |      |
|-------------------------------------------|----------------|-----|----|---------------|-----|-----|----------------|-----|------|---------------|-----|-----|-------|------|
|                                           | North Approach |     |    | East Approach |     |     | South Approach |     |      | West Approach |     |     |       |      |
|                                           | RT             | TH  | LT | RT            | TH  | LT  | RT             | TH  | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                       | 0              | 0   | 0  | 172           | 486 | 0   | 128            | 822 | 14   | 0             | 201 | 29  | 1852  |      |
| Existing Conditions (with couplets)       | 85             | 4   | 25 | 167           | 522 | 1   | 44             | 475 | 6    | 1             | 200 | 34  | 1564  |      |
|                                           | ATI            | 23  | 1  | 6             | -2  | 45  | 0              | -2  | -107 | 0             | 0   | 24  | -1    | -13  |
| Background Conditions                     |                | 108 | 5  | 31            | 165 | 567 | 1              | 42  | 368  | 6             | 1   | 224 | 33    | 1551 |
| No Project                                |                | 0   | 0  | 0             | 379 | 700 | 0              | 322 | 1117 | 74            | 0   | 158 | 213   | 2963 |
| Project - Alt C                           |                | 0   | 0  | 0             | 359 | 739 | 0              | 247 | 1147 | 91            | 0   | 195 | 229   | 3007 |
| Changes in Traffic due to project - Alt C |                | 0   | 0  | 0             | -20 | 39  | 0              | -75 | 30   | 17            | 0   | 37  | 16    | 44   |
| Azores Street Reassignment - Alt C        |                | 0   | 0  | 0             | 0   | 0   | 0              | 0   | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions   |                | 108 | 5  | 31            | 145 | 606 | 1              | 32  | 398  | 23            | 1   | 261 | 49    | 1660 |
| Alt C - Existing + Project Conditions     |                | 0   | 0  | 0             | 152 | 525 | 0              | 118 | 852  | 31            | 0   | 238 | 45    | 1961 |

Intersection Number: 44  
 Traffic Node Number: 3618  
 Intersection Name: 7th Street & Keyes Street  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |     |               |     |     | Total |      |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |      |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                       | 44             | 295 | 39  | 65            | 620 | 69  | 38             | 276 | 24  | 20            | 264 | 66  | 1820  |      |
| Existing Conditions (with couplets)       | 44             | 295 | 39  | 65            | 620 | 69  | 38             | 276 | 24  | 20            | 264 | 66  | 1820  |      |
|                                           | ATI            | 13  | 41  | 2             | 8   | 84  | 13             | 10  | 31  | 11            | 20  | 61  | 4     | 298  |
| Background Conditions                     |                | 57  | 336 | 41            | 73  | 704 | 82             | 48  | 307 | 35            | 40  | 325 | 70    | 2118 |
| No Project                                |                | 28  | 20  | 9             | 71  | 855 | 5              | 13  | 269 | 196           | 0   | 263 | 217   | 1946 |
| Project - Alt C                           |                | 30  | 19  | 8             | 74  | 845 | 8              | 9   | 263 | 223           | 0   | 210 | 232   | 1921 |
| Changes in Traffic due to project - Alt C |                | 2   | -1  | -1            | 3   | -10 | 3              | -4  | -6  | 27            | 0   | -53 | 15    | -25  |
| Azores Street Reassignment - Alt C        |                | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions   |                | 59  | 335 | 40            | 76  | 694 | 85             | 44  | 301 | 62            | 40  | 272 | 85    | 2093 |
| Alt C - Existing + Project Conditions     |                | 46  | 294 | 38            | 68  | 610 | 72             | 34  | 270 | 51            | 20  | 211 | 81    | 1795 |

Intersection Number: 45  
 Traffic Node Number: 3619  
 Intersection Name: 10th Street & Keyes Street  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |     |               |     |    |                |    |    |               |     |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|----|----------------|----|----|---------------|-----|----|-------|
|                                           | North Approach |     |     | East Approach |     |    | South Approach |    |    | West Approach |     |    |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT | RT             | TH | LT | RT            | TH  | LT |       |
| Existing Conditions                       | 67             | 552 | 381 | 0             | 686 | 17 | 0              | 0  | 0  | 17            | 347 | 0  | 2067  |
| Existing Conditions (with couplets)       | 67             | 552 | 381 | 0             | 686 | 17 | 0              | 0  | 0  | 17            | 347 | 0  | 2067  |
| ATI                                       | 17             | 48  | 28  | 0             | 70  | 12 | 0              | 0  | 0  | 0             | 48  | 0  | 223   |
| Background Conditions                     | 84             | 600 | 409 | 0             | 756 | 29 | 0              | 0  | 0  | 17            | 395 | 0  | 2290  |
| No Project                                | 189            | 251 | 334 | 0             | 637 | 16 | 0              | 0  | 0  | 5             | 333 | 0  | 1765  |
| Project - Alt C                           | 167            | 291 | 343 | 0             | 650 | 13 | 0              | 0  | 0  | 5             | 274 | 0  | 1743  |
| Changes in Traffic due to project - Alt C | -22            | 40  | 9   | 0             | 13  | -3 | 0              | 0  | 0  | 0             | -59 | 0  | -22   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 62             | 640 | 418 | 0             | 769 | 26 | 0              | 0  | 0  | 17            | 336 | 0  | 2268  |
| Alt C - Existing + Project Conditions     | 45             | 592 | 390 | 0             | 699 | 14 | 0              | 0  | 0  | 17            | 288 | 0  | 2045  |

Intersection Number: **46**  
 Traffic Node Number: 3472  
 Intersection Name: 11th Street & Keyes Street  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                               | Movements                                 |    |    |               |      |     |                |     |     |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|----|----|---------------|------|-----|----------------|-----|-----|---------------|-----|-----|-------|------|
|                                         | North Approach                            |    |    | East Approach |      |     | South Approach |     |     | West Approach |     |     |       |      |
|                                         | RT                                        | TH | LT | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 0                                         | 0  | 0  | 1017          | 709  | 0   | 20             | 615 | 26  | 0             | 611 | 120 | 3118  |      |
| Existing Conditions (with couplets)     | 0                                         | 0  | 0  | 1017          | 709  | 0   | 20             | 615 | 26  | 0             | 611 | 120 | 3118  |      |
|                                         | ATI                                       | 0  | 0  | 0             | 31   | 84  | 0              | 4   | 42  | 1             | 0   | 123 | 17    | 302  |
| Background Conditions                   |                                           | 0  | 0  | 0             | 1048 | 793 | 0              | 24  | 657 | 27            | 0   | 734 | 137   | 3420 |
|                                         | No Project                                | 0  | 0  | 0             | 1211 | 612 | 0              | 16  | 243 | 42            | 0   | 400 | 267   | 2791 |
|                                         | Project - Alt C                           | 0  | 0  | 0             | 1221 | 596 | 0              | 31  | 281 | 67            | 0   | 407 | 210   | 2813 |
|                                         | Changes in Traffic due to project - Alt C | 0  | 0  | 0             | 10   | -16 | 0              | 15  | 38  | 25            | 0   | 7   | -57   | 22   |
|                                         | Azores Street Reassignment - Alt C        | 0  | 0  | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 0  | 0  | 0             | 1058 | 777 | 0              | 39  | 695 | 52            | 0   | 741 | 80    | 3442 |
| Alt C - Existing + Project Conditions   |                                           | 0  | 0  | 0             | 1027 | 693 | 0              | 35  | 653 | 51            | 0   | 618 | 63    | 3140 |

Intersection Number: **47**  
 Traffic Node Number: 3654  
 Intersection Name: Lincoln Avenue & Willow Street  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |    |               |     |    |                |      |    |               |     |     | Total |    |
|-------------------------------------------|----------------|-----|----|---------------|-----|----|----------------|------|----|---------------|-----|-----|-------|----|
|                                           | North Approach |     |    | East Approach |     |    | South Approach |      |    | West Approach |     |     |       |    |
|                                           | RT             | TH  | LT | RT            | TH  | LT | RT             | TH   | LT | RT            | TH  | LT  |       |    |
| Existing Conditions                       | 89             | 268 | 69 | 87            | 154 | 86 | 66             | 864  | 71 | 40            | 166 | 141 | 2101  |    |
| Existing Conditions (with couplets)       | 89             | 268 | 69 | 87            | 154 | 86 | 66             | 864  | 71 | 40            | 166 | 141 | 2101  |    |
|                                           | ATI            | 0   | 2  | 0             | 1   | 2  | 0              | 0    | 10 | 0             | 0   | 1   | 1     | 17 |
| Background Conditions                     | 89             | 270 | 69 | 88            | 156 | 86 | 66             | 874  | 71 | 40            | 167 | 142 | 2118  |    |
| No Project                                | 28             | 73  | 84 | 141           | 203 | 5  | 100            | 1003 | 0  | 0             | 206 | 70  | 1913  |    |
| Project - Alt C                           | 29             | 83  | 85 | 136           | 217 | 5  | 103            | 1017 | 0  | 0             | 207 | 70  | 1952  |    |
| Changes in Traffic due to project - Alt C | 1              | 10  | 1  | -5            | 14  | 0  | 3              | 14   | 0  | 0             | 1   | 0   | 39    |    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0   | 0  | 0              | 0    | 0  | 0             | 0   | 0   | 0     |    |
| Alt C - Background + Project Conditions   | 90             | 280 | 70 | 83            | 170 | 86 | 69             | 888  | 71 | 40            | 168 | 142 | 2157  |    |
| Alt C - Existing + Project Conditions     | 90             | 278 | 70 | 82            | 168 | 86 | 69             | 878  | 71 | 40            | 167 | 141 | 2140  |    |

Intersection Number: **48**  
 Traffic Node Number: 3650  
 Intersection Name: Lincoln Avenue & Minnesota Avenue  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |    |               |     |     |                |     |     |               |     |     | Total |    |
|-------------------------------------------|----------------|-----|----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|----|
|                                           | North Approach |     |    | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |    |
|                                           | RT             | TH  | LT | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |    |
| Existing Conditions                       | 46             | 252 | 43 | 67            | 271 | 147 | 201            | 892 | 124 | 101           | 260 | 133 | 2537  |    |
| Existing Conditions (with couplets)       | 46             | 252 | 43 | 67            | 271 | 147 | 201            | 892 | 124 | 101           | 260 | 133 | 2537  |    |
|                                           | ATI            | 0   | 2  | 0             | 1   | 2   | 0              | 1   | 11  | 1             | 0   | 1   | 0     | 19 |
| Background Conditions                     | 46             | 254 | 43 | 68            | 273 | 147 | 202            | 903 | 125 | 101           | 261 | 133 | 2556  |    |
| No Project                                | 5              | 59  | 14 | 88            | 364 | 39  | 33             | 953 | 92  | 37            | 136 | 62  | 1882  |    |
| Project - Alt C                           | 6              | 68  | 14 | 104           | 392 | 40  | 33             | 955 | 93  | 43            | 143 | 61  | 1952  |    |
| Changes in Traffic due to project - Alt C | 1              | 9   | 0  | 16            | 28  | 1   | 0              | 2   | 1   | 6             | 7   | -1  | 70    |    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |    |
| Alt C - Background + Project Conditions   | 47             | 263 | 43 | 84            | 301 | 148 | 202            | 905 | 126 | 107           | 268 | 132 | 2626  |    |
| Alt C - Existing + Project Conditions     | 47             | 261 | 43 | 83            | 299 | 148 | 201            | 894 | 125 | 107           | 267 | 132 | 2607  |    |

Intersection Number: 49  
 Traffic Node Number: 3568  
 Intersection Name: Meridian Avenue & Hamilton Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |     |    |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |     |     | East Approach |     |    | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 289            | 366 | 103 | 133           | 564 | 55 | 19             | 1239 | 520 | 155           | 276 | 199 | 3918  |
| Existing Conditions (with couplets)       | 289            | 366 | 103 | 133           | 564 | 55 | 19             | 1239 | 520 | 155           | 276 | 199 | 3918  |
|                                           | ATI            | 0   | 0   | 0             | 0   | 0  | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Background Conditions                     | 289            | 366 | 103 | 133           | 564 | 55 | 19             | 1239 | 520 | 155           | 276 | 199 | 3918  |
| No Project                                | 237            | 294 | 185 | 65            | 822 | 49 | 44             | 990  | 773 | 117           | 397 | 196 | 4169  |
| Project - Alt C                           | 248            | 310 | 184 | 75            | 812 | 49 | 41             | 964  | 783 | 121           | 440 | 191 | 4218  |
| Changes in Traffic due to project - Alt C | 11             | 16  | -1  | 10            | -10 | 0  | -3             | -26  | 10  | 4             | 43  | -5  | 49    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0  | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 300            | 382 | 102 | 143           | 554 | 55 | 16             | 1213 | 530 | 159           | 319 | 194 | 3967  |
| Alt C - Existing + Project Conditions     | 300            | 382 | 102 | 143           | 554 | 55 | 16             | 1213 | 530 | 159           | 319 | 194 | 3967  |

Intersection Number: 50  
 Traffic Node Number: 4083  
 Intersection Name: US 101 (W) & Tully Road  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 589            | 0  | 633 | 251           | 1364 | 0  | 0              | 0  | 0  | 263           | 1497 | 0  | 4597  |
| Existing Conditions (with couplets)       | 589            | 0  | 633 | 251           | 1364 | 0  | 0              | 0  | 0  | 263           | 1497 | 0  | 4597  |
| ATI                                       | 0              | 0  | 18  | 0             | 20   | 0  | 0              | 0  | 0  | 0             | 26   | 0  | 64    |
| Background Conditions                     | 589            | 0  | 651 | 251           | 1384 | 0  | 0              | 0  | 0  | 263           | 1523 | 0  | 4661  |
| No Project                                | 465            | 0  | 857 | 202           | 1236 | 0  | 0              | 0  | 0  | 419           | 1082 | 0  | 4261  |
| Project - Alt C                           | 474            | 0  | 854 | 232           | 1240 | 0  | 0              | 0  | 0  | 424           | 1108 | 0  | 4332  |
| Changes in Traffic due to project - Alt C | 9              | 0  | -3  | 30            | 4    | 0  | 0              | 0  | 0  | 5             | 26   | 0  | 71    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 598            | 0  | 648 | 281           | 1388 | 0  | 0              | 0  | 0  | 268           | 1549 | 0  | 4732  |
| Alt C - Existing + Project Conditions     | 598            | 0  | 630 | 281           | 1368 | 0  | 0              | 0  | 0  | 268           | 1523 | 0  | 4668  |

Intersection Number: 51  
 Traffic Node Number: 4082  
 Intersection Name: US 101 (E) & Tully Road  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |     |               |      |    | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|-----|---------------|------|----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |     | West Approach |      |    |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT  | RT            | TH   | LT |       |
| Existing Conditions                       | 0              | 0  | 0  | 1407          | 1378 | 0  | 136            | 0  | 215 | 629           | 1474 | 0  | 5239  |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 1407          | 1378 | 0  | 136            | 0  | 215 | 629           | 1474 | 0  | 5239  |
| ATI                                       | 0              | 0  | 0  | 20            | 21   | 0  | 0              | 0  | 0   | 0             | 51   | 0  | 92    |
| Background Conditions                     | 0              | 0  | 0  | 1427          | 1399 | 0  | 136            | 0  | 215 | 629           | 1525 | 0  | 5331  |
| No Project                                | 0              | 0  | 0  | 855           | 1724 | 0  | 95             | 0  | 33  | 815           | 1443 | 0  | 4965  |
| Project - Alt C                           | 0              | 0  | 0  | 857           | 1760 | 0  | 93             | 0  | 31  | 831           | 1449 | 0  | 5021  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 2             | 36   | 0  | -2             | 0  | -2  | 16            | 6    | 0  | 56    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0   | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 1429          | 1435 | 0  | 134            | 0  | 213 | 645           | 1531 | 0  | 5387  |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 1409          | 1414 | 0  | 134            | 0  | 213 | 645           | 1480 | 0  | 5295  |

Intersection Number: **52**  
 Traffic Node Number: 3261  
 Intersection Name: Alvin Avenue & Tully Road  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |    |    |               |      |     |                |    |     |               |      |     | Total |     |
|-------------------------------------------|----------------|----|----|---------------|------|-----|----------------|----|-----|---------------|------|-----|-------|-----|
|                                           | North Approach |    |    | East Approach |      |     | South Approach |    |     | West Approach |      |     |       |     |
|                                           | RT             | TH | LT | RT            | TH   | LT  | RT             | TH | LT  | RT            | TH   | LT  |       |     |
| Existing Conditions                       | 373            | 40 | 30 | 1             | 1648 | 34  | 56             | 19 | 656 | 491           | 944  | 202 | 4494  |     |
| Existing Conditions (with couplets)       | 373            | 40 | 30 | 1             | 1648 | 34  | 56             | 19 | 656 | 491           | 944  | 202 | 4494  |     |
|                                           | ATI            | 0  | 0  | 0             | 0    | 145 | 0              | 2  | 1   | 0             | 0    | 245 | 0     | 393 |
| Background Conditions                     | 373            | 40 | 30 | 1             | 1793 | 34  | 58             | 20 | 656 | 491           | 1189 | 202 | 4887  |     |
| No Project                                | 149            | 4  | 0  | 1             | 2159 | 0   | 0              | 4  | 272 | 186           | 1249 | 103 | 4127  |     |
| Project - Alt C                           | 143            | 4  | 0  | 2             | 2197 | 0   | 0              | 4  | 277 | 184           | 1255 | 104 | 4170  |     |
| Changes in Traffic due to project - Alt C | -6             | 0  | 0  | 1             | 38   | 0   | 0              | 0  | 5   | -2            | 6    | 1   | 43    |     |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0   | 0              | 0  | 0   | 0             | 0    | 0   | 0     |     |
| Alt C - Background + Project Conditions   | 367            | 40 | 30 | 2             | 1831 | 34  | 58             | 20 | 661 | 489           | 1195 | 203 | 4930  |     |
| Alt C - Existing + Project Conditions     | 367            | 40 | 30 | 2             | 1686 | 34  | 56             | 19 | 661 | 489           | 950  | 203 | 4537  |     |

Intersection Number: **53**  
 Traffic Node Number: 3105  
 Intersection Name: King Road & Tully Road\*  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |     |     | Total |     |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|-----|-----|-------|-----|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |     |     |       |     |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |     |
| Existing Conditions                       | 247            | 299 | 127 | 100           | 1057 | 222 | 143            | 624 | 410 | 88            | 661 | 246 | 4224  |     |
| Existing Conditions (with couplets)       | 247            | 299 | 127 | 100           | 1057 | 222 | 143            | 624 | 410 | 88            | 661 | 246 | 4224  |     |
|                                           | ATI            | -1  | 98  | 117           | 58   | 138 | 1              | 4   | 33  | 11            | 95  | 165 | 7     | 726 |
| Background Conditions                     | 246            | 397 | 244 | 158           | 1195 | 223 | 147            | 657 | 421 | 183           | 826 | 253 | 4950  |     |
| No Project                                | 278            | 222 | 79  | 247           | 1242 | 62  | 95             | 644 | 640 | 202           | 852 | 196 | 4759  |     |
| Project - Alt C                           | 285            | 224 | 77  | 223           | 1219 | 64  | 88             | 646 | 695 | 200           | 851 | 203 | 4775  |     |
| Changes in Traffic due to project - Alt C | 7              | 2   | -2  | -24           | -23  | 2   | -7             | 2   | 55  | -2            | -1  | 7   | 16    |     |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |     |
| Alt C - Background + Project Conditions   | 253            | 399 | 242 | 134           | 1172 | 225 | 140            | 659 | 476 | 181           | 825 | 260 | 4966  |     |
| Alt C - Existing + Project Conditions     | 254            | 301 | 125 | 76            | 1034 | 224 | 136            | 626 | 465 | 86            | 660 | 253 | 4240  |     |

Intersection Number: **54**  
 Traffic Node Number: 5727  
 Intersection Name: Capitol Expressway & Tully Road\*  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 223            | 719  | 280 | 659           | 653 | 239 | 226            | 1988 | 91  | 34            | 268 | 207 | 5587  |
| Existing Conditions (with couplets)       | 223            | 719  | 280 | 659           | 653 | 239 | 226            | 1988 | 91  | 34            | 268 | 207 | 5587  |
| ATI                                       | 6              | 99   | 93  | 36            | 54  | 65  | 45             | 155  | 12  | 2             | 62  | 6   | 635   |
| Background Conditions                     | 229            | 818  | 373 | 695           | 707 | 304 | 271            | 2143 | 103 | 36            | 330 | 213 | 6222  |
| No Project                                | 200            | 1201 | 119 | 709           | 239 | 178 | 85             | 2710 | 1   | 0             | 96  | 248 | 5786  |
| Project - Alt C                           | 210            | 1234 | 120 | 739           | 242 | 186 | 88             | 2722 | 1   | 0             | 95  | 249 | 5886  |
| Changes in Traffic due to project - Alt C | 10             | 33   | 1   | 30            | 3   | 8   | 3              | 12   | 0   | 0             | -1  | 1   | 100   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 239            | 851  | 374 | 725           | 710 | 312 | 274            | 2155 | 103 | 36            | 329 | 214 | 6322  |
| Alt C - Existing + Project Conditions     | 233            | 752  | 281 | 689           | 656 | 247 | 229            | 2000 | 91  | 34            | 267 | 208 | 5687  |

Intersection Number: **55**  
 Traffic Node Number: 5725  
 Intersection Name: Capitol Expressway & Quimby Road\*  
 Peak Hour: AM  
 Count Date: 04/10/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 38             | 857  | 166 | 566           | 619 | 435 | 552            | 1709 | 231 | 196           | 273 | 33  | 5675  |
| Existing Conditions (with couplets)       | 38             | 857  | 166 | 566           | 619 | 435 | 552            | 1709 | 231 | 196           | 273 | 33  | 5675  |
| ATI                                       | 27             | 144  | 8   | 24            | 167 | 45  | 43             | 175  | 42  | 95            | 205 | 22  | 997   |
| Background Conditions                     | 65             | 1001 | 174 | 590           | 786 | 480 | 595            | 1884 | 273 | 291           | 478 | 55  | 6672  |
| No Project                                | 165            | 857  | 508 | 870           | 709 | 123 | 242            | 1800 | 146 | 46            | 477 | 105 | 6048  |
| Project - Alt C                           | 161            | 896  | 515 | 898           | 660 | 164 | 245            | 1788 | 140 | 47            | 478 | 103 | 6095  |
| Changes in Traffic due to project - Alt C | -4             | 39   | 7   | 28            | -49 | 41  | 3              | -12  | -6  | 1             | 1   | -2  | 47    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 61             | 1040 | 181 | 618           | 737 | 521 | 598            | 1872 | 267 | 292           | 479 | 53  | 6719  |
| Alt C - Existing + Project Conditions     | 34             | 896  | 173 | 594           | 570 | 476 | 555            | 1697 | 225 | 197           | 274 | 31  | 5722  |

Intersection Number: **56**  
 Traffic Node Number: 5735  
 Intersection Name: Capitol Expressway & Nieman Boulevard  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |      |     |               |    |    |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |    | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 1248 | 192 | 744           | 0  | 0  | 64             | 1726 | 0  | 0             | 0  | 0  | 3974  |
| Existing Conditions (with couplets)       | 0              | 1248 | 192 | 744           | 0  | 0  | 64             | 1726 | 0  | 0             | 0  | 0  | 3974  |
| ATI                                       | 0              | 133  | 103 | 134           | 0  | 0  | 0              | 163  | 0  | 0             | 0  | 0  | 533   |
| Background Conditions                     | 0              | 1381 | 295 | 878           | 0  | 0  | 64             | 1889 | 0  | 0             | 0  | 0  | 4507  |
| No Project                                | 0              | 897  | 130 | 599           | 0  | 0  | 124            | 1590 | 0  | 0             | 0  | 0  | 3340  |
| Project - Alt C                           | 0              | 985  | 126 | 598           | 0  | 0  | 125            | 1578 | 0  | 0             | 0  | 0  | 3412  |
| Changes in Traffic due to project - Alt C | 0              | 88   | -4  | -1            | 0  | 0  | 1              | -12  | 0  | 0             | 0  | 0  | 72    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0  | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 1469 | 291 | 877           | 0  | 0  | 65             | 1877 | 0  | 0             | 0  | 0  | 4579  |
| Alt C - Existing + Project Conditions     | 0              | 1336 | 188 | 743           | 0  | 0  | 65             | 1714 | 0  | 0             | 0  | 0  | 4046  |

Intersection Number: **57**  
 Traffic Node Number: 5724  
 Intersection Name: Capitol Expressway & Aborn Road\*  
 Peak Hour: AM  
 Count Date: 04/10/13

| Scenario:                               | Movements                                 |      |      |               |     |      |                |      |      |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|------|----------------|------|------|---------------|-----|-----|-------|------|
|                                         | North Approach                            |      |      | East Approach |     |      | South Approach |      |      | West Approach |     |     |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT   | RT             | TH   | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 109                                       | 1035 | 251  | 134           | 699 | 1245 | 647            | 1418 | 229  | 54            | 210 | 89  | 6120  |      |
| Existing Conditions (with couplets)     | 109                                       | 1035 | 251  | 134           | 699 | 1245 | 647            | 1418 | 229  | 54            | 210 | 89  | 6120  |      |
|                                         | ATI                                       | 16   | 74   | 129           | 107 | 18   | 10             | 53   | 111  | 1             | 0   | 41  | 9     | 569  |
| Background Conditions                   |                                           | 125  | 1109 | 380           | 241 | 717  | 1255           | 700  | 1529 | 230           | 54  | 251 | 98    | 6689 |
|                                         | No Project                                | 97   | 796  | 4             | 86  | 459  | 2028           | 849  | 1481 | 0             | 0   | 177 | 146   | 6123 |
|                                         | Project - Alt C                           | 100  | 877  | 8             | 71  | 492  | 2012           | 847  | 1481 | 0             | 0   | 178 | 151   | 6217 |
|                                         | Changes in Traffic due to project - Alt C | 3    | 81   | 4             | -15 | 33   | -16            | -2   | 0    | 0             | 0   | 1   | 5     | 94   |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0    | 0              | 0    | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 128  | 1190 | 384           | 226 | 750  | 1239           | 698  | 1529 | 230           | 54  | 252 | 103   | 6783 |
| Alt C - Existing + Project Conditions   |                                           | 112  | 1116 | 255           | 119 | 732  | 1229           | 645  | 1418 | 229           | 54  | 211 | 94    | 6214 |

Intersection Number: **58**  
 Traffic Node Number: 5723  
 Intersection Name: Capitol Expressway & Silver Creek Road\*  
 Peak Hour: AM  
 Count Date: 04/10/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |     |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|-----|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |     |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |     |
| Existing Conditions                       | 17             | 2150 | 104 | 174           | 509 | 359 | 299            | 2023 | 499 | 257           | 325 | 41  | 6757  |     |
| Existing Conditions (with couplets)       | 17             | 2150 | 104 | 174           | 509 | 359 | 299            | 2023 | 499 | 257           | 325 | 41  | 6757  |     |
|                                           | ATI            | 0    | 27  | 0             | 0   | 50  | 7              | 11   | 49  | 3             | 20  | 165 | 13    | 345 |
| Background Conditions                     | 17             | 2177 | 104 | 174           | 559 | 366 | 310            | 2072 | 502 | 277           | 490 | 54  | 7102  |     |
| No Project                                | 0              | 2700 | 124 | 302           | 179 | 866 | 465            | 2028 | 620 | 416           | 104 | 0   | 7804  |     |
| Project - Alt C                           | 0              | 2742 | 146 | 313           | 193 | 866 | 461            | 2015 | 633 | 434           | 111 | 0   | 7914  |     |
| Changes in Traffic due to project - Alt C | 0              | 42   | 22  | 11            | 14  | 0   | -4             | -13  | 13  | 18            | 7   | 0   | 110   |     |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |     |
| Alt C - Background + Project Conditions   | 17             | 2219 | 126 | 185           | 573 | 366 | 306            | 2059 | 515 | 295           | 497 | 54  | 7212  |     |
| Alt C - Existing + Project Conditions     | 17             | 2192 | 126 | 185           | 523 | 359 | 295            | 2010 | 512 | 275           | 332 | 41  | 6867  |     |

Intersection Number: **59**  
 Traffic Node Number: 3109  
 Intersection Name: Monterey Road & Senter Road\*  
 Peak Hour: AM  
 Count Date: 04/10/13

| Scenario:                                 | Movements      |     |     |               |    |     |                |      |     |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|------|-----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |      |     | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT  | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 550 | 137 | 460           | 0  | 290 | 221            | 2237 | 17  | 0             | 0  | 0  | 3912  |
| Existing Conditions (with couplets)       | 0              | 550 | 137 | 460           | 0  | 290 | 221            | 2237 | 17  | 0             | 0  | 0  | 3912  |
|                                           | ATI            | 0   | 345 | 3             | 3  | 0   | 56             | 14   | 102 | 0             | 0  | 0  | 523   |
| Background Conditions                     | 0              | 895 | 140 | 463           | 0  | 346 | 235            | 2339 | 17  | 0             | 0  | 0  | 4435  |
| No Project                                | 0              | 774 | 258 | 522           | 0  | 103 | 105            | 2403 | 0   | 0             | 0  | 0  | 4165  |
| Project - Alt C                           | 0              | 827 | 272 | 523           | 0  | 103 | 106            | 2435 | 0   | 0             | 0  | 0  | 4266  |
| Changes in Traffic due to project - Alt C | 0              | 53  | 14  | 1             | 0  | 0   | 1              | 32   | 0   | 0             | 0  | 0  | 101   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0   | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 948 | 154 | 464           | 0  | 346 | 236            | 2371 | 17  | 0             | 0  | 0  | 4536  |
| Alt C - Existing + Project Conditions     | 0              | 603 | 151 | 461           | 0  | 290 | 222            | 2269 | 17  | 0             | 0  | 0  | 4013  |

Intersection Number: **60**  
 Traffic Node Number: 3110  
 Intersection Name: Monterey Road & Skyway Drive\*  
 Peak Hour: AM  
 Count Date: 04/11/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 135            | 571  | 120 | 286           | 153 | 138 | 240            | 1733 | 61  | 47            | 159 | 243 | 3886  |
| Existing Conditions (with couplets)       | 135            | 571  | 120 | 286           | 153 | 138 | 240            | 1733 | 61  | 47            | 159 | 243 | 3886  |
| ATI                                       | 0              | 776  | 0   | 0             | 0   | 57  | 14             | 190  | 6   | 28            | 0   | 0   | 1071  |
| Background Conditions                     | 135            | 1347 | 120 | 286           | 153 | 195 | 254            | 1923 | 67  | 75            | 159 | 243 | 4957  |
| No Project                                | 224            | 428  | 225 | 429           | 179 | 3   | 2              | 1996 | 107 | 11            | 73  | 84  | 3761  |
| Project - Alt C                           | 226            | 472  | 232 | 418           | 189 | 3   | 2              | 2040 | 182 | 11            | 72  | 82  | 3929  |
| Changes in Traffic due to project - Alt C | 2              | 44   | 7   | -11           | 10  | 0   | 0              | 44   | 75  | 0             | -1  | -2  | 168   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 137            | 1391 | 127 | 275           | 163 | 195 | 254            | 1967 | 142 | 75            | 158 | 241 | 5125  |
| Alt C - Existing + Project Conditions     | 137            | 615  | 127 | 275           | 163 | 138 | 240            | 1777 | 136 | 47            | 158 | 241 | 4054  |



Intersection Number: **61**  
 Trafix Node Number: 3082  
 Intersection Name: Monterey Road & Branham Lane\*  
 Peak Hour: AM  
 Count Date: 04/11/13

| Scenario:                                 | Movements      |      |      |               |     |     |                |      |     |               |     |     | Total |      |
|-------------------------------------------|----------------|------|------|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|------|
|                                           | North Approach |      |      | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |      |
|                                           | RT             | TH   | LT   | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                       | 152            | 450  | 104  | 348           | 363 | 76  | 29             | 1471 | 117 | 105           | 231 | 432 | 3878  |      |
| Existing Conditions (with couplets)       | 152            | 450  | 104  | 348           | 363 | 76  | 29             | 1471 | 117 | 105           | 231 | 432 | 3878  |      |
|                                           | ATI            | 0    | 1690 | 0             | 0   | 0   | 104            | 33   | 534 | 45            | 159 | 0   | 0     | 2565 |
| Background Conditions                     | 152            | 2140 | 104  | 348           | 363 | 180 | 62             | 2005 | 162 | 264           | 231 | 432 | 6443  |      |
| No Project                                | 125            | 317  | 0    | 214           | 301 | 63  | 34             | 1355 | 392 | 149           | 102 | 537 | 3589  |      |
| Project - Alt C                           | 129            | 357  | 0    | 242           | 320 | 64  | 34             | 1441 | 389 | 149           | 102 | 542 | 3769  |      |
| Changes in Traffic due to project - Alt C | 4              | 40   | 0    | 28            | 19  | 1   | 0              | 86   | -3  | 0             | 0   | 5   | 180   |      |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0    | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |      |
| Alt C - Background + Project Conditions   | 156            | 2180 | 104  | 376           | 382 | 181 | 62             | 2091 | 159 | 264           | 231 | 437 | 6623  |      |
| Alt C - Existing + Project Conditions     | 156            | 490  | 104  | 376           | 382 | 77  | 29             | 1557 | 114 | 105           | 231 | 437 | 4058  |      |

Intersection Number: **62**  
 Trafix Node Number: 3462  
 Intersection Name: Monterey Road & Edenview Drive  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |      |      |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|------|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |      | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT   | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 728  | 33   | 113           | 0  | 187 | 105            | 1625 | 6  | 0             | 0  | 0  | 2797  |
| Existing Conditions (with couplets)       | 0              | 728  | 33   | 113           | 0  | 187 | 105            | 1625 | 6  | 0             | 0  | 0  | 2797  |
|                                           | ATI            | 0    | 1618 | 0             | 0  | 0   | 0              | 1635 | 0  | 0             | 0  | 0  | 3253  |
| Background Conditions                     | 0              | 2346 | 33   | 113           | 0  | 187 | 105            | 3260 | 6  | 0             | 0  | 0  | 6050  |
| No Project                                | 0              | 530  | 0    | 0             | 0  | 186 | 74             | 1781 | 0  | 0             | 0  | 0  | 2571  |
| Project - Alt C                           | 0              | 571  | 0    | 0             | 0  | 190 | 75             | 1864 | 0  | 0             | 0  | 0  | 2700  |
| Changes in Traffic due to project - Alt C | 0              | 41   | 0    | 0             | 0  | 4   | 1              | 83   | 0  | 0             | 0  | 0  | 129   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0    | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2387 | 33   | 113           | 0  | 191 | 106            | 3343 | 6  | 0             | 0  | 0  | 6179  |
| Alt C - Existing + Project Conditions     | 0              | 769  | 33   | 113           | 0  | 191 | 106            | 1708 | 6  | 0             | 0  | 0  | 2926  |

Intersection Number: **63**  
 Trafix Node Number: 3402  
 Intersection Name: Monterey Road & Chynoweth Avenue  
 Peak Hour: AM  
 Count Date: 04/10/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 128            | 863  | 103 | 91            | 193 | 383 | 79             | 1089 | 167 | 96            | 202 | 242 | 3636  |
| Existing Conditions (with couplets)       | 128            | 863  | 103 | 91            | 193 | 383 | 79             | 1089 | 167 | 96            | 202 | 242 | 3636  |
| ATI                                       | 0              | 1957 | 0   | 0             | 0   | 98  | 28             | 613  | 40  | 133           | 0   | 0   | 2869  |
| Background Conditions                     | 128            | 2820 | 103 | 91            | 193 | 481 | 107            | 1702 | 207 | 229           | 202 | 242 | 6505  |
| No Project                                | 24             | 539  | 153 | 554           | 166 | 333 | 337            | 1286 | 184 | 201           | 178 | 15  | 3970  |
| Project - Alt C                           | 24             | 581  | 156 | 569           | 167 | 341 | 337            | 1354 | 185 | 205           | 180 | 16  | 4115  |
| Changes in Traffic due to project - Alt C | 0              | 42   | 3   | 15            | 1   | 8   | 0              | 68   | 1   | 4             | 2   | 1   | 145   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 128            | 2862 | 106 | 106           | 194 | 489 | 107            | 1770 | 208 | 233           | 204 | 243 | 6650  |
| Alt C - Existing + Project Conditions     | 128            | 905  | 106 | 106           | 194 | 391 | 79             | 1157 | 168 | 100           | 204 | 243 | 3781  |

Intersection Number: **64**  
 Trafix Node Number: 3078  
 Intersection Name: Monterey Road & Blossom Hill Road (N)\*  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                               | Movements                                 |      |      |               |     |     |                |      |      |               |    |    | Total |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|-----|----------------|------|------|---------------|----|----|-------|
|                                         | North Approach                            |      |      | East Approach |     |     | South Approach |      |      | West Approach |    |    |       |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT  | RT             | TH   | LT   | RT            | TH | LT |       |
| Existing Conditions                     | 280                                       | 813  | 0    | 257           | 0   | 158 | 221            | 1076 | 0    | 0             | 0  | 0  | 2805  |
| Existing Conditions (with couplets)     | 280                                       | 813  | 0    | 257           | 0   | 158 | 221            | 1076 | 0    | 0             | 0  | 0  | 2805  |
|                                         | ATI                                       | 93   | 1852 | 0             | 17  | 0   | 92             | 54   | 570  | 0             | 0  | 0  | 2678  |
| Background Conditions                   | 373                                       | 2665 | 0    | 274           | 0   | 250 | 275            | 1646 | 0    | 0             | 0  | 0  | 5483  |
|                                         | No Project                                | 391  | 682  | 0             | 718 | 0   | 91             | 183  | 1090 | 0             | 0  | 0  | 3155  |
|                                         | Project - Alt C                           | 409  | 718  | 0             | 730 | 0   | 91             | 185  | 1146 | 0             | 0  | 0  | 3279  |
|                                         | Changes in Traffic due to project - Alt C | 18   | 36   | 0             | 12  | 0   | 0              | 2    | 56   | 0             | 0  | 0  | 124   |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0   | 0              | 0    | 0    | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions | 391                                       | 2701 | 0    | 286           | 0   | 250 | 277            | 1702 | 0    | 0             | 0  | 0  | 5607  |
| Alt C - Existing + Project Conditions   | 298                                       | 849  | 0    | 269           | 0   | 158 | 223            | 1132 | 0    | 0             | 0  | 0  | 2929  |

Intersection Number: **65**  
 Trafix Node Number: 3079  
 Intersection Name: Monterey Road & Blossom Hill Road (S)\*  
 Peak Hour: AM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |      |      |               |     |     |                |      |     |               |    |    | Total |
|-------------------------------------------|----------------|------|------|---------------|-----|-----|----------------|------|-----|---------------|----|----|-------|
|                                           | North Approach |      |      | East Approach |     |     | South Approach |      |     | West Approach |    |    |       |
|                                           | RT             | TH   | LT   | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 661  | 379  | 411           | 0   | 136 | 297            | 892  | 0   | 0             | 0  | 0  | 2776  |
| Existing Conditions (with couplets)       | 0              | 661  | 379  | 411           | 0   | 136 | 297            | 892  | 0   | 0             | 0  | 0  | 2776  |
|                                           | ATI            | 0    | 1938 | 15            | 172 | 0   | 126            | 76   | 452 | 0             | 0  | 0  | 2779  |
| Background Conditions                     | 0              | 2599 | 394  | 583           | 0   | 262 | 373            | 1344 | 0   | 0             | 0  | 0  | 5555  |
| No Project                                | 0              | 172  | 601  | 520           | 0   | 99  | 205            | 753  | 0   | 0             | 0  | 0  | 2350  |
| Project - Alt C                           | 0              | 173  | 636  | 538           | 0   | 99  | 210            | 793  | 0   | 0             | 0  | 0  | 2449  |
| Changes in Traffic due to project - Alt C | 0              | 1    | 35   | 18            | 0   | 0   | 5              | 40   | 0   | 0             | 0  | 0  | 99    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0    | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2600 | 429  | 601           | 0   | 262 | 378            | 1384 | 0   | 0             | 0  | 0  | 5654  |
| Alt C - Existing + Project Conditions     | 0              | 662  | 414  | 429           | 0   | 136 | 302            | 932  | 0   | 0             | 0  | 0  | 2875  |

Intersection Number: **66**  
 Trafix Node Number: 3759  
 Intersection Name: Snell Avenue & Rosenbaum Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |    |               |    |    |                |      |     |               |    |     | Total |
|-------------------------------------------|----------------|-----|----|---------------|----|----|----------------|------|-----|---------------|----|-----|-------|
|                                           | North Approach |     |    | East Approach |    |    | South Approach |      |     | West Approach |    |     |       |
|                                           | RT             | TH  | LT | RT            | TH | LT | RT             | TH   | LT  | RT            | TH | LT  |       |
| Existing Conditions                       | 106            | 459 | 14 | 98            | 65 | 89 | 36             | 1072 | 111 | 96            | 16 | 104 | 2266  |
| Existing Conditions (with couplets)       | 106            | 459 | 14 | 98            | 65 | 89 | 36             | 1072 | 111 | 96            | 16 | 104 | 2266  |
| ATI                                       | 0              | 0   | 0  | 0             | 0  | 0  | 0              | 0    | 0   | 0             | 0  | 0   | 0     |
| Background Conditions                     | 106            | 459 | 14 | 98            | 65 | 89 | 36             | 1072 | 111 | 96            | 16 | 104 | 2266  |
| No Project                                | 0              | 104 | 70 | 412           | 32 | 70 | 32             | 1535 | 87  | 106           | 9  | 1   | 2458  |
| Project - Alt C                           | 0              | 124 | 72 | 430           | 34 | 70 | 32             | 1767 | 97  | 106           | 9  | 8   | 2749  |
| Changes in Traffic due to project - Alt C | 0              | 20  | 2  | 18            | 2  | 0  | 0              | 232  | 10  | 0             | 0  | 7   | 291   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0  | 0  | 0              | 0    | 0   | 0             | 0  | 0   | 0     |
| Alt C - Background + Project Conditions   | 106            | 479 | 16 | 116           | 67 | 89 | 36             | 1304 | 121 | 96            | 16 | 111 | 2557  |
| Alt C - Existing + Project Conditions     | 106            | 479 | 16 | 116           | 67 | 89 | 36             | 1304 | 121 | 96            | 16 | 111 | 2557  |

Intersection Number: **67**  
 Traffic Node Number: 3807  
 Intersection Name: Snell Avenue & Skyway Drive  
 Peak Hour: AM  
 Count Date: 03/27/13

| Scenario:                                 | Movements      |     |     |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 7              | 386 | 143 | 151           | 4  | 228 | 219            | 748  | 5  | 18            | 18 | 24 | 1951  |
| Existing Conditions (with couplets)       | 7              | 386 | 143 | 151           | 4  | 228 | 219            | 748  | 5  | 18            | 18 | 24 | 1951  |
| ATI                                       | 0              | 46  | 0   | 0             | 0  | 0   | 0              | 186  | 0  | 0             | 0  | 0  | 232   |
| Background Conditions                     | 7              | 432 | 143 | 151           | 4  | 228 | 219            | 934  | 5  | 18            | 18 | 24 | 2183  |
| No Project                                | 14             | 229 | 37  | 243           | 65 | 222 | 107            | 1321 | 54 | 52            | 16 | 89 | 2449  |
| Project - Alt C                           | 16             | 245 | 38  | 330           | 68 | 223 | 105            | 1476 | 52 | 52            | 16 | 90 | 2711  |
| Changes in Traffic due to project - Alt C | 2              | 16  | 1   | 87            | 3  | 1   | -2             | 155  | -2 | 0             | 0  | 1  | 262   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 9              | 448 | 144 | 238           | 7  | 229 | 217            | 1089 | 3  | 18            | 18 | 25 | 2445  |
| Alt C - Existing + Project Conditions     | 9              | 402 | 144 | 238           | 7  | 229 | 217            | 903  | 3  | 18            | 18 | 25 | 2213  |

Intersection Number: **68**  
 Traffic Node Number: 3354  
 Intersection Name: Snell Avenue & Branham Lane  
 Peak Hour: AM  
 Count Date: 03/27/13

| Scenario:                                 | Movements      |     |     |               |     |     |                |      |     |               |     |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|----|-------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |      |     | West Approach |     |    |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 133            | 463 | 125 | 104           | 422 | 124 | 199            | 815  | 422 | 219           | 233 | 82 | 3341  |
| Existing Conditions (with couplets)       | 133            | 463 | 125 | 104           | 422 | 124 | 199            | 815  | 422 | 219           | 233 | 82 | 3341  |
|                                           | ATI            | 0   | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0  | 0     |
| Background Conditions                     | 133            | 463 | 125 | 104           | 422 | 124 | 199            | 815  | 422 | 219           | 233 | 82 | 3341  |
| No Project                                | 36             | 322 | 145 | 411           | 289 | 64  | 48             | 1059 | 141 | 29            | 79  | 12 | 2635  |
| Project - Alt C                           | 37             | 338 | 145 | 434           | 288 | 64  | 48             | 1186 | 145 | 29            | 79  | 12 | 2805  |
| Changes in Traffic due to project - Alt C | 1              | 16  | 0   | 23            | -1  | 0   | 0              | 127  | 4   | 0             | 0   | 0  | 170   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 134            | 479 | 125 | 127           | 421 | 124 | 199            | 942  | 426 | 219           | 233 | 82 | 3511  |
| Alt C - Existing + Project Conditions     | 134            | 479 | 125 | 127           | 421 | 124 | 199            | 942  | 426 | 219           | 233 | 82 | 3511  |

Intersection Number: **69**  
 Traffic Node Number: 3404  
 Intersection Name: Snell Avenue & Chynoweth Avenue  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |    |               |    |     |                |      |    |               |    |     | Total |
|-------------------------------------------|----------------|-----|----|---------------|----|-----|----------------|------|----|---------------|----|-----|-------|
|                                           | North Approach |     |    | East Approach |    |     | South Approach |      |    | West Approach |    |     |       |
|                                           | RT             | TH  | LT | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT  |       |
| Existing Conditions                       | 43             | 723 | 90 | 273           | 62 | 312 | 159            | 944  | 8  | 21            | 39 | 124 | 2798  |
| Existing Conditions (with couplets)       | 43             | 723 | 90 | 273           | 62 | 312 | 159            | 944  | 8  | 21            | 39 | 124 | 2798  |
|                                           | ATI            | 0   | 0  | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0   | 0     |
| Background Conditions                     | 43             | 723 | 90 | 273           | 62 | 312 | 159            | 944  | 8  | 21            | 39 | 124 | 2798  |
| No Project                                | 84             | 387 | 0  | 114           | 42 | 131 | 123            | 773  | 4  | 6             | 30 | 163 | 1857  |
| Project - Alt C                           | 86             | 405 | 0  | 122           | 42 | 137 | 125            | 869  | 4  | 6             | 30 | 170 | 1996  |
| Changes in Traffic due to project - Alt C | 2              | 18  | 0  | 8             | 0  | 6   | 2              | 96   | 0  | 0             | 0  | 7   | 139   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0   | 0     |
| Alt C - Background + Project Conditions   | 45             | 741 | 90 | 281           | 62 | 318 | 161            | 1040 | 8  | 21            | 39 | 131 | 2937  |
| Alt C - Existing + Project Conditions     | 45             | 741 | 90 | 281           | 62 | 318 | 161            | 1040 | 8  | 21            | 39 | 131 | 2937  |

Intersection Number: **70**  
 Traffic Node Number: 3272  
 Intersection Name: Snell Avenue & Avenida Del Roble  
 Peak Hour: AM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |      |    |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |    | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 10             | 1016 | 72 | 176           | 21 | 81  | 40             | 962  | 8  | 10            | 24 | 9  | 2429  |
| Existing Conditions (with couplets)       | 10             | 1016 | 72 | 176           | 21 | 81  | 40             | 962  | 8  | 10            | 24 | 9  | 2429  |
|                                           | ATI            | 0    | 0  | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Background Conditions                     | 10             | 1016 | 72 | 176           | 21 | 81  | 40             | 962  | 8  | 10            | 24 | 9  | 2429  |
| No Project                                | 0              | 479  | 45 | 240           | 16 | 479 | 204            | 660  | 0  | 2             | 16 | 0  | 2141  |
| Project - Alt C                           | 0              | 499  | 49 | 258           | 16 | 481 | 203            | 741  | 0  | 2             | 16 | 0  | 2265  |
| Changes in Traffic due to project - Alt C | 0              | 20   | 4  | 18            | 0  | 2   | -1             | 81   | 0  | 0             | 0  | 0  | 124   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0  | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 10             | 1036 | 76 | 194           | 21 | 83  | 39             | 1043 | 8  | 10            | 24 | 9  | 2553  |
| Alt C - Existing + Project Conditions     | 10             | 1036 | 76 | 194           | 21 | 83  | 39             | 1043 | 8  | 10            | 24 | 9  | 2553  |

Intersection Number: **71**  
 Traffic Node Number: 3081  
 Intersection Name: Snell Avenue & Blossom Hill Road\*  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |     |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|-----|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |     |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |     |
| Existing Conditions                       | 389            | 548 | 162 | 153           | 966  | 375 | 162            | 549 | 371 | 167           | 553  | 420 | 4815  |     |
| Existing Conditions (with couplets)       | 389            | 548 | 162 | 153           | 966  | 375 | 162            | 549 | 371 | 167           | 553  | 420 | 4815  |     |
|                                           | ATI            | 0   | 7   | 37            | 19   | 226 | 32             | 8   | 2   | 74            | 24   | 556 | 0     | 985 |
| Background Conditions                     | 389            | 555 | 199 | 172           | 1192 | 407 | 170            | 551 | 445 | 191           | 1109 | 420 | 5800  |     |
| No Project                                | 759            | 198 | 37  | 112           | 1030 | 89  | 43             | 304 | 309 | 193           | 257  | 488 | 3819  |     |
| Project - Alt C                           | 775            | 203 | 38  | 138           | 1017 | 93  | 43             | 345 | 314 | 193           | 260  | 501 | 3920  |     |
| Changes in Traffic due to project - Alt C | 16             | 5   | 1   | 26            | -13  | 4   | 0              | 41  | 5   | 0             | 3    | 13  | 101   |     |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |     |
| Alt C - Background + Project Conditions   | 405            | 560 | 200 | 198           | 1179 | 411 | 170            | 592 | 450 | 191           | 1112 | 433 | 5901  |     |
| Alt C - Existing + Project Conditions     | 405            | 553 | 163 | 179           | 953  | 379 | 162            | 590 | 376 | 167           | 556  | 433 | 4916  |     |

Intersection Number: **72**  
 Traffic Node Number: 3399  
 Intersection Name: Cherry Avenue & Hillsdale Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |    |     |               |      |    |                |     |     |               |     |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|-----|-----|---------------|-----|----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |     |     | West Approach |     |    |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH  | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 39             | 79 | 97  | 216           | 1638 | 26 | 129            | 176 | 105 | 16            | 662 | 31 | 3214  |
| Existing Conditions (with couplets)       | 39             | 79 | 97  | 216           | 1638 | 26 | 129            | 176 | 105 | 16            | 662 | 31 | 3214  |
| ATI                                       | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 2   | 0  | 2     |
| Background Conditions                     | 39             | 79 | 97  | 216           | 1638 | 26 | 129            | 176 | 105 | 16            | 664 | 31 | 3216  |
| No Project                                | 2              | 13 | 90  | 204           | 1760 | 24 | 27             | 95  | 3   | 1             | 420 | 44 | 2683  |
| Project - Alt C                           | 2              | 13 | 93  | 199           | 1790 | 24 | 33             | 94  | 1   | 1             | 468 | 48 | 2766  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 3   | -5            | 30   | 0  | 6              | -1  | -2  | 0             | 48  | 4  | 83    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 39             | 79 | 100 | 211           | 1668 | 26 | 135            | 175 | 103 | 16            | 712 | 35 | 3299  |
| Alt C - Existing + Project Conditions     | 39             | 79 | 100 | 211           | 1668 | 26 | 135            | 175 | 103 | 16            | 710 | 35 | 3297  |

Intersection Number: **73**  
 Traffic Node Number: 3586  
 Intersection Name: Jarvis Avenue & Hillsdale Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |    |    |               |      |    |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 19             | 29 | 38 | 43            | 1659 | 34 | 111            | 69  | 44  | 20            | 588 | 10  | 2664  |
| Existing Conditions (with couplets)       | 19             | 29 | 38 | 43            | 1659 | 34 | 111            | 69  | 44  | 20            | 588 | 10  | 2664  |
| ATI                                       | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 2   | 0   | 2     |
| Background Conditions                     | 19             | 29 | 38 | 43            | 1659 | 34 | 111            | 69  | 44  | 20            | 590 | 10  | 2666  |
| No Project                                | 18             | 47 | 48 | 179           | 1614 | 26 | 23             | 152 | 120 | 24            | 353 | 104 | 2708  |
| Project - Alt C                           | 16             | 48 | 48 | 196           | 1625 | 26 | 27             | 175 | 92  | 23            | 399 | 94  | 2769  |
| Changes in Traffic due to project - Alt C | -2             | 1  | 0  | 17            | 11   | 0  | 4              | 23  | -28 | -1            | 46  | -10 | 61    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 17             | 30 | 38 | 60            | 1670 | 34 | 115            | 92  | 16  | 19            | 636 | 0   | 2727  |
| Alt C - Existing + Project Conditions     | 17             | 30 | 38 | 60            | 1670 | 34 | 115            | 92  | 16  | 19            | 634 | 0   | 2725  |

Intersection Number: **74**  
 Traffic Node Number: 3102  
 Intersection Name: Meridian Avenue & Hillsdale Avenue\*  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |      |     |                |      |     |               |     |     | Total |    |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|------|-----|---------------|-----|-----|-------|----|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |      |     | West Approach |     |     |       |    |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |    |
| Existing Conditions                       | 47             | 342 | 118 | 273           | 1469 | 146 | 48             | 1356 | 313 | 37            | 257 | 131 | 4537  |    |
| Existing Conditions (with couplets)       | 47             | 342 | 118 | 273           | 1469 | 146 | 48             | 1356 | 313 | 37            | 257 | 131 | 4537  |    |
|                                           | ATI            | 0   | 1   | 1             | 0    | 1   | 0              | 1    | 17  | 3             | 0   | 7   | 1     | 32 |
| Background Conditions                     | 47             | 343 | 119 | 273           | 1470 | 146 | 49             | 1373 | 316 | 37            | 264 | 132 | 4569  |    |
| No Project                                | 41             | 354 | 102 | 516           | 1317 | 66  | 51             | 1207 | 267 | 33            | 281 | 72  | 4307  |    |
| Project - Alt C                           | 45             | 364 | 103 | 547           | 1277 | 62  | 50             | 1194 | 284 | 34            | 312 | 68  | 4340  |    |
| Changes in Traffic due to project - Alt C | 4              | 10  | 1   | 31            | -40  | -4  | -1             | -13  | 17  | 1             | 31  | -4  | 33    |    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |    |
| Alt C - Background + Project Conditions   | 51             | 353 | 120 | 304           | 1430 | 142 | 48             | 1360 | 333 | 38            | 295 | 128 | 4602  |    |
| Alt C - Existing + Project Conditions     | 51             | 352 | 119 | 304           | 1429 | 142 | 47             | 1343 | 330 | 38            | 288 | 127 | 4570  |    |

Intersection Number: **75**  
 Traffic Node Number: 3437  
 Intersection Name: Meridian Avenue & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |      |    |                |      |     |               |     |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|----|----------------|------|-----|---------------|-----|----|-------|
|                                           | North Approach |     |     | East Approach |      |    | South Approach |      |     | West Approach |     |    |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT | RT             | TH   | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 51             | 359 | 113 | 276           | 572  | 60 | 60             | 1368 | 153 | 81            | 286 | 85 | 3464  |
| Existing Conditions (with couplets)       | 51             | 359 | 113 | 276           | 572  | 60 | 60             | 1368 | 153 | 81            | 286 | 85 | 3464  |
|                                           | ATI            | 0   | 0   | 0             | 0    | 0  | 0              | 1    | 1   | 0             | 0   | 0  | 2     |
| Background Conditions                     | 51             | 359 | 113 | 276           | 572  | 60 | 61             | 1369 | 153 | 81            | 286 | 85 | 3466  |
| No Project                                | 6              | 297 | 86  | 512           | 1202 | 84 | 66             | 1313 | 431 | 68            | 437 | 38 | 4540  |
| Project - Alt C                           | 7              | 316 | 89  | 439           | 1297 | 82 | 58             | 1386 | 374 | 69            | 467 | 37 | 4621  |
| Changes in Traffic due to project - Alt C | 1              | 19  | 3   | -73           | 95   | -2 | -8             | 73   | -57 | 1             | 30  | -1 | 81    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0  | 0              | 0    | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 52             | 378 | 116 | 203           | 667  | 58 | 53             | 1442 | 96  | 82            | 316 | 84 | 3547  |
| Alt C - Existing + Project Conditions     | 52             | 378 | 116 | 203           | 667  | 58 | 52             | 1441 | 96  | 82            | 316 | 84 | 3545  |

Intersection Number: **76**  
 Trafix Node Number: 3341  
 Intersection Name: Booksin Avenue & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |    |    |               |     |    |                |     |     |               |     |    | Total |
|-------------------------------------------|----------------|----|----|---------------|-----|----|----------------|-----|-----|---------------|-----|----|-------|
|                                           | North Approach |    |    | East Approach |     |    | South Approach |     |     | West Approach |     |    |       |
|                                           | RT             | TH | LT | RT            | TH  | LT | RT             | TH  | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 14             | 47 | 66 | 72            | 768 | 36 | 53             | 51  | 67  | 24            | 472 | 24 | 1694  |
| Existing Conditions (with couplets)       | 14             | 47 | 66 | 72            | 768 | 36 | 53             | 51  | 67  | 24            | 472 | 24 | 1694  |
| ATI                                       | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Background Conditions                     | 14             | 47 | 66 | 72            | 768 | 36 | 53             | 51  | 67  | 24            | 472 | 24 | 1694  |
| No Project                                | 182            | 33 | 80 | 67            | 920 | 0  | 5              | 111 | 320 | 33            | 432 | 82 | 2265  |
| Project - Alt C                           | 163            | 33 | 84 | 66            | 945 | 0  | 2              | 114 | 334 | 33            | 466 | 74 | 2314  |
| Changes in Traffic due to project - Alt C | -19            | 0  | 4  | -1            | 25  | 0  | -3             | 3   | 14  | 0             | 34  | -8 | 49    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 13             | 47 | 70 | 71            | 793 | 36 | 50             | 54  | 81  | 24            | 506 | 16 | 1761  |
| Alt C - Existing + Project Conditions     | 13             | 47 | 70 | 71            | 793 | 36 | 50             | 54  | 81  | 24            | 506 | 16 | 1761  |

Intersection Number: **77**  
 Trafix Node Number: 3397  
 Intersection Name: Cherry Avenue & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |    |    |               |     |    |                |     |     |               |     |    | Total |
|-------------------------------------------|----------------|----|----|---------------|-----|----|----------------|-----|-----|---------------|-----|----|-------|
|                                           | North Approach |    |    | East Approach |     |    | South Approach |     |     | West Approach |     |    |       |
|                                           | RT             | TH | LT | RT            | TH  | LT | RT             | TH  | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 55             | 69 | 15 | 23            | 840 | 59 | 149            | 124 | 326 | 89            | 535 | 71 | 2355  |
| Existing Conditions (with couplets)       | 55             | 69 | 15 | 23            | 840 | 59 | 149            | 124 | 326 | 89            | 535 | 71 | 2355  |
| ATI                                       | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Background Conditions                     | 55             | 69 | 15 | 23            | 840 | 59 | 149            | 124 | 326 | 89            | 535 | 71 | 2355  |
| No Project                                | 41             | 14 | 0  | 53            | 987 | 41 | 46             | 57  | 390 | 158           | 648 | 51 | 2486  |
| Project - Alt C                           | 41             | 14 | 0  | 56            | 995 | 41 | 44             | 62  | 389 | 160           | 724 | 48 | 2574  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 3             | 8   | 0  | -2             | 5   | -1  | 2             | 76  | -3 | 88    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 55             | 69 | 15 | 26            | 848 | 59 | 147            | 129 | 325 | 91            | 611 | 68 | 2443  |
| Alt C - Existing + Project Conditions     | 55             | 69 | 15 | 26            | 848 | 59 | 147            | 129 | 325 | 91            | 611 | 68 | 2443  |

Intersection Number: **78**  
 Trafix Node Number: 3435  
 Intersection Name: Lincoln Avenue & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |     |    |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |     |     | East Approach |     |    | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 124            | 240 | 114 | 133           | 628 | 23 | 12             | 897  | 180 | 79            | 538 | 209 | 3177  |
| Existing Conditions (with couplets)       | 124            | 240 | 114 | 133           | 628 | 23 | 12             | 897  | 180 | 79            | 538 | 209 | 3177  |
|                                           | ATI            | 0   | 0   | 0             | 0   | 16 | 0              | 0    | 0   | 0             | 9   | 0   | 25    |
| Background Conditions                     | 124            | 240 | 114 | 133           | 644 | 23 | 12             | 897  | 180 | 79            | 547 | 209 | 3202  |
| No Project                                | 39             | 91  | 124 | 124           | 927 | 96 | 26             | 1057 | 114 | 69            | 598 | 26  | 3291  |
| Project - Alt C                           | 37             | 96  | 143 | 155           | 928 | 97 | 30             | 1030 | 128 | 71            | 680 | 17  | 3412  |
| Changes in Traffic due to project - Alt C | -2             | 5   | 19  | 31            | 1   | 1  | 4              | -27  | 14  | 2             | 82  | -9  | 121   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0  | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 122            | 245 | 133 | 164           | 645 | 24 | 16             | 870  | 194 | 81            | 629 | 200 | 3323  |
| Alt C - Existing + Project Conditions     | 122            | 245 | 133 | 164           | 629 | 24 | 16             | 870  | 194 | 81            | 620 | 200 | 3298  |

Intersection Number: **79**  
 Trafix Node Number: 3255  
 Intersection Name: Almaden Road & Curtner Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |      |    |                |     |     |               |     |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|----|----------------|-----|-----|---------------|-----|----|-------|
|                                           | North Approach |     |     | East Approach |      |    | South Approach |     |     | West Approach |     |    |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT | RT             | TH  | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 72             | 151 | 215 | 180           | 615  | 84 | 67             | 210 | 117 | 79            | 554 | 61 | 2405  |
| Existing Conditions (with couplets)       | 72             | 151 | 215 | 180           | 615  | 84 | 67             | 210 | 117 | 79            | 554 | 61 | 2405  |
|                                           | ATI            | 0   | 0   | 0             | 0    | 16 | 0              | 0   | 0   | 0             | 9   | 0  | 25    |
| Background Conditions                     | 72             | 151 | 215 | 180           | 631  | 84 | 67             | 210 | 117 | 79            | 563 | 61 | 2430  |
| No Project                                | 25             | 70  | 0   | 152           | 1055 | 0  | 0              | 364 | 68  | 34            | 677 | 36 | 2481  |
| Project - Alt C                           | 24             | 73  | 0   | 174           | 1083 | 0  | 0              | 353 | 73  | 35            | 780 | 38 | 2633  |
| Changes in Traffic due to project - Alt C | -1             | 3   | 0   | 22            | 28   | 0  | 0              | -11 | 5   | 1             | 103 | 2  | 152   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 71             | 154 | 215 | 202           | 659  | 84 | 67             | 199 | 122 | 80            | 666 | 63 | 2582  |
| Alt C - Existing + Project Conditions     | 71             | 154 | 215 | 202           | 643  | 84 | 67             | 199 | 122 | 80            | 657 | 63 | 2557  |

Intersection Number: **80**  
 Trafix Node Number: 3652  
 Intersection Name: Lincoln Avenue & Pine Avenue  
 Peak Hour: AM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |    |               |     |    |                |      |     |               |    |    | Total |
|-------------------------------------------|----------------|-----|----|---------------|-----|----|----------------|------|-----|---------------|----|----|-------|
|                                           | North Approach |     |    | East Approach |     |    | South Approach |      |     | West Approach |    |    |       |
|                                           | RT             | TH  | LT | RT            | TH  | LT | RT             | TH   | LT  | RT            | TH | LT |       |
| Existing Conditions                       | 72             | 270 | 18 | 41            | 156 | 13 | 45             | 1067 | 198 | 57            | 86 | 51 | 2074  |
| Existing Conditions (with couplets)       | 72             | 270 | 18 | 41            | 156 | 13 | 45             | 1067 | 198 | 57            | 86 | 51 | 2074  |
|                                           | ATI            | 0   | 0  | 0             | 0   | 0  | 0              | 6    | 0   | 0             | 2  | 1  | 9     |
| Background Conditions                     | 72             | 270 | 18 | 41            | 156 | 13 | 45             | 1073 | 198 | 57            | 88 | 52 | 2083  |
| No Project                                | 37             | 91  | 8  | 75            | 199 | 3  | 3              | 905  | 273 | 29            | 77 | 98 | 1798  |
| Project - Alt C                           | 38             | 105 | 8  | 70            | 223 | 3  | 3              | 917  | 262 | 32            | 80 | 94 | 1835  |
| Changes in Traffic due to project - Alt C | 1              | 14  | 0  | -5            | 24  | 0  | 0              | 12   | -11 | 3             | 3  | -4 | 37    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0   | 0  | 0              | 0    | 0   | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 73             | 284 | 18 | 36            | 180 | 13 | 45             | 1085 | 187 | 60            | 91 | 48 | 2120  |
| Alt C - Existing + Project Conditions     | 73             | 284 | 18 | 36            | 180 | 13 | 45             | 1079 | 187 | 60            | 89 | 47 | 2111  |

Intersection Number: **81**  
 Trafix Node Number: 4085  
 Intersection Name: Capitol Expressway & US 101 (W)  
 Peak Hour: AM  
 Count Date: --

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 598            | 0  | 655 | 615           | 1907 | 0  | 0              | 0  | 0  | 242           | 2218 | 0  | 6235  |
| Existing Conditions (with couplets)       | 598            | 0  | 655 | 615           | 1907 | 0  | 0              | 0  | 0  | 242           | 2218 | 0  | 6235  |
| ATI                                       | 0              | 0  | 0   | 9             | 22   | 0  | 0              | 0  | 0  | 0             | 29   | 0  | 60    |
| Background Conditions                     | 598            | 0  | 655 | 624           | 1929 | 0  | 0              | 0  | 0  | 242           | 2247 | 0  | 6295  |
| No Project                                | 589            | 0  | 761 | 749           | 2232 | 0  | 0              | 0  | 0  | 228           | 2197 | 0  | 6756  |
| Project - Alt C                           | 749            | 0  | 754 | 679           | 2401 | 0  | 0              | 0  | 0  | 241           | 2247 | 0  | 7071  |
| Changes in Traffic due to project - Alt C | 160            | 0  | -7  | -70           | 169  | 0  | 0              | 0  | 0  | 13            | 50   | 0  | 315   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 758            | 0  | 648 | 554           | 2098 | 0  | 0              | 0  | 0  | 255           | 2297 | 0  | 6610  |
| Alt C - Existing + Project Conditions     | 758            | 0  | 648 | 545           | 2076 | 0  | 0              | 0  | 0  | 255           | 2268 | 0  | 6550  |

Intersection Number: **82**  
 Traffic Node Number: 4084  
 Intersection Name: Capitol Expressway & US 101 (E)  
 Peak Hour: AM  
 Count Date: --

| Scenario:                               | Movements                                 |    |    |               |      |      |                |     |    |               |      |      | Total |      |
|-----------------------------------------|-------------------------------------------|----|----|---------------|------|------|----------------|-----|----|---------------|------|------|-------|------|
|                                         | North Approach                            |    |    | East Approach |      |      | South Approach |     |    | West Approach |      |      |       |      |
|                                         | RT                                        | TH | LT | RT            | TH   | LT   | RT             | TH  | LT | RT            | TH   | LT   |       |      |
| Existing Conditions                     | 0                                         | 0  | 0  | 1685          | 2481 | 0    | 598            | 0   | 41 | 357           | 2516 | 0    | 7678  |      |
| Existing Conditions (with couplets)     | 0                                         | 0  | 0  | 1685          | 2481 | 0    | 598            | 0   | 41 | 357           | 2516 | 0    | 7678  |      |
|                                         | ATI                                       | 0  | 0  | 0             | 0    | 30   | 0              | 11  | 0  | 0             | 0    | 34   | 0     | 75   |
| Background Conditions                   |                                           | 0  | 0  | 0             | 1685 | 2511 | 0              | 609 | 0  | 41            | 357  | 2550 | 0     | 7753 |
|                                         | No Project                                | 0  | 0  | 0             | 870  | 3112 | 0              | 687 | 0  | 153           | 817  | 2426 | 0     | 8065 |
|                                         | Project - Alt C                           | 0  | 0  | 0             | 850  | 3203 | 0              | 640 | 0  | 195           | 840  | 2480 | 0     | 8208 |
|                                         | Changes in Traffic due to project - Alt C | 0  | 0  | 0             | -20  | 91   | 0              | -47 | 0  | 42            | 23   | 54   | 0     | 143  |
|                                         | Azores Street Reassignment - Alt C        | 0  | 0  | 0             | 0    | 0    | 0              | 0   | 0  | 0             | 0    | 0    | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 0  | 0  | 0             | 1665 | 2602 | 0              | 562 | 0  | 83            | 380  | 2604 | 0     | 7896 |
| Alt C - Existing + Project Conditions   |                                           | 0  | 0  | 0             | 1665 | 2572 | 0              | 551 | 0  | 83            | 380  | 2570 | 0     | 7821 |

Intersection Number: **83**  
 Traffic Node Number: 101  
 Intersection Name: Old Hillsdale Avenue & Hillsdale Avenue  
 Peak Hour: AM  
 Count Date: 09/18/12

| Scenario:                               | Movements                                 |    |    |               |      |      |                |    |    |               |     |     | Total |
|-----------------------------------------|-------------------------------------------|----|----|---------------|------|------|----------------|----|----|---------------|-----|-----|-------|
|                                         | North Approach                            |    |    | East Approach |      |      | South Approach |    |    | West Approach |     |     |       |
|                                         | RT                                        | TH | LT | RT            | TH   | LT   | RT             | TH | LT | RT            | TH  | LT  |       |
| Existing Conditions                     | 10                                        | 0  | 6  | 10            | 536  | 0    | 0              | 0  | 0  | 0             | 299 | 25  | 886   |
| Existing Conditions (with couplets)     | 10                                        | 0  | 6  | 10            | 536  | 0    | 0              | 0  | 0  | 0             | 299 | 25  | 886   |
|                                         | ATI                                       | 0  | 0  | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0   | 0   | 0     |
| Background Conditions                   |                                           | 10 | 0  | 6             | 10   | 536  | 0              | 0  | 0  | 0             | 299 | 25  | 886   |
|                                         | No Project                                | 1  | 0  | 1             | 9    | 822  | 0              | 0  | 0  | 0             | 186 | 4   | 1023  |
|                                         | Project - Alt C                           | 37 | 0  | 83            | 1032 | 515  | 0              | 0  | 0  | 0             | 250 | 385 | 2302  |
|                                         | Changes in Traffic due to project - Alt C | 36 | 0  | 82            | 1023 | -307 | 0              | 0  | 0  | 0             | 64  | 381 | 1279  |
|                                         | Azores Street Reassignment - Alt C        | 0  | 0  | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions |                                           | 46 | 0  | 88            | 1033 | 229  | 0              | 0  | 0  | 0             | 363 | 406 | 2165  |
| Alt C - Existing + Project Conditions   |                                           | 46 | 0  | 88            | 1033 | 229  | 0              | 0  | 0  | 0             | 363 | 406 | 2165  |



Intersection Number: **1**  
 Traffic Node Number: 3097  
 Intersection Name: First Street & Keyes Street\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |      |     |               |     |    |                |      |     |               |     |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|----|----------------|------|-----|---------------|-----|----|-------|
|                                           | North Approach |      |     | East Approach |     |    | South Approach |      |     | West Approach |     |    |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT | RT             | TH   | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 26             | 1078 | 99  | 87            | 340 | 0  | 18             | 387  | 54  | 130           | 227 | 36 | 2482  |
| Existing Conditions (with couplets)       | 26             | 1078 | 99  | 87            | 340 | 0  | 18             | 387  | 54  | 130           | 227 | 36 | 2482  |
| ATI                                       | 1              | 130  | 6   | 6             | 41  | 0  | 0              | 116  | 68  | 68            | 41  | 0  | 477   |
| Background Conditions                     | 27             | 1208 | 105 | 93            | 381 | 0  | 18             | 503  | 122 | 198           | 268 | 36 | 2959  |
| No Project                                | 23             | 1572 | 191 | 89            | 136 | 0  | 0              | 980  | 37  | 248           | 258 | 0  | 3534  |
| Project - Alt C                           | 20             | 1571 | 190 | 83            | 148 | 0  | 0              | 1078 | 57  | 245           | 260 | 0  | 3652  |
| Changes in Traffic due to project - Alt C | -3             | -1   | -1  | -6            | 12  | 0  | 0              | 98   | 20  | -3            | 2   | 0  | 118   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0  | 0              | 0    | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 24             | 1207 | 104 | 87            | 393 | 0  | 18             | 601  | 142 | 195           | 270 | 36 | 3077  |
| Alt C - Existing + Project Conditions     | 23             | 1077 | 98  | 81            | 352 | 0  | 18             | 485  | 74  | 127           | 229 | 36 | 2600  |

Intersection Number: **2**  
 Traffic Node Number: 3060  
 Intersection Name: First Street & Alma Avenue\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                               | Movements                                 |      |      |               |     |     |                |     |      |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|-----|----------------|-----|------|---------------|-----|-----|-------|------|
|                                         | North Approach                            |      |      | East Approach |     |     | South Approach |     |      | West Approach |     |     |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT  | RT             | TH  | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 245                                       | 1469 | 75   | 36            | 282 | 146 | 149            | 621 | 170  | 398           | 296 | 125 | 4012  |      |
| Existing Conditions (with couplets)     | 245                                       | 1469 | 75   | 36            | 282 | 146 | 149            | 621 | 170  | 398           | 296 | 125 | 4012  |      |
|                                         | ATI                                       | 9    | 373  | 55            | 47  | 56  | 6              | 1   | 288  | 47            | 49  | 48  | 3     | 982  |
| Background Conditions                   |                                           | 254  | 1842 | 130           | 83  | 338 | 152            | 150 | 909  | 217           | 447 | 344 | 128   | 4994 |
|                                         | No Project                                | 430  | 2030 | 2             | 6   | 359 | 37             | 7   | 1261 | 197           | 380 | 44  | 396   | 5149 |
|                                         | Project - Alt C                           | 383  | 2091 | 2             | 5   | 403 | 46             | 11  | 1475 | 215           | 343 | 51  | 415   | 5440 |
|                                         | Changes in Traffic due to project - Alt C | -47  | 61   | 0             | -1  | 44  | 9              | 4   | 214  | 18            | -37 | 7   | 19    | 291  |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0   | 0              | 0   | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 207  | 1903 | 130           | 82  | 382 | 161            | 154 | 1123 | 235           | 410 | 351 | 147   | 5285 |
| Alt C - Existing + Project Conditions   |                                           | 198  | 1530 | 75            | 35  | 326 | 155            | 153 | 835  | 188           | 361 | 303 | 144   | 4303 |

Intersection Number: **3**  
 Traffic Node Number: 3095  
 Intersection Name: Monterey Road & Curtner Avenue\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 226            | 1689 | 366 | 221           | 809 | 172 | 44             | 545 | 438 | 587           | 633  | 115 | 5845  |
| Existing Conditions (with couplets)       | 226            | 1689 | 366 | 221           | 809 | 172 | 44             | 545 | 438 | 587           | 633  | 115 | 5845  |
| ATI                                       | 34             | 138  | 40  | 39            | 18  | 3   | 0              | 105 | 75  | 133           | 18   | 31  | 634   |
| Background Conditions                     | 260            | 1827 | 406 | 260           | 827 | 175 | 44             | 650 | 513 | 720           | 651  | 146 | 6479  |
| No Project                                | 48             | 2114 | 310 | 198           | 809 | 0   | 0              | 749 | 231 | 224           | 1084 | 74  | 5841  |
| Project - Alt C                           | 247            | 2041 | 274 | 195           | 825 | 0   | 0              | 772 | 184 | 224           | 1113 | 273 | 6148  |
| Changes in Traffic due to project - Alt C | 199            | -73  | -36 | -3            | 16  | 0   | 0              | 23  | -47 | 0             | 29   | 199 | 307   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 459            | 1754 | 370 | 257           | 843 | 175 | 44             | 673 | 466 | 720           | 680  | 345 | 6786  |
| Alt C - Existing + Project Conditions     | 425            | 1616 | 330 | 218           | 825 | 172 | 44             | 568 | 391 | 587           | 662  | 314 | 6152  |

Intersection Number: **4**  
 Trafix Node Number: 3111  
 Intersection Name: Monterey Road & Old Tully Road\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |      |     |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|------|-----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |      |     | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH   | LT  | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 2382 | 47  | 43            | 0  | 554 | 217            | 958  | 30  | 0             | 0  | 0  | 4231  |
| Existing Conditions (with couplets)       | 0              | 2382 | 47  | 43            | 0  | 554 | 217            | 958  | 30  | 0             | 0  | 0  | 4231  |
|                                           | ATI            | 0    | 199 | 0             | 0  | 0   | 96             | 53   | 129 | 0             | 0  | 0  | 477   |
| Background Conditions                     | 0              | 2581 | 47  | 43            | 0  | 650 | 270            | 1087 | 30  | 0             | 0  | 0  | 4708  |
| No Project                                | 0              | 2338 | 0   | 0             | 0  | 148 | 65             | 980  | 0   | 0             | 0  | 0  | 3531  |
| Project - Alt C                           | 0              | 2265 | 0   | 0             | 0  | 158 | 65             | 956  | 0   | 0             | 0  | 0  | 3444  |
| Changes in Traffic due to project - Alt C | 0              | -73  | 0   | 0             | 0  | 10  | 0              | -24  | 0   | 0             | 0  | 0  | -87   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0    | 0   | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2508 | 47  | 43            | 0  | 660 | 270            | 1063 | 30  | 0             | 0  | 0  | 4621  |
| Alt C - Existing + Project Conditions     | 0              | 2309 | 47  | 43            | 0  | 564 | 217            | 934  | 30  | 0             | 0  | 0  | 4144  |

Intersection Number: **5**  
 Trafix Node Number: 3707  
 Intersection Name: Monterey Road & Umbarger Road  
 Peak Hour: PM  
 Count Date: 09/19/12

| Scenario:                               | Movements                                 |      |      |               |     |     |                |     |     |               |    |    | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|-----|----------------|-----|-----|---------------|----|----|-------|------|
|                                         | North Approach                            |      |      | East Approach |     |     | South Approach |     |     | West Approach |    |    |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH | LT |       |      |
| Existing Conditions                     | 64                                        | 2406 | 287  | 142           | 36  | 140 | 137            | 857 | 72  | 25            | 22 | 42 | 4230  |      |
| Existing Conditions (with couplets)     | 64                                        | 2406 | 287  | 142           | 36  | 140 | 137            | 857 | 72  | 25            | 22 | 42 | 4230  |      |
|                                         | ATI                                       | 0    | 256  | 0             | 0   | 0   | 63             | 37  | 141 | 0             | 0  | 0  | 497   |      |
| Background Conditions                   | 64                                        | 2662 | 287  | 142           | 36  | 203 | 174            | 998 | 72  | 25            | 22 | 42 | 4727  |      |
|                                         | No Project                                | 75   | 2257 | 150           | 114 | 3   | 2              | 2   | 839 | 27            | 25 | 3  | 65    | 3562 |
|                                         | Project - Alt C                           | 77   | 2195 | 148           | 110 | 3   | 4              | 2   | 815 | 31            | 25 | 3  | 68    | 3481 |
|                                         | Changes in Traffic due to project - Alt C | 2    | -62  | -2            | -4  | 0   | 2              | 0   | -24 | 4             | 0  | 0  | 3     | -81  |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0  | 0  | 0     | 0    |
| Alt C - Background + Project Conditions | 66                                        | 2600 | 285  | 138           | 36  | 205 | 174            | 974 | 76  | 25            | 22 | 45 | 4646  |      |
| Alt C - Existing + Project Conditions   | 66                                        | 2344 | 285  | 138           | 36  | 142 | 137            | 833 | 76  | 25            | 22 | 45 | 4149  |      |

Intersection Number: **6**  
 Trafix Node Number: 3646  
 Intersection Name: Monterey Road & Lewis Road  
 Peak Hour: PM  
 Count Date: 09/19/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |     |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|-----|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |     |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH  | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 2446 | 160 | 123           | 0  | 123 | 91             | 916 | 22 | 0             | 0  | 0  | 3881  |
| Existing Conditions (with couplets)       | 0              | 2446 | 160 | 123           | 0  | 123 | 91             | 916 | 22 | 0             | 0  | 0  | 3881  |
| ATI                                       | 0              | 20   | 9   | 16            | 0  | 0   | 0              | 35  | 0  | 0             | 0  | 0  | 80    |
| Background Conditions                     | 0              | 2466 | 169 | 139           | 0  | 123 | 91             | 951 | 22 | 0             | 0  | 0  | 3961  |
| No Project                                | 0              | 2027 | 205 | 99            | 0  | 90  | 74             | 727 | 0  | 0             | 0  | 0  | 3222  |
| Project - Alt C                           | 0              | 1971 | 200 | 97            | 0  | 99  | 96             | 708 | 0  | 0             | 0  | 0  | 3171  |
| Changes in Traffic due to project - Alt C | 0              | -56  | -5  | -2            | 0  | 9   | 22             | -19 | 0  | 0             | 0  | 0  | -51   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2410 | 164 | 137           | 0  | 132 | 113            | 932 | 22 | 0             | 0  | 0  | 3910  |
| Alt C - Existing + Project Conditions     | 0              | 2390 | 155 | 121           | 0  | 132 | 113            | 897 | 22 | 0             | 0  | 0  | 3830  |

Intersection Number: **7**  
 Traffic Node Number: 3706  
 Intersection Name: Monterey Road & Southside Drive  
 Peak Hour: PM  
 Count Date: 09/19/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |     |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|-----|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |     |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH  | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 2277 | 244 | 66            | 0  | 95  | 130            | 926 | 9  | 0             | 0  | 0  | 3747  |
| Existing Conditions (with couplets)       | 0              | 2277 | 244 | 66            | 0  | 95  | 130            | 926 | 9  | 0             | 0  | 0  | 3747  |
| ATI                                       | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Background Conditions                     | 0              | 2277 | 244 | 66            | 0  | 95  | 130            | 926 | 9  | 0             | 0  | 0  | 3747  |
| No Project                                | 0              | 2133 | 23  | 74            | 0  | 101 | 103            | 766 | 0  | 0             | 0  | 0  | 3200  |
| Project - Alt C                           | 0              | 2089 | 22  | 65            | 0  | 106 | 127            | 781 | 0  | 0             | 0  | 0  | 3190  |
| Changes in Traffic due to project - Alt C | 0              | -44  | -1  | -9            | 0  | 5   | 24             | 15  | 0  | 0             | 0  | 0  | -10   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2233 | 243 | 57            | 0  | 100 | 154            | 941 | 9  | 0             | 0  | 0  | 3737  |
| Alt C - Existing + Project Conditions     | 0              | 2233 | 243 | 57            | 0  | 100 | 154            | 941 | 9  | 0             | 0  | 0  | 3737  |

Intersection Number: **8**  
 Traffic Node Number: 3091  
 Intersection Name: Monterey Road & Capitol Expressway (N)\*  
 Peak Hour: PM  
 Count Date: 11/07/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 2218 | 305 | 95            | 0  | 198 | 248            | 946  | 0  | 0             | 0  | 0  | 4010  |
| Existing Conditions (with couplets)       | 0              | 2218 | 305 | 95            | 0  | 198 | 248            | 946  | 0  | 0             | 0  | 0  | 4010  |
| ATI                                       | 0              | 78   | 6   | 8             | 0  | 28  | 28             | 218  | 0  | 0             | 0  | 0  | 366   |
| Background Conditions                     | 0              | 2296 | 311 | 103           | 0  | 226 | 276            | 1164 | 0  | 0             | 0  | 0  | 4376  |
| No Project                                | 0              | 1733 | 476 | 3             | 0  | 602 | 357            | 936  | 0  | 0             | 0  | 0  | 4107  |
| Project - Alt C                           | 0              | 1692 | 484 | 5             | 0  | 601 | 423            | 995  | 0  | 0             | 0  | 0  | 4200  |
| Changes in Traffic due to project - Alt C | 0              | -41  | 8   | 2             | 0  | -1  | 66             | 59   | 0  | 0             | 0  | 0  | 93    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2255 | 319 | 105           | 0  | 225 | 342            | 1223 | 0  | 0             | 0  | 0  | 4469  |
| Alt C - Existing + Project Conditions     | 0              | 2177 | 313 | 97            | 0  | 197 | 314            | 1005 | 0  | 0             | 0  | 0  | 4103  |

Intersection Number: **9**  
 Traffic Node Number: 3092  
 Intersection Name: Monterey Road & Capitol Expressway (S)\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 2269 | 128 | 241           | 0  | 201 | 193            | 956  | 0  | 0             | 0  | 0  | 3988  |
| Existing Conditions (with couplets)       | 0              | 2269 | 128 | 241           | 0  | 201 | 193            | 956  | 0  | 0             | 0  | 0  | 3988  |
| ATI                                       | 0              | 99   | 7   | 7             | 0  | 7   | 112            | 239  | 0  | 0             | 0  | 0  | 471   |
| Background Conditions                     | 0              | 2368 | 135 | 248           | 0  | 208 | 305            | 1195 | 0  | 0             | 0  | 0  | 4459  |
| No Project                                | 0              | 2334 | 0   | 267           | 0  | 629 | 479            | 1025 | 0  | 0             | 0  | 0  | 4734  |
| Project - Alt C                           | 0              | 2289 | 4   | 338           | 0  | 733 | 481            | 1080 | 0  | 0             | 0  | 0  | 4925  |
| Changes in Traffic due to project - Alt C | 0              | -45  | 4   | 71            | 0  | 104 | 2              | 55   | 0  | 0             | 0  | 0  | 191   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2323 | 139 | 319           | 0  | 312 | 307            | 1250 | 0  | 0             | 0  | 0  | 4650  |
| Alt C - Existing + Project Conditions     | 0              | 2224 | 132 | 312           | 0  | 305 | 195            | 1011 | 0  | 0             | 0  | 0  | 4179  |

Intersection Number: **10**  
 Traffix Node Number: 3240  
 Intersection Name: Vine Street & Alma Avenue  
 Peak Hour: PM  
 Count Date: 09/15/11

| Scenario:                                 | Movements      |     |     |               |     |    |                |    |    |               |     |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|----|----------------|----|----|---------------|-----|----|-------|
|                                           | North Approach |     |     | East Approach |     |    | South Approach |    |    | West Approach |     |    |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT | RT             | TH | LT | RT            | TH  | LT |       |
| Existing Conditions                       | 38             | 820 | 235 | 0             | 556 | 0  | 0              | 0  | 0  | 219           | 380 | 0  | 2248  |
| Existing Conditions (with couplets)       | 32             | 623 | 251 | 45            | 750 | 0  | 0              | 72 | 65 | 233           | 410 | 11 | 2492  |
| ATI                                       | -3             | -81 | -13 | 12            | 83  | 0  | 0              | 20 | 18 | 27            | 26  | 3  | 92    |
| Background Conditions                     | 29             | 542 | 238 | 57            | 833 | 0  | 0              | 92 | 83 | 260           | 436 | 14 | 2584  |
| No Project                                | 0              | 572 | 34  | 0             | 367 | 0  | 0              | 0  | 0  | 565           | 486 | 0  | 2024  |
| Project - Alt C                           | 1              | 645 | 33  | 0             | 392 | 0  | 0              | 0  | 0  | 646           | 439 | 0  | 2156  |
| Changes in Traffic due to project - Alt C | 1              | 73  | -1  | 0             | 25  | 0  | 0              | 0  | 0  | 81            | -47 | 0  | 132   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 30             | 615 | 237 | 57            | 858 | 0  | 0              | 92 | 83 | 341           | 389 | 14 | 2716  |
| Alt C - Existing + Project Conditions     | 39             | 893 | 234 | 0             | 581 | 0  | 0              | 0  | 0  | 300           | 333 | 0  | 2380  |

Intersection Number: **11**  
 Traffix Node Number: 3234  
 Intersection Name: Almaden Road & Alma Avenue  
 Peak Hour: PM  
 Count Date: 09/01/11

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |     |               |     |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|----|-------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |     | West Approach |     |    |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 0              | 0   | 0   | 2             | 397 | 313 | 159            | 157 | 208 | 11            | 574 | 28 | 1849  |
| Existing Conditions (with couplets)       | 31             | 623 | 250 | 45            | 397 | 507 | 135            | 144 | 128 | 2             | 636 | 11 | 2909  |
| ATI                                       | 8              | 173 | 69  | -2            | 17  | 14  | 4              | -13 | 11  | 0             | 21  | -2 | 300   |
| Background Conditions                     | 39             | 796 | 319 | 43            | 414 | 521 | 139            | 131 | 139 | 2             | 657 | 9  | 3209  |
| No Project                                | 0              | 0   | 0   | 0             | 221 | 764 | 301            | 32  | 145 | 0             | 518 | 2  | 1983  |
| Project - Alt C                           | 0              | 0   | 0   | 0             | 218 | 782 | 337            | 34  | 174 | 0             | 471 | 2  | 2018  |
| Changes in Traffic due to project - Alt C | 0              | 0   | 0   | 0             | -3  | 18  | 36             | 2   | 29  | 0             | -47 | 0  | 35    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 39             | 796 | 319 | 43            | 411 | 539 | 175            | 133 | 168 | 2             | 610 | 9  | 3244  |
| Alt C - Existing + Project Conditions     | 0              | 0   | 0   | 2             | 394 | 331 | 195            | 159 | 237 | 11            | 527 | 28 | 1884  |

Intersection Number: **12**  
 Traffix Node Number: 5502  
 Intersection Name: SR-87 & Almaden Expressway  
 Peak Hour: PM  
 Count Date: 09/27/12

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |    |               |     |     | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|----|---------------|-----|-----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |    | West Approach |     |     |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT | RT            | TH  | LT  |       |
| Existing Conditions                       | 0              | 0  | 0  | 21            | 1063 | 0  | 0              | 0  | 0  | 0             | 289 | 515 | 1888  |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 21            | 1063 | 0  | 0              | 0  | 0  | 0             | 289 | 515 | 1888  |
| ATI                                       | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0   | 0   | 0     |
| Background Conditions                     | 0              | 0  | 0  | 21            | 1063 | 0  | 0              | 0  | 0  | 0             | 289 | 515 | 1888  |
| No Project                                | 0              | 0  | 0  | 134           | 1717 | 0  | 0              | 0  | 0  | 0             | 382 | 63  | 2296  |
| Project - Alt C                           | 0              | 0  | 0  | 192           | 1804 | 0  | 0              | 0  | 0  | 0             | 440 | 127 | 2563  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 58            | 87   | 0  | 0              | 0  | 0  | 0             | 58  | 64  | 267   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 79            | 1150 | 0  | 0              | 0  | 0  | 0             | 347 | 579 | 2155  |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 79            | 1150 | 0  | 0              | 0  | 0  | 0             | 347 | 579 | 2155  |

Intersection Number: **13**  
 Trafix Node Number: 5506  
 Intersection Name: Almaden Expressway & Foxworthy Avenue  
 Peak Hour: PM  
 Count Date: 09/12/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 131            | 2497 | 598 | 69            | 0  | 118 | 103            | 898 | 112 | 77            | 142 | 126 | 4871  |
| Existing Conditions (with couplets)       | 131            | 2497 | 598 | 69            | 0  | 118 | 103            | 898 | 112 | 77            | 142 | 126 | 4871  |
| ATI                                       | 1              | 16   | 0   | 0             | 0  | 0   | 0              | 16  | 0   | 0             | 0   | 1   | 34    |
| Background Conditions                     | 132            | 2513 | 598 | 69            | 0  | 118 | 103            | 914 | 112 | 77            | 142 | 127 | 4905  |
| No Project                                | 68             | 2887 | 849 | 257           | 0  | 190 | 0              | 715 | 75  | 0             | 18  | 131 | 5190  |
| Project - Alt C                           | 66             | 2819 | 837 | 276           | 0  | 402 | 0              | 693 | 84  | 0             | 27  | 128 | 5332  |
| Changes in Traffic due to project - Alt C | -2             | -68  | -12 | 19            | 0  | 212 | 0              | -22 | 9   | 0             | 9   | -3  | 142   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 130            | 2445 | 586 | 88            | 0  | 330 | 103            | 892 | 121 | 77            | 151 | 124 | 5047  |
| Alt C - Existing + Project Conditions     | 129            | 2429 | 586 | 88            | 0  | 330 | 103            | 876 | 121 | 77            | 151 | 123 | 5013  |

Intersection Number: **14**  
 Trafix Node Number: 5512  
 Intersection Name: Almaden Expressway & Branham Lane\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 361            | 1982 | 430 | 124           | 340 | 390 | 477            | 667 | 227 | 165           | 522 | 192 | 5877  |
| Existing Conditions (with couplets)       | 361            | 1982 | 430 | 124           | 340 | 390 | 477            | 667 | 227 | 165           | 522 | 192 | 5877  |
| ATI                                       | 13             | 163  | 15  | 0             | 0   | 68  | 73             | 101 | 71  | 68            | 3   | 0   | 575   |
| Background Conditions                     | 374            | 2145 | 445 | 124           | 340 | 458 | 550            | 768 | 298 | 233           | 525 | 192 | 6452  |
| No Project                                | 209            | 2467 | 145 | 21            | 164 | 381 | 298            | 779 | 261 | 274           | 345 | 205 | 5549  |
| Project - Alt C                           | 221            | 2538 | 139 | 21            | 178 | 391 | 302            | 796 | 261 | 279           | 344 | 205 | 5675  |
| Changes in Traffic due to project - Alt C | 12             | 71   | -6  | 0             | 14  | 10  | 4              | 17  | 0   | 5             | -1  | 0   | 126   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 386            | 2216 | 439 | 124           | 354 | 468 | 554            | 785 | 298 | 238           | 524 | 192 | 6578  |
| Alt C - Existing + Project Conditions     | 373            | 2053 | 424 | 124           | 354 | 400 | 481            | 684 | 227 | 170           | 521 | 192 | 6003  |

Intersection Number: **15**  
 Trafix Node Number: 5521  
 Intersection Name: Almaden Expressway & Cherry Avenue  
 Peak Hour: PM  
 Count Date: 09/25/12

| Scenario:                               | Movements                                 |      |      |               |     |     |                |      |      |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|-----|----------------|------|------|---------------|-----|-----|-------|------|
|                                         | North Approach                            |      |      | East Approach |     |     | South Approach |      |      | West Approach |     |     |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT  | RT             | TH   | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 123                                       | 2115 | 127  | 38            | 64  | 122 | 95             | 1076 | 417  | 335           | 42  | 116 | 4670  |      |
| Existing Conditions (with couplets)     | 123                                       | 2115 | 127  | 38            | 64  | 122 | 95             | 1076 | 417  | 335           | 42  | 116 | 4670  |      |
|                                         | ATI                                       | 0    | 0    | 229           | 229 | 120 | 465            | 265  | 0    | 0             | 0   | 120 | 0     | 1428 |
| Background Conditions                   | 123                                       | 2115 | 356  | 267           | 184 | 587 | 360            | 1076 | 417  | 335           | 162 | 116 | 6098  |      |
|                                         | No Project                                | 103  | 3007 | 12            | 5   | 0   | 7              | 9    | 1252 | 93            | 101 | 0   | 82    | 4671 |
|                                         | Project - Alt C                           | 106  | 3090 | 12            | 4   | 0   | 7              | 9    | 1279 | 93            | 108 | 0   | 76    | 4784 |
|                                         | Changes in Traffic due to project - Alt C | 3    | 83   | 0             | -1  | 0   | 0              | 0    | 27   | 0             | 7   | 0   | -6    | 113  |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0   | 0              | 0    | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions | 126                                       | 2198 | 356  | 266           | 184 | 587 | 360            | 1103 | 417  | 342           | 162 | 110 | 6211  |      |
| Alt C - Existing + Project Conditions   | 126                                       | 2198 | 127  | 37            | 64  | 122 | 95             | 1103 | 417  | 342           | 42  | 110 | 4783  |      |

Intersection Number: **16**  
 Traffic Node Number: 5522  
 Intersection Name: Almaden Expressway & SR- 85 (N)\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |    |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |    |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH | LT  |       |
| Existing Conditions                       | 100            | 2435 | 0   | 273           | 35  | 826 | 0              | 1285 | 125 | 191           | 0  | 115 | 5385  |
| Existing Conditions (with couplets)       | 100            | 2435 | 0   | 273           | 35  | 826 | 0              | 1285 | 125 | 191           | 0  | 115 | 5385  |
|                                           | ATI            | 0    | 543 | 0             | 183 | 0   | 9              | 3    | 293 | 0             | 0  | 0   | 1031  |
| Background Conditions                     | 100            | 2978 | 0   | 456           | 35  | 835 | 3              | 1578 | 125 | 191           | 0  | 115 | 6416  |
| No Project                                | 84             | 3031 | 0   | 213           | 42  | 878 | 0              | 1091 | 74  | 147           | 0  | 50  | 5610  |
| Project - Alt C                           | 87             | 3119 | 0   | 215           | 42  | 867 | 0              | 1113 | 73  | 146           | 0  | 52  | 5714  |
| Changes in Traffic due to project - Alt C | 3              | 88   | 0   | 2             | 0   | -11 | 0              | 22   | -1  | -1            | 0  | 2   | 104   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0  | 0   | 0     |
| Alt C - Background + Project Conditions   | 103            | 3066 | 0   | 458           | 35  | 824 | 3              | 1600 | 124 | 190           | 0  | 117 | 6520  |
| Alt C - Existing + Project Conditions     | 103            | 2523 | 0   | 275           | 35  | 815 | 0              | 1307 | 124 | 190           | 0  | 117 | 5489  |

Intersection Number: **17**  
 Traffic Node Number: 5523  
 Intersection Name: Almaden Expressway & SR- 85 (S)\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                               | Movements                                 |      |      |               |    |    |                |      |      |               |      |     | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|----|----|----------------|------|------|---------------|------|-----|-------|------|
|                                         | North Approach                            |      |      | East Approach |    |    | South Approach |      |      | West Approach |      |     |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH | LT | RT             | TH   | LT   | RT            | TH   | LT  |       |      |
| Existing Conditions                     | 316                                       | 2717 | 0    | 0             | 0  | 0  | 822            | 1433 | 32   | 511           | 200  | 585 | 6616  |      |
| Existing Conditions (with couplets)     | 316                                       | 2717 | 0    | 0             | 0  | 0  | 822            | 1433 | 32   | 511           | 200  | 585 | 6616  |      |
|                                         | ATI                                       | 9    | 184  | 0             | 0  | 0  | 0              | 2    | 115  | 0             | 0    | 0   | 179   | 489  |
| Background Conditions                   |                                           | 325  | 2901 | 0             | 0  | 0  | 0              | 824  | 1548 | 32            | 511  | 200 | 764   | 7105 |
|                                         | No Project                                | 0    | 3310 | 0             | 0  | 0  | 0              | 819  | 2178 | 0             | 1117 | 1   | 77    | 7502 |
|                                         | Project - Alt C                           | 0    | 3346 | 0             | 0  | 0  | 0              | 821  | 2175 | 0             | 1110 | 0   | 81    | 7533 |
|                                         | Changes in Traffic due to project - Alt C | 0    | 36   | 0             | 0  | 0  | 0              | 2    | -3   | 0             | -7   | -1  | 4     | 31   |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0  | 0  | 0              | 0    | 0    | 0             | 0    | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 325  | 2937 | 0             | 0  | 0  | 0              | 826  | 1545 | 32            | 504  | 199 | 768   | 7136 |
| Alt C - Existing + Project Conditions   |                                           | 316  | 2753 | 0             | 0  | 0  | 0              | 824  | 1430 | 32            | 504  | 199 | 589   | 6647 |

Intersection Number: **18**  
 Traffic Node Number: 5513  
 Intersection Name: Almaden Expressway & Blossom Hill Road\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 647            | 1770 | 638 | 338           | 541 | 183 | 123            | 1140 | 337 | 299           | 683 | 584 | 7283  |
| Existing Conditions (with couplets)       | 647            | 1770 | 638 | 338           | 541 | 183 | 123            | 1140 | 337 | 299           | 683 | 584 | 7283  |
| ATI                                       | 54             | 110  | 26  | 0             | 38  | 43  | 44             | 69   | 1   | 0             | 43  | 42  | 470   |
| Background Conditions                     | 701            | 1880 | 664 | 338           | 579 | 226 | 167            | 1209 | 338 | 299           | 726 | 626 | 7753  |
| No Project                                | 833            | 2827 | 766 | 448           | 347 | 123 | 108            | 1692 | 69  | 96            | 648 | 857 | 8814  |
| Project - Alt C                           | 842            | 2850 | 763 | 449           | 349 | 123 | 111            | 1685 | 69  | 96            | 651 | 862 | 8850  |
| Changes in Traffic due to project - Alt C | 9              | 23   | -3  | 1             | 2   | 0   | 3              | -7   | 0   | 0             | 3   | 5   | 36    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 710            | 1903 | 661 | 339           | 581 | 226 | 170            | 1202 | 338 | 299           | 729 | 631 | 7789  |
| Alt C - Existing + Project Conditions     | 656            | 1793 | 635 | 339           | 543 | 183 | 126            | 1133 | 337 | 299           | 686 | 589 | 7319  |

Intersection Number: **19**  
 Traffic Node Number: 3377  
 Intersection Name: Canoas Garden Avenue & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |    |               |      |     |                |    |    |               |      |     | Total |
|-------------------------------------------|----------------|----|----|---------------|------|-----|----------------|----|----|---------------|------|-----|-------|
|                                           | North Approach |    |    | East Approach |      |     | South Approach |    |    | West Approach |      |     |       |
|                                           | RT             | TH | LT | RT            | TH   | LT  | RT             | TH | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 46             | 5  | 84 | 151           | 898  | 178 | 173            | 17 | 67 | 110           | 1124 | 49  | 2902  |
| Existing Conditions (with couplets)       | 46             | 5  | 84 | 151           | 898  | 178 | 173            | 17 | 67 | 110           | 1124 | 49  | 2902  |
|                                           | ATI            | 0  | 0  | 0             | 0    | 9   | 0              | 0  | 0  | 0             | 16   | 0   | 25    |
| Background Conditions                     | 46             | 5  | 84 | 151           | 907  | 178 | 173            | 17 | 67 | 110           | 1140 | 49  | 2927  |
| No Project                                | 51             | 2  | 71 | 153           | 1189 | 252 | 248            | 20 | 27 | 67            | 1466 | 98  | 3644  |
| Project - Alt C                           | 52             | 2  | 66 | 154           | 1232 | 252 | 252            | 26 | 27 | 73            | 1457 | 104 | 3697  |
| Changes in Traffic due to project - Alt C | 1              | 0  | -5 | 1             | 43   | 0   | 4              | 6  | 0  | 6             | -9   | 6   | 53    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0   | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 47             | 5  | 79 | 152           | 950  | 178 | 177            | 23 | 67 | 116           | 1131 | 55  | 2980  |
| Alt C - Existing + Project Conditions     | 47             | 5  | 79 | 152           | 941  | 178 | 177            | 23 | 67 | 116           | 1115 | 55  | 2955  |

Intersection Number: **20**  
 Traffic Node Number: 3207  
 Intersection Name: SR-87 & Curtner Avenue (W)  
 Peak Hour: PM  
 Count Date: 09/20/12

| Scenario:                               | Movements                                 |     |     |               |      |      |                |    |    |               |     |      | Total |      |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|------|------|----------------|----|----|---------------|-----|------|-------|------|
|                                         | North Approach                            |     |     | East Approach |      |      | South Approach |    |    | West Approach |     |      |       |      |
|                                         | RT                                        | TH  | LT  | RT            | TH   | LT   | RT             | TH | LT | RT            | TH  | LT   |       |      |
| Existing Conditions                     | 99                                        | 0   | 380 | 437           | 1193 | 0    | 0              | 0  | 0  | 436           | 878 | 0    | 3423  |      |
| Existing Conditions (with couplets)     | 99                                        | 0   | 380 | 437           | 1193 | 0    | 0              | 0  | 0  | 436           | 878 | 0    | 3423  |      |
|                                         | ATI                                       | 0   | 0   | 66            | 0    | 9    | 0              | 0  | 0  | 0             | 16  | 0    | 91    |      |
| Background Conditions                   | 99                                        | 0   | 446 | 437           | 1202 | 0    | 0              | 0  | 0  | 436           | 894 | 0    | 3514  |      |
|                                         | No Project                                | 279 | 0   | 134           | 270  | 1316 | 0              | 0  | 0  | 0             | 459 | 1326 | 0     | 3784 |
|                                         | Project - Alt C                           | 223 | 0   | 362           | 232  | 1415 | 0              | 0  | 0  | 0             | 519 | 1256 | 0     | 4007 |
|                                         | Changes in Traffic due to project - Alt C | -56 | 0   | 228           | -38  | 99   | 0              | 0  | 0  | 0             | 60  | -70  | 0     | 223  |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0   | 0    | 0     | 0    |
| Alt C - Background + Project Conditions | 43                                        | 0   | 674 | 399           | 1301 | 0    | 0              | 0  | 0  | 496           | 824 | 0    | 3737  |      |
| Alt C - Existing + Project Conditions   | 43                                        | 0   | 608 | 399           | 1292 | 0    | 0              | 0  | 0  | 496           | 808 | 0    | 3646  |      |

Intersection Number: **21**  
 Traffic Node Number: 3206  
 Intersection Name: SR-87 & Curtner Avenue (E)  
 Peak Hour: PM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |     |               |      |      | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|-----|---------------|------|------|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |     | West Approach |      |      |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT  | RT            | TH   | LT   |       |
| Existing Conditions                       | 16             | 0  | 2  | 557           | 1222 | 0  | 484            | 6  | 342 | 0             | 1069 | 245  | 3943  |
| Existing Conditions (with couplets)       | 16             | 0  | 2  | 557           | 1222 | 0  | 484            | 6  | 342 | 0             | 1069 | 245  | 3943  |
| ATI                                       | 0              | 0  | 0  | 36            | 27   | 0  | 32             | 0  | 0   | 0             | 83   | 0    | 178   |
| Background Conditions                     | 16             | 0  | 2  | 593           | 1249 | 0  | 516            | 6  | 342 | 0             | 1152 | 245  | 4121  |
| No Project                                | 0              | 0  | 0  | 177           | 1220 | 0  | 378            | 0  | 365 | 0             | 1087 | 374  | 3601  |
| Project - Alt C                           | 0              | 0  | 0  | 452           | 1273 | 0  | 364            | 0  | 374 | 0             | 1353 | 265  | 4081  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 275           | 53   | 0  | -14            | 0  | 9   | 0             | 266  | -109 | 480   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0   | 0             | 0    | 0    | 0     |
| Alt C - Background + Project Conditions   | 16             | 0  | 2  | 868           | 1302 | 0  | 502            | 6  | 351 | 0             | 1418 | 136  | 4601  |
| Alt C - Existing + Project Conditions     | 16             | 0  | 2  | 832           | 1275 | 0  | 470            | 6  | 351 | 0             | 1335 | 136  | 4423  |

Intersection Number: **22**  
 Trafix Node Number: 3439  
 Intersection Name: Stone Avenue & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |     |    |               |      |     |                |    |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|----|---------------|------|-----|----------------|----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |    | East Approach |      |     | South Approach |    |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT | RT            | TH   | LT  | RT             | TH | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 273            | 5   | 39 | 54            | 1456 | 37  | 33             | 1  | 39  | 77            | 1356 | 98  | 3468  |
| Existing Conditions (with couplets)       | 273            | 5   | 39 | 54            | 1456 | 37  | 33             | 1  | 39  | 77            | 1356 | 98  | 3468  |
| ATI                                       | 0              | 0   | 0  | 0             | 63   | 0   | 0              | 0  | 0   | 0             | 116  | 0   | 179   |
| Background Conditions                     | 273            | 5   | 39 | 54            | 1519 | 37  | 33             | 1  | 39  | 77            | 1472 | 98  | 3647  |
| No Project                                | 292            | 9   | 0  | 0             | 1019 | 65  | 55             | 6  | 86  | 95            | 1173 | 198 | 2998  |
| Project - Alt C                           | 206            | 117 | 0  | 0             | 863  | 398 | 394            | 46 | 655 | 495           | 1044 | 178 | 4396  |
| Changes in Traffic due to project - Alt C | -86            | 108 | 0  | 0             | -156 | 333 | 339            | 40 | 569 | 400           | -129 | -20 | 1398  |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0    | 0   | 0              | 0  | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 187            | 113 | 39 | 54            | 1363 | 370 | 372            | 41 | 608 | 477           | 1343 | 78  | 5045  |
| Alt C - Existing + Project Conditions     | 187            | 113 | 39 | 54            | 1300 | 370 | 372            | 41 | 608 | 477           | 1227 | 78  | 4866  |

Intersection Number: **23**  
 Trafix Node Number: 3436  
 Intersection Name: Little Orchard Avenue & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 09/27/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |     | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|-----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |     |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 295            | 7  | 163 | 80            | 1264 | 50 | 20             | 7  | 55 | 33            | 1212 | 210 | 3396  |
| Existing Conditions (with couplets)       | 295            | 7  | 163 | 80            | 1264 | 50 | 20             | 7  | 55 | 33            | 1212 | 210 | 3396  |
| ATI                                       | 0              | 0  | 0   | 0             | 63   | 0  | 0              | 0  | 0  | 0             | 116  | 0   | 179   |
| Background Conditions                     | 295            | 7  | 163 | 80            | 1327 | 50 | 20             | 7  | 55 | 33            | 1328 | 210 | 3575  |
| No Project                                | 44             | 0  | 156 | 48            | 1040 | 0  | 0              | 0  | 0  | 0             | 1226 | 1   | 2515  |
| Project - Alt C                           | 53             | 0  | 174 | 48            | 1208 | 0  | 0              | 0  | 0  | 0             | 1436 | 2   | 2921  |
| Changes in Traffic due to project - Alt C | 9              | 0  | 18  | 0             | 168  | 0  | 0              | 0  | 0  | 0             | 210  | 1   | 406   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 304            | 7  | 181 | 80            | 1495 | 50 | 20             | 7  | 55 | 33            | 1538 | 211 | 3981  |
| Alt C - Existing + Project Conditions     | 304            | 7  | 181 | 80            | 1432 | 50 | 20             | 7  | 55 | 33            | 1422 | 211 | 3802  |

Intersection Number: **24**  
 Trafix Node Number: 3803  
 Intersection Name: Seventh Street & Tully Road  
 Peak Hour: PM  
 Count Date: 09/26/12

| Scenario:                                 | Movements      |     |     |               |     |     |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 119            | 191 | 147 | 110           | 939 | 375 | 143            | 42 | 1  | 11            | 942  | 75 | 3095  |
| Existing Conditions (with couplets)       | 119            | 191 | 147 | 110           | 939 | 375 | 143            | 42 | 1  | 11            | 942  | 75 | 3095  |
| ATI                                       | 0              | 7   | 0   | 0             | 0   | 77  | 42             | 3  | 0  | 0             | 0    | 0  | 129   |
| Background Conditions                     | 119            | 198 | 147 | 110           | 939 | 452 | 185            | 45 | 1  | 11            | 942  | 75 | 3224  |
| No Project                                | 156            | 110 | 143 | 50            | 851 | 38  | 33             | 31 | 0  | 0             | 1341 | 53 | 2806  |
| Project - Alt C                           | 165            | 109 | 147 | 50            | 856 | 50  | 35             | 30 | 0  | 0             | 1327 | 59 | 2828  |
| Changes in Traffic due to project - Alt C | 9              | -1  | 4   | 0             | 5   | 12  | 2              | -1 | 0  | 0             | -14  | 6  | 22    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0   | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 128            | 197 | 151 | 110           | 944 | 464 | 187            | 44 | 1  | 11            | 928  | 81 | 3246  |
| Alt C - Existing + Project Conditions     | 128            | 190 | 151 | 110           | 944 | 387 | 145            | 41 | 1  | 11            | 928  | 81 | 3117  |



Intersection Number: **25**  
 Trafix Node Number: 3824  
 Intersection Name: 10th Street & Tully Road  
 Peak Hour: PM  
 Count Date: 09/26/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |     | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|-----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |     |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 139            | 0  | 123 | 71            | 1328 | 0  | 0              | 0  | 0  | 0             | 1042 | 124 | 2827  |
| Existing Conditions (with couplets)       | 139            | 0  | 123 | 71            | 1328 | 0  | 0              | 0  | 0  | 0             | 1042 | 124 | 2827  |
| ATI                                       | 22             | 0  | 0   | 0             | 53   | 0  | 0              | 0  | 0  | 0             | 30   | 12  | 117   |
| Background Conditions                     | 161            | 0  | 123 | 71            | 1381 | 0  | 0              | 0  | 0  | 0             | 1072 | 136 | 2944  |
| No Project                                | 111            | 0  | 67  | 9             | 828  | 0  | 0              | 0  | 0  | 0             | 1477 | 41  | 2533  |
| Project - Alt C                           | 128            | 0  | 66  | 9             | 828  | 0  | 0              | 0  | 0  | 0             | 1464 | 45  | 2540  |
| Changes in Traffic due to project - Alt C | 17             | 0  | -1  | 0             | 0    | 0  | 0              | 0  | 0  | 0             | -13  | 4   | 7     |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 178            | 0  | 122 | 71            | 1381 | 0  | 0              | 0  | 0  | 0             | 1059 | 140 | 2951  |
| Alt C - Existing + Project Conditions     | 156            | 0  | 122 | 71            | 1328 | 0  | 0              | 0  | 0  | 0             | 1029 | 128 | 2834  |

Intersection Number: **26**  
 Trafix Node Number: 3117  
 Intersection Name: Senter Road & Tully Road\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 151            | 916  | 525 | 338           | 796 | 617 | 392            | 433 | 176 | 380           | 948  | 139 | 5811  |
| Existing Conditions (with couplets)       | 151            | 916  | 525 | 338           | 796 | 617 | 392            | 433 | 176 | 380           | 948  | 139 | 5811  |
| ATI                                       | 2              | 23   | 11  | 0             | 53  | 53  | 31             | 5   | 0   | 2             | 39   | 1   | 220   |
| Background Conditions                     | 153            | 939  | 536 | 338           | 849 | 670 | 423            | 438 | 176 | 382           | 987  | 140 | 6031  |
| No Project                                | 43             | 1096 | 330 | 90            | 672 | 306 | 322            | 185 | 122 | 353           | 1178 | 13  | 4710  |
| Project - Alt C                           | 48             | 1096 | 329 | 90            | 675 | 301 | 330            | 193 | 114 | 309           | 1206 | 15  | 4706  |
| Changes in Traffic due to project - Alt C | 5              | 0    | -1  | 0             | 3   | -5  | 8              | 8   | -8  | -44           | 28   | 2   | -4    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 158            | 939  | 535 | 338           | 852 | 665 | 431            | 446 | 168 | 338           | 1015 | 142 | 6027  |
| Alt C - Existing + Project Conditions     | 156            | 916  | 524 | 338           | 799 | 612 | 400            | 441 | 168 | 336           | 976  | 141 | 5807  |

Intersection Number: **27**  
 Trafix Node Number: 3108  
 Intersection Name: McLaughlin Avenue & Tully Road\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 123            | 457 | 319 | 345           | 1255 | 418 | 194            | 228 | 199 | 129           | 1201 | 119 | 4987  |
| Existing Conditions (with couplets)       | 123            | 457 | 319 | 345           | 1255 | 418 | 194            | 228 | 199 | 129           | 1201 | 119 | 4987  |
| ATI                                       | 7              | 18  | 19  | 24            | 139  | 25  | 23             | 16  | 16  | 9             | 103  | 3   | 402   |
| Background Conditions                     | 130            | 475 | 338 | 369           | 1394 | 443 | 217            | 244 | 215 | 138           | 1304 | 122 | 5389  |
| No Project                                | 68             | 294 | 313 | 356           | 939  | 286 | 232            | 132 | 81  | 151           | 1321 | 116 | 4289  |
| Project - Alt C                           | 69             | 298 | 303 | 363           | 916  | 278 | 231            | 137 | 82  | 143           | 1331 | 128 | 4279  |
| Changes in Traffic due to project - Alt C | 1              | 4   | -10 | 7             | -23  | -8  | -1             | 5   | 1   | -8            | 10   | 12  | -10   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 131            | 479 | 328 | 376           | 1371 | 435 | 216            | 249 | 216 | 130           | 1314 | 134 | 5379  |
| Alt C - Existing + Project Conditions     | 124            | 461 | 309 | 352           | 1232 | 410 | 193            | 233 | 200 | 121           | 1211 | 131 | 4977  |

Intersection Number: **28**  
 Traffic Node Number: 3120  
 Intersection Name: Pearl Avenue & Capitol Expressway\*  
 Peak Hour: PM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 81             | 150 | 174 | 232           | 749 | 431 | 228            | 138 | 122 | 366           | 1318 | 138 | 4127  |
| Existing Conditions (with couplets)       | 81             | 150 | 174 | 232           | 749 | 431 | 228            | 138 | 122 | 366           | 1318 | 138 | 4127  |
|                                           | ATI            | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Background Conditions                     | 81             | 150 | 174 | 232           | 749 | 431 | 228            | 138 | 122 | 366           | 1318 | 138 | 4127  |
| No Project                                | 0              | 242 | 114 | 59            | 580 | 668 | 329            | 44  | 221 | 239           | 1727 | 1   | 4224  |
| Project - Alt C                           | 0              | 313 | 117 | 48            | 617 | 662 | 324            | 54  | 222 | 240           | 1721 | 1   | 4319  |
| Changes in Traffic due to project - Alt C | 0              | 71  | 3   | -11           | 37  | -6  | -5             | 10  | 1   | 1             | -6   | 0   | 95    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 81             | 221 | 177 | 221           | 786 | 425 | 223            | 148 | 123 | 367           | 1312 | 138 | 4222  |
| Alt C - Existing + Project Conditions     | 81             | 221 | 177 | 221           | 786 | 425 | 223            | 148 | 123 | 367           | 1312 | 138 | 4222  |

Intersection Number: **29**  
 Traffic Node Number: 5713  
 Intersection Name: SR-87 & Capitol Expressway\*  
 Peak Hour: PM  
 Count Date: 09/05/12

| Scenario:                                 | Movements      |    |      |               |     |     |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|----|------|---------------|-----|-----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |    |      | East Approach |     |     | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH | LT   | RT            | TH  | LT  | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 414            | 2  | 1099 | 0             | 873 | 449 | 0              | 0  | 0  | 264           | 1610 | 0  | 4711  |
| Existing Conditions (with couplets)       | 414            | 2  | 1099 | 0             | 873 | 449 | 0              | 0  | 0  | 264           | 1610 | 0  | 4711  |
| ATI                                       | 0              | 0  | 0    | 0             | 0   | 0   | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Background Conditions                     | 414            | 2  | 1099 | 0             | 873 | 449 | 0              | 0  | 0  | 264           | 1610 | 0  | 4711  |
| No Project                                | 474            | 0  | 1148 | 0             | 832 | 690 | 0              | 0  | 0  | 109           | 2062 | 0  | 5315  |
| Project - Alt C                           | 439            | 0  | 1132 | 0             | 888 | 701 | 0              | 0  | 0  | 101           | 2060 | 0  | 5321  |
| Changes in Traffic due to project - Alt C | -35            | 0  | -16  | 0             | 56  | 11  | 0              | 0  | 0  | -8            | -2   | 0  | 6     |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0    | 0             | 0   | 0   | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 379            | 2  | 1083 | 0             | 929 | 460 | 0              | 0  | 0  | 256           | 1608 | 0  | 4717  |
| Alt C - Existing + Project Conditions     | 379            | 2  | 1083 | 0             | 929 | 460 | 0              | 0  | 0  | 256           | 1608 | 0  | 4717  |

Intersection Number: **30**  
 Traffic Node Number: 5711  
 Intersection Name: Narvaez Avenue & Capitol Expressway\*  
 Peak Hour: PM  
 Count Date: 09/05/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |     |    |               |      |     | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|-----|----|---------------|------|-----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |     |    | West Approach |      |     |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH  | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 245            | 74 | 627 | 490           | 976  | 67 | 59             | 150 | 59 | 300           | 2074 | 394 | 5515  |
| Existing Conditions (with couplets)       | 245            | 74 | 627 | 490           | 976  | 67 | 59             | 150 | 59 | 300           | 2074 | 394 | 5515  |
| ATI                                       | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0   | 0  | 0             | 0    | 0   | 0     |
| Background Conditions                     | 245            | 74 | 627 | 490           | 976  | 67 | 59             | 150 | 59 | 300           | 2074 | 394 | 5515  |
| No Project                                | 64             | 53 | 448 | 303           | 1390 | 16 | 15             | 130 | 68 | 335           | 2709 | 166 | 5697  |
| Project - Alt C                           | 58             | 53 | 454 | 312           | 1464 | 16 | 15             | 129 | 67 | 333           | 2702 | 157 | 5760  |
| Changes in Traffic due to project - Alt C | -6             | 0  | 6   | 9             | 74   | 0  | 0              | -1  | -1 | -2            | -7   | -9  | 63    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0   | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 239            | 74 | 633 | 499           | 1050 | 67 | 59             | 149 | 58 | 298           | 2067 | 385 | 5578  |
| Alt C - Existing + Project Conditions     | 239            | 74 | 633 | 499           | 1050 | 67 | 59             | 149 | 58 | 298           | 2067 | 385 | 5578  |

Intersection Number: **31**  
 Traffic Node Number: 5708  
 Intersection Name: Copperfield Drive & Capitol Expressway  
 Peak Hour: PM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |     | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|-----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |     |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 125            | 0  | 125 | 52            | 1438 | 0  | 27             | 0  | 0  | 148           | 2024 | 352 | 4291  |
| Existing Conditions (with couplets)       | 125            | 0  | 125 | 52            | 1438 | 0  | 27             | 0  | 0  | 148           | 2024 | 352 | 4291  |
|                                           | ATI            | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Background Conditions                     | 125            | 0  | 125 | 52            | 1438 | 0  | 27             | 0  | 0  | 148           | 2024 | 352 | 4291  |
| No Project                                | 386            | 0  | 174 | 152           | 1323 | 0  | 67             | 0  | 0  | 0             | 2747 | 425 | 5274  |
| Project - Alt C                           | 385            | 0  | 175 | 158           | 1407 | 0  | 75             | 0  | 0  | 0             | 2755 | 416 | 5371  |
| Changes in Traffic due to project - Alt C | -1             | 0  | 1   | 6             | 84   | 0  | 8              | 0  | 0  | 0             | 8    | -9  | 97    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 124            | 0  | 126 | 58            | 1522 | 0  | 35             | 0  | 0  | 148           | 2032 | 343 | 4388  |
| Alt C - Existing + Project Conditions     | 124            | 0  | 126 | 58            | 1522 | 0  | 35             | 0  | 0  | 148           | 2032 | 343 | 4388  |

Intersection Number: **32**  
 Traffic Node Number: 5712  
 Intersection Name: Vistapark Drive & Capitol Expressway  
 Peak Hour: PM  
 Count Date: 09/13/12

| Scenario:                               | Movements                                 |     |     |               |      |      |                |     |     |               |      |      | Total |      |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|------|------|----------------|-----|-----|---------------|------|------|-------|------|
|                                         | North Approach                            |     |     | East Approach |      |      | South Approach |     |     | West Approach |      |      |       |      |
|                                         | RT                                        | TH  | LT  | RT            | TH   | LT   | RT             | TH  | LT  | RT            | TH   | LT   |       |      |
| Existing Conditions                     | 15                                        | 111 | 197 | 60            | 1376 | 203  | 118            | 53  | 170 | 171           | 1959 | 91   | 4524  |      |
| Existing Conditions (with couplets)     | 15                                        | 111 | 197 | 60            | 1376 | 203  | 118            | 53  | 170 | 171           | 1959 | 91   | 4524  |      |
|                                         | ATI                                       | 0   | 0   | 0             | 0    | 0    | 0              | 0   | 0   | 0             | 0    | 0    | 0     |      |
| Background Conditions                   |                                           | 15  | 111 | 197           | 60   | 1376 | 203            | 118 | 53  | 170           | 171  | 1959 | 91    | 4524 |
|                                         | No Project                                | 0   | 12  | 104           | 38   | 1422 | 138            | 34  | 4   | 52            | 257  | 2729 | 1     | 4791 |
|                                         | Project - Alt C                           | 27  | 38  | 111           | 33   | 1485 | 141            | 35  | 5   | 52            | 278  | 2721 | 6     | 4932 |
|                                         | Changes in Traffic due to project - Alt C | 27  | 26  | 7             | -5   | 63   | 3              | 1   | 1   | 0             | 21   | -8   | 5     | 141  |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0    | 0    | 0              | 0   | 0   | 0             | 0    | 0    | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 42  | 137 | 204           | 55   | 1439 | 206            | 119 | 54  | 170           | 192  | 1951 | 96    | 4665 |
| Alt C - Existing + Project Conditions   |                                           | 42  | 137 | 204           | 55   | 1439 | 206            | 119 | 54  | 170           | 192  | 1951 | 96    | 4665 |

Intersection Number: **33**  
 Traffic Node Number: 5715  
 Intersection Name: Snell Avenue & Capitol Expressway\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 69             | 173 | 333 | 243           | 1212 | 521 | 366            | 84  | 279 | 558           | 1662 | 64  | 5564  |
| Existing Conditions (with couplets)       | 69             | 173 | 333 | 243           | 1212 | 521 | 366            | 84  | 279 | 558           | 1662 | 64  | 5564  |
| ATI                                       | 0              | 0   | 0   | 9             | 34   | 13  | 1              | 0   | 1   | 1             | 4    | 0   | 63    |
| Background Conditions                     | 69             | 173 | 333 | 252           | 1246 | 534 | 367            | 84  | 280 | 559           | 1666 | 64  | 5627  |
| No Project                                | 64             | 154 | 298 | 308           | 1504 | 874 | 44             | 52  | 87  | 554           | 2096 | 101 | 6136  |
| Project - Alt C                           | 86             | 399 | 827 | 435           | 1561 | 866 | 43             | 82  | 87  | 587           | 2079 | 101 | 7153  |
| Changes in Traffic due to project - Alt C | 22             | 245 | 529 | 127           | 57   | -8  | -1             | 30  | 0   | 33            | -17  | 0   | 1017  |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 91             | 418 | 862 | 379           | 1303 | 526 | 366            | 114 | 280 | 592           | 1649 | 64  | 6644  |
| Alt C - Existing + Project Conditions     | 91             | 418 | 862 | 370           | 1269 | 513 | 365            | 114 | 279 | 591           | 1645 | 64  | 6581  |

Intersection Number: 34  
 Traffic Node Number: 5720  
 Intersection Name: Senter Road & Capitol Expressway\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 262            | 730 | 591 | 590           | 1355 | 434 | 281            | 342 | 158 | 222           | 1573 | 283 | 6821  |
| Existing Conditions (with couplets)       | 262            | 730 | 591 | 590           | 1355 | 434 | 281            | 342 | 158 | 222           | 1573 | 283 | 6821  |
|                                           | ATI            | 5   | 23  | 8             | 8    | 29  | 8              | 0   | 16  | 0             | 0    | 0   | 97    |
| Background Conditions                     | 267            | 753 | 599 | 598           | 1384 | 442 | 281            | 358 | 158 | 222           | 1573 | 283 | 6918  |
| No Project                                | 319            | 626 | 430 | 386           | 2157 | 457 | 239            | 197 | 223 | 322           | 1687 | 147 | 7190  |
| Project - Alt C                           | 319            | 610 | 407 | 397           | 2238 | 464 | 236            | 190 | 241 | 373           | 1944 | 175 | 7594  |
| Changes in Traffic due to project - Alt C | 0              | -16 | -23 | 11            | 81   | 7   | -3             | -7  | 18  | 51            | 257  | 28  | 404   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 267            | 737 | 576 | 609           | 1465 | 449 | 278            | 351 | 176 | 273           | 1830 | 311 | 7322  |
| Alt C - Existing + Project Conditions     | 262            | 714 | 568 | 601           | 1436 | 441 | 278            | 335 | 176 | 273           | 1830 | 311 | 7225  |

Intersection Number: 35  
 Traffic Node Number: 5721  
 Intersection Name: McLaughlin Avenue & Capitol Expressway\*  
 Peak Hour: PM  
 Count Date: 09/05/12

| Scenario:                               | Movements                                 |     |     |               |      |      |                |     |     |               |      |      | Total |      |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|------|------|----------------|-----|-----|---------------|------|------|-------|------|
|                                         | North Approach                            |     |     | East Approach |      |      | South Approach |     |     | West Approach |      |      |       |      |
|                                         | RT                                        | TH  | LT  | RT            | TH   | LT   | RT             | TH  | LT  | RT            | TH   | LT   |       |      |
| Existing Conditions                     | 167                                       | 325 | 706 | 416           | 2138 | 254  | 149            | 107 | 179 | 59            | 1987 | 305  | 6792  |      |
| Existing Conditions (with couplets)     | 167                                       | 325 | 706 | 416           | 2138 | 254  | 149            | 107 | 179 | 59            | 1987 | 305  | 6792  |      |
|                                         | ATI                                       | 0   | 1   | 30            | 34   | 86   | 5              | 0   | 0   | 0             | 0    | 41   | 0     | 197  |
| Background Conditions                   |                                           | 167 | 326 | 736           | 450  | 2224 | 259            | 149 | 107 | 179           | 59   | 2028 | 305   | 6989 |
|                                         | No Project                                | 190 | 35  | 166           | 229  | 2737 | 331            | 132 | 23  | 74            | 131  | 2063 | 162   | 6273 |
|                                         | Project - Alt C                           | 200 | 38  | 158           | 242  | 2823 | 332            | 130 | 22  | 76            | 140  | 2263 | 185   | 6609 |
|                                         | Changes in Traffic due to project - Alt C | 10  | 3   | -8            | 13   | 86   | 1              | -2  | -1  | 2             | 9    | 200  | 23    | 336  |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0    | 0    | 0              | 0   | 0   | 0             | 0    | 0    | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 177 | 329 | 728           | 463  | 2310 | 260            | 147 | 106 | 181           | 68   | 2228 | 328   | 7325 |
| Alt C - Existing + Project Conditions   |                                           | 177 | 328 | 698           | 429  | 2224 | 255            | 147 | 106 | 181           | 68   | 2187 | 328   | 7128 |

Intersection Number: 36  
 Traffic Node Number: 3849  
 Intersection Name: Narvaez Avenue & Hillsdale Avenue  
 Peak Hour: PM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |     |    |               |     |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|----|---------------|-----|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |    | East Approach |     |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 21             | 47  | 20 | 17            | 251 | 128 | 203            | 68  | 93  | 120           | 393  | 52  | 1413  |
| Existing Conditions (with couplets)       | 21             | 47  | 20 | 17            | 251 | 128 | 203            | 68  | 93  | 120           | 393  | 52  | 1413  |
| ATI                                       | 0              | 0   | 0  | 0             | -11 | 0   | 0              | 0   | 0   | 0             | -108 | 0   | -119  |
| Background Conditions                     | 21             | 47  | 20 | 17            | 240 | 128 | 203            | 68  | 93  | 120           | 285  | 52  | 1294  |
| No Project                                | 24             | 25  | 2  | 3             | 262 | 116 | 51             | 20  | 110 | 104           | 400  | 86  | 1203  |
| Project - Alt C                           | 57             | 9   | 13 | 3             | 538 | 112 | 84             | 53  | 108 | 99            | 473  | 51  | 1600  |
| Changes in Traffic due to project - Alt C | 33             | -16 | 11 | 0             | 276 | -4  | 33             | 33  | -2  | -5            | 73   | -35 | 397   |
| Azores Street Reassignment - Alt C        | -29            | 0   | 0  | 0             | 29  | 0   | 25             | -25 | 0   | 0             | 34   | -34 | 0     |
| Alt C - Background + Project Conditions   | 21             | 47  | 20 | 17            | 545 | 124 | 261            | 68  | 91  | 115           | 392  | 52  | 1753  |
| Alt C - Existing + Project Conditions     | 21             | 47  | 20 | 17            | 556 | 124 | 261            | 68  | 91  | 115           | 500  | 52  | 1872  |

Intersection Number: **37**  
 Trafix Node Number: 3587  
 Intersection Name: Pearl Avenue & Hillsdale Avenue  
 Peak Hour: PM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |     |     |               |    |     |                |     |    |               |    |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|----|-----|----------------|-----|----|---------------|----|----|-------|
|                                           | North Approach |     |     | East Approach |    |     | South Approach |     |    | West Approach |    |    |       |
|                                           | RT             | TH  | LT  | RT            | TH | LT  | RT             | TH  | LT | RT            | TH | LT |       |
| Existing Conditions                       | 2              | 240 | 374 | 203           | 1  | 159 | 286            | 201 | 5  | 1             | 0  | 1  | 1473  |
| Existing Conditions (with couplets)       | 2              | 240 | 374 | 203           | 1  | 159 | 286            | 201 | 5  | 1             | 0  | 1  | 1473  |
| ATI                                       | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Background Conditions                     | 2              | 240 | 374 | 203           | 1  | 159 | 286            | 201 | 5  | 1             | 0  | 1  | 1473  |
| No Project                                | 0              | 279 | 473 | 274           | 0  | 78  | 92             | 12  | 0  | 0             | 0  | 0  | 1208  |
| Project - Alt C                           | 0              | 307 | 499 | 513           | 0  | 123 | 90             | 13  | 0  | 0             | 0  | 0  | 1545  |
| Changes in Traffic due to project - Alt C | 0              | 28  | 26  | 239           | 0  | 45  | -2             | 1   | 0  | 0             | 0  | 0  | 337   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 2              | 268 | 400 | 442           | 1  | 204 | 284            | 202 | 5  | 1             | 0  | 1  | 1810  |
| Alt C - Existing + Project Conditions     | 2              | 268 | 400 | 442           | 1  | 204 | 284            | 202 | 5  | 1             | 0  | 1  | 1810  |

Intersection Number: **38**  
 Trafix Node Number: 3208  
 Intersection Name: Narvaez Avenue & SR-87  
 Peak Hour: PM  
 Count Date: 09/13/12

| Scenario:                               | Movements                                 |     |    |               |    |    |                |     |     |               |    |     | Total |
|-----------------------------------------|-------------------------------------------|-----|----|---------------|----|----|----------------|-----|-----|---------------|----|-----|-------|
|                                         | North Approach                            |     |    | East Approach |    |    | South Approach |     |     | West Approach |    |     |       |
|                                         | RT                                        | TH  | LT | RT            | TH | LT | RT             | TH  | LT  | RT            | TH | LT  |       |
| Existing Conditions                     | 209                                       | 106 | 0  | 0             | 0  | 0  | 0              | 164 | 767 | 773           | 0  | 263 | 2282  |
| Existing Conditions (with couplets)     | 209                                       | 106 | 0  | 0             | 0  | 0  | 0              | 164 | 767 | 773           | 0  | 263 | 2282  |
|                                         | ATI                                       | 0   | 0  | 0             | 0  | 0  | 0              | 0   | 0   | 0             | 0  | 0   | 0     |
| Background Conditions                   | 209                                       | 106 | 0  | 0             | 0  | 0  | 0              | 164 | 767 | 773           | 0  | 263 | 2282  |
|                                         | No Project                                | 224 | 20 | 0             | 0  | 0  | 0              | 7   | 592 | 545           | 0  | 174 | 1562  |
|                                         | Project - Alt C                           | 195 | 25 | 0             | 0  | 0  | 0              | 5   | 593 | 540           | 0  | 240 | 1598  |
|                                         | Changes in Traffic due to project - Alt C | -29 | 5  | 0             | 0  | 0  | 0              | -2  | 1   | -5            | 0  | 66  | 36    |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0  | 0             | 0  | 0  | 0              | 0   | 0   | 0             | 0  | 0   | 0     |
| Alt C - Background + Project Conditions | 180                                       | 111 | 0  | 0             | 0  | 0  | 0              | 162 | 768 | 768           | 0  | 329 | 2318  |
| Alt C - Existing + Project Conditions   | 180                                       | 111 | 0  | 0             | 0  | 0  | 0              | 162 | 768 | 768           | 0  | 329 | 2318  |

Intersection Number: **39**  
 Trafix Node Number: 3956  
 Intersection Name: Vistapark Drive & Hillsdale Avenue  
 Peak Hour: PM  
 Count Date: 09/12/12

| Scenario:                                 | Movements      |    |    |               |     |     |                |    |    |               |     |     | Total |
|-------------------------------------------|----------------|----|----|---------------|-----|-----|----------------|----|----|---------------|-----|-----|-------|
|                                           | North Approach |    |    | East Approach |     |     | South Approach |    |    | West Approach |     |     |       |
|                                           | RT             | TH | LT | RT            | TH  | LT  | RT             | TH | LT | RT            | TH  | LT  |       |
| Existing Conditions                       | 16             | 29 | 18 | 36            | 252 | 49  | 44             | 38 | 82 | 115           | 272 | 30  | 981   |
| Existing Conditions (with couplets)       | 16             | 29 | 18 | 36            | 252 | 49  | 44             | 38 | 82 | 115           | 272 | 30  | 981   |
| ATI                                       | 0              | 0  | 0  | 0             | 0   | 0   | 0              | 0  | 0  | 0             | 0   | 0   | 0     |
| Background Conditions                     | 16             | 29 | 18 | 36            | 252 | 49  | 44             | 38 | 82 | 115           | 272 | 30  | 981   |
| No Project                                | 0              | 5  | 18 | 28            | 249 | 7   | 7              | 7  | 34 | 28            | 300 | 0   | 683   |
| Project - Alt C                           | 34             | 43 | 86 | 95            | 493 | 62  | 11             | 30 | 34 | 30            | 348 | 69  | 1335  |
| Changes in Traffic due to project - Alt C | 34             | 38 | 68 | 67            | 244 | 55  | 4              | 23 | 0  | 2             | 48  | 69  | 652   |
| Azores Street Reassignment - Alt C        | 29             | 0  | 0  | 0             | 0   | 0   | 0              | 0  | 0  | 0             | 0   | 59  | 88    |
| Alt C - Background + Project Conditions   | 79             | 67 | 86 | 103           | 496 | 104 | 48             | 61 | 82 | 117           | 320 | 158 | 1721  |
| Alt C - Existing + Project Conditions     | 79             | 67 | 86 | 103           | 496 | 104 | 48             | 61 | 82 | 117           | 320 | 158 | 1721  |

Intersection Number: **40**  
 Traffic Node Number: 3256  
 Intersection Name: Almaden Expressway & Curtner Avenue (E)  
 Peak Hour: PM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 0              | 0  | 0  | 0             | 1042 | 11 | 173            | 0  | 16 | 50            | 1085 | 0  | 2377  |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 0             | 1042 | 11 | 173            | 0  | 16 | 50            | 1085 | 0  | 2377  |
| ATI                                       | 0              | 0  | 0  | 0             | 9    | 0  | 0              | 0  | 0  | 0             | 16   | 0  | 25    |
| Background Conditions                     | 0              | 0  | 0  | 0             | 1051 | 11 | 173            | 0  | 16 | 50            | 1101 | 0  | 2402  |
| No Project                                | 0              | 0  | 0  | 0             | 1268 | 0  | 277            | 0  | 0  | 51            | 1353 | 0  | 2949  |
| Project - Alt C                           | 0              | 0  | 0  | 0             | 1311 | 0  | 164            | 0  | 0  | 71            | 1470 | 0  | 3016  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 0             | 43   | 0  | -113           | 0  | 0  | 20            | 117  | 0  | 67    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 0             | 1094 | 11 | 60             | 0  | 16 | 70            | 1218 | 0  | 2469  |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 0             | 1085 | 11 | 60             | 0  | 16 | 70            | 1202 | 0  | 2444  |

Intersection Number: **41**  
 Traffic Node Number: 4106  
 Intersection Name: Almaden Expressway & Curtner Avenue (W)  
 Peak Hour: PM  
 Count Date: 09/20/12

| Scenario:                                 | Movements      |    |     |               |      |    |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|------|----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |    |     | East Approach |      |    | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH | LT  | RT            | TH   | LT | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 150            | 0  | 112 | 209           | 819  | 0  | 0              | 0  | 0  | 0             | 1028 | 0  | 2318  |
| Existing Conditions (with couplets)       | 150            | 0  | 112 | 209           | 819  | 0  | 0              | 0  | 0  | 0             | 1028 | 0  | 2318  |
| ATI                                       | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Background Conditions                     | 150            | 0  | 112 | 209           | 819  | 0  | 0              | 0  | 0  | 0             | 1028 | 0  | 2318  |
| No Project                                | 261            | 0  | 434 | 329           | 938  | 0  | 0              | 0  | 0  | 0             | 970  | 0  | 2932  |
| Project - Alt C                           | 294            | 0  | 504 | 295           | 1017 | 0  | 0              | 0  | 0  | 0             | 1037 | 0  | 3147  |
| Changes in Traffic due to project - Alt C | 33             | 0  | 70  | -34           | 79   | 0  | 0              | 0  | 0  | 0             | 67   | 0  | 215   |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0    | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 183            | 0  | 182 | 175           | 898  | 0  | 0              | 0  | 0  | 0             | 1095 | 0  | 2533  |
| Alt C - Existing + Project Conditions     | 183            | 0  | 182 | 175           | 898  | 0  | 0              | 0  | 0  | 0             | 1095 | 0  | 2533  |

Intersection Number: **42**  
 Traffic Node Number: 3616  
 Intersection Name: 2nd Street & Keyes Street  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |    |               |     |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|----|---------------|-----|----|-------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |    | West Approach |     |    |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT | RT            | TH  | LT |       |
| Existing Conditions                       | 48             | 375 | 114 | 0             | 342 | 189 | 0              | 0   | 0  | 9             | 368 | 0  | 1445  |
| Existing Conditions (with couplets)       | 77             | 325 | 178 | 81            | 441 | 451 | 63             | 135 | 11 | 15            | 381 | 26 | 2184  |
| ATI                                       | 11             | -59 | 37  | 21            | 10  | 97  | 16             | 35  | 3  | 1             | 14  | 6  | 192   |
| Background Conditions                     | 88             | 266 | 215 | 102           | 451 | 548 | 79             | 170 | 14 | 16            | 395 | 32 | 2376  |
| No Project                                | 19             | 265 | 58  | 0             | 206 | 224 | 0              | 0   | 0  | 203           | 246 | 0  | 1221  |
| Project - Alt C                           | 25             | 374 | 86  | 0             | 206 | 155 | 0              | 0   | 0  | 181           | 270 | 0  | 1297  |
| Changes in Traffic due to project - Alt C | 6              | 109 | 28  | 0             | 0   | -69 | 0              | 0   | 0  | -22           | 24  | 0  | 76    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0  | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 94             | 375 | 243 | 102           | 451 | 479 | 79             | 170 | 14 | 14            | 419 | 32 | 2472  |
| Alt C - Existing + Project Conditions     | 54             | 484 | 142 | 0             | 342 | 120 | 0              | 0   | 0  | 7             | 392 | 0  | 1541  |

Intersection Number: **43**  
 Trafix Node Number: 3620  
 Intersection Name: 3rd Street & Keyes Street  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |     |               |     |     | Total |      |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |      |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                       | 0              | 0   | 0   | 121           | 519 | 0   | 173            | 195 | 22  | 0             | 432 | 43  | 1505  |      |
| Existing Conditions (with couplets)       | 381            | 20  | 178 | 81            | 570 | 1   | 64             | 136 | 11  | 1             | 502 | 25  | 1970  |      |
|                                           | ATI            | 106 | 5   | 49            | 53  | 19  | 0              | -18 | 3   | -2            | 0   | 35  | 4     | 254  |
| Background Conditions                     |                | 487 | 25  | 227           | 134 | 589 | 1              | 46  | 139 | 9             | 1   | 537 | 29    | 2224 |
| No Project                                |                | 0   | 0   | 0             | 50  | 330 | 0              | 593 | 68  | 100           | 0   | 238 | 66    | 1445 |
| Project - Alt C                           |                | 0   | 0   | 0             | 49  | 259 | 0              | 700 | 72  | 102           | 0   | 287 | 69    | 1538 |
| Changes in Traffic due to project - Alt C |                | 0   | 0   | 0             | -1  | -71 | 0              | 107 | 4   | 2             | 0   | 49  | 3     | 93   |
| Azores Street Reassignment - Alt C        |                | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions   |                | 487 | 25  | 227           | 133 | 518 | 1              | 153 | 143 | 11            | 1   | 586 | 32    | 2317 |
| Alt C - Existing + Project Conditions     |                | 0   | 0   | 0             | 120 | 448 | 0              | 280 | 199 | 24            | 0   | 481 | 46    | 1598 |

Intersection Number: **44**  
 Trafix Node Number: 3618  
 Intersection Name: 7th Street & Keyes Street  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |     |               |     |     | Total |      |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |      |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                       | 114            | 405 | 81  | 60            | 424 | 45  | 48             | 376 | 40  | 46            | 522 | 82  | 2243  |      |
| Existing Conditions (with couplets)       | 114            | 405 | 81  | 60            | 424 | 45  | 48             | 376 | 40  | 46            | 522 | 82  | 2243  |      |
|                                           | ATI            | 29  | 87  | 5             | 7   | 138 | 22             | 21  | 54  | 20            | 14  | 149 | 13    | 559  |
| Background Conditions                     |                | 143 | 492 | 86            | 67  | 562 | 67             | 69  | 430 | 60            | 60  | 671 | 95    | 2802 |
| No Project                                |                | 135 | 124 | 286           | 20  | 245 | 7              | 20  | 39  | 0             | 34  | 539 | 258   | 1707 |
| Project - Alt C                           |                | 82  | 170 | 293           | 20  | 226 | 8              | 12  | 22  | 0             | 24  | 624 | 339   | 1820 |
| Changes in Traffic due to project - Alt C |                | -53 | 46  | 7             | 0   | -19 | 1              | -8  | -17 | 0             | -10 | 85  | 81    | 113  |
| Azores Street Reassignment - Alt C        |                | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions   |                | 90  | 538 | 93            | 67  | 543 | 68             | 61  | 413 | 60            | 50  | 756 | 176   | 2915 |
| Alt C - Existing + Project Conditions     |                | 61  | 451 | 88            | 60  | 405 | 46             | 40  | 359 | 40            | 36  | 607 | 163   | 2356 |

Intersection Number: **45**  
 Trafix Node Number: 3619  
 Intersection Name: 10th Street & Keyes Street  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |    |    |               |     |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|----|----|---------------|-----|----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |    |    | West Approach |     |    |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH | LT | RT            | TH  | LT |       |
| Existing Conditions                       | 113            | 846  | 684 | 0             | 467 | 45  | 0              | 0  | 0  | 29            | 627 | 0  | 2811  |
| Existing Conditions (with couplets)       | 113            | 846  | 684 | 0             | 467 | 45  | 0              | 0  | 0  | 29            | 627 | 0  | 2811  |
| ATI                                       | 69             | 154  | 93  | 0             | 137 | 30  | 0              | 0  | 0  | 2             | 153 | 0  | 638   |
| Background Conditions                     | 182            | 1000 | 777 | 0             | 604 | 75  | 0              | 0  | 0  | 31            | 780 | 0  | 3449  |
| No Project                                | 137            | 610  | 514 | 0             | 155 | 190 | 0              | 0  | 0  | 147           | 686 | 0  | 2439  |
| Project - Alt C                           | 122            | 686  | 471 | 0             | 150 | 221 | 0              | 0  | 0  | 194           | 718 | 0  | 2562  |
| Changes in Traffic due to project - Alt C | -15            | 76   | -43 | 0             | -5  | 31  | 0              | 0  | 0  | 47            | 32  | 0  | 123   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 167            | 1076 | 734 | 0             | 599 | 106 | 0              | 0  | 0  | 78            | 812 | 0  | 3572  |
| Alt C - Existing + Project Conditions     | 98             | 922  | 641 | 0             | 462 | 76  | 0              | 0  | 0  | 76            | 659 | 0  | 2934  |

Intersection Number: **46**  
 Trafix Node Number: 3472  
 Intersection Name: 11th Street & Keyes Street  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |    |    |               |     |    |                |     |    |               |      |     | Total |
|-------------------------------------------|----------------|----|----|---------------|-----|----|----------------|-----|----|---------------|------|-----|-------|
|                                           | North Approach |    |    | East Approach |     |    | South Approach |     |    | West Approach |      |     |       |
|                                           | RT             | TH | LT | RT            | TH  | LT | RT             | TH  | LT | RT            | TH   | LT  |       |
| Existing Conditions                       | 0              | 0  | 0  | 725           | 447 | 0  | 43             | 589 | 34 | 0             | 1162 | 140 | 3140  |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 725           | 447 | 0  | 43             | 589 | 34 | 0             | 1162 | 140 | 3140  |
| ATI                                       | 0              | 0  | 0  | 55            | 166 | 0  | 13             | 88  | 2  | 0             | 279  | 24  | 627   |
| Background Conditions                     | 0              | 0  | 0  | 780           | 613 | 0  | 56             | 677 | 36 | 0             | 1441 | 164 | 3767  |
| No Project                                | 0              | 0  | 0  | 454           | 338 | 0  | 52             | 199 | 6  | 0             | 1009 | 191 | 2249  |
| Project - Alt C                           | 0              | 0  | 0  | 467           | 365 | 0  | 56             | 230 | 6  | 0             | 998  | 191 | 2313  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 13            | 27  | 0  | 4              | 31  | 0  | 0             | -11  | 0   | 64    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0   | 0  | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 793           | 640 | 0  | 60             | 708 | 36 | 0             | 1430 | 164 | 3831  |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 738           | 474 | 0  | 47             | 620 | 34 | 0             | 1151 | 140 | 3204  |

Intersection Number: **47**  
 Trafix Node Number: 3654  
 Intersection Name: Lincoln Avenue & Willow Street  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |    |               |     |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|----|---------------|-----|-----|-------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |    | West Approach |     |     |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT | RT            | TH  | LT  |       |
| Existing Conditions                       | 128            | 740 | 174 | 105           | 182 | 102 | 126            | 279 | 64 | 138           | 225 | 100 | 2363  |
| Existing Conditions (with couplets)       | 128            | 740 | 174 | 105           | 182 | 102 | 126            | 279 | 64 | 138           | 225 | 100 | 2363  |
| ATI                                       | 9              | 39  | 4   | 3             | 8   | 4   | 5              | 12  | 3  | 7             | 13  | 4   | 111   |
| Background Conditions                     | 137            | 779 | 178 | 108           | 190 | 106 | 131            | 291 | 67 | 145           | 238 | 104 | 2474  |
| No Project                                | 118            | 923 | 125 | 101           | 276 | 113 | 34             | 150 | 0  | 0             | 195 | 40  | 2075  |
| Project - Alt C                           | 112            | 936 | 125 | 107           | 274 | 114 | 33             | 161 | 0  | 0             | 196 | 41  | 2099  |
| Changes in Traffic due to project - Alt C | -6             | 13  | 0   | 6             | -2  | 1   | -1             | 11  | 0  | 0             | 1   | 1   | 24    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0  | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 131            | 792 | 178 | 114           | 188 | 107 | 130            | 302 | 67 | 145           | 239 | 105 | 2498  |
| Alt C - Existing + Project Conditions     | 122            | 753 | 174 | 111           | 180 | 103 | 125            | 290 | 64 | 138           | 226 | 101 | 2387  |

Intersection Number: **48**  
 Trafix Node Number: 3650  
 Intersection Name: Lincoln Avenue & Minnesota Avenue  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                               | Movements                                 |     |     |               |     |     |                |     |     |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|-----|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|------|
|                                         | North Approach                            |     |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |      |
|                                         | RT                                        | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 101                                       | 740 | 127 | 101           | 290 | 130 | 111            | 320 | 79  | 145           | 303 | 90  | 2537  |      |
| Existing Conditions (with couplets)     | 101                                       | 740 | 127 | 101           | 290 | 130 | 111            | 320 | 79  | 145           | 303 | 90  | 2537  |      |
|                                         | ATI                                       | 5   | 42  | 4             | 4   | 12  | 2              | 4   | 18  | 3             | 5   | 15  | 1     | 115  |
| Background Conditions                   |                                           | 106 | 782 | 131           | 105 | 302 | 132            | 115 | 338 | 82            | 150 | 318 | 91    | 2652 |
|                                         | No Project                                | 63  | 928 | 45            | 17  | 211 | 33             | 57  | 151 | 63            | 79  | 320 | 15    | 1982 |
|                                         | Project - Alt C                           | 66  | 939 | 46            | 17  | 213 | 32             | 58  | 162 | 68            | 78  | 323 | 15    | 2017 |
|                                         | Changes in Traffic due to project - Alt C | 3   | 11  | 1             | 0   | 2   | -1             | 1   | 11  | 5             | -1  | 3   | 0     | 35   |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 109 | 793 | 132           | 105 | 304 | 131            | 116 | 349 | 87            | 149 | 321 | 91    | 2687 |
| Alt C - Existing + Project Conditions   |                                           | 104 | 751 | 128           | 101 | 292 | 129            | 112 | 331 | 84            | 144 | 306 | 90    | 2572 |



Intersection Number: 49  
 Traffic Node Number: 3568  
 Intersection Name: Meridian Avenue & Hamilton Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |      |     |               |     |    |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |    | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 255            | 1101 | 236 | 137           | 300 | 83 | 49             | 570 | 266 | 526           | 722 | 309 | 4554  |
| Existing Conditions (with couplets)       | 255            | 1101 | 236 | 137           | 300 | 83 | 49             | 570 | 266 | 526           | 722 | 309 | 4554  |
| ATI                                       | 0              | 0    | 0   | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Background Conditions                     | 255            | 1101 | 236 | 137           | 300 | 83 | 49             | 570 | 266 | 526           | 722 | 309 | 4554  |
| No Project                                | 228            | 1074 | 102 | 201           | 626 | 50 | 49             | 522 | 250 | 658           | 744 | 264 | 4768  |
| Project - Alt C                           | 231            | 1083 | 82  | 182           | 663 | 49 | 49             | 527 | 256 | 659           | 772 | 263 | 4816  |
| Changes in Traffic due to project - Alt C | 3              | 9    | -20 | -19           | 37  | -1 | 0              | 5   | 6   | 1             | 28  | -1  | 48    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 258            | 1110 | 216 | 118           | 337 | 82 | 49             | 575 | 272 | 527           | 750 | 308 | 4602  |
| Alt C - Existing + Project Conditions     | 258            | 1110 | 216 | 118           | 337 | 82 | 49             | 575 | 272 | 527           | 750 | 308 | 4602  |

Intersection Number: 50  
 Traffic Node Number: 4083  
 Intersection Name: US 101 (W) & Tully Road  
 Peak Hour: PM  
 Count Date: 04/10/13

| Scenario:                               | Movements                                 |     |      |               |      |      |                |    |    |               |      |      | Total |      |
|-----------------------------------------|-------------------------------------------|-----|------|---------------|------|------|----------------|----|----|---------------|------|------|-------|------|
|                                         | North Approach                            |     |      | East Approach |      |      | South Approach |    |    | West Approach |      |      |       |      |
|                                         | RT                                        | TH  | LT   | RT            | TH   | LT   | RT             | TH | LT | RT            | TH   | LT   |       |      |
| Existing Conditions                     | 811                                       | 0   | 1267 | 218           | 1275 | 0    | 0              | 0  | 0  | 244           | 1546 | 0    | 5361  |      |
| Existing Conditions (with couplets)     | 811                                       | 0   | 1267 | 218           | 1275 | 0    | 0              | 0  | 0  | 244           | 1546 | 0    | 5361  |      |
|                                         | ATI                                       | 0   | 0    | 36            | 0    | 69   | 0              | 0  | 0  | 0             | 66   | 0    | 171   |      |
| Background Conditions                   | 811                                       | 0   | 1303 | 218           | 1344 | 0    | 0              | 0  | 0  | 244           | 1612 | 0    | 5532  |      |
|                                         | No Project                                | 414 | 0    | 962           | 125  | 1167 | 0              | 0  | 0  | 0             | 207  | 1659 | 0     | 4534 |
|                                         | Project - Alt C                           | 398 | 0    | 995           | 124  | 1159 | 0              | 0  | 0  | 0             | 201  | 1665 | 0     | 4542 |
|                                         | Changes in Traffic due to project - Alt C | -16 | 0    | 33            | -1   | -8   | 0              | 0  | 0  | 0             | -6   | 6    | 0     | 8    |
|                                         | Azores Street Reassignment - Alt C        | 0   | 0    | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0    | 0    | 0     | 0    |
| Alt C - Background + Project Conditions | 795                                       | 0   | 1336 | 217           | 1336 | 0    | 0              | 0  | 0  | 238           | 1618 | 0    | 5540  |      |
| Alt C - Existing + Project Conditions   | 795                                       | 0   | 1300 | 217           | 1267 | 0    | 0              | 0  | 0  | 238           | 1552 | 0    | 5369  |      |

Intersection Number: 51  
 Traffic Node Number: 4082  
 Intersection Name: US 101 (E) & Tully Road  
 Peak Hour: PM  
 Count Date: 04/10/13

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |     |               |      |    | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|-----|---------------|------|----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |     | West Approach |      |    |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT  | RT            | TH   | LT |       |
| Existing Conditions                       | 0              | 0  | 0  | 1026          | 1264 | 0  | 284            | 0  | 242 | 396           | 2371 | 0  | 5583  |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 1026          | 1264 | 0  | 284            | 0  | 242 | 396           | 2371 | 0  | 5583  |
| ATI                                       | 0              | 0  | 0  | 32            | 77   | 0  | 0              | 0  | 0   | 0             | 105  | 0  | 214   |
| Background Conditions                     | 0              | 0  | 0  | 1058          | 1341 | 0  | 284            | 0  | 242 | 396           | 2476 | 0  | 5797  |
| No Project                                | 0              | 0  | 0  | 1398          | 919  | 0  | 280            | 0  | 380 | 458           | 2171 | 0  | 5606  |
| Project - Alt C                           | 0              | 0  | 0  | 1398          | 922  | 0  | 315            | 0  | 367 | 461           | 2204 | 0  | 5667  |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | 0             | 3    | 0  | 35             | 0  | -13 | 3             | 33   | 0  | 61    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0   | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 1058          | 1344 | 0  | 319            | 0  | 229 | 399           | 2509 | 0  | 5858  |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 1026          | 1267 | 0  | 319            | 0  | 229 | 399           | 2404 | 0  | 5644  |

Intersection Number: **52**  
 Traffic Node Number: 3261  
 Intersection Name: Alvin Avenue & Tully Road  
 Peak Hour: PM  
 Count Date: 04/11/13

| Scenario:                                 | Movements      |    |    |               |      |    |                |    |     |               |      |     | Total |
|-------------------------------------------|----------------|----|----|---------------|------|----|----------------|----|-----|---------------|------|-----|-------|
|                                           | North Approach |    |    | East Approach |      |    | South Approach |    |     | West Approach |      |     |       |
|                                           | RT             | TH | LT | RT            | TH   | LT | RT             | TH | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 223            | 28 | 36 | 19            | 1446 | 72 | 84             | 36 | 453 | 679           | 1501 | 232 | 4809  |
| Existing Conditions (with couplets)       | 223            | 28 | 36 | 19            | 1446 | 72 | 84             | 36 | 453 | 679           | 1501 | 232 | 4809  |
| ATI                                       | 0              | 0  | 0  | 0             | 333  | 4  | 3              | 0  | 0   | 0             | 220  | 0   | 560   |
| Background Conditions                     | 223            | 28 | 36 | 19            | 1779 | 76 | 87             | 36 | 453 | 679           | 1721 | 232 | 5369  |
| No Project                                | 135            | 6  | 1  | 0             | 1918 | 0  | 0              | 6  | 265 | 272           | 2048 | 130 | 4781  |
| Project - Alt C                           | 136            | 6  | 1  | 0             | 1918 | 0  | 0              | 6  | 266 | 277           | 2110 | 131 | 4851  |
| Changes in Traffic due to project - Alt C | 1              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 1   | 5             | 62   | 1   | 70    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0  | 0              | 0  | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 224            | 28 | 36 | 19            | 1779 | 76 | 87             | 36 | 454 | 684           | 1783 | 233 | 5439  |
| Alt C - Existing + Project Conditions     | 224            | 28 | 36 | 19            | 1446 | 72 | 84             | 36 | 454 | 684           | 1563 | 233 | 4879  |

Intersection Number: **53**  
 Traffic Node Number: 3105  
 Intersection Name: King Road & Tully Road\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 233            | 540 | 217 | 105           | 937  | 234 | 124            | 317 | 323 | 253           | 1307 | 252 | 4842  |
| Existing Conditions (with couplets)       | 233            | 540 | 217 | 105           | 937  | 234 | 124            | 317 | 323 | 253           | 1307 | 252 | 4842  |
| ATI                                       | 1              | 55  | 94  | 157           | 262  | 5   | 1              | 107 | 94  | 12            | 219  | 0   | 1007  |
| Background Conditions                     | 234            | 595 | 311 | 262           | 1199 | 239 | 125            | 424 | 417 | 265           | 1526 | 252 | 5849  |
| No Project                                | 215            | 596 | 175 | 78            | 1324 | 101 | 68             | 172 | 380 | 521           | 1210 | 318 | 5158  |
| Project - Alt C                           | 217            | 617 | 173 | 79            | 1314 | 102 | 70             | 177 | 387 | 575           | 1214 | 322 | 5247  |
| Changes in Traffic due to project - Alt C | 2              | 21  | -2  | 1             | -10  | 1   | 2              | 5   | 7   | 54            | 4    | 4   | 89    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 236            | 616 | 309 | 263           | 1189 | 240 | 127            | 429 | 424 | 319           | 1530 | 256 | 5938  |
| Alt C - Existing + Project Conditions     | 235            | 561 | 215 | 106           | 927  | 235 | 126            | 322 | 330 | 307           | 1311 | 256 | 4931  |

Intersection Number: **54**  
 Traffic Node Number: 5727  
 Intersection Name: Capitol Expressway & Tully Road\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                               | Movements                                 |      |      |               |     |     |                |     |      |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|-----|----------------|-----|------|---------------|-----|-----|-------|------|
|                                         | North Approach                            |      |      | East Approach |     |     | South Approach |     |      | West Approach |     |     |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT  | RT             | TH  | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 390                                       | 2044 | 657  | 265           | 398 | 342 | 323            | 896 | 80   | 102           | 580 | 336 | 6413  |      |
| Existing Conditions (with couplets)     | 390                                       | 2044 | 657  | 265           | 398 | 342 | 323            | 896 | 80   | 102           | 580 | 336 | 6413  |      |
|                                         | ATI                                       | 10   | 214  | 43            | 85  | 56  | 117            | 112 | 165  | 3             | 7   | 42  | 858   |      |
| Background Conditions                   |                                           | 400  | 2258 | 700           | 350 | 454 | 459            | 435 | 1061 | 83            | 109 | 622 | 340   | 7271 |
|                                         | No Project                                | 282  | 2846 | 456           | 98  | 228 | 111            | 168 | 1101 | 0             | 0   | 196 | 199   | 5685 |
|                                         | Project - Alt C                           | 284  | 2840 | 466           | 98  | 236 | 115            | 178 | 1136 | 0             | 0   | 194 | 203   | 5750 |
|                                         | Changes in Traffic due to project - Alt C | 2    | -6   | 10            | 0   | 8   | 4              | 10  | 35   | 0             | 0   | -2  | 4     | 65   |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0   | 0              | 0   | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 402  | 2252 | 710           | 350 | 462 | 463            | 445 | 1096 | 83            | 109 | 620 | 344   | 7336 |
| Alt C - Existing + Project Conditions   |                                           | 392  | 2038 | 667           | 265 | 406 | 346            | 333 | 931  | 80            | 102 | 578 | 340   | 6478 |

Intersection Number: **55**  
 Traffic Node Number: 5725  
 Intersection Name: Capitol Expressway & Quimby Road\*  
 Peak Hour: PM  
 Count Date: 09/06/12

| Scenario:                                 | Movements      |      |      |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|------|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |      | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT   | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 71             | 1732 | 784  | 207           | 377 | 331 | 556            | 997  | 356 | 338           | 493 | 61  | 6303  |
| Existing Conditions (with couplets)       | 71             | 1732 | 784  | 207           | 377 | 331 | 556            | 997  | 356 | 338           | 493 | 61  | 6303  |
| ATI                                       | 65             | 283  | 21   | 11            | 467 | 95  | 90             | 234  | 129 | 63            | 381 | 65  | 1904  |
| Background Conditions                     | 136            | 2015 | 805  | 218           | 844 | 426 | 646            | 1231 | 485 | 401           | 874 | 126 | 8207  |
| No Project                                | 155            | 1763 | 1047 | 445           | 608 | 287 | 70             | 875  | 54  | 127           | 599 | 126 | 6156  |
| Project - Alt C                           | 156            | 1757 | 1048 | 462           | 597 | 293 | 76             | 908  | 56  | 133           | 603 | 121 | 6210  |
| Changes in Traffic due to project - Alt C | 1              | -6   | 1    | 17            | -11 | 6   | 6              | 33   | 2   | 6             | 4   | -5  | 54    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0    | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 137            | 2009 | 806  | 235           | 833 | 432 | 652            | 1264 | 487 | 407           | 878 | 121 | 8261  |
| Alt C - Existing + Project Conditions     | 72             | 1726 | 785  | 224           | 366 | 337 | 562            | 1030 | 358 | 344           | 497 | 56  | 6357  |

Intersection Number: **56**  
 Traffic Node Number: 5735  
 Intersection Name: Capitol Expressway & Nieman Boulevard  
 Peak Hour: PM  
 Count Date: 04/11/13

| Scenario:                               | Movements                                 |      |      |               |     |    |                |      |     |               |    |    | Total |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|----|----------------|------|-----|---------------|----|----|-------|
|                                         | North Approach                            |      |      | East Approach |     |    | South Approach |      |     | West Approach |    |    |       |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT | RT             | TH   | LT  | RT            | TH | LT |       |
| Existing Conditions                     | 0                                         | 1565 | 516  | 358           | 0   | 0  | 200            | 1518 | 0   | 0             | 0  | 0  | 4157  |
| Existing Conditions (with couplets)     | 0                                         | 1565 | 516  | 358           | 0   | 0  | 200            | 1518 | 0   | 0             | 0  | 0  | 4157  |
|                                         | ATI                                       | 0    | 339  | 270           | 303 | 0  | 0              | 0    | 362 | 0             | 0  | 0  | 1274  |
| Background Conditions                   | 0                                         | 1904 | 786  | 661           | 0   | 0  | 200            | 1880 | 0   | 0             | 0  | 0  | 5431  |
|                                         | No Project                                | 0    | 1732 | 445           | 172 | 0  | 0              | 141  | 826 | 0             | 0  | 0  | 3316  |
|                                         | Project - Alt C                           | 0    | 1723 | 461           | 174 | 0  | 0              | 130  | 866 | 0             | 0  | 0  | 3354  |
|                                         | Changes in Traffic due to project - Alt C | 0    | -9   | 16            | 2   | 0  | 0              | -11  | 40  | 0             | 0  | 0  | 38    |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0  | 0              | 0    | 0   | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions | 0                                         | 1895 | 802  | 663           | 0   | 0  | 189            | 1920 | 0   | 0             | 0  | 0  | 5469  |
| Alt C - Existing + Project Conditions   | 0                                         | 1556 | 532  | 360           | 0   | 0  | 189            | 1558 | 0   | 0             | 0  | 0  | 4195  |

Intersection Number: **57**  
 Traffic Node Number: 5724  
 Intersection Name: Capitol Expressway & Aborn Road\*  
 Peak Hour: PM  
 Count Date: 10/03/12

| Scenario:                                 | Movements      |      |     |               |     |      |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|------|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |      | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT   | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 188            | 1456 | 312 | 77            | 339 | 863  | 1246           | 1310 | 191 | 126           | 470 | 245 | 6823  |
| Existing Conditions (with couplets)       | 188            | 1456 | 312 | 77            | 339 | 863  | 1246           | 1310 | 191 | 126           | 470 | 245 | 6823  |
| ATI                                       | 17             | 169  | 200 | 217           | 51  | 48   | 13             | 151  | 0   | 0             | 17  | 28  | 911   |
| Background Conditions                     | 205            | 1625 | 512 | 294           | 390 | 911  | 1259           | 1461 | 191 | 126           | 487 | 273 | 7734  |
| No Project                                | 172            | 1373 | 187 | 0             | 167 | 1251 | 1966           | 854  | 0   | 0             | 388 | 113 | 6471  |
| Project - Alt C                           | 171            | 1386 | 165 | 0             | 167 | 1264 | 1938           | 884  | 0   | 0             | 443 | 113 | 6531  |
| Changes in Traffic due to project - Alt C | -1             | 13   | -22 | 0             | 0   | 13   | -28            | 30   | 0   | 0             | 55  | 0   | 60    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0    | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 204            | 1638 | 490 | 294           | 390 | 924  | 1231           | 1491 | 191 | 126           | 542 | 273 | 7794  |
| Alt C - Existing + Project Conditions     | 187            | 1469 | 290 | 77            | 339 | 876  | 1218           | 1340 | 191 | 126           | 525 | 245 | 6883  |

Intersection Number: **58**  
 Traffix Node Number: 5723  
 Intersection Name: Capitol Expressway & Silver Creek Road\*  
 Peak Hour: PM  
 Count Date: 09/05/12

| Scenario:                               | Movements                                 |      |      |               |     |     |                |      |      |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|-----|----------------|------|------|---------------|-----|-----|-------|------|
|                                         | North Approach                            |      |      | East Approach |     |     | South Approach |      |      | West Approach |     |     |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT  | RT             | TH   | LT   | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 43                                        | 2206 | 192  | 350           | 376 | 116 | 517            | 2561 | 664  | 113           | 345 | 414 | 7897  |      |
| Existing Conditions (with couplets)     | 43                                        | 2206 | 192  | 350           | 376 | 116 | 517            | 2561 | 664  | 113           | 345 | 414 | 7897  |      |
|                                         | ATI                                       | 12   | 58   | 1             | 1   | 207 | 32             | 19   | 35   | 2             | 6   | 118 | 0     | 491  |
| Background Conditions                   |                                           | 55   | 2264 | 193           | 351 | 583 | 148            | 536  | 2596 | 666           | 119 | 463 | 414   | 8388 |
|                                         | No Project                                | 0    | 2294 | 330           | 133 | 108 | 663            | 867  | 2687 | 494           | 619 | 155 | 0     | 8350 |
|                                         | Project - Alt C                           | 0    | 2310 | 340           | 129 | 109 | 673            | 867  | 2693 | 498           | 615 | 160 | 0     | 8394 |
|                                         | Changes in Traffic due to project - Alt C | 0    | 16   | 10            | -4  | 1   | 10             | 0    | 6    | 4             | -4  | 5   | 0     | 44   |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0   | 0              | 0    | 0    | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions |                                           | 55   | 2280 | 203           | 347 | 584 | 158            | 536  | 2602 | 670           | 115 | 468 | 414   | 8432 |
| Alt C - Existing + Project Conditions   |                                           | 43   | 2222 | 202           | 346 | 377 | 126            | 517  | 2567 | 668           | 109 | 350 | 414   | 7941 |

Intersection Number: **59**  
 Traffix Node Number: 3109  
 Intersection Name: Monterey Road & Senter Road\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |      |     |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 1992 | 447 | 226           | 0  | 441 | 339            | 831  | 37 | 0             | 0  | 0  | 4313  |
| Existing Conditions (with couplets)       | 0              | 1992 | 447 | 226           | 0  | 441 | 339            | 831  | 37 | 0             | 0  | 0  | 4313  |
| ATI                                       | 0              | 124  | 3   | 3             | 0  | 15  | 57             | 359  | 1  | 0             | 0  | 0  | 562   |
| Background Conditions                     | 0              | 2116 | 450 | 229           | 0  | 456 | 396            | 1190 | 38 | 0             | 0  | 0  | 4875  |
| No Project                                | 0              | 2434 | 530 | 373           | 0  | 124 | 125            | 1131 | 0  | 0             | 0  | 0  | 4717  |
| Project - Alt C                           | 0              | 2474 | 548 | 386           | 0  | 120 | 129            | 1175 | 0  | 0             | 0  | 0  | 4832  |
| Changes in Traffic due to project - Alt C | 0              | 40   | 18  | 13            | 0  | -4  | 4              | 44   | 0  | 0             | 0  | 0  | 115   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 2156 | 468 | 242           | 0  | 452 | 400            | 1234 | 38 | 0             | 0  | 0  | 4990  |
| Alt C - Existing + Project Conditions     | 0              | 2032 | 465 | 239           | 0  | 437 | 343            | 875  | 37 | 0             | 0  | 0  | 4428  |

Intersection Number: **60**  
 Traffix Node Number: 3110  
 Intersection Name: Monterey Road & Skyway Drive\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                               | Movements                                 |      |      |               |     |     |                |      |     |               |     |     | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|------|
|                                         | North Approach                            |      |      | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |      |
| Existing Conditions                     | 367                                       | 1877 | 173  | 144           | 91  | 88  | 105            | 879  | 52  | 57            | 107 | 133 | 4073  |      |
| Existing Conditions (with couplets)     | 367                                       | 1877 | 173  | 144           | 91  | 88  | 105            | 879  | 52  | 57            | 107 | 133 | 4073  |      |
|                                         | ATI                                       | 0    | 135  | 21            | 0   | 0   | 14             | 57   | 774 | 28            | 6   | 0   | 0     | 1035 |
| Background Conditions                   | 367                                       | 2012 | 194  | 144           | 91  | 102 | 162            | 1653 | 80  | 63            | 107 | 133 | 5108  |      |
|                                         | No Project                                | 84   | 1959 | 514           | 297 | 102 | 2              | 3    | 668 | 12            | 13  | 89  | 290   | 4033 |
|                                         | Project - Alt C                           | 84   | 2008 | 502           | 306 | 101 | 2              | 2    | 703 | 12            | 28  | 101 | 296   | 4145 |
|                                         | Changes in Traffic due to project - Alt C | 0    | 49   | -12           | 9   | -1  | 0              | -1   | 35  | 0             | 15  | 12  | 6     | 112  |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     | 0    |
| Alt C - Background + Project Conditions | 367                                       | 2061 | 182  | 153           | 90  | 102 | 161            | 1688 | 80  | 78            | 119 | 139 | 5220  |      |
| Alt C - Existing + Project Conditions   | 367                                       | 1926 | 161  | 153           | 90  | 88  | 104            | 914  | 52  | 72            | 119 | 139 | 4185  |      |

Intersection Number: **61**  
 Traffix Node Number: 3082  
 Intersection Name: Monterey Road & Branham Lane\*  
 Peak Hour: PM  
 Count Date: 09/11/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 313            | 1333 | 224 | 142           | 191 | 67  | 86             | 691  | 180 | 207           | 294 | 201 | 3929  |
| Existing Conditions (with couplets)       | 313            | 1333 | 224 | 142           | 191 | 67  | 86             | 691  | 180 | 207           | 294 | 201 | 3929  |
| ATI                                       | 0              | 509  | 0   | 0             | 0   | 62  | 125            | 1765 | 159 | 51            | 0   | 0   | 2671  |
| Background Conditions                     | 313            | 1842 | 224 | 142           | 191 | 129 | 211            | 2456 | 339 | 258           | 294 | 201 | 6600  |
| No Project                                | 452            | 1387 | 135 | 0             | 137 | 41  | 58             | 460  | 133 | 229           | 260 | 224 | 3516  |
| Project - Alt C                           | 454            | 1415 | 169 | 0             | 138 | 41  | 59             | 496  | 131 | 299           | 279 | 221 | 3702  |
| Changes in Traffic due to project - Alt C | 2              | 28   | 34  | 0             | 1   | 0   | 1              | 36   | -2  | 70            | 19  | -3  | 186   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 315            | 1870 | 258 | 142           | 192 | 129 | 212            | 2492 | 337 | 328           | 313 | 198 | 6786  |
| Alt C - Existing + Project Conditions     | 315            | 1361 | 258 | 142           | 192 | 67  | 87             | 727  | 178 | 277           | 313 | 198 | 4115  |

Intersection Number: **62**  
 Traffix Node Number: 3462  
 Intersection Name: Monterey Road & Edenvue Drive  
 Peak Hour: PM  
 Count Date: 04/09/13

| Scenario:                                 | Movements      |      |    |               |    |    |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|----|---------------|----|----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |    | East Approach |    |    | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT | RT            | TH | LT | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 1483 | 76 | 42            | 0  | 79 | 68             | 832  | 9  | 0             | 0  | 0  | 2589  |
| Existing Conditions (with couplets)       | 0              | 1483 | 76 | 42            | 0  | 79 | 68             | 832  | 9  | 0             | 0  | 0  | 2589  |
| ATI                                       | 0              | 268  | 0  | 0             | 0  | 0  | 0              | 1607 | 0  | 0             | 0  | 0  | 1875  |
| Background Conditions                     | 0              | 1751 | 76 | 42            | 0  | 79 | 68             | 2439 | 9  | 0             | 0  | 0  | 4464  |
| No Project                                | 0              | 1656 | 0  | 0             | 0  | 92 | 160            | 651  | 0  | 0             | 0  | 0  | 2559  |
| Project - Alt C                           | 0              | 1755 | 0  | 0             | 0  | 93 | 166            | 686  | 0  | 0             | 0  | 0  | 2700  |
| Changes in Traffic due to project - Alt C | 0              | 99   | 0  | 0             | 0  | 1  | 6              | 35   | 0  | 0             | 0  | 0  | 141   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0  | 0             | 0  | 0  | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 0              | 1850 | 76 | 42            | 0  | 80 | 74             | 2474 | 9  | 0             | 0  | 0  | 4605  |
| Alt C - Existing + Project Conditions     | 0              | 1582 | 76 | 42            | 0  | 80 | 74             | 867  | 9  | 0             | 0  | 0  | 2730  |

Intersection Number: **63**  
 Traffix Node Number: 3402  
 Intersection Name: Monterey Road & Chynoweth Avenue  
 Peak Hour: PM  
 Count Date: 04/10/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |      |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|------|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |      |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 144            | 1277 | 143 | 34            | 99  | 217 | 186            | 702  | 401 | 140           | 201 | 138 | 3682  |
| Existing Conditions (with couplets)       | 144            | 1277 | 143 | 34            | 99  | 217 | 186            | 702  | 401 | 140           | 201 | 138 | 3682  |
| ATI                                       | 0              | 641  | 0   | 0             | 0   | 54  | 109            | 2056 | 143 | 26            | 0   | 0   | 3029  |
| Background Conditions                     | 144            | 1918 | 143 | 34            | 99  | 271 | 295            | 2758 | 544 | 166           | 201 | 138 | 6711  |
| No Project                                | 18             | 1188 | 543 | 217           | 203 | 377 | 326            | 575  | 187 | 160           | 200 | 19  | 4013  |
| Project - Alt C                           | 18             | 1277 | 552 | 227           | 204 | 372 | 333            | 598  | 187 | 160           | 203 | 27  | 4158  |
| Changes in Traffic due to project - Alt C | 0              | 89   | 9   | 10            | 1   | -5  | 7              | 23   | 0   | 0             | 3   | 8   | 145   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 144            | 2007 | 152 | 44            | 100 | 266 | 302            | 2781 | 544 | 166           | 204 | 146 | 6856  |
| Alt C - Existing + Project Conditions     | 144            | 1366 | 152 | 44            | 100 | 212 | 193            | 725  | 401 | 140           | 204 | 146 | 3827  |

Intersection Number: **64**  
 Traffix Node Number: 3078  
 Intersection Name: Monterey Road & Blossom Hill Road (N)\*  
 Peak Hour: PM  
 Count Date: 09/12/12

| Scenario:                                 | Movements      |      |    |               |    |     |                |      |    |               |    |    | Total |
|-------------------------------------------|----------------|------|----|---------------|----|-----|----------------|------|----|---------------|----|----|-------|
|                                           | North Approach |      |    | East Approach |    |     | South Approach |      |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT | RT            | TH | LT  | RT             | TH   | LT | RT            | TH | LT |       |
| Existing Conditions                       | 0              | 1234 | 0  | 526           | 0  | 332 | 222            | 845  | 0  | 0             | 0  | 0  | 3159  |
| Existing Conditions (with couplets)       | 0              | 1234 | 0  | 526           | 0  | 332 | 222            | 845  | 0  | 0             | 0  | 0  | 3159  |
| ATI                                       | 227            | 398  | 0  | 132           | 0  | 59  | 133            | 2147 | 0  | 0             | 0  | 0  | 3096  |
| Background Conditions                     | 227            | 1632 | 0  | 658           | 0  | 391 | 355            | 2992 | 0  | 0             | 0  | 0  | 6255  |
| No Project                                | 600            | 1125 | 0  | 530           | 0  | 151 | 111            | 559  | 0  | 0             | 0  | 0  | 3076  |
| Project - Alt C                           | 637            | 1174 | 0  | 535           | 0  | 152 | 110            | 583  | 0  | 0             | 0  | 0  | 3191  |
| Changes in Traffic due to project - Alt C | 37             | 49   | 0  | 5             | 0  | 1   | -1             | 24   | 0  | 0             | 0  | 0  | 115   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0  | 0             | 0  | 0   | 0              | 0    | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 264            | 1681 | 0  | 663           | 0  | 392 | 354            | 3016 | 0  | 0             | 0  | 0  | 6370  |
| Alt C - Existing + Project Conditions     | 37             | 1283 | 0  | 531           | 0  | 333 | 221            | 869  | 0  | 0             | 0  | 0  | 3274  |

Intersection Number: **65**  
 Traffix Node Number: 3079  
 Intersection Name: Monterey Road & Blossom Hill Road (S)\*  
 Peak Hour: PM  
 Count Date: 09/12/12

| Scenario:                               | Movements                                 |      |     |               |     |     |                |      |      |               |    |    | Total |
|-----------------------------------------|-------------------------------------------|------|-----|---------------|-----|-----|----------------|------|------|---------------|----|----|-------|
|                                         | North Approach                            |      |     | East Approach |     |     | South Approach |      |      | West Approach |    |    |       |
|                                         | RT                                        | TH   | LT  | RT            | TH  | LT  | RT             | TH   | LT   | RT            | TH | LT |       |
| Existing Conditions                     | 0                                         | 1000 | 558 | 307           | 0   | 279 | 253            | 681  | 0    | 0             | 0  | 0  | 3078  |
| Existing Conditions (with couplets)     | 0                                         | 1000 | 558 | 307           | 0   | 279 | 253            | 681  | 0    | 0             | 0  | 0  | 3078  |
|                                         | ATI                                       | 0    | 450 | 3             | 333 | 0   | 75             | 113  | 1952 | 0             | 0  | 0  | 2926  |
| Background Conditions                   | 0                                         | 1450 | 561 | 640           | 0   | 354 | 366            | 2633 | 0    | 0             | 0  | 0  | 6004  |
|                                         | No Project                                | 0    | 518 | 759           | 397 | 0   | 122            | 127  | 272  | 0             | 0  | 0  | 2195  |
|                                         | Project - Alt C                           | 0    | 551 | 774           | 419 | 0   | 124            | 128  | 275  | 0             | 0  | 0  | 2271  |
|                                         | Changes in Traffic due to project - Alt C | 0    | 33  | 15            | 22  | 0   | 2              | 1    | 3    | 0             | 0  | 0  | 76    |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0   | 0             | 0   | 0   | 0              | 0    | 0    | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions | 0                                         | 1483 | 576 | 662           | 0   | 356 | 367            | 2636 | 0    | 0             | 0  | 0  | 6080  |
| Alt C - Existing + Project Conditions   | 0                                         | 1033 | 573 | 329           | 0   | 281 | 254            | 684  | 0    | 0             | 0  | 0  | 3154  |

Intersection Number: **66**  
 Traffix Node Number: 3759  
 Intersection Name: Snell Avenue & Rosenbaum Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |      |     |               |    |    |                |     |     |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|----|----------------|-----|-----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |    | South Approach |     |     | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT | RT             | TH  | LT  | RT            | TH | LT |       |
| Existing Conditions                       | 95             | 779  | 62  | 41            | 10 | 45 | 86             | 461 | 62  | 79            | 9  | 59 | 1788  |
| Existing Conditions (with couplets)       | 95             | 779  | 62  | 41            | 10 | 45 | 86             | 461 | 62  | 79            | 9  | 59 | 1788  |
| ATI                                       | 0              | 0    | 0   | 0             | 0  | 0  | 0              | 0   | 0   | 0             | 0  | 0  | 0     |
| Background Conditions                     | 95             | 779  | 62  | 41            | 10 | 45 | 86             | 461 | 62  | 79            | 9  | 59 | 1788  |
| No Project                                | 3              | 1212 | 367 | 102           | 13 | 38 | 72             | 80  | 114 | 96            | 13 | 0  | 2110  |
| Project - Alt C                           | 1              | 1470 | 381 | 105           | 13 | 39 | 72             | 108 | 114 | 97            | 14 | 0  | 2414  |
| Changes in Traffic due to project - Alt C | -2             | 258  | 14  | 3             | 0  | 1  | 0              | 28  | 0   | 1             | 1  | 0  | 304   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0  | 0              | 0   | 0   | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 93             | 1037 | 76  | 44            | 10 | 46 | 86             | 489 | 62  | 80            | 10 | 59 | 2092  |
| Alt C - Existing + Project Conditions     | 93             | 1037 | 76  | 44            | 10 | 46 | 86             | 489 | 62  | 80            | 10 | 59 | 2092  |

Intersection Number: **67**  
 Trafix Node Number: 3807  
 Intersection Name: Snell Avenue & Skyway Drive  
 Peak Hour: PM  
 Count Date: 03/27/13

| Scenario:                                 | Movements      |      |     |               |    |     |                |     |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|-----|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |     |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH  | LT | RT            | TH | LT |       |
| Existing Conditions                       | 19             | 639  | 126 | 112           | 13 | 286 | 136            | 471 | 15 | 16            | 4  | 12 | 1849  |
| Existing Conditions (with couplets)       | 19             | 639  | 126 | 112           | 13 | 286 | 136            | 471 | 15 | 16            | 4  | 12 | 1849  |
| ATI                                       | 0              | 185  | 0   | 0             | 0  | 0   | 0              | 19  | 0  | 0             | 0  | 0  | 204   |
| Background Conditions                     | 19             | 824  | 126 | 112           | 13 | 286 | 136            | 490 | 15 | 16            | 4  | 12 | 2053  |
| No Project                                | 90             | 1186 | 70  | 33            | 18 | 130 | 277            | 218 | 62 | 65            | 67 | 15 | 2231  |
| Project - Alt C                           | 100            | 1412 | 94  | 34            | 18 | 129 | 286            | 243 | 62 | 61            | 70 | 18 | 2527  |
| Changes in Traffic due to project - Alt C | 10             | 226  | 24  | 1             | 0  | -1  | 9              | 25  | 0  | -4            | 3  | 3  | 296   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 29             | 1050 | 150 | 113           | 13 | 285 | 145            | 515 | 15 | 12            | 7  | 15 | 2349  |
| Alt C - Existing + Project Conditions     | 29             | 865  | 150 | 113           | 13 | 285 | 145            | 496 | 15 | 12            | 7  | 15 | 2145  |

Intersection Number: **68**  
 Trafix Node Number: 3354  
 Intersection Name: Snell Avenue & Branham Lane  
 Peak Hour: PM  
 Count Date: 03/27/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 138            | 668  | 297 | 66            | 336 | 161 | 134            | 390 | 341 | 482           | 455 | 115 | 3583  |
| Existing Conditions (with couplets)       | 138            | 668  | 297 | 66            | 336 | 161 | 134            | 390 | 341 | 482           | 455 | 115 | 3583  |
| ATI                                       | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Background Conditions                     | 138            | 668  | 297 | 66            | 336 | 161 | 134            | 390 | 341 | 482           | 455 | 115 | 3583  |
| No Project                                | 24             | 1078 | 278 | 119           | 107 | 67  | 86             | 409 | 44  | 76            | 261 | 29  | 2578  |
| Project - Alt C                           | 25             | 1193 | 384 | 124           | 108 | 65  | 80             | 435 | 45  | 81            | 255 | 31  | 2826  |
| Changes in Traffic due to project - Alt C | 1              | 115  | 106 | 5             | 1   | -2  | -6             | 26  | 1   | 5             | -6  | 2   | 248   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 139            | 783  | 403 | 71            | 337 | 159 | 128            | 416 | 342 | 487           | 449 | 117 | 3831  |
| Alt C - Existing + Project Conditions     | 139            | 783  | 403 | 71            | 337 | 159 | 128            | 416 | 342 | 487           | 449 | 117 | 3831  |

Intersection Number: **69**  
 Trafix Node Number: 3404  
 Intersection Name: Snell Avenue & Chynoweth Avenue  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |      |     |               |    |     |                |     |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|-----|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |     |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH  | LT | RT            | TH | LT |       |
| Existing Conditions                       | 104            | 964  | 220 | 118           | 26 | 286 | 227            | 679 | 17 | 15            | 34 | 39 | 2729  |
| Existing Conditions (with couplets)       | 104            | 964  | 220 | 118           | 26 | 286 | 227            | 679 | 17 | 15            | 34 | 39 | 2729  |
| ATI                                       | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Background Conditions                     | 104            | 964  | 220 | 118           | 26 | 286 | 227            | 679 | 17 | 15            | 34 | 39 | 2729  |
| No Project                                | 171            | 951  | 5   | 0             | 33 | 147 | 131            | 536 | 8  | 5             | 32 | 85 | 2104  |
| Project - Alt C                           | 181            | 1018 | 25  | 0             | 33 | 147 | 137            | 543 | 8  | 5             | 32 | 89 | 2218  |
| Changes in Traffic due to project - Alt C | 10             | 67   | 20  | 0             | 0  | 0   | 6              | 7   | 0  | 0             | 0  | 4  | 114   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 114            | 1031 | 240 | 118           | 26 | 286 | 233            | 686 | 17 | 15            | 34 | 43 | 2843  |
| Alt C - Existing + Project Conditions     | 114            | 1031 | 240 | 118           | 26 | 286 | 233            | 686 | 17 | 15            | 34 | 43 | 2843  |

Intersection Number: **70**  
 Traffic Node Number: 3272  
 Intersection Name: Snell Avenue & Avenida Del Roble  
 Peak Hour: PM  
 Count Date: 03/26/13

| Scenario:                                 | Movements      |      |     |               |    |     |                |     |    |               |    |    | Total |
|-------------------------------------------|----------------|------|-----|---------------|----|-----|----------------|-----|----|---------------|----|----|-------|
|                                           | North Approach |      |     | East Approach |    |     | South Approach |     |    | West Approach |    |    |       |
|                                           | RT             | TH   | LT  | RT            | TH | LT  | RT             | TH  | LT | RT            | TH | LT |       |
| Existing Conditions                       | 13             | 1103 | 114 | 41            | 8  | 62  | 114            | 918 | 33 | 12            | 8  | 8  | 2434  |
| Existing Conditions (with couplets)       | 13             | 1103 | 114 | 41            | 8  | 62  | 114            | 918 | 33 | 12            | 8  | 8  | 2434  |
| ATI                                       | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Background Conditions                     | 13             | 1103 | 114 | 41            | 8  | 62  | 114            | 918 | 33 | 12            | 8  | 8  | 2434  |
| No Project                                | 0              | 875  | 228 | 78            | 18 | 276 | 487            | 597 | 1  | 0             | 19 | 0  | 2579  |
| Project - Alt C                           | 0              | 929  | 241 | 83            | 18 | 276 | 490            | 604 | 1  | 0             | 19 | 0  | 2661  |
| Changes in Traffic due to project - Alt C | 0              | 54   | 13  | 5             | 0  | 0   | 3              | 7   | 0  | 0             | 0  | 0  | 82    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0  | 0   | 0              | 0   | 0  | 0             | 0  | 0  | 0     |
| Alt C - Background + Project Conditions   | 13             | 1157 | 127 | 46            | 8  | 62  | 117            | 925 | 33 | 12            | 8  | 8  | 2516  |
| Alt C - Existing + Project Conditions     | 13             | 1157 | 127 | 46            | 8  | 62  | 117            | 925 | 33 | 12            | 8  | 8  | 2516  |

Intersection Number: **71**  
 Traffic Node Number: 3081  
 Intersection Name: Snell Avenue & Blossom Hill Road\*  
 Peak Hour: PM  
 Count Date: 09/05/12

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 493            | 388 | 231 | 144           | 811  | 264 | 184            | 373 | 287 | 264           | 1105 | 662 | 5206  |
| Existing Conditions (with couplets)       | 493            | 388 | 231 | 144           | 811  | 264 | 184            | 373 | 287 | 264           | 1105 | 662 | 5206  |
| ATI                                       | 0              | 6   | 30  | 44            | 630  | 82  | 23             | 10  | 53  | 18            | 278  | 0   | 1174  |
| Background Conditions                     | 493            | 394 | 261 | 188           | 1441 | 346 | 207            | 383 | 340 | 282           | 1383 | 662 | 6380  |
| No Project                                | 663            | 429 | 95  | 41            | 356  | 56  | 51             | 234 | 443 | 351           | 909  | 845 | 4473  |
| Project - Alt C                           | 673            | 466 | 105 | 42            | 357  | 55  | 51             | 234 | 444 | 344           | 905  | 855 | 4531  |
| Changes in Traffic due to project - Alt C | 10             | 37  | 10  | 1             | 1    | -1  | 0              | 0   | 1   | -7            | -4   | 10  | 58    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 503            | 431 | 271 | 189           | 1442 | 345 | 207            | 383 | 341 | 275           | 1379 | 672 | 6438  |
| Alt C - Existing + Project Conditions     | 503            | 425 | 241 | 145           | 812  | 263 | 184            | 373 | 288 | 257           | 1101 | 672 | 5264  |

Intersection Number: **72**  
 Traffic Node Number: 3399  
 Intersection Name: Cherry Avenue & Hillsdale Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |     |    |                |     |    |               |      |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|----|----------------|-----|----|---------------|------|----|-------|
|                                           | North Approach |     |     | East Approach |     |    | South Approach |     |    | West Approach |      |    |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT | RT             | TH  | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 29             | 173 | 147 | 106           | 841 | 74 | 61             | 124 | 46 | 88            | 1344 | 53 | 3086  |
| Existing Conditions (with couplets)       | 29             | 173 | 147 | 106           | 841 | 74 | 61             | 124 | 46 | 88            | 1344 | 53 | 3086  |
| ATI                                       | 0              | 0   | 0   | 0             | 0   | 0  | 0              | 0   | 0  | 0             | 0    | 0  | 0     |
| Background Conditions                     | 29             | 173 | 147 | 106           | 841 | 74 | 61             | 124 | 46 | 88            | 1344 | 53 | 3086  |
| No Project                                | 5              | 25  | 277 | 61            | 756 | 23 | 33             | 68  | 1  | 1             | 1515 | 16 | 2781  |
| Project - Alt C                           | 5              | 27  | 265 | 62            | 857 | 24 | 36             | 68  | 1  | 1             | 1533 | 16 | 2895  |
| Changes in Traffic due to project - Alt C | 0              | 2   | -12 | 1             | 101 | 1  | 3              | 0   | 0  | 0             | 18   | 0  | 114   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0  | 0              | 0   | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 29             | 175 | 135 | 107           | 942 | 75 | 64             | 124 | 46 | 88            | 1362 | 53 | 3200  |
| Alt C - Existing + Project Conditions     | 29             | 175 | 135 | 107           | 942 | 75 | 64             | 124 | 46 | 88            | 1362 | 53 | 3200  |



Intersection Number: **73**  
 Traffic Node Number: 3586  
 Intersection Name: Jarvis Avenue & Hillsdale Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |    |               |     |    |                |    |    |               |      |    | Total |
|-------------------------------------------|----------------|-----|----|---------------|-----|----|----------------|----|----|---------------|------|----|-------|
|                                           | North Approach |     |    | East Approach |     |    | South Approach |    |    | West Approach |      |    |       |
|                                           | RT             | TH  | LT | RT            | TH  | LT | RT             | TH | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 20             | 58  | 48 | 29            | 816 | 55 | 55             | 45 | 37 | 65            | 1367 | 17 | 2612  |
| Existing Conditions (with couplets)       | 20             | 58  | 48 | 29            | 816 | 55 | 55             | 45 | 37 | 65            | 1367 | 17 | 2612  |
|                                           |                |     |    |               |     |    |                |    |    |               |      |    |       |
| ATI                                       | 0              | 0   | 0  | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Background Conditions                     | 20             | 58  | 48 | 29            | 816 | 55 | 55             | 45 | 37 | 65            | 1367 | 17 | 2612  |
| No Project                                | 31             | 135 | 80 | 34            | 661 | 33 | 22             | 74 | 40 | 98            | 1467 | 34 | 2709  |
| Project - Alt C                           | 31             | 143 | 76 | 35            | 759 | 34 | 22             | 73 | 36 | 97            | 1487 | 34 | 2827  |
| Changes in Traffic due to project - Alt C | 0              | 8   | -4 | 1             | 98  | 1  | 0              | -1 | -4 | -1            | 20   | 0  | 118   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 20             | 66  | 44 | 30            | 914 | 56 | 55             | 44 | 33 | 64            | 1387 | 17 | 2730  |
| Alt C - Existing + Project Conditions     | 20             | 66  | 44 | 30            | 914 | 56 | 55             | 44 | 33 | 64            | 1387 | 17 | 2730  |

Intersection Number: **74**  
 Traffic Node Number: 3102  
 Intersection Name: Meridian Avenue & Hillsdale Avenue\*  
 Peak Hour: PM  
 Count Date: 09/13/12

| Scenario:                                 | Movements      |      |     |               |     |     |                |     |     |               |      |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|-----|-----|---------------|------|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |     |     | West Approach |      |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH   | LT  |       |
| Existing Conditions                       | 121            | 917  | 367 | 108           | 547 | 132 | 94             | 429 | 118 | 196           | 1103 | 125 | 4257  |
| Existing Conditions (with couplets)       | 121            | 917  | 367 | 108           | 547 | 132 | 94             | 429 | 118 | 196           | 1103 | 125 | 4257  |
|                                           | ATI            | 1    | 14  | 4             | 1   | 3   | 0              | 0   | 0   | 0             | 1    | 0   | 24    |
| Background Conditions                     | 122            | 931  | 371 | 109           | 550 | 132 | 94             | 429 | 118 | 196           | 1104 | 125 | 4281  |
| No Project                                | 62             | 1173 | 503 | 175           | 480 | 51  | 40             | 581 | 55  | 185           | 1186 | 97  | 4588  |
| Project - Alt C                           | 65             | 1178 | 495 | 190           | 550 | 54  | 42             | 594 | 56  | 193           | 1212 | 93  | 4722  |
| Changes in Traffic due to project - Alt C | 3              | 5    | -8  | 15            | 70  | 3   | 2              | 13  | 1   | 8             | 26   | -4  | 134   |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0    | 0   | 0     |
| Alt C - Background + Project Conditions   | 125            | 936  | 363 | 124           | 620 | 135 | 96             | 442 | 119 | 204           | 1130 | 121 | 4415  |
| Alt C - Existing + Project Conditions     | 124            | 922  | 359 | 123           | 617 | 135 | 96             | 442 | 119 | 204           | 1129 | 121 | 4391  |

Intersection Number: **75**  
 Traffic Node Number: 3437  
 Intersection Name: Meridian Avenue & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |      |     |               |     |     |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|------|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |      |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH   | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 93             | 1282 | 268 | 172           | 355 | 131 | 81             | 482 | 94  | 186           | 538 | 92  | 3774  |
| Existing Conditions (with couplets)       | 93             | 1282 | 268 | 172           | 355 | 131 | 81             | 482 | 94  | 186           | 538 | 92  | 3774  |
| ATI                                       | 0              | 0    | 0   | 0             | 0   | 1   | 0              | 0   | 0   | 0             | 0   | 0   | 1     |
| Background Conditions                     | 93             | 1282 | 268 | 172           | 355 | 132 | 81             | 482 | 94  | 186           | 538 | 92  | 3775  |
| No Project                                | 29             | 1326 | 469 | 160           | 600 | 102 | 83             | 560 | 118 | 277           | 885 | 151 | 4760  |
| Project - Alt C                           | 26             | 1328 | 478 | 163           | 619 | 100 | 84             | 573 | 129 | 273           | 926 | 146 | 4845  |
| Changes in Traffic due to project - Alt C | -3             | 2    | 9   | 3             | 19  | -2  | 1              | 13  | 11  | -4            | 41  | -5  | 85    |
| Azores Street Reassignment - Alt C        | 0              | 0    | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 90             | 1284 | 277 | 175           | 374 | 130 | 82             | 495 | 105 | 182           | 579 | 87  | 3860  |
| Alt C - Existing + Project Conditions     | 90             | 1284 | 277 | 175           | 374 | 129 | 82             | 495 | 105 | 182           | 579 | 87  | 3859  |

Intersection Number: **76**  
 Trafix Node Number: 3341  
 Intersection Name: Booksin Avenue & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |    |    |               |     |    |                |    |    |               |     |     | Total |
|-------------------------------------------|----------------|----|----|---------------|-----|----|----------------|----|----|---------------|-----|-----|-------|
|                                           | North Approach |    |    | East Approach |     |    | South Approach |    |    | West Approach |     |     |       |
|                                           | RT             | TH | LT | RT            | TH  | LT | RT             | TH | LT | RT            | TH  | LT  |       |
| Existing Conditions                       | 13             | 38 | 50 | 36            | 601 | 47 | 39             | 37 | 49 | 45            | 773 | 7   | 1735  |
| Existing Conditions (with couplets)       | 13             | 38 | 50 | 36            | 601 | 47 | 39             | 37 | 49 | 45            | 773 | 7   | 1735  |
| ATI                                       | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0   | 0   | 0     |
| Background Conditions                     | 13             | 38 | 50 | 36            | 601 | 47 | 39             | 37 | 49 | 45            | 773 | 7   | 1735  |
| No Project                                | 102            | 98 | 53 | 101           | 595 | 3  | 0              | 41 | 38 | 175           | 760 | 150 | 2116  |
| Project - Alt C                           | 103            | 98 | 57 | 103           | 622 | 0  | 0              | 41 | 38 | 180           | 800 | 156 | 2198  |
| Changes in Traffic due to project - Alt C | 1              | 0  | 4  | 2             | 27  | -3 | 0              | 0  | 0  | 5             | 40  | 6   | 82    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 14             | 38 | 54 | 38            | 628 | 44 | 39             | 37 | 49 | 50            | 813 | 13  | 1817  |
| Alt C - Existing + Project Conditions     | 14             | 38 | 54 | 38            | 628 | 44 | 39             | 37 | 49 | 50            | 813 | 13  | 1817  |

Intersection Number: **77**  
 Trafix Node Number: 3397  
 Intersection Name: Cherry Avenue & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |    |    |               |     |    |                |    |     |               |     |    | Total |
|-------------------------------------------|----------------|----|----|---------------|-----|----|----------------|----|-----|---------------|-----|----|-------|
|                                           | North Approach |    |    | East Approach |     |    | South Approach |    |     | West Approach |     |    |       |
|                                           | RT             | TH | LT | RT            | TH  | LT | RT             | TH | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 34             | 75 | 21 | 50            | 571 | 94 | 100            | 45 | 108 | 213           | 727 | 30 | 2068  |
| Existing Conditions (with couplets)       | 34             | 75 | 21 | 50            | 571 | 94 | 100            | 45 | 108 | 213           | 727 | 30 | 2068  |
| ATI                                       | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0  | 0   | 0             | 0   | 0  | 0     |
| Background Conditions                     | 34             | 75 | 21 | 50            | 571 | 94 | 100            | 45 | 108 | 213           | 727 | 30 | 2068  |
| No Project                                | 57             | 40 | 10 | 0             | 823 | 54 | 45             | 18 | 202 | 339           | 803 | 49 | 2440  |
| Project - Alt C                           | 54             | 41 | 18 | 0             | 853 | 53 | 45             | 18 | 203 | 337           | 854 | 49 | 2525  |
| Changes in Traffic due to project - Alt C | -3             | 1  | 8  | 0             | 30  | -1 | 0              | 0  | 1   | -2            | 51  | 0  | 85    |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0   | 0  | 0              | 0  | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 31             | 76 | 29 | 50            | 601 | 93 | 100            | 45 | 109 | 211           | 778 | 30 | 2153  |
| Alt C - Existing + Project Conditions     | 31             | 76 | 29 | 50            | 601 | 93 | 100            | 45 | 109 | 211           | 778 | 30 | 2153  |

Intersection Number: **78**  
 Trafix Node Number: 3435  
 Intersection Name: Lincoln Avenue & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |     |     |                |     |     |               |     |     | Total |
|-------------------------------------------|----------------|-----|-----|---------------|-----|-----|----------------|-----|-----|---------------|-----|-----|-------|
|                                           | North Approach |     |     | East Approach |     |     | South Approach |     |     | West Approach |     |     |       |
|                                           | RT             | TH  | LT  | RT            | TH  | LT  | RT             | TH  | LT  | RT            | TH  | LT  |       |
| Existing Conditions                       | 155            | 709 | 207 | 111           | 455 | 28  | 18             | 311 | 111 | 155           | 524 | 190 | 2974  |
| Existing Conditions (with couplets)       | 155            | 709 | 207 | 111           | 455 | 28  | 18             | 311 | 111 | 155           | 524 | 190 | 2974  |
| ATI                                       | 0              | 0   | 0   | 0             | 9   | 0   | 0              | 0   | 0   | 0             | 16  | 0   | 25    |
| Background Conditions                     | 155            | 709 | 207 | 111           | 464 | 28  | 18             | 311 | 111 | 155           | 540 | 190 | 2999  |
| No Project                                | 11             | 941 | 233 | 166           | 735 | 156 | 111            | 240 | 131 | 84            | 730 | 44  | 3582  |
| Project - Alt C                           | 12             | 922 | 252 | 208           | 773 | 155 | 112            | 261 | 122 | 98            | 774 | 45  | 3734  |
| Changes in Traffic due to project - Alt C | 1              | -19 | 19  | 42            | 38  | -1  | 1              | 21  | -9  | 14            | 44  | 1   | 152   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0   | 0   | 0              | 0   | 0   | 0             | 0   | 0   | 0     |
| Alt C - Background + Project Conditions   | 156            | 690 | 226 | 153           | 502 | 27  | 19             | 332 | 102 | 169           | 584 | 191 | 3151  |
| Alt C - Existing + Project Conditions     | 156            | 690 | 226 | 153           | 493 | 27  | 19             | 332 | 102 | 169           | 568 | 191 | 3126  |

Intersection Number: **79**  
 Traffic Node Number: 3255  
 Intersection Name: Almaden Road & Curtner Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |     |               |      |     |                |     |    |               |      |    | Total |
|-------------------------------------------|----------------|-----|-----|---------------|------|-----|----------------|-----|----|---------------|------|----|-------|
|                                           | North Approach |     |     | East Approach |      |     | South Approach |     |    | West Approach |      |    |       |
|                                           | RT             | TH  | LT  | RT            | TH   | LT  | RT             | TH  | LT | RT            | TH   | LT |       |
| Existing Conditions                       | 54             | 292 | 280 | 224           | 582  | 129 | 90             | 159 | 91 | 66            | 630  | 57 | 2654  |
| Existing Conditions (with couplets)       | 54             | 292 | 280 | 224           | 582  | 129 | 90             | 159 | 91 | 66            | 630  | 57 | 2654  |
|                                           | ATI            | 0   | 0   | 0             | 0    | 9   | 0              | 0   | 0  | 0             | 16   | 0  | 25    |
| Background Conditions                     | 54             | 292 | 280 | 224           | 591  | 129 | 90             | 159 | 91 | 66            | 646  | 57 | 2679  |
| No Project                                | 52             | 209 | 0   | 248           | 951  | 0   | 0              | 129 | 53 | 74            | 970  | 28 | 2714  |
| Project - Alt C                           | 54             | 208 | 0   | 280           | 1030 | 0   | 0              | 126 | 53 | 73            | 1037 | 28 | 2889  |
| Changes in Traffic due to project - Alt C | 2              | -1  | 0   | 32            | 79   | 0   | 0              | -3  | 0  | -1            | 67   | 0  | 175   |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0   | 0             | 0    | 0   | 0              | 0   | 0  | 0             | 0    | 0  | 0     |
| Alt C - Background + Project Conditions   | 56             | 291 | 280 | 256           | 670  | 129 | 90             | 156 | 91 | 65            | 713  | 57 | 2854  |
| Alt C - Existing + Project Conditions     | 56             | 291 | 280 | 256           | 661  | 129 | 90             | 156 | 91 | 65            | 697  | 57 | 2829  |

Intersection Number: **80**  
 Traffic Node Number: 3652  
 Intersection Name: Lincoln Avenue & Pine Avenue  
 Peak Hour: PM  
 Count Date: 03/28/13

| Scenario:                                 | Movements      |     |    |               |     |    |                |     |     |               |     |    | Total |
|-------------------------------------------|----------------|-----|----|---------------|-----|----|----------------|-----|-----|---------------|-----|----|-------|
|                                           | North Approach |     |    | East Approach |     |    | South Approach |     |     | West Approach |     |    |       |
|                                           | RT             | TH  | LT | RT            | TH  | LT | RT             | TH  | LT  | RT            | TH  | LT |       |
| Existing Conditions                       | 65             | 767 | 46 | 21            | 117 | 25 | 57             | 431 | 86  | 151           | 167 | 76 | 2009  |
| Existing Conditions (with couplets)       | 65             | 767 | 46 | 21            | 117 | 25 | 57             | 431 | 86  | 151           | 167 | 76 | 2009  |
|                                           | ATI            | 0   | 7  | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 7     |
| Background Conditions                     | 65             | 774 | 46 | 21            | 117 | 25 | 57             | 431 | 86  | 151           | 167 | 76 | 2016  |
| No Project                                | 111            | 868 | 62 | 11            | 124 | 1  | 4              | 187 | 114 | 236           | 179 | 74 | 1971  |
| Project - Alt C                           | 111            | 874 | 63 | 11            | 122 | 2  | 4              | 204 | 155 | 241           | 186 | 73 | 2046  |
| Changes in Traffic due to project - Alt C | 0              | 6   | 1  | 0             | -2  | 1  | 0              | 17  | 41  | 5             | 7   | -1 | 75    |
| Azores Street Reassignment - Alt C        | 0              | 0   | 0  | 0             | 0   | 0  | 0              | 0   | 0   | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 65             | 780 | 47 | 21            | 115 | 26 | 57             | 448 | 127 | 156           | 174 | 75 | 2091  |
| Alt C - Existing + Project Conditions     | 65             | 773 | 47 | 21            | 115 | 26 | 57             | 448 | 127 | 156           | 174 | 75 | 2084  |

Intersection Number: **81**  
 Traffic Node Number: 4085  
 Intersection Name: Capitol Expressway & US 101 (W)  
 Peak Hour: PM  
 Count Date: --

| Scenario:                               | Movements                                 |      |      |               |      |      |                |    |    |               |      |      | Total |      |
|-----------------------------------------|-------------------------------------------|------|------|---------------|------|------|----------------|----|----|---------------|------|------|-------|------|
|                                         | North Approach                            |      |      | East Approach |      |      | South Approach |    |    | West Approach |      |      |       |      |
|                                         | RT                                        | TH   | LT   | RT            | TH   | LT   | RT             | TH | LT | RT            | TH   | LT   |       |      |
| Existing Conditions                     | 683                                       | 0    | 1076 | 707           | 1675 | 0    | 0              | 0  | 0  | 256           | 2592 | 0    | 6989  |      |
| Existing Conditions (with couplets)     | 683                                       | 0    | 1076 | 707           | 1675 | 0    | 0              | 0  | 0  | 256           | 2592 | 0    | 6989  |      |
|                                         | ATI                                       | 0    | 0    | 0             | 33   | 64   | 0              | 0  | 0  | 0             | 65   | 0    | 162   |      |
| Background Conditions                   | 683                                       | 0    | 1076 | 740           | 1739 | 0    | 0              | 0  | 0  | 256           | 2657 | 0    | 7151  |      |
|                                         | No Project                                | 1269 | 0    | 1518          | 654  | 2028 | 0              | 0  | 0  | 0             | 77   | 2284 | 0     | 7830 |
|                                         | Project - Alt C                           | 1326 | 0    | 1458          | 649  | 2070 | 0              | 0  | 0  | 0             | 126  | 2425 | 0     | 8054 |
|                                         | Changes in Traffic due to project - Alt C | 57   | 0    | -60           | -5   | 42   | 0              | 0  | 0  | 0             | 49   | 141  | 0     | 224  |
|                                         | Azores Street Reassignment - Alt C        | 0    | 0    | 0             | 0    | 0    | 0              | 0  | 0  | 0             | 0    | 0    | 0     | 0    |
| Alt C - Background + Project Conditions | 740                                       | 0    | 1016 | 735           | 1781 | 0    | 0              | 0  | 0  | 305           | 2798 | 0    | 7375  |      |
| Alt C - Existing + Project Conditions   | 740                                       | 0    | 1016 | 702           | 1717 | 0    | 0              | 0  | 0  | 305           | 2733 | 0    | 7213  |      |

Intersection Number: **82**  
 Traffic Node Number: 4084  
 Intersection Name: Capitol Expressway & US 101 (E)  
 Peak Hour: PM  
 Count Date: --

| Scenario:                                 | Movements      |    |    |               |      |     |                |    |     |               |      |    | Total |     |
|-------------------------------------------|----------------|----|----|---------------|------|-----|----------------|----|-----|---------------|------|----|-------|-----|
|                                           | North Approach |    |    | East Approach |      |     | South Approach |    |     | West Approach |      |    |       |     |
|                                           | RT             | TH | LT | RT            | TH   | LT  | RT             | TH | LT  | RT            | TH   | LT |       |     |
| Existing Conditions                       | 0              | 0  | 0  | 893           | 2187 | 0   | 848            | 0  | 195 | 616           | 3052 | 0  | 7791  |     |
| Existing Conditions (with couplets)       | 0              | 0  | 0  | 893           | 2187 | 0   | 848            | 0  | 195 | 616           | 3052 | 0  | 7791  |     |
|                                           | ATI            | 0  | 0  | 0             | 0    | 102 | 0              | 39 | 0   | 0             | 0    | 66 | 0     | 207 |
| Background Conditions                     | 0              | 0  | 0  | 893           | 2289 | 0   | 887            | 0  | 195 | 616           | 3118 | 0  | 7998  |     |
| No Project                                | 0              | 0  | 0  | 1055          | 2520 | 0   | 806            | 0  | 162 | 559           | 3243 | 0  | 8345  |     |
| Project - Alt C                           | 0              | 0  | 0  | 1040          | 2558 | 0   | 768            | 0  | 162 | 592           | 3291 | 0  | 8411  |     |
| Changes in Traffic due to project - Alt C | 0              | 0  | 0  | -15           | 38   | 0   | -38            | 0  | 0   | 33            | 48   | 0  | 66    |     |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0  | 0             | 0    | 0   | 0              | 0  | 0   | 0             | 0    | 0  | 0     |     |
| Alt C - Background + Project Conditions   | 0              | 0  | 0  | 878           | 2327 | 0   | 849            | 0  | 195 | 649           | 3166 | 0  | 8064  |     |
| Alt C - Existing + Project Conditions     | 0              | 0  | 0  | 878           | 2225 | 0   | 810            | 0  | 195 | 649           | 3100 | 0  | 7857  |     |

Intersection Number: **83**  
 Traffic Node Number: 101  
 Intersection Name: Old Hillsdale Avenue & Hillsdale Avenue  
 Peak Hour: PM  
 Count Date: 09/18/12

| Scenario:                                 | Movements      |    |     |               |     |    |                |    |    |               |     |    | Total |
|-------------------------------------------|----------------|----|-----|---------------|-----|----|----------------|----|----|---------------|-----|----|-------|
|                                           | North Approach |    |     | East Approach |     |    | South Approach |    |    | West Approach |     |    |       |
|                                           | RT             | TH | LT  | RT            | TH  | LT | RT             | TH | LT | RT            | TH  | LT |       |
| Existing Conditions                       | 36             | 0  | 11  | 4             | 266 | 0  | 0              | 0  | 0  | 0             | 370 | 7  | 694   |
| Existing Conditions (with couplets)       | 36             | 0  | 11  | 4             | 266 | 0  | 0              | 0  | 0  | 0             | 370 | 7  | 694   |
| ATI                                       | 0              | 0  | 0   | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Background Conditions                     | 36             | 0  | 11  | 4             | 266 | 0  | 0              | 0  | 0  | 0             | 370 | 7  | 694   |
| No Project                                | 6              | 0  | 9   | 4             | 279 | 0  | 0              | 0  | 0  | 0             | 323 | 2  | 623   |
| Project - Alt C                           | 300            | 0  | 732 | 102           | 350 | 0  | 0              | 0  | 0  | 0             | 406 | 39 | 1929  |
| Changes in Traffic due to project - Alt C | 294            | 0  | 723 | 98            | 71  | 0  | 0              | 0  | 0  | 0             | 83  | 37 | 1306  |
| Azores Street Reassignment - Alt C        | 0              | 0  | 0   | 0             | 0   | 0  | 0              | 0  | 0  | 0             | 0   | 0  | 0     |
| Alt C - Background + Project Conditions   | 330            | 0  | 734 | 102           | 337 | 0  | 0              | 0  | 0  | 0             | 453 | 44 | 2000  |
| Alt C - Existing + Project Conditions     | 330            | 0  | 734 | 102           | 337 | 0  | 0              | 0  | 0  | 0             | 453 | 44 | 2000  |

## **Appendix C**

### **Level of Service Calculations**

# Communications Hill Intersection Level of Service Summary

| Study Number | Intersection                                     | Peak Hour | Count Date | Existing  |     | Existing Plus Project |     | Background |     | Background Plus Project |     |                      |                    | Mitigation |     |
|--------------|--------------------------------------------------|-----------|------------|-----------|-----|-----------------------|-----|------------|-----|-------------------------|-----|----------------------|--------------------|------------|-----|
|              |                                                  |           |            | Avg Delay | LOS | Avg Delay             | LOS | Avg Delay  | LOS | Avg. Delay              | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg. Delay | LOS |
| 1            | First Street and Keyes Street*                   | AM        | 09/27/12   | 29.5      | C   | 30.8                  | C   | 30.2       | C   | 31.4                    | C   | 1.7                  | 0.039              |            |     |
|              |                                                  | PM        | 09/11/12   | 29.6      | C   | 30.2                  | C   | 33.0       | C   | 33.3                    | C   | 1.3                  | 0.013              |            |     |
| 2            | First Street and Alma Avenue*                    | AM        | 09/27/12   | 38.6      | D   | 40.3                  | D   | 41.3       | D   | 43.1                    | D   | 2.3                  | 0.023              |            |     |
|              |                                                  | PM        | 09/11/12   | 47.7      | D   | 47.2                  | D   | 53.8       | D   | 53.8                    | D   | 1.4                  | 0.012              |            |     |
| 3            | Monterey Road and Curtner Avenue*                | AM        | 09/19/12   | 41.1      | D   | 45.5                  | D   | 42.0       | D   | 46.6                    | D   | 5.8                  | 0.054              | 45.6       | D   |
|              |                                                  | PM        | 09/11/12   | 49.7      | D   | 52.9                  | D   | 55.0       | D   | 59.9                    | E   | 2.7                  | 0.024              | 51.8       | D   |
| 4            | Monterey Road and Old Tully Road*                | AM        | 09/19/12   | 7.2       | A   | 7.3                   | A   | 8.9        | A   | 9.0                     | A   | 0.1                  | -0.013             |            |     |
|              |                                                  | PM        | 09/11/12   | 24.1      | C   | 24.6                  | C   | 26.2       | C   | 26.6                    | C   | 0.3                  | -0.010             |            |     |
| 5            | Monterey Road and Umbarger Road                  | AM        | 09/19/12   | 32.2      | C   | 32.0                  | C   | 33.9       | C   | 33.3                    | C   | -0.6                 | -0.011             |            |     |
|              |                                                  | PM        | 09/19/12   | 28.8      | C   | 29.0                  | C   | 29.0       | C   | 29.1                    | C   | 0.1                  | -0.010             |            |     |
| 6            | Monterey Road and Lewis Road                     | AM        | 09/19/12   | 23.7      | C   | 23.2                  | C   | 25.2       | C   | 24.7                    | C   | -0.9                 | -0.016             |            |     |
|              |                                                  | PM        | 09/19/12   | 17.9      | B   | 18.2                  | B   | 18.9       | B   | 19.0                    | B   | -0.1                 | -0.012             |            |     |
| 7            | Monterey Road and Southside Drive                | AM        | 09/19/12   | 20.3      | C   | 18.6                  | B   | 20.3       | C   | 18.6                    | B   | -2.7                 | -0.025             |            |     |
|              |                                                  | PM        | 09/19/12   | 18.0      | B   | 18.4                  | B   | 18.0       | B   | 18.4                    | B   | 0.4                  | -0.005             |            |     |
| 8            | Monterey Road and Capitol Expressway (N)*        | AM        | 09/18/12   | 29.9      | C   | 32.0                  | C   | 30.0       | C   | 32.1                    | C   | 3.0                  | 0.021              |            |     |
|              |                                                  | PM        | 11/07/12   | 17.1      | B   | 17.4                  | B   | 17.7       | B   | 18.0                    | B   | 0.1                  | -0.008             |            |     |
| 9            | Monterey Road and Capitol Expressway (S)*        | AM        | 09/18/12   | 25.1      | C   | 25.6                  | C   | 24.4       | C   | 24.9                    | C   | 0.2                  | 0.008              |            |     |
|              |                                                  | PM        | 09/11/12   | 14.2      | B   | 17.9                  | B   | 14.2       | B   | 17.7                    | B   | 4.3                  | 0.027              |            |     |
| 10           | Vine Street and Alma Avenue                      | AM        | 09/01/11   | 11.0      | B   | 10.9                  | B   | 29.0       | C   | 29.1                    | C   | 0.3                  | 0.008              |            |     |
|              |                                                  | PM        | 09/15/11   | 19.3      | B   | 19.6                  | B   | 30.3       | C   | 32.4                    | C   | 2.9                  | 0.054              |            |     |
| 11           | Almaden Road and Alma Avenue                     | AM        | 09/01/11   | 18.2      | B   | 20.1                  | C   | 25.2       | C   | 25.8                    | C   | 0.3                  | -0.011             |            |     |
|              |                                                  | PM        | 09/01/11   | 29.4      | C   | 30.1                  | C   | 52.1       | D   | 54.1                    | D   | 3.2                  | 0.011              |            |     |
| 12           | SR-87 and Almaden Expressway                     | AM        | 09/27/12   | 13.0      | B   | 14.4                  | B   | 13.0       | B   | 14.4                    | B   | 1.4                  | 0.022              |            |     |
|              |                                                  | PM        | 09/27/12   | 16.2      | B   | 17.0                  | B   | 16.2       | B   | 17.0                    | B   | 0.8                  | 0.063              |            |     |
| 13           | Almaden Expressway and Foxworthy Avenue          | AM        | 09/12/12   | 41.6      | D   | 39.6                  | D   | 41.6       | D   | 39.5                    | D   | -1.5                 | -0.019             | 39.2       | D   |
|              |                                                  | PM        | 09/12/12   | 44.0      | D   | 57.1                  | E   | 44.0       | D   | 57.1                    | E   | 15.9                 | 0.131              | 49.7       | D   |
| 14           | Almaden Expressway and Branham Lane*             | AM        | 09/25/12   | 49.2      | D   | 49.3                  | D   | 49.6       | D   | 49.7                    | D   | 0.4                  | 0.001              |            |     |
|              |                                                  | PM        | 09/06/12   | 47.4      | D   | 47.6                  | D   | 51.6       | D   | 51.5                    | D   | 0.2                  | 0.016              |            |     |
| 15           | Almaden Expressway and Cherry Avenue             | AM        | 09/25/12   | 32.0      | C   | 32.1                  | C   | 34.9       | C   | 34.9                    | C   | 0.0                  | -0.002             |            |     |
|              |                                                  | PM        | 09/25/12   | 40.1      | D   | 39.9                  | D   | 46.4       | D   | 46.4                    | D   | -0.1                 | 0.012              |            |     |
| 16           | Almaden Expressway and SR- 85 (N)*               | AM        | 09/25/12   | 31.6      | C   | 32.0                  | C   | 32.9       | C   | 33.3                    | C   | 0.5                  | 0.001              |            |     |
|              |                                                  | PM        | 09/06/12   | 42.8      | D   | 42.6                  | D   | 44.6       | D   | 44.5                    | D   | -1.7                 | 0.008              |            |     |
| 17           | Almaden Expressway and SR- 85 (S)*               | AM        | 09/25/12   | 17.3      | B   | 17.4                  | B   | 18.8       | B   | 19.0                    | B   | 1.7                  | 0.065              |            |     |
|              |                                                  | PM        | 09/06/12   | 23.5      | C   | 23.4                  | C   | 27.4       | C   | 27.5                    | C   | 0.2                  | 0.006              |            |     |
| 18           | Almaden Expressway and Blossom Hill Road*        | AM        | 09/25/12   | 51.6      | D   | 52.2                  | D   | 52.0       | D   | 52.8                    | D   | 0.9                  | 0.015              |            |     |
|              |                                                  | PM        | 09/06/12   | 57.5      | E   | 57.6                  | E   | 58.9       | E   | 59.0                    | E   | 0.5                  | 0.000              |            |     |
| 19           | Canoas Garden Avenue and Curtner Avenue          | AM        | 02/07/13   | 49.4      | D   | 47.3                  | D   | 49.3       | D   | 47.2                    | D   | -1.6                 | 0.002              |            |     |
|              |                                                  | PM        | 09/20/12   | 32.3      | C   | 32.1                  | C   | 32.1       | C   | 32.0                    | C   | 0.0                  | -0.003             |            |     |
| 20           | SR-87 and Curtner Avenue (W)                     | AM        | 09/20/12   | 21.0      | C   | 29.1                  | C   | 21.8       | C   | 29.5                    | C   | 6.2                  | 0.140              |            |     |
|              |                                                  | PM        | 09/20/12   | 19.0      | B   | 21.9                  | C   | 20.7       | C   | 23.4                    | C   | 2.6                  | 0.062              |            |     |
| 21           | SR-87 and Curtner Avenue (E)                     | AM        | 09/20/12   | 31.9      | C   | 25.9                  | C   | 32.4       | C   | 26.7                    | C   | -7.9                 | -0.062             |            |     |
|              |                                                  | PM        | 09/20/12   | 46.6      | D   | 43.5                  | D   | 49.1       | D   | 48.0                    | D   | 16.3                 | 0.094              |            |     |
| 22           | Communications Hill Boulevard and Curtner Avenue | AM        | 09/20/12   | 25.5      | C   | 50.3                  | D   | 24.5       | C   | 49.7                    | D   | 38.7                 | 0.344              | 44.4       | D   |
|              |                                                  | PM        | 09/20/12   | 30.9      | C   | 57.7                  | E   | 30.8       | C   | 59.8                    | E   | 43.0                 | 0.283              | 51.0       | D   |
| 23           | Little Orchard Avenue and Curtner Avenue         | AM        | 09/27/12   | 24.0      | C   | 23.7                  | C   | 23.1       | C   | 23.0                    | C   | 1.6                  | 0.032              |            |     |
|              |                                                  | PM        | 09/27/12   | 31.0      | C   | 30.6                  | C   | 30.3       | C   | 30.1                    | C   | -0.3                 | 0.043              |            |     |
| 24           | Seventh Street and Tully Road                    | AM        | 09/26/12   | 39.9      | D   | 40.8                  | D   | 40.9       | D   | 41.8                    | D   | 1.2                  | 0.001              |            |     |
|              |                                                  | PM        | 09/26/12   | 37.4      | D   | 37.7                  | D   | 38.5       | D   | 38.7                    | D   | 0.4                  | 0.007              |            |     |
| 25           | 10th Street and Tully Road                       | AM        | 09/26/12   | 31.5      | C   | 31.9                  | C   | 32.5       | C   | 32.8                    | C   | 0.9                  | 0.001              |            |     |
|              |                                                  | PM        | 09/26/12   | 18.9      | B   | 20.0                  | C   | 20.2       | C   | 21.3                    | C   | 1.4                  | 0.013              |            |     |
| 26           | Senter Road and Tully Road*                      | AM        | 09/26/12   | 40.2      | D   | 40.5                  | D   | 40.5       | D   | 40.7                    | D   | 0.7                  | 0.018              |            |     |
|              |                                                  | PM        | 09/11/12   | 47.2      | D   | 47.1                  | D   | 47.7       | D   | 47.6                    | D   | 0.1                  | 0.005              |            |     |
| 27           | Mclaughlin Avenue and Tully Road*                | AM        | 09/27/12   | 48.7      | D   | 49.4                  | D   | 49.6       | D   | 50.4                    | D   | 1.3                  | 0.018              |            |     |
|              |                                                  | PM        | 09/11/12   | 45.7      | D   | 45.6                  | D   | 46.5       | D   | 46.5                    | D   | 0.5                  | -0.004             |            |     |
| 28           | Pearl Avenue and Capitol Expressway*             | AM        | 09/18/12   | 39.5      | D   | 38.8                  | D   | 39.5       | D   | 38.8                    | D   | -0.7                 | 0.015              |            |     |
|              |                                                  | PM        | 09/13/12   | 35.3      | D   | 36.0                  | D   | 35.3       | D   | 36.0                    | D   | 0.8                  | 0.000              |            |     |
| 29           | SR-87 and Capitol Expressway*                    | AM        | 09/18/12   | 40.3      | D   | 39.9                  | D   | 40.3       | D   | 39.9                    | D   | -0.2                 | -0.002             |            |     |
|              |                                                  | PM        | 09/05/12   | 43.1      | D   | 40.7                  | D   | 43.1       | D   | 40.7                    | D   | 4.0                  | -0.008             |            |     |
| 30           | Narvaez Avenue and Capitol Expressway*           | AM        | 09/13/12   | 29.2      | C   | 28.3                  | C   | 29.2       | C   | 28.3                    | C   | -1.0                 | 0.040              |            |     |
|              |                                                  | PM        | 09/05/12   | 39.7      | D   | 39.5                  | D   | 39.7       | D   | 39.5                    | D   | 0.1                  | 0.000              |            |     |
| 31           | Copperfield Drive and Capitol Expressway         | AM        | 09/13/12   | 11.4      | B   | 11.0                  | B   | 11.4       | B   | 11.0                    | B   | -0.2                 | 0.055              |            |     |
|              |                                                  | PM        | 09/13/12   | 13.7      | B   | 13.5                  | B   | 13.7       | B   | 13.5                    | B   | -0.8                 | 0.013              |            |     |
| 32           | Vistapark Drive and Capitol Expressway           | AM        | 09/13/12   | 28.0      | C   | 28.4                  | C   | 28.0       | C   | 28.4                    | C   | 1.5                  | 0.044              |            |     |
|              |                                                  | PM        | 09/13/12   | 35.0      | C   | 35.7                  | D   | 35.0       | C   | 35.7                    | D   | 0.7                  | 0.005              |            |     |
| 33           | Snell Avenue and Capitol Expressway*             | AM        | 09/13/12   | 45.6      | D   | 48.9                  | D   | 46.3       | D   | 50.1                    | D   | 15.5                 | 0.173              | 47.6       | D   |
|              |                                                  | PM        | 09/06/12   | 37.3      | D   | 61.9                  | E   | 37.3       | D   | 62.6                    | E   | 42.3                 | 0.184              | 46.8       | D   |
| 34           | Senter Road and Capitol Expressway*              | AM        | 04/23/09   | 48.7      | D   | 51.6                  | D   | 49.3       | D   | 52.7                    | D   | 6.5                  | 0.078              |            |     |
|              |                                                  | PM        | 09/06/12   | 49.8      | D   | 50.3                  | D   | 50.7       | D   | 51.0                    | D   | -0.3                 | 0.040              |            |     |
| 35           | Mclaughlin Avenue and Capitol Expressway*        | AM        | 09/26/12   | 46.1      | D   | 46.3                  | D   | 42.7       | D   | 42.5                    | D   | -0.2                 | 0.056              |            |     |
|              |                                                  | PM        | 09/05/12   | 43.5      | D   | 44.4                  | D   | 42.7       | D   | 43.6                    | D   | 1.7                  | 0.036              |            |     |
| 36           | Narvaez Avenue and Hillsdale Avenue              | AM        | 09/18/12   | 17.5      | B   | 15.7                  | B   | 17.1       | B   | 15.5                    | B   | -0.2                 | 0.034              |            |     |
|              |                                                  | PM        | 09/18/12   | 14.6      | B   | 14.5                  | B   | 14.7       | B   | 14.7                    | B   | -0.9                 | 0.028              |            |     |
| 37           | Pearl Avenue and Hillsdale Avenue                | AM        | 09/18/12   | 30.3      | C   | 30.2                  | C   | 30.3       | C   | 30.2                    | C   | -1.5                 | -0.068             |            |     |
|              |                                                  | PM        | 09/18/12   | 31.4      | C   | 34.9                  | C   | 31.4       | C   | 34.9                    | C   | 5.1                  | 0.162              |            |     |
| 38           | Narvaez Avenue and SR-87                         | AM        | 09/13/12   | 14.0      | B   | 15.7                  | B   | 14.0       | B   | 15.7                    | B   | 4.6                  | 0.146              |            |     |
|              |                                                  | PM        | 09/13/12   | 13.4      | B   | 13.8                  | B   | 13.4       | B   | 13.8                    | B   | 0.0                  | 0.000              |            |     |
| 39           | Vistapark Drive and Hillsdale Avenue             | AM        | 09/12/12   | 18.8      | B   | 20.8                  | C   | 18.8       | B   | 20.8                    | C   | 1.8                  | 0.158              |            |     |
|              |                                                  | PM        | 09/12/12   | 18.8      | B   | 20.6                  | C   | 18.8       | B   | 20.6                    | C   | 2.7                  | 0.184              |            |     |
| 40           | Almaden Expressway and Curtner Avenue (E)        | AM        | 09/20/12   | 16.7      | B   | 14.2                  | B   | 16.6       | B   | 14.2                    | B   | -1.6                 | 0.012              |            |     |
|              |                                                  | PM        | 09/20/12   | 12.4      | B   | 5.9                   | A   | 12.3       | B   | 5.9                     | A   | -6.9                 | 0.035              |            |     |
| 41           | Almaden Expressway and Curtner Avenue (W)        | AM        | 09/20/12   | 6.3       | A   | 6.9                   | A   | 6.3        | A   | 6.9                     | A   | 1.1                  | 0.059              |            |     |
|              |                                                  | PM        | 09/20/12   | 6.1       | A   | 7.2                   | A   | 6.1        | A   | 7.2                     | A   | 1.4                  | 0.064              |            |     |
| 42           | 2nd Street and Keyes Street                      | AM        | 03/26/13   | 17.4      | B   | 15.9                  | B   | 33.4       | C   | 34.0                    | C   | 0.7                  | 0.018              |            |     |
|              |                                                  | PM        | 03/26/13   | 29.8      | C   | 28.2                  | C   | 34.8       | C   | 36.1                    | D   | 2.1                  | 0.033              |            |     |
| 43           | 3rd Street and Keyes Street                      | AM        | 03/26/13   | 22.6      | C   | 22.8                  | C   | 27.5       | C   | 29.1                    | C   | 1.6                  | 0.043              |            |     |
|              |                                                  | PM        | 03/26/13   | 13.3      | B   | 16.5                  | B   | 27.2       | C   | 26.7                    | C   | -0.1                 | -0.021             |            |     |

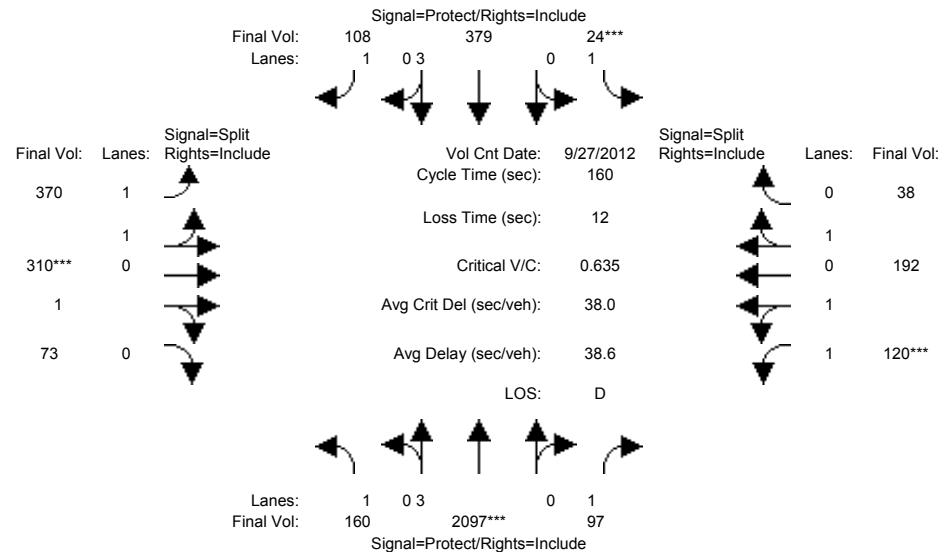
# Communications Hill Intersection Level of Service Summary

| Study Number | Intersection                              | Peak Hour | Count Date | Existing    |          | Existing Plus Project |          | Background   |          | Background Plus Project |          |                      |                    | Mitigation |     |
|--------------|-------------------------------------------|-----------|------------|-------------|----------|-----------------------|----------|--------------|----------|-------------------------|----------|----------------------|--------------------|------------|-----|
|              |                                           |           |            | Avg Delay   | LOS      | Avg Delay             | LOS      | Avg Delay    | LOS      | Avg. Delay              | LOS      | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg. Delay | LOS |
| 44           | 7th Street and Keyes Street               | AM        | 03/26/13   | 31.5        | C        | 32.1                  | C        | 32.0         | C        | 32.5                    | C        | 0.7                  | 0.000              |            |     |
|              |                                           | PM        | 03/26/13   | 33.5        | C        | 34.4                  | C        | 34.9         | C        | 36.5                    | D        | -1.1                 | 0.016              |            |     |
| 45           | 10th Street and Keyes Street              | AM        | 03/26/13   | 25.3        | C        | 25.2                  | C        | 25.8         | C        | 25.7                    | C        | 0.1                  | 0.009              |            |     |
|              |                                           | PM        | 03/26/13   | 24.5        | C        | 26.0                  | C        | 27.4         | C        | 29.0                    | C        | 2.2                  | 0.032              |            |     |
| 46           | 11th Street and Keyes Street              | AM        | 03/26/13   | 26.4        | C        | 25.1                  | C        | 26.6         | C        | 25.6                    | C        | -2.9                 | -0.021             |            |     |
|              |                                           | PM        | 03/26/13   | 25.5        | C        | 25.7                  | C        | 25.7         | C        | 26.0                    | C        | 0.0                  | 0.017              |            |     |
| 47           | Lincoln Avenue and Willow Street          | AM        | 03/26/13   | 47.6        | D        | 48.0                  | D        | 47.7         | D        | 48.1                    | D        | 0.6                  | 0.014              |            |     |
|              |                                           | PM        | 03/26/13   | 47.7        | D        | 48.0                  | D        | 48.8         | D        | 49.2                    | D        | 0.3                  | 0.008              |            |     |
| 48           | Lincoln Avenue and Minnesota Avenue       | AM        | 03/26/13   | 45.0        | D        | 45.6                  | D        | 45.0         | D        | 45.6                    | D        | -0.1                 | 0.001              |            |     |
|              |                                           | PM        | 03/26/13   | 45.4        | D        | 45.5                  | D        | 45.8         | D        | 45.9                    | D        | 0.2                  | 0.008              |            |     |
| 49           | Meridian Avenue and Hamilton Avenue       | AM        | 03/28/13   | 54.2        | D        | 54.3                  | D        | 54.2         | D        | 54.3                    | D        | 0.9                  | 0.010              |            |     |
|              |                                           | PM        | 03/28/13   | <b>56.6</b> | <b>E</b> | <b>56.8</b>           | <b>E</b> | <b>56.6</b>  | <b>E</b> | <b>56.8</b>             | <b>E</b> | <b>0.7</b>           | <b>0.006</b>       |            |     |
| 50           | US 101 (W) and Tully Road                 | AM        | 04/09/13   | 19.6        | B        | 19.7                  | B        | 19.7         | B        | 19.7                    | B        | 0.1                  | 0.009              |            |     |
|              |                                           | PM        | 04/10/13   | 24.2        | C        | 24.3                  | C        | 24.4         | C        | 24.6                    | C        | 0.0                  | 0.005              |            |     |
| 51           | US 101 (E) and Tully Road                 | AM        | 04/09/13   | 6.5         | A        | 6.5                   | A        | 6.5          | A        | 6.4                     | A        | -0.1                 | 0.000              |            |     |
|              |                                           | PM        | 04/10/13   | 8.7         | A        | 8.7                   | A        | 8.5          | A        | 8.5                     | A        | 0.1                  | 0.003              |            |     |
| 52           | Alvin Avenue and Tully Road               | AM        | 04/09/13   | 42.3        | D        | 42.3                  | D        | 41.9         | D        | 42.0                    | D        | 0.2                  | 0.008              |            |     |
|              |                                           | PM        | 04/11/13   | 34.6        | C        | 34.5                  | C        | 33.8         | C        | 33.7                    | C        | 0.1                  | 0.001              |            |     |
| 53           | King Road and Tully Road*                 | AM        | 04/09/13   | 47.3        | D        | 47.8                  | D        | 47.0         | D        | 47.5                    | D        | 0.1                  | -0.009             |            |     |
|              |                                           | PM        | 09/11/12   | 48.8        | D        | 49.1                  | D        | 49.2         | D        | 49.4                    | D        | 0.5                  | 0.009              |            |     |
| 54           | Capitol Expressway and Tully Road*        | AM        | 04/09/13   | 44.1        | D        | 44.8                  | D        | 44.5         | D        | 45.2                    | D        | 1.5                  | 0.021              |            |     |
|              |                                           | PM        | 09/06/12   | 45.7        | D        | 46.0                  | D        | 46.9         | D        | 47.2                    | D        | 0.1                  | 0.000              |            |     |
| 55           | Capitol Expressway and Quimby Road*       | AM        | 04/10/13   | 40.6        | D        | 40.3                  | D        | 43.8         | D        | 43.8                    | D        | 0.0                  | -0.006             |            |     |
|              |                                           | PM        | 09/06/12   | <b>61.3</b> | <b>E</b> | <b>61.9</b>           | <b>E</b> | <b>102.0</b> | <b>F</b> | <b>103.3</b>            | <b>F</b> | <b>3.2</b>           | <b>0.005</b>       |            |     |
| 56           | Capitol Expressway and Nieman Boulevard   | AM        | 04/09/13   | 40.7        | D        | 40.6                  | D        | 44.8         | D        | 44.7                    | D        | -0.1                 | -0.002             |            |     |
|              |                                           | PM        | 04/11/13   | 27.2        | C        | 27.1                  | C        | 36.6         | D        | 36.6                    | D        | 0.0                  | 0.007              |            |     |
| 57           | Capitol Expressway and Aborn Road*        | AM        | 04/10/13   | 42.0        | D        | 42.2                  | D        | 43.0         | D        | 43.1                    | D        | 0.0                  | -0.002             |            |     |
|              |                                           | PM        | 10/03/12   | <b>60.0</b> | <b>E</b> | <b>59.8</b>           | <b>E</b> | <b>71.2</b>  | <b>E</b> | <b>70.0</b>             | <b>E</b> | <b>-2.6</b>          | <b>-0.009</b>      |            |     |
| 58           | Capitol Expressway and Silver Creek Road* | AM        | 04/10/13   | 42.7        | D        | 43.5                  | D        | 46.0         | D        | 46.9                    | D        | 1.2                  | 0.018              |            |     |
|              |                                           | PM        | 09/05/12   | <b>57.1</b> | <b>E</b> | <b>57.3</b>           | <b>E</b> | <b>66.1</b>  | <b>E</b> | <b>66.4</b>             | <b>E</b> | <b>0.1</b>           | <b>0.003</b>       |            |     |
| 59           | Monterey Road and Senter Road*            | AM        | 04/10/13   | 30.1        | C        | 30.1                  | C        | 29.2         | C        | 29.2                    | C        | 0.2                  | 0.007              |            |     |
|              |                                           | PM        | 09/11/12   | 29.9        | C        | 29.8                  | C        | 30.2         | C        | 30.2                    | C        | 0.3                  | 0.018              |            |     |
| 60           | Monterey Road and Skyway Drive*           | AM        | 04/11/13   | 38.5        | D        | 39.4                  | D        | 36.7         | D        | 38.7                    | D        | 0.3                  | 0.012              |            |     |
|              |                                           | PM        | 09/11/12   | 26.3        | C        | 26.4                  | C        | 27.4         | C        | 27.5                    | C        | -9.0                 | 0.012              |            |     |
| 61           | Monterey Road and Branham Lane*           | AM        | 04/11/13   | 45.1        | D        | 45.6                  | D        | 42.4         | D        | 43.9                    | D        | 1.9                  | 0.018              |            |     |
|              |                                           | PM        | 09/11/12   | 37.6        | D        | 38.4                  | D        | 35.5         | D        | 37.1                    | D        | 2.5                  | 0.031              |            |     |
| 62           | Monterey Road and Edenvue Drive           | AM        | 04/09/13   | 20.2        | C        | 19.8                  | B        | 14.6         | B        | 14.9                    | B        | 0.5                  | 0.018              |            |     |
|              |                                           | PM        | 04/09/13   | 17.6        | B        | 16.8                  | B        | 12.5         | B        | 12.4                    | B        | 0.0                  | 0.007              |            |     |
| 63           | Monterey Road and Chynoweth Avenue        | AM        | 04/10/13   | 50.3        | D        | 50.3                  | D        | <b>59.6</b>  | <b>E</b> | <b>61.4</b>             | <b>E</b> | <b>3.1</b>           | <b>0.012</b>       |            |     |
|              |                                           | PM        | 04/10/13   | 48.0        | D        | 48.0                  | D        | 47.3         | D        | 48.8                    | D        | 2.2                  | 0.017              |            |     |
| 64           | Monterey Road and Blossom Hill Road (N)*  | AM        | 04/09/13   | 17.6        | B        | 17.8                  | B        | 16.7         | B        | 17.9                    | B        | 2.0                  | 0.017              |            |     |
|              |                                           | PM        | 09/12/12   | 22.3        | C        | 22.4                  | C        | 32.1         | C        | 33.0                    | C        | 1.1                  | 0.007              |            |     |
| 65           | Monterey Road and Blossom Hill Road (S)*  | AM        | 04/09/13   | 24.4        | C        | 24.7                  | C        | 28.6         | C        | 28.8                    | C        | -0.2                 | -0.001             |            |     |
|              |                                           | PM        | 09/12/12   | 24.8        | C        | 24.7                  | C        | 32.1         | C        | 33.0                    | C        | 1.0                  | 0.007              |            |     |
| 66           | Snell Avenue and Rosenbaum Avenue         | AM        | 03/28/13   | 22.4        | C        | 21.4                  | C        | 22.4         | C        | 21.4                    | C        | -1.3                 | 0.046              |            |     |
|              |                                           | PM        | 03/28/13   | 21.4        | C        | 18.9                  | B        | 21.4         | C        | 18.9                    | B        | -3.1                 | 0.049              |            |     |
| 67           | Snell Avenue and Skyway Drive             | AM        | 03/27/13   | 33.2        | C        | 34.3                  | C        | 31.5         | C        | 33.0                    | C        | 2.2                  | 0.086              |            |     |
|              |                                           | PM        | 03/27/13   | 31.0        | C        | 29.3                  | C        | 29.0         | C        | 27.7                    | C        | -1.5                 | 0.050              |            |     |
| 68           | Snell Avenue and Branham Lane             | AM        | 03/27/13   | 34.4        | C        | 33.9                  | C        | 34.4         | C        | 33.9                    | C        | 0.1                  | 0.005              |            |     |
|              |                                           | PM        | 03/27/13   | 38.5        | D        | 39.0                  | D        | 38.5         | D        | 39.0                    | D        | -0.1                 | 0.020              |            |     |
| 69           | Snell Avenue and Chynoweth Avenue         | AM        | 03/26/13   | 33.2        | C        | 33.2                  | C        | 33.2         | C        | 33.2                    | C        | -0.1                 | 0.032              |            |     |
|              |                                           | PM        | 03/26/13   | 34.3        | C        | 33.3                  | C        | 34.3         | C        | 33.3                    | C        | -11.2                | -0.026             |            |     |
| 70           | Snell Avenue and Avenida Del Roble        | AM        | 03/26/13   | 22.7        | C        | 23.9                  | C        | 22.7         | C        | 23.9                    | C        | 3.8                  | 0.062              |            |     |
|              |                                           | PM        | 03/26/13   | 14.5        | B        | 14.9                  | B        | 14.5         | B        | 14.9                    | B        | 0.1                  | 0.018              |            |     |
| 71           | Snell Avenue and Blossom Hill Road*       | AM        | 03/28/13   | 43.1        | D        | 43.1                  | D        | 44.7         | D        | 44.8                    | D        | 0.4                  | 0.005              |            |     |
|              |                                           | PM        | 09/05/12   | 44.9        | D        | 45.4                  | D        | 47.3         | D        | 47.9                    | D        | 1.0                  | 0.014              |            |     |
| 72           | Cherry Avenue and Hillsdale Avenue        | AM        | 03/28/13   | 18.3        | B        | 18.2                  | B        | 18.3         | B        | 18.2                    | B        | -0.1                 | 0.008              |            |     |
|              |                                           | PM        | 03/28/13   | 20.7        | C        | 20.3                  | C        | 20.7         | C        | 20.3                    | C        | 0.0                  | 0.005              |            |     |
| 73           | Jarvis Avenue and Hillsdale Avenue        | AM        | 03/28/13   | 14.4        | B        | 12.8                  | B        | 14.4         | B        | 12.8                    | B        | -2.1                 | -0.001             |            |     |
|              |                                           | PM        | 03/28/13   | 15.3        | B        | 15.0                  | B        | 15.3         | B        | 15.0                    | B        | 0.2                  | 0.007              |            |     |
| 74           | Meridian Avenue and Hillsdale Avenue*     | AM        | 03/28/13   | <b>57.6</b> | <b>E</b> | <b>57.0</b>           | <b>E</b> | <b>58.1</b>  | <b>E</b> | <b>57.6</b>             | <b>E</b> | <b>-0.9</b>          | <b>-0.008</b>      |            |     |
|              |                                           | PM        | 09/13/12   | 51.7        | D        | 51.7                  | D        | 51.8         | D        | 51.8                    | D        | 5.7                  | 0.009              |            |     |
| 75           | Meridian Avenue and Curtner Avenue        | AM        | 03/28/13   | 51.2        | D        | 53.0                  | D        | 51.2         | D        | 53.0                    | D        | 4.2                  | 0.056              |            |     |
|              |                                           | PM        | 03/28/13   | 53.1        | D        | 54.8                  | D        | 53.1         | D        | 54.8                    | D        | 2.1                  | 0.022              |            |     |
| 76           | Books Avenue and Curtner Avenue           | AM        | 03/28/13   | 15.3        | B        | 15.5                  | B        | 15.3         | B        | 15.5                    | B        | 0.6                  | 0.013              |            |     |
|              |                                           | PM        | 03/28/13   | 13.9        | B        | 13.8                  | B        | 13.9         | B        | 13.8                    | B        | 0.0                  | 0.014              |            |     |
| 77           | Cherry Avenue and Curtner Avenue          | AM        | 03/28/13   | 19.3        | B        | 19.3                  | B        | 19.3         | B        | 19.3                    | B        | 0.0                  | 0.001              |            |     |
|              |                                           | PM        | 03/28/13   | 15.2        | B        | 15.0                  | B        | 15.2         | B        | 15.0                    | B        | -0.1                 | 0.015              |            |     |
| 78           | Lincoln Avenue and Curtner Avenue         | AM        | 03/28/13   | 43.5        | D        | 43.8                  | D        | 43.5         | D        | 43.8                    | D        | 0.7                  | 0.009              |            |     |
|              |                                           | PM        | 03/28/13   | 42.0        | D        | 42.0                  | D        | 42.1         | D        | 42.0                    | D        | 0.3                  | 0.013              |            |     |
| 79           | Almaden Road and Curtner Avenue           | AM        | 03/28/13   | 50.9        | D        | 51.2                  | D        | 51.0         | D        | 51.4                    | D        | 0.0                  | 0.034              |            |     |
|              |                                           | PM        | 03/28/13   | 49.6        | D        | 50.1                  | D        | 49.7         | D        | 50.3                    | D        | 0.7                  | 0.041              |            |     |
| 80           | Lincoln Avenue and Pine Avenue            | AM        | 03/28/13   | 35.0        | D        | 36.1                  | D        | 35.1         | D        | 36.2                    | D        | 1.5                  | 0.016              |            |     |
|              |                                           | PM        | 03/28/13   | 42.7        | D        | 43.8                  | D        | 42.7         | D        | 43.8                    | D        | 1.1                  | 0.026              |            |     |
| 81           | Capitol Expressway and US 101 (W)         | AM        | --         | 12.9        | B        | 15.6                  | B        | 12.8         | B        | 15.5                    | B        | 0.5                  | 0.012              |            |     |
|              |                                           | PM        | --         | 15.2        | B        | 15.2                  | B        | 15.1         | B        | 15.1                    | B        | -1.0                 | -0.005             |            |     |
| 82           | Capitol Expressway and US 101 (E)         | AM        | --         | 12.6        | B        | 11.7                  | B        | 12.7         | B        | 11.8                    | B        | -0.9                 | -0.008             |            |     |
|              |                                           | PM        | --         | 15.8        | B        | 15.2                  | B        | 16.3         | B        | 15.8                    | B        | -0.6                 | -0.006             |            |     |

\* Denotes CMP Intersections  
- Bold indicates unacceptable LOS.  
- Bold and boxed indicates significant impact.

City of San Jose  
Communication HillsLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (AM)

## Intersection #3060: ALMA/FIRST

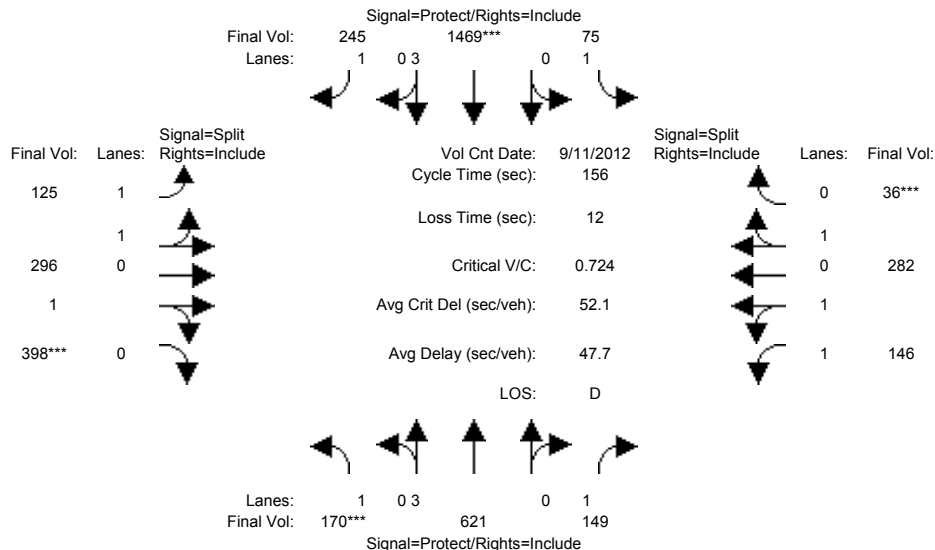


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| 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:                                         | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.93       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.49       | 1.22 | 0.29 | 1.05       | 1.63 | 0.32 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 2629       | 2202 | 519  | 1834       | 2934 | 581  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.37 | 0.06 | 0.01        | 0.07 | 0.06 | 0.14       | 0.14 | 0.14 | 0.07       | 0.07 | 0.07 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 56.4        | 90.4 | 90.4 | 7.0         | 41.0 | 41.0 | 34.6       | 34.6 | 34.6 | 16.1       | 16.1 | 16.1 |
| Volume/Cap:                                          | 0.26        | 0.65 | 0.10 | 0.31        | 0.26 | 0.24 | 0.65       | 0.65 | 0.65 | 0.65       | 0.65 | 0.65 |
| Delay/Veh:                                           | 37.2        | 24.5 | 16.1 | 76.5        | 47.5 | 47.5 | 58.6       | 58.6 | 58.6 | 72.1       | 72.1 | 72.1 |
| 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:                                          | 37.2        | 24.5 | 16.1 | 76.5        | 47.5 | 47.5 | 58.6       | 58.6 | 58.6 | 72.1       | 72.1 | 72.1 |
| LOS by Move:                                         | D           | C    | B    | E           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 6           | 23   | 2    | 1           | 5    | 4    | 12         | 12   | 12   | 6          | 6    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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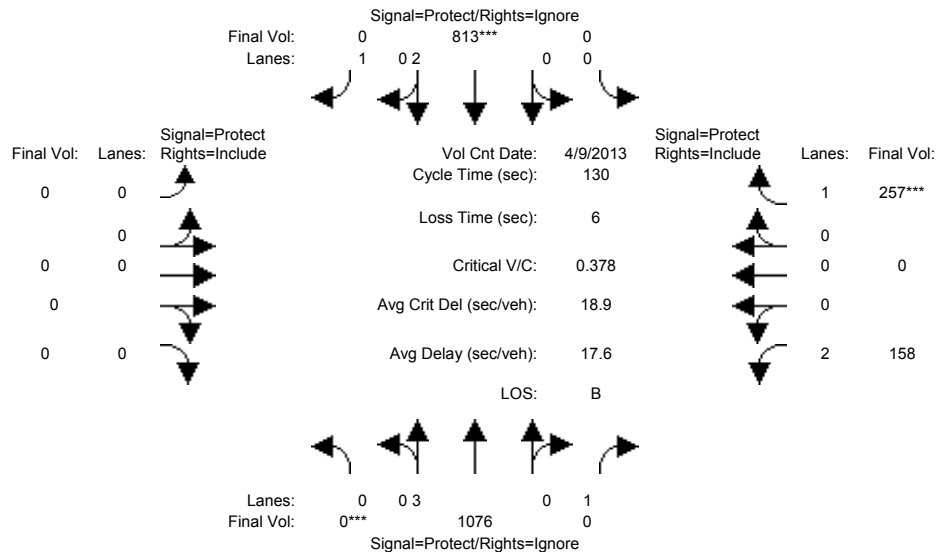
## Intersection #3060: ALMA/FIRST



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 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:                                         | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 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:                                         | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 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:                                          | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 36   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 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:                                        | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 36   |
| Saturation 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       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.77 | 0.23 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 1750       | 3281 | 419  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.11 | 0.09 | 0.04        | 0.26 | 0.14 | 0.07       | 0.16 | 0.23 | 0.08       | 0.09 | 0.09 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            |      | **** |
| Green Time:                                          | 20.9        | 54.2 | 54.2 | 22.3        | 55.5 | 55.5 | 49.0       | 49.0 | 49.0 | 18.5       | 18.5 | 18.5 |
| Volume/Cap:                                          | 0.72        | 0.31 | 0.25 | 0.30        | 0.72 | 0.39 | 0.23       | 0.50 | 0.72 | 0.70       | 0.72 | 0.72 |
| Delay/Veh:                                           | 75.4        | 37.4 | 36.5 | 60.5        | 44.9 | 38.0 | 39.5       | 43.7 | 49.8 | 69.5       | 70.4 | 70.4 |
| 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:                                          | 75.4        | 37.4 | 36.5 | 60.5        | 44.9 | 38.0 | 39.5       | 43.7 | 49.8 | 69.5       | 70.4 | 70.4 |
| LOS by Move:                                         | E           | D    | D    | E           | D    | D    | D          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 9           | 7    | 5    | 3           | 20   | 9    | 5          | 11   | 18   | 7          | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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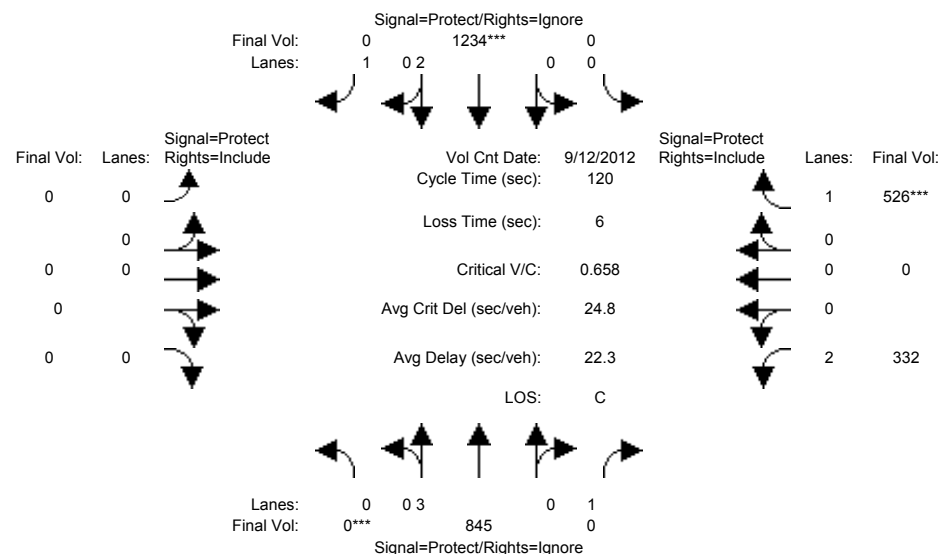
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1076 | 221  | 0           | 813  | 280  | 0          | 0    | 0    | 158        | 0    | 257  |
| Growth Adj:                                          | 1.00        | 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           | 1076 | 221  | 0           | 813  | 280  | 0          | 0    | 0    | 158        | 0    | 257  |
| 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           | 1076 | 221  | 0           | 813  | 280  | 0          | 0    | 0    | 158        | 0    | 257  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 1076 | 0    | 0           | 813  | 0    | 0          | 0    | 0    | 158        | 0    | 257  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1076 | 0    | 0           | 813  | 0    | 0          | 0    | 0    | 158        | 0    | 257  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 1076 | 0    | 0           | 813  | 0    | 0          | 0    | 0    | 158        | 0    | 257  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.19 | 0.00 | 0.00        | 0.21 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.15 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      |            |      | **** |
| Green Time:                                          | 0.0         | 73.5 | 0.0  | 0.0         | 73.5 | 0.0  | 0.0        | 0.0  | 0.0  | 50.5       | 0.0  | 50.5 |
| Volume/Cap:                                          | 0.00        | 0.33 | 0.00 | 0.00        | 0.38 | 0.00 | 0.00       | 0.00 | 0.00 | 0.13       | 0.00 | 0.38 |
| Delay/Veh:                                           | 0.0         | 15.2 | 0.0  | 0.0         | 15.7 | 0.0  | 0.0        | 0.0  | 0.0  | 25.7       | 0.0  | 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:                                          | 0.0         | 15.2 | 0.0  | 0.0         | 15.7 | 0.0  | 0.0        | 0.0  | 0.0  | 25.7       | 0.0  | 28.9 |
| LOS by Move:                                         | A           | B    | A    | A           | B    | A    | A          | A    | A    | C          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 7    | 0    | 0           | 9    | 0    | 0          | 0    | 0    | 2          | 0    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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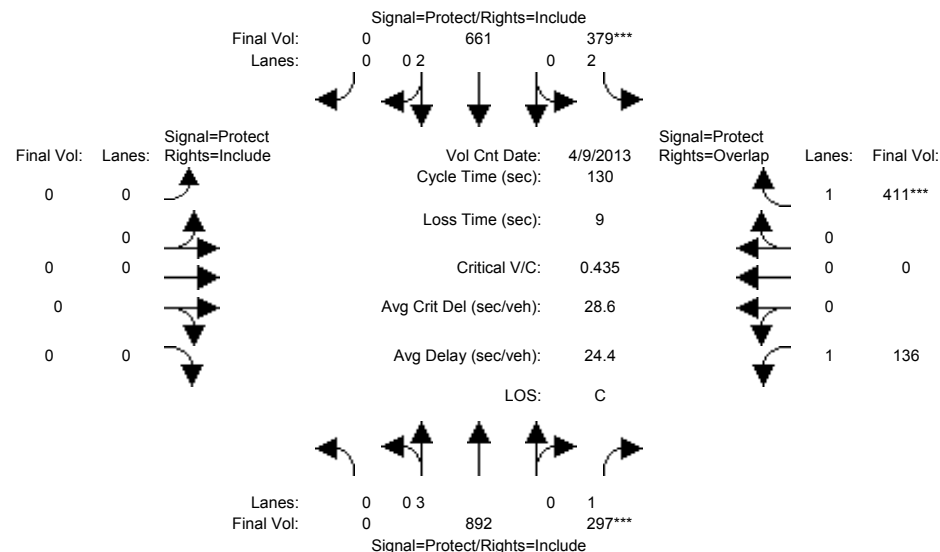
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 845  | 222  | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| Growth Adj:                                          | 1.00        | 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           | 845  | 222  | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| 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           | 845  | 222  | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 845  | 0    | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 845  | 0    | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 845  | 0    | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.15 | 0.00 | 0.00        | 0.32 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.30 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      |            |      | **** |
| Green Time:                                          | 0.0         | 59.2 | 0.0  | 0.0         | 59.2 | 0.0  | 0.0        | 0.0  | 0.0  | 54.8       | 0.0  | 54.8 |
| Volume/Cap:                                          | 0.00        | 0.30 | 0.00 | 0.00        | 0.66 | 0.00 | 0.00       | 0.00 | 0.00 | 0.23       | 0.00 | 0.66 |
| Delay/Veh:                                           | 0.0         | 18.1 | 0.0  | 0.0         | 23.7 | 0.0  | 0.0        | 0.0  | 0.0  | 19.9       | 0.0  | 27.4 |
| 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         | 18.1 | 0.0  | 0.0         | 23.7 | 0.0  | 0.0        | 0.0  | 0.0  | 19.9       | 0.0  | 27.4 |
| LOS by Move:                                         | A           | B    | A    | A           | C    | A    | A          | A    | A    | B          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 6    | 0    | 0           | 17   | 0    | 0          | 0    | 0    | 4          | 0    | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3079: BLOSSOM HILL/MONTEREY (S)

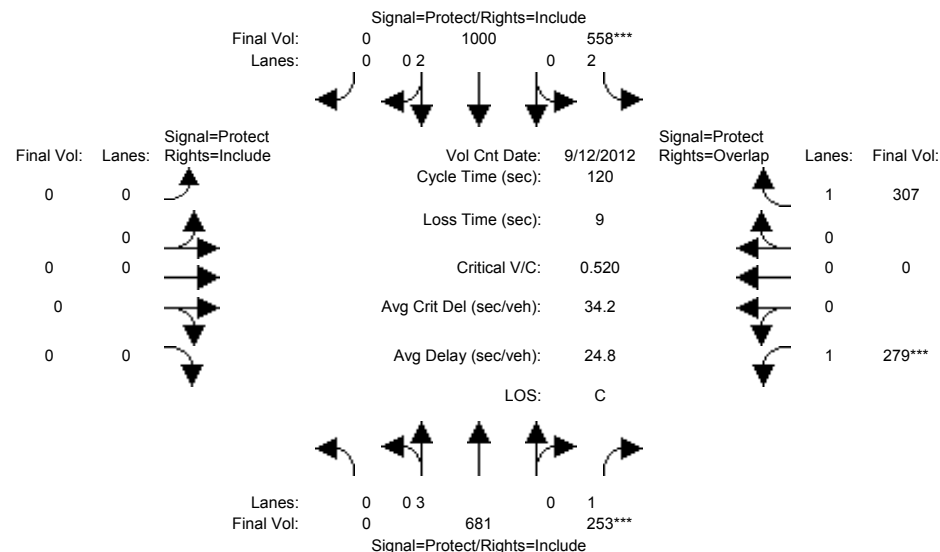


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                   | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                 | 0           | 10   | 10   | 7           | 10   | 0    | 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: 9 Apr 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 0           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| Growth Adj:                                 | 1.00        | 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           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| 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           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 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           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 0           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| PCE Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                    | 1.00        | 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           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                 | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.00        | 0.16 | 0.17 | 0.12        | 0.17 | 0.00 | 0.00       | 0.00 | 0.00 | 0.08       | 0.00 | 0.23 |
| Crit Moves:                                 | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                 | 0.0         | 50.8 | 50.8 | 36.0        | 86.7 | 0.0  | 0.0        | 0.0  | 0.0  | 34.3       | 0.0  | 70.2 |
| Volume/Cap:                                 | 0.00        | 0.40 | 0.43 | 0.43        | 0.26 | 0.00 | 0.00       | 0.00 | 0.00 | 0.29       | 0.00 | 0.43 |
| Delay/Veh:                                  | 0.0         | 28.8 | 29.5 | 39.0        | 8.8  | 0.0  | 0.0        | 0.0  | 0.0  | 38.6       | 0.0  | 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:                                 | 0.0         | 28.8 | 29.5 | 39.0        | 8.8  | 0.0  | 0.0        | 0.0  | 0.0  | 38.6       | 0.0  | 18.3 |
| LOS by Move:                                | A           | C    | C    | D           | A    | A    | A          | A    | A    | D          | A    | B    |
| HCM2kAvgQ:                                  | 0           | 8    | 9    | 7           | 5    | 0    | 0          | 0    | 0    | 5          | 0    | 10   |

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

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## Intersection #3079: BLOSSOM HILL/MONTEREY (S)

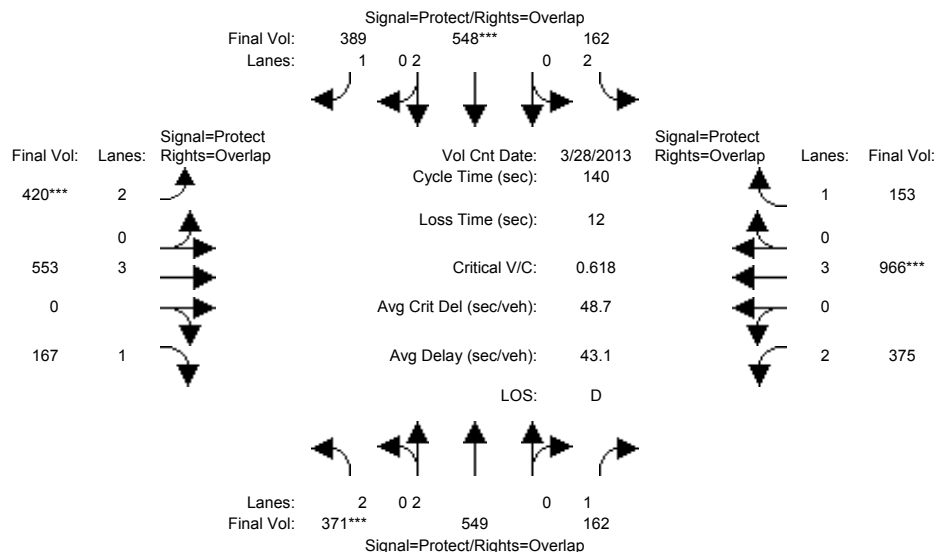


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 10   | 10   | 7           | 10   | 0    | 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: 12 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| Growth Adj:                                  | 1.00        | 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           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| 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           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                  | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.12 | 0.14 | 0.18        | 0.26 | 0.00 | 0.00       | 0.00 | 0.00 | 0.16       | 0.00 | 0.18 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 33.4 | 33.4 | 40.9        | 74.2 | 0.0  | 0.0        | 0.0  | 0.0  | 36.8       | 0.0  | 77.6 |
| Volume/Cap:                                  | 0.00        | 0.43 | 0.52 | 0.52        | 0.43 | 0.00 | 0.00       | 0.00 | 0.00 | 0.52       | 0.00 | 0.27 |
| Delay/Veh:                                   | 0.0         | 35.7 | 37.6 | 32.2        | 12.0 | 0.0  | 0.0        | 0.0  | 0.0  | 35.2       | 0.0  | 9.2  |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 0.0         | 35.7 | 37.6 | 32.2        | 12.0 | 0.0  | 0.0        | 0.0  | 0.0  | 35.2       | 0.0  | 9.2  |
| LOS by Move:                                 | A           | D    | D    | C           | B    | A    | A          | A    | A    | D          | A    | A    |
| HCM2kAvgQ:                                   | 0           | 7    | 8    | 9           | 9    | 0    | 0          | 0    | 0    | 9          | 0    | 5    |

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

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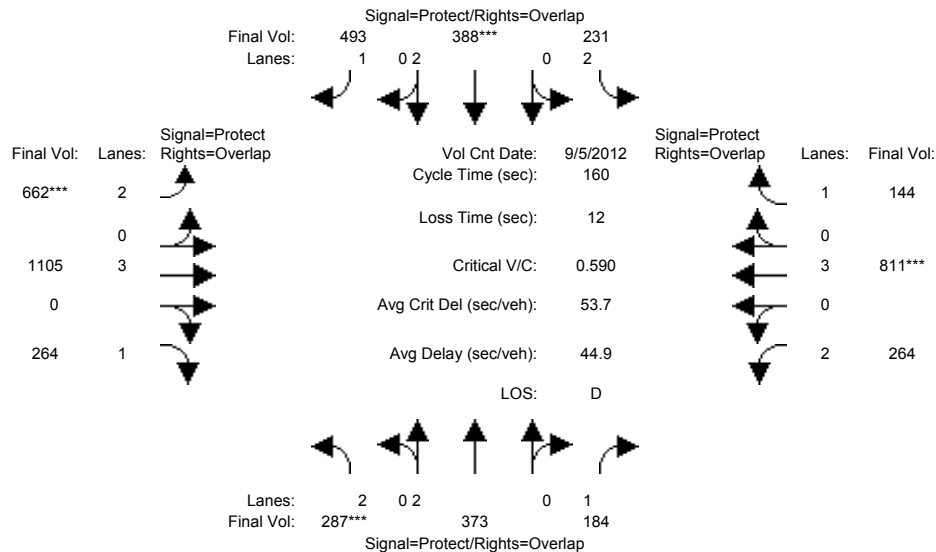
## Intersection #3081: BLOSSOM HILL/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| 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:                                         | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.12        | 0.14 | 0.09 | 0.05        | 0.14 | 0.22 | 0.13       | 0.10 | 0.10 | 0.12       | 0.17 | 0.09 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 26.7        | 43.8 | 81.6 | 15.6        | 32.7 | 62.9 | 30.2       | 30.8 | 57.5 | 37.8       | 38.4 | 54.0 |
| Volume/Cap:                                          | 0.62        | 0.46 | 0.16 | 0.46        | 0.62 | 0.49 | 0.62       | 0.44 | 0.23 | 0.44       | 0.62 | 0.23 |
| Delay/Veh:                                           | 53.9        | 38.9 | 13.5 | 59.2        | 49.4 | 27.8 | 51.4       | 47.4 | 27.0 | 42.7       | 45.1 | 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:                                          | 53.9        | 38.9 | 13.5 | 59.2        | 49.4 | 27.8 | 51.4       | 47.4 | 27.0 | 42.7       | 45.1 | 29.1 |
| LOS by Move:                                         | D           | D    | B    | E           | D    | C    | D          | D    | C    | D          | D    | C    |
| HCM2kAvgQ:                                           | 9           | 9    | 3    | 4           | 10   | 12   | 10         | 7    | 5    | 8          | 12   | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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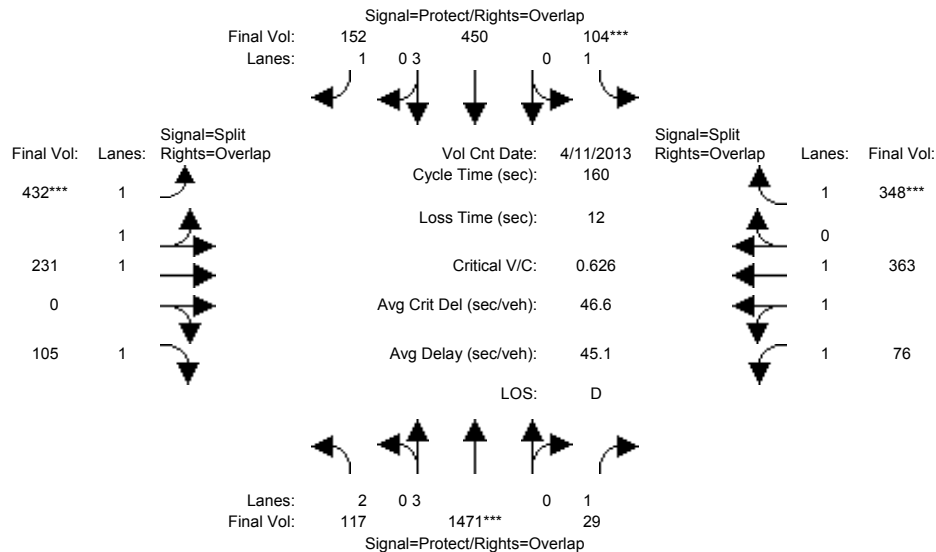
## Intersection #3081: BLOSSOM HILL/SNELL



| 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:                                            | 287         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 287         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| 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:                                         | 287         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 287         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.10 | 0.11 | 0.07        | 0.10 | 0.28 | 0.21       | 0.19 | 0.15 | 0.08       | 0.14 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 24.7        | 30.0 | 58.8 | 22.4        | 27.7 | 84.7 | 57.0       | 66.7 | 91.5 | 28.9       | 38.6 | 61.0 |
| Volume/Cap:                                          | 0.59        | 0.52 | 0.29 | 0.52        | 0.59 | 0.53 | 0.59       | 0.46 | 0.26 | 0.46       | 0.59 | 0.22 |
| Delay/Veh:                                           | 64.8        | 59.3 | 36.0 | 65.0        | 62.3 | 25.3 | 42.8       | 33.9 | 17.4 | 59.3       | 54.4 | 33.5 |
| 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:                                          | 64.8        | 59.3 | 36.0 | 65.0        | 62.3 | 25.3 | 42.8       | 33.9 | 17.4 | 59.3       | 54.4 | 33.5 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | C    | D          | C    | B    | E          | D    | C    |
| HCM2kAvgQ:                                           | 8           | 8    | 7    | 6           | 9    | 17   | 16         | 13   | 7    | 7          | 11   | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3082: BRANHAM/MONTEREY

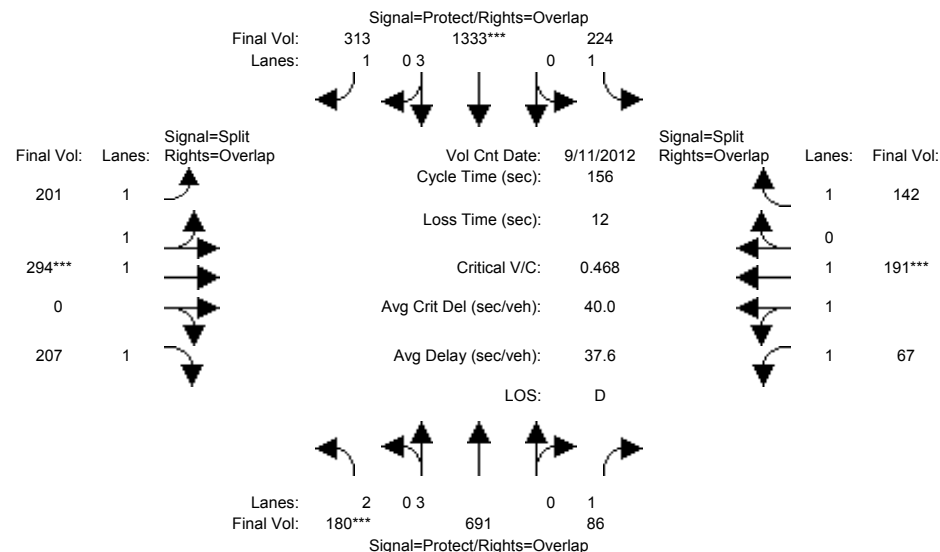


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 11 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 117         | 1471 | 29    | 104         | 450  | 152  | 432        | 231  | 105  | 76         | 363  | 348  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 117         | 1471 | 29    | 104         | 450  | 152  | 432        | 231  | 105  | 76         | 363  | 348  |
| 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:                                         | 117         | 1471 | 29    | 104         | 450  | 152  | 432        | 231  | 105  | 76         | 363  | 348  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 117         | 1471 | 29    | 104         | 450  | 152  | 432        | 231  | 105  | 76         | 363  | 348  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 117         | 1471 | 29    | 104         | 450  | 152  | 432        | 231  | 105  | 76         | 363  | 348  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 117         | 1471 | 29    | 104         | 450  | 152  | 432        | 231  | 105  | 76         | 363  | 348  |
| 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 | 0.93       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 2.00       | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 1750        | 5700 | 1750 | 3548       | 1897 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.26 | 0.02  | 0.06        | 0.08 | 0.09 | 0.12       | 0.12 | 0.06 | 0.04       | 0.10 | 0.20 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 29.0        | 66.0 | 101.7 | 15.2        | 52.2 | 83.4 | 31.1       | 31.1 | 60.1 | 35.7       | 35.7 | 50.9 |
| Volume/Cap:                                          | 0.21        | 0.63 | 0.03  | 0.63        | 0.24 | 0.17 | 0.63       | 0.63 | 0.16 | 0.19       | 0.43 | 0.63 |
| Delay/Veh:                                           | 55.9        | 37.8 | 10.8  | 77.0        | 39.5 | 20.2 | 60.3       | 60.3 | 33.3 | 50.6       | 53.7 | 48.7 |
| 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:                                          | 55.9        | 37.8 | 10.8  | 77.0        | 39.5 | 20.2 | 60.3       | 60.3 | 33.3 | 50.6       | 53.7 | 48.7 |
| LOS by Move:                                         | E           | D    | B     | E           | D    | C    | E          | E    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 3           | 18   | 1     | 5           | 5    | 4    | 10         | 10   | 4    | 3          | 8    | 16   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



City of San Jose  
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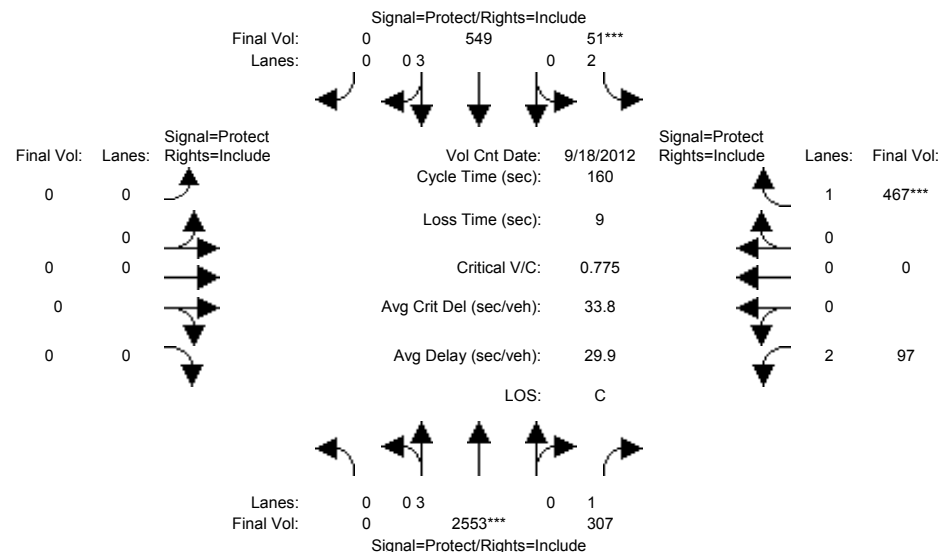
## Intersection #3082: BRANHAM/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| 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:                                         | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| 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  | 0.93       | 0.98 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.26       | 1.74 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 1750        | 5700 | 1750  | 2211       | 3235 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.12 | 0.05 | 0.13        | 0.23 | 0.18  | 0.09       | 0.09 | 0.12 | 0.04       | 0.05 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 19.0        | 47.2 | 63.9 | 49.8        | 77.9 | 108.2 | 30.3       | 30.3 | 49.3 | 16.7       | 16.7 | 66.5 |
| Volume/Cap:                                          | 0.47        | 0.40 | 0.12 | 0.40        | 0.47 | 0.26  | 0.47       | 0.47 | 0.37 | 0.36       | 0.47 | 0.19 |
| Delay/Veh:                                           | 64.7        | 43.4 | 28.7 | 41.9        | 25.6 | 9.0   | 56.0       | 56.0 | 41.8 | 64.9       | 66.1 | 28.0 |
| 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:                                          | 64.7        | 43.4 | 28.7 | 41.9        | 25.6 | 9.0   | 56.0       | 56.0 | 41.8 | 64.9       | 66.1 | 28.0 |
| LOS by Move:                                         | E           | D    | C    | D           | C    | A     | E          | E    | D    | E          | E    | C    |
| HCM2kAvgQ:                                           | 5           | 8    | 3    | 9           | 13   | 6     | 7          | 7    | 8    | 3          | 5    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #3091: CAPITOL/MONTEREY (N)

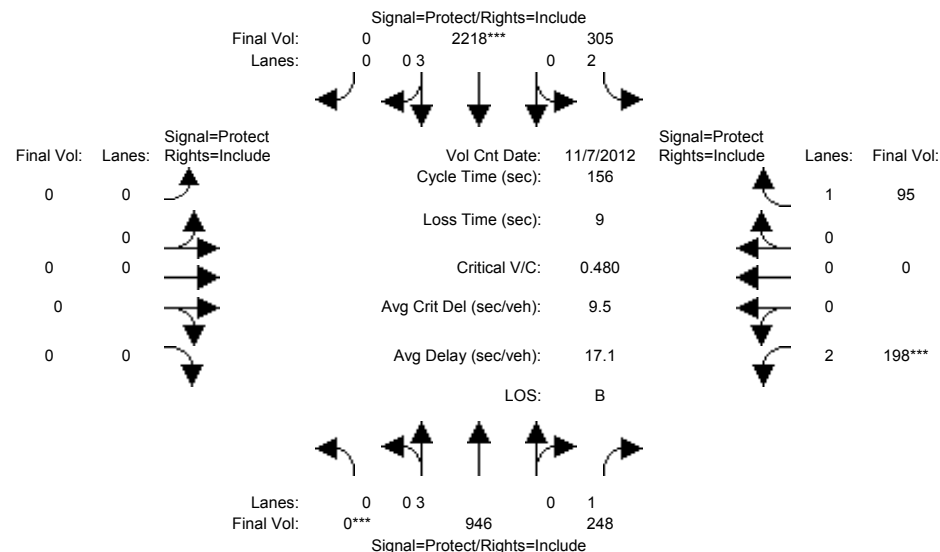


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| Growth Adj:                                          | 1.00        | 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           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| 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           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| Saturation 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:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.45 | 0.18 | 0.02        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.03       | 0.00 | 0.27 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 90.2 | 90.2 | 7.0         | 97.2 | 0.0  | 0.0        | 0.0  | 0.0  | 53.8       | 0.0  | 53.8 |
| Volume/Cap:                                          | 0.00        | 0.79 | 0.31 | 0.37        | 0.16 | 0.00 | 0.00       | 0.00 | 0.00 | 0.09       | 0.00 | 0.79 |
| Delay/Veh:                                           | 0.0         | 29.0 | 18.6 | 76.0        | 13.6 | 0.0  | 0.0        | 0.0  | 0.0  | 36.4       | 0.0  | 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:                                          | 0.0         | 29.0 | 18.6 | 76.0        | 13.6 | 0.0  | 0.0        | 0.0  | 0.0  | 36.4       | 0.0  | 55.5 |
| LOS by Move:                                         | A           | C    | B    | E           | B    | A    | A          | A    | A    | D          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 32   | 8    | 1           | 4    | 0    | 0          | 0    | 0    | 2          | 0    | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Communication Hills

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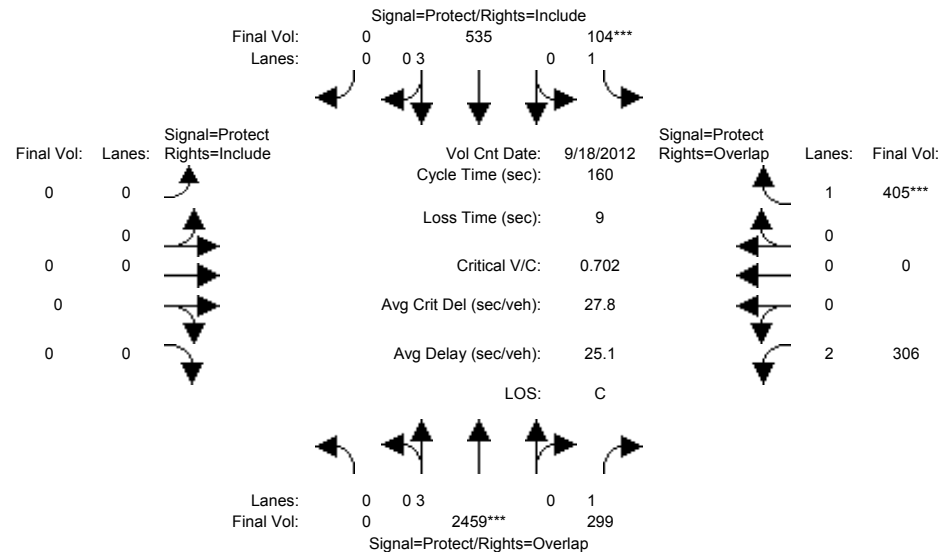
Intersection #3091: CAPITOL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 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: 7 Nov 2012 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 95   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 95   |
| 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           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 95   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 95   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 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:                                        | 0           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 95   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.17 | 0.14 | 0.10        | 0.39 | 0.00 | 0.00       | 0.00 | 0.00 | 0.06       | 0.00 | 0.05 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 0.0         | 79.9 | 79.9 | 46.6        | 127  | 0.0  | 0.0        | 0.0  | 0.0  | 20.4       | 0.0  | 20.4 |
| Volume/Cap:                                          | 0.00        | 0.32 | 0.28 | 0.32        | 0.48 | 0.00 | 0.00       | 0.00 | 0.00 | 0.48       | 0.00 | 0.41 |
| Delay/Veh:                                           | 0.0         | 22.3 | 21.8 | 42.7        | 4.6  | 0.0  | 0.0        | 0.0  | 0.0  | 63.7       | 0.0  | 63.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 22.3 | 21.8 | 42.7        | 4.6  | 0.0  | 0.0        | 0.0  | 0.0  | 63.7       | 0.0  | 63.5 |
| LOS by Move:                                         | A           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 8    | 7    | 7           | 11   | 0    | 0          | 0    | 0    | 6          | 0    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3092: CAPITOL/MONTEREY (S)

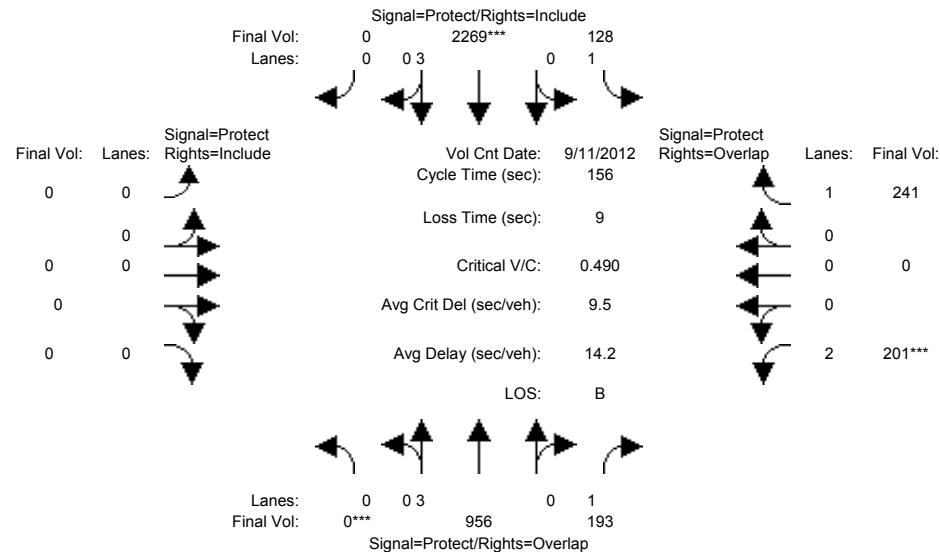


| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 10   | 10    | 7           | 10   | 0    | 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: 18 Sep 2012 << |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| Growth Adj:                                  | 1.00        | 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           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| 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           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| User Adj:                                    | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| Saturation Flow Module:                      |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                       | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                  | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.43 | 0.17  | 0.06        | 0.09 | 0.00 | 0.00       | 0.00 | 0.00 | 0.10       | 0.00 | 0.23 |
| Crit Moves:                                  | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                  | 0.0         | 98.3 | 137.5 | 13.5        | 112  | 0.0  | 0.0        | 0.0  | 0.0  | 39.2       | 0.0  | 52.7 |
| Volume/Cap:                                  | 0.00        | 0.70 | 0.20  | 0.70        | 0.13 | 0.00 | 0.00       | 0.00 | 0.00 | 0.40       | 0.00 | 0.70 |
| Delay/Veh:                                   | 0.0         | 21.6 | 2.0   | 85.4        | 8.0  | 0.0  | 0.0        | 0.0  | 0.0  | 50.9       | 0.0  | 50.7 |
| 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         | 21.6 | 2.0   | 85.4        | 8.0  | 0.0  | 0.0        | 0.0  | 0.0  | 50.9       | 0.0  | 50.7 |
| LOS by Move:                                 | A           | C    | A     | F           | A    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                   | 0           | 26   | 3     | 6           | 3    | 0    | 0          | 0    | 0    | 8          | 0    | 19   |

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

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2000 HCM Operations (Future Volume Alternative)  
Existing (PM)

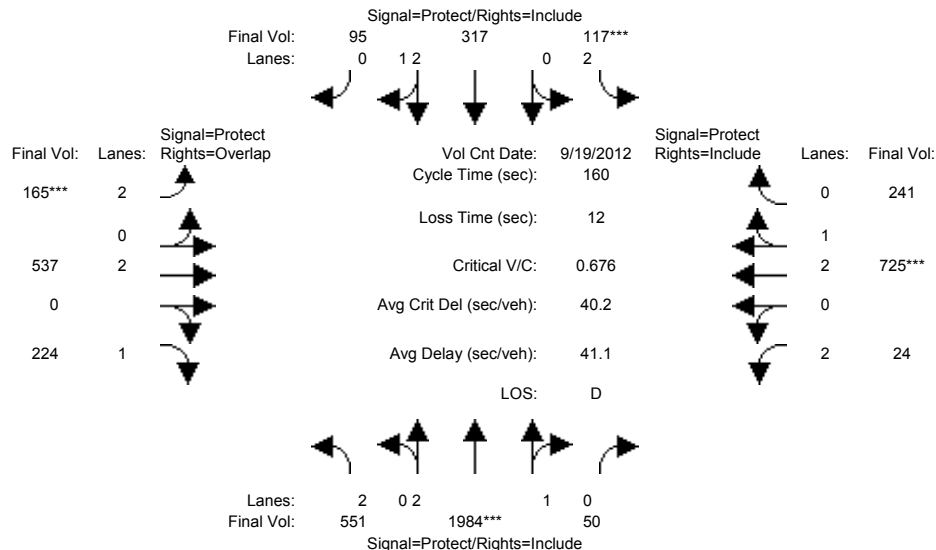
## Intersection #3092: CAPITOL/MONTEREY (S)



| 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    | 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: 11 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| Growth Adj:                                          | 1.00        | 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           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| 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           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.17 | 0.11  | 0.07        | 0.40 | 0.00 | 0.00       | 0.00 | 0.00 | 0.06       | 0.00 | 0.14 |
| Crit Moves:                                          | ***         |      |       |             | ***  |      |            |      |      | ***        |      |      |
| Green Time:                                          | 0.0         | 88.2 | 108.5 | 38.5        | 127  | 0.0  | 0.0        | 0.0  | 0.0  | 20.3       | 0.0  | 58.8 |
| Volume/Cap:                                          | 0.00        | 0.30 | 0.16  | 0.30        | 0.49 | 0.00 | 0.00       | 0.00 | 0.00 | 0.49       | 0.00 | 0.37 |
| Delay/Veh:                                           | 0.0         | 17.7 | 8.2   | 48.2        | 4.7  | 0.0  | 0.0        | 0.0  | 0.0  | 64.0       | 0.0  | 35.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 17.7 | 8.2   | 48.2        | 4.7  | 0.0  | 0.0        | 0.0  | 0.0  | 64.0       | 0.0  | 35.5 |
| LOS by Move:                                         | A           | B    | A     | D           | A    | A    | A          | A    | A    | E          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 8    | 3     | 5           | 11   | 0    | 0          | 0    | 0    | 6          | 0    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #3095: CURTNER/MONTEREY

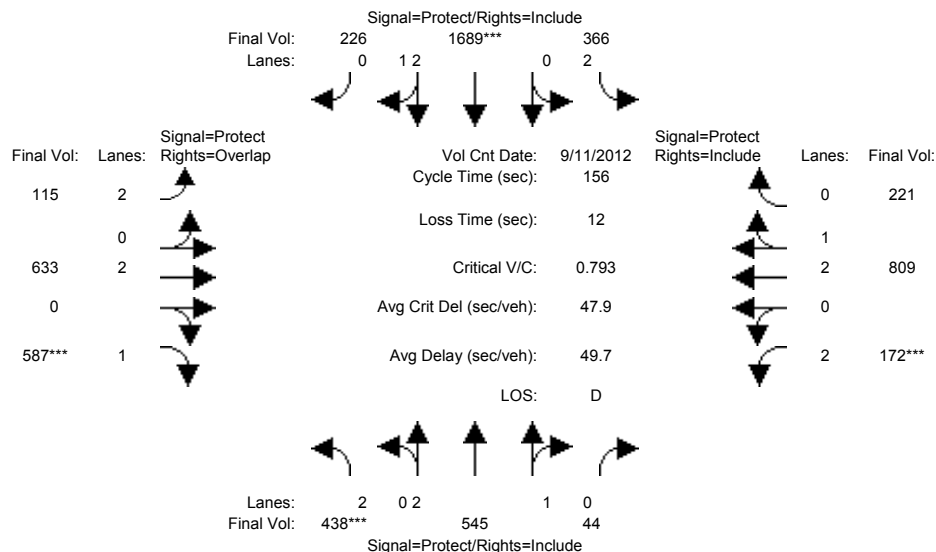


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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:                                    | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| 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:                                 | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                 | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.83        | 0.98 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 1.00 | 0.92  | 0.83       | 0.99 | 0.95 |
| Lanes:                                       | 2.00        | 2.92 | 0.08 | 2.00        | 2.28 | 0.72 | 2.00       | 2.00 | 1.00  | 2.00       | 2.22 | 0.78 |
| Final Sat.:                                  | 3150        | 5462 | 138  | 3150        | 4307 | 1291 | 3150       | 3800 | 1750  | 3150       | 4201 | 1396 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                     | 0.17        | 0.36 | 0.36 | 0.04        | 0.07 | 0.07 | 0.05       | 0.14 | 0.13  | 0.01       | 0.17 | 0.17 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |       |            |      |      |
| Green Time:                                  | 66.7        | 86.0 | 86.0 | 8.8         | 28.1 | 28.1 | 12.4       | 40.7 | 107.4 | 12.6       | 40.8 | 40.8 |
| Volume/Cap:                                  | 0.42        | 0.68 | 0.68 | 0.68        | 0.42 | 0.42 | 0.68       | 0.56 | 0.19  | 0.10       | 0.68 | 0.68 |
| Delay/Veh:                                   | 33.2        | 27.5 | 27.5 | 84.4        | 59.0 | 59.0 | 79.2       | 52.6 | 10.0  | 68.6       | 54.9 | 54.9 |
| 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:                                  | 33.2        | 27.5 | 27.5 | 84.4        | 59.0 | 59.0 | 79.2       | 52.6 | 10.0  | 68.6       | 54.9 | 54.9 |
| LOS by Move:                                 | C           | C    | C    | F           | E    | E    | E          | D    | B     | E          | D    | D    |
| HCM2kAvgQ:                                   | 11          | 24   | 24   | 4           | 6    | 6    | 5          | 11   | 4     | 1          | 14   | 14   |

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

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Existing (PM)

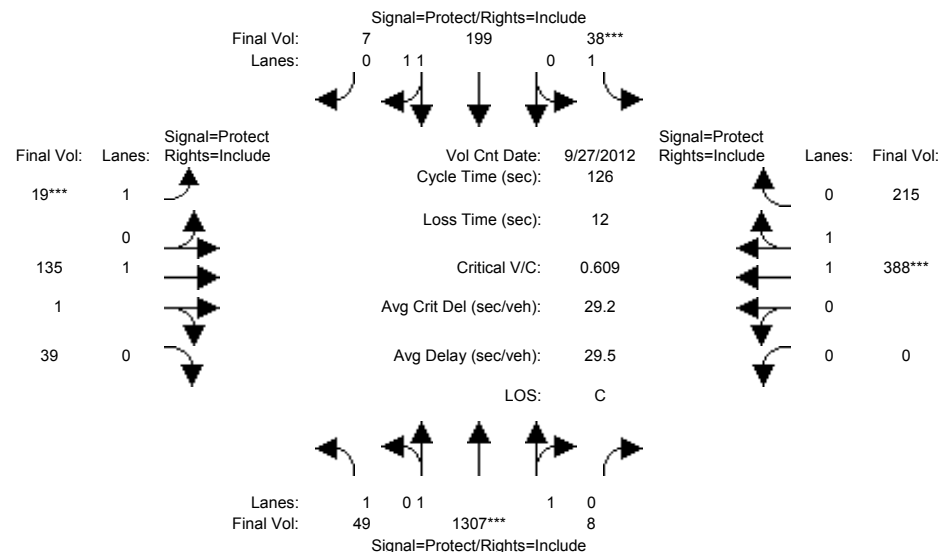
## Intersection #3095: CURTNER/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| 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:                                         | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 2.77 | 0.23 | 2.00        | 2.63 | 0.37 | 2.00       | 2.00 | 1.00 | 2.00       | 2.33 | 0.67 |
| Final Sat.:                                          | 3150        | 5181 | 418  | 3150        | 4938 | 661  | 3150       | 3800 | 1750 | 3150       | 4397 | 1201 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.11 | 0.11 | 0.12        | 0.34 | 0.34 | 0.04       | 0.17 | 0.34 | 0.05       | 0.18 | 0.18 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.4        | 45.0 | 45.0 | 49.7        | 67.3 | 67.3 | 9.7        | 38.6 | 66.0 | 10.7       | 39.7 | 39.7 |
| Volume/Cap:                                          | 0.79        | 0.36 | 0.36 | 0.36        | 0.79 | 0.79 | 0.59       | 0.67 | 0.79 | 0.79       | 0.72 | 0.72 |
| Delay/Veh:                                           | 69.3        | 44.3 | 44.3 | 41.2        | 40.2 | 40.2 | 75.9       | 54.9 | 45.0 | 89.4       | 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:                                          | 69.3        | 44.3 | 44.3 | 41.2        | 40.2 | 40.2 | 75.9       | 54.9 | 45.0 | 89.4       | 55.0 | 55.0 |
| LOS by Move:                                         | E           | D    | D    | D           | D    | D    | E          | D    | D    | F          | D    | D    |
| HCM2kAvgQ:                                           | 13          | 7    | 7    | 8           | 27   | 27   | 3          | 14   | 27   | 5          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3097: FIRST/KEYES

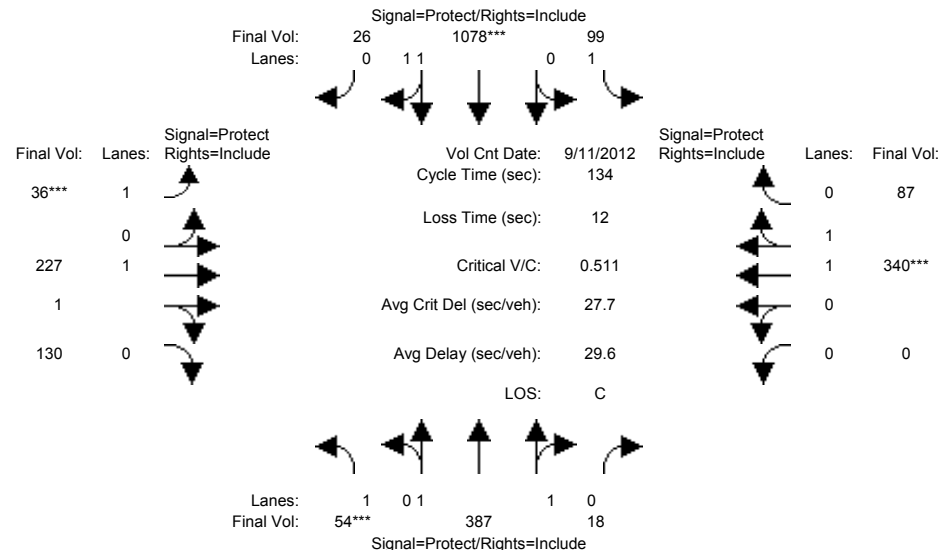


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10   | 7           | 10   | 10   | 7          | 10   | 10   | 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 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:                                         | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 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:                                         | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 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:                                          | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 215  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 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:                                        | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 215  |
| 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        | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.99 | 0.01 | 1.00        | 1.93 | 0.07 | 1.00       | 1.54 | 0.46 | 0.00       | 1.27 | 0.73 |
| Final Sat.:                                          | 1750        | 3677 | 23   | 1750        | 3574 | 126  | 1750       | 2870 | 829  | 0          | 2380 | 1319 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.36 | 0.36 | 0.02        | 0.06 | 0.06 | 0.01       | 0.05 | 0.05 | 0.00       | 0.16 | 0.16 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 31.1        | 68.6 | 68.6 | 7.0         | 44.4 | 44.4 | 7.0        | 38.4 | 38.4 | 0.0        | 31.4 | 31.4 |
| Volume/Cap:                                          | 0.11        | 0.65 | 0.65 | 0.39        | 0.16 | 0.16 | 0.20       | 0.15 | 0.15 | 0.00       | 0.65 | 0.65 |
| Delay/Veh:                                           | 36.9        | 21.1 | 21.1 | 60.0        | 28.0 | 28.0 | 57.8       | 32.0 | 32.0 | 0.0        | 44.1 | 44.1 |
| 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:                                          | 36.9        | 21.1 | 21.1 | 60.0        | 28.0 | 28.0 | 57.8       | 32.0 | 32.0 | 0.0        | 44.1 | 44.1 |
| LOS by Move:                                         | D           | C    | C    | E           | C    | C    | E          | C    | C    | A          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 18   | 18   | 1           | 3    | 3    | 1          | 2    | 2    | 0          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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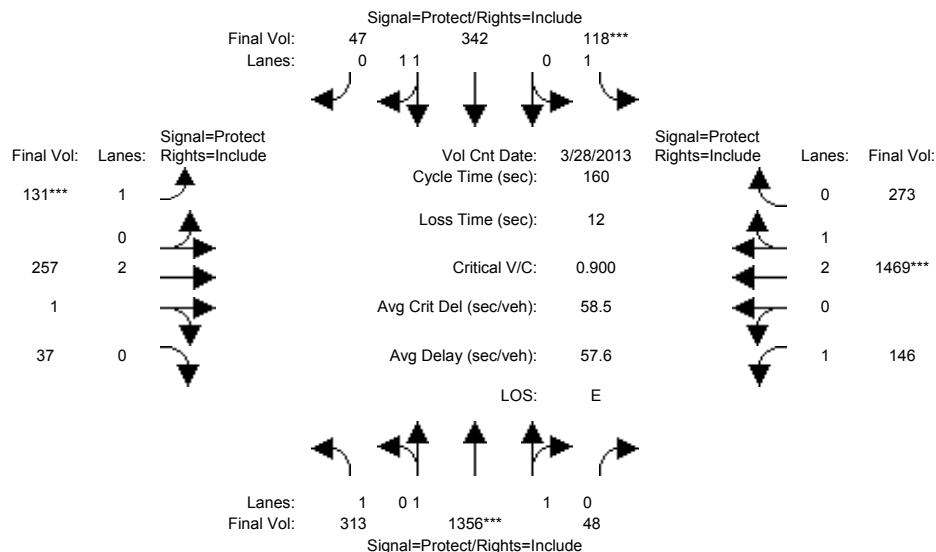
## Intersection #3097: FIRST/KEYES



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 54          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| Growth Adj:                                          | 1.00        | 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          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| 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:                                         | 54          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 54          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 54          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 54          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| 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        | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.91 | 0.09 | 1.00        | 1.95 | 0.05 | 1.00       | 1.25 | 0.75 | 0.00       | 1.58 | 0.42 |
| Final Sat.:                                          | 1750        | 3535 | 164  | 1750        | 3613 | 87   | 1750       | 2352 | 1347 | 0          | 2946 | 754  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.11 | 0.11 | 0.06        | 0.30 | 0.30 | 0.02       | 0.10 | 0.10 | 0.00       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 8.0         | 56.1 | 56.1 | 29.0        | 77.2 | 77.2 | 7.0        | 36.9 | 36.9 | 0.0        | 29.9 | 29.9 |
| Volume/Cap:                                          | 0.52        | 0.26 | 0.26 | 0.26        | 0.52 | 0.52 | 0.39       | 0.35 | 0.35 | 0.00       | 0.52 | 0.52 |
| Delay/Veh:                                           | 65.7        | 25.5 | 25.5 | 44.0        | 17.4 | 17.4 | 64.2       | 39.2 | 39.2 | 0.0        | 46.3 | 46.3 |
| 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:                                          | 65.7        | 25.5 | 25.5 | 44.0        | 17.4 | 17.4 | 64.2       | 39.2 | 39.2 | 0.0        | 46.3 | 46.3 |
| LOS by Move:                                         | E           | C    | C    | D           | B    | B    | E          | D    | D    | A          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 5    | 5    | 4           | 14   | 14   | 2          | 6    | 6    | 0          | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3102: HILLSDALE/MERIDIAN

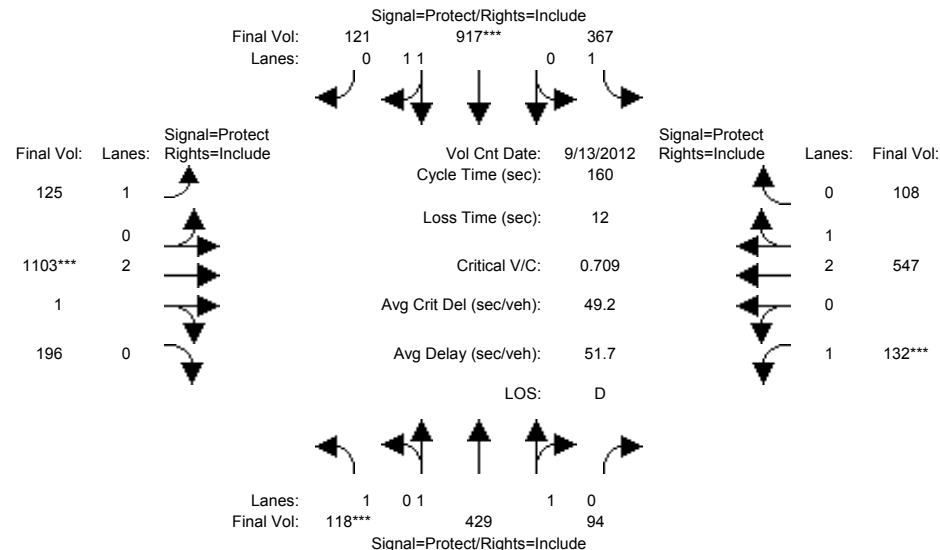


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| 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:                                 | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| 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       | 0.99 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                       | 1.00        | 1.93 | 0.07 | 1.00        | 1.75 | 0.25 | 1.00       | 2.61 | 0.39 | 1.00       | 2.51 | 0.49 |
| Final Sat.:                                  | 1750        | 3573 | 126  | 1750        | 3253 | 447  | 1750       | 4894 | 705  | 1750       | 4721 | 877  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.18        | 0.38 | 0.38 | 0.07        | 0.11 | 0.11 | 0.07       | 0.05 | 0.05 | 0.08       | 0.31 | 0.31 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 50.0        | 67.4 | 67.4 | 12.0        | 29.4 | 29.4 | 13.3       | 29.4 | 29.4 | 39.2       | 55.3 | 55.3 |
| Volume/Cap:                                  | 0.57        | 0.90 | 0.90 | 0.90        | 0.57 | 0.57 | 0.90       | 0.29 | 0.29 | 0.34       | 0.90 | 0.90 |
| Delay/Veh:                                   | 47.5        | 50.7 | 50.7 | 123.0       | 60.7 | 60.7 | 119.0      | 56.4 | 56.4 | 50.2       | 56.0 | 56.0 |
| 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:                                  | 47.5        | 50.7 | 50.7 | 123.0       | 60.7 | 60.7 | 119.0      | 56.4 | 56.4 | 50.2       | 56.0 | 56.0 |
| LOS by Move:                                 | D           | D    | D    | F           | E    | E    | F          | E    | E    | D          | E    | E    |
| HCM2kAvgQ:                                   | 13          | 34   | 34   | 7           | 9    | 9    | 8          | 4    | 4    | 6          | 29   | 29   |

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

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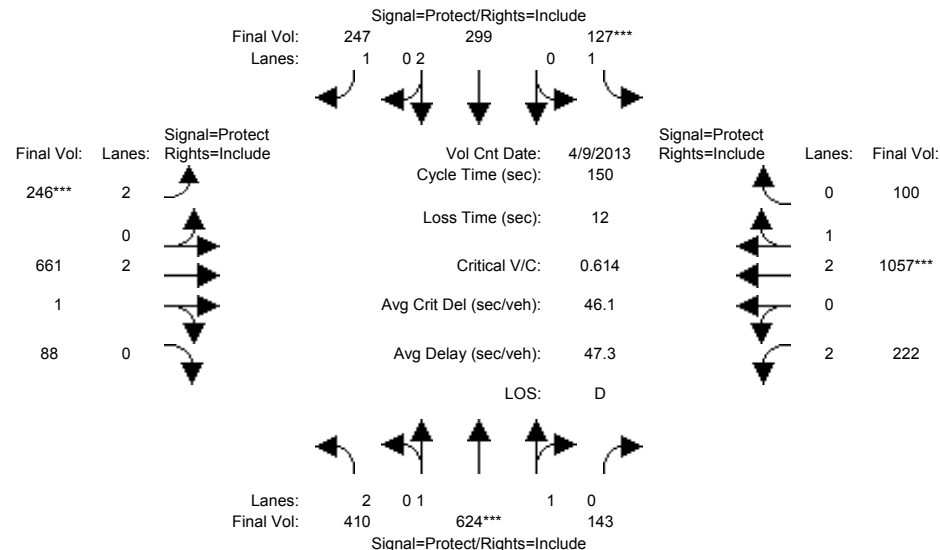
## Intersection #3102: HILLSDALE/MERIDIAN



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 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:                                         | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 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:                                         | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 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:                                          | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 108  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 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 |
| Final Volume:                                        | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 108  |
| 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       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.63 | 0.37 | 1.00        | 1.76 | 0.24 | 1.00       | 2.53 | 0.47 | 1.00       | 2.49 | 0.51 |
| Final Sat.:                                          | 1750        | 3034 | 665  | 1750        | 3268 | 431  | 1750       | 4754 | 845  | 1750       | 4675 | 923  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.14 | 0.14 | 0.21        | 0.28 | 0.28 | 0.07       | 0.23 | 0.23 | 0.08       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.2        | 31.6 | 31.6 | 46.9        | 63.4 | 63.4 | 26.3       | 52.4 | 52.4 | 17.0       | 43.1 | 43.1 |
| Volume/Cap:                                          | 0.71        | 0.71 | 0.71 | 0.71        | 0.71 | 0.71 | 0.43       | 0.71 | 0.71 | 0.71       | 0.43 | 0.43 |
| Delay/Veh:                                           | 83.4        | 63.3 | 63.3 | 55.3        | 42.2 | 42.2 | 61.2       | 48.4 | 48.4 | 81.0       | 48.6 | 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:                                          | 83.4        | 63.3 | 63.3 | 55.3        | 42.2 | 42.2 | 61.2       | 48.4 | 48.4 | 81.0       | 48.6 | 48.6 |
| LOS by Move:                                         | F           | E    | E    | E           | D    | D    | E          | D    | D    | F          | D    | D    |
| HCM2kAvgQ:                                           | 6           | 12   | 12   | 17          | 22   | 22   | 6          | 19   | 19   | 7          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3105: KING/TULLY

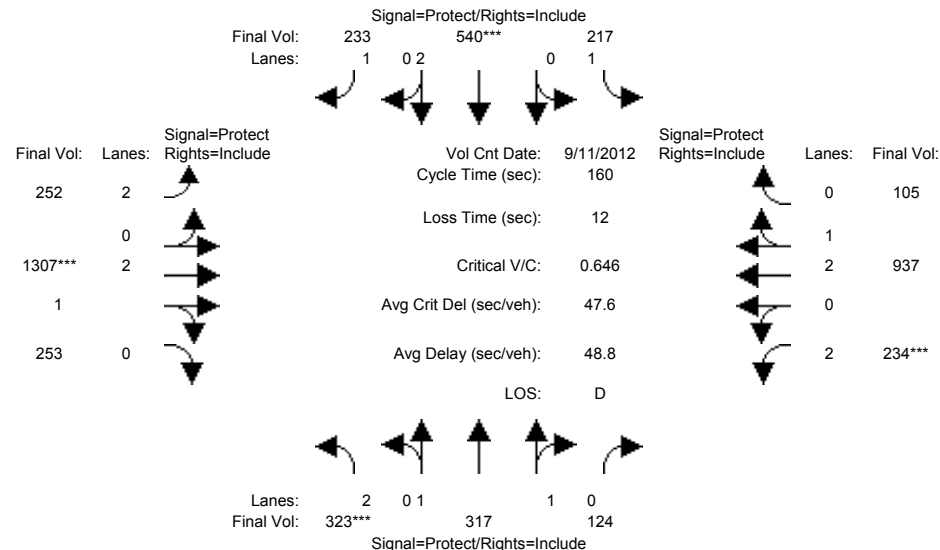


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| Growth Adj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| 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:                                | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                 | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| PCE Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                               | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.83        | 0.98 | 0.95 | 0.92        | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                      | 2.00        | 1.62 | 0.38 | 1.00        | 2.00 | 1.00 | 2.00       | 2.63 | 0.37 | 2.00       | 2.73 | 0.27 |
| Final Sat.:                                 | 3150        | 3010 | 690  | 1750        | 3800 | 1750 | 3150       | 4941 | 658  | 3150       | 5115 | 484  |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.13        | 0.21 | 0.21 | 0.07        | 0.08 | 0.14 | 0.08       | 0.13 | 0.13 | 0.07       | 0.21 | 0.21 |
| Crit Moves:                                 | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                 | 32.8        | 50.7 | 50.7 | 17.7        | 35.6 | 35.6 | 19.1       | 45.6 | 45.6 | 24.0       | 50.5 | 50.5 |
| Volume/Cap:                                 | 0.59        | 0.61 | 0.61 | 0.61        | 0.33 | 0.59 | 0.61       | 0.44 | 0.44 | 0.44       | 0.61 | 0.61 |
| Delay/Veh:                                  | 54.0        | 42.4 | 42.4 | 68.3        | 47.6 | 53.1 | 64.8       | 42.1 | 42.1 | 57.5       | 42.2 | 42.2 |
| 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:                                 | 54.0        | 42.4 | 42.4 | 68.3        | 47.6 | 53.1 | 64.8       | 42.1 | 42.1 | 57.5       | 42.2 | 42.2 |
| LOS by Move:                                | D           | D    | D    | E           | D    | D    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                  | 10          | 15   | 15   | 6           | 5    | 11   | 6          | 9    | 9    | 5          | 15   | 15   |

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

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## Intersection #3105: KING/TULLY

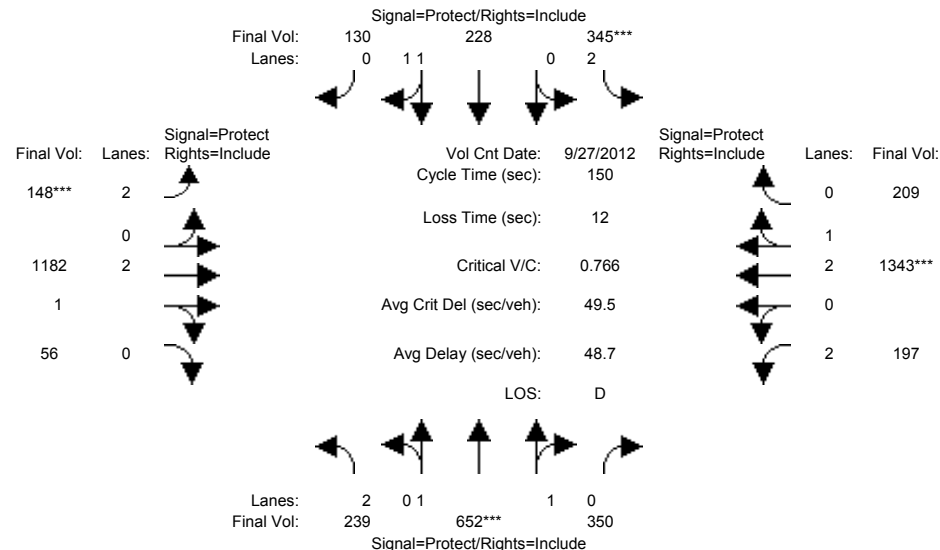


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 11 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 323         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 323         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| 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:                                 | 323         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 323         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.83        | 0.98 | 0.95 | 0.92        | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                       | 2.00        | 1.42 | 0.58 | 1.00        | 2.00 | 1.00 | 2.00       | 2.50 | 0.50 | 2.00       | 2.69 | 0.31 |
| Final Sat.:                                  | 3150        | 2659 | 1040 | 1750        | 3800 | 1750 | 3150       | 4691 | 908  | 3150       | 5035 | 564  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.10        | 0.12 | 0.12 | 0.12        | 0.14 | 0.13 | 0.08       | 0.28 | 0.28 | 0.07       | 0.19 | 0.19 |
| Crit Moves:                                  | ****        |      |      |             | **** |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 25.4        | 29.7 | 29.7 | 30.9        | 35.2 | 35.2 | 26.3       | 69.0 | 69.0 | 18.4       | 61.1 | 61.1 |
| Volume/Cap:                                  | 0.65        | 0.64 | 0.64 | 0.64        | 0.65 | 0.61 | 0.49       | 0.65 | 0.65 | 0.65       | 0.49 | 0.49 |
| Delay/Veh:                                   | 66.0        | 62.3 | 62.3 | 63.6        | 58.5 | 58.9 | 61.5       | 36.5 | 36.5 | 71.7       | 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:                                  | 66.0        | 62.3 | 62.3 | 63.6        | 58.5 | 58.9 | 61.5       | 36.5 | 36.5 | 71.7       | 37.7 | 37.7 |
| LOS by Move:                                 | E           | E    | E    | E           | E    | E    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                   | 9           | 10   | 10   | 11          | 12   | 11   | 7          | 20   | 20   | 7          | 13   | 13   |

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

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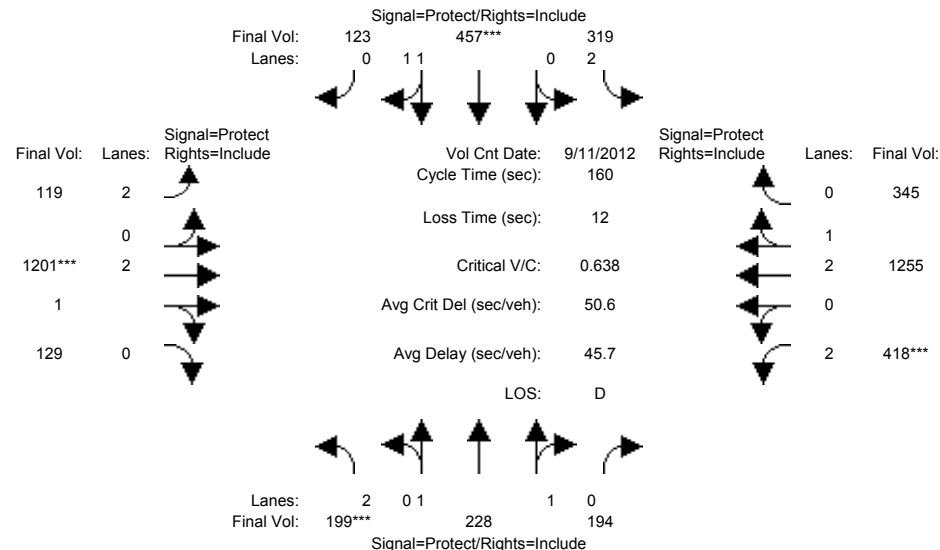
## Intersection #3108: McLAUGHLIN/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 239         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 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:                                         | 239         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 209  |
| 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         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 209  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 209  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 239         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 209  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 209  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.28 | 0.72 | 2.00        | 1.25 | 0.75 | 2.00       | 2.86 | 0.14 | 2.00       | 2.58 | 0.42 |
| Final Sat.:                                          | 3150        | 2407 | 1292 | 3150        | 2355 | 1343 | 3150       | 5346 | 253  | 3150       | 4845 | 754  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.27 | 0.27 | 0.11        | 0.10 | 0.10 | 0.05       | 0.22 | 0.22 | 0.06       | 0.28 | 0.28 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 32.7        | 53.1 | 53.1 | 21.5        | 41.8 | 41.8 | 9.2        | 49.5 | 49.5 | 14.0       | 54.3 | 54.3 |
| Volume/Cap:                                          | 0.35        | 0.77 | 0.77 | 0.77        | 0.35 | 0.35 | 0.77       | 0.67 | 0.67 | 0.67       | 0.77 | 0.77 |
| Delay/Veh:                                           | 49.9        | 45.7 | 45.7 | 69.6        | 43.4 | 43.4 | 86.0       | 44.2 | 44.2 | 71.7       | 44.1 | 44.1 |
| 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:                                          | 49.9        | 45.7 | 45.7 | 69.6        | 43.4 | 43.4 | 86.0       | 44.2 | 44.2 | 71.7       | 44.1 | 44.1 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | F          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 5           | 21   | 21   | 10          | 6    | 6    | 4          | 16   | 16   | 5          | 22   | 22   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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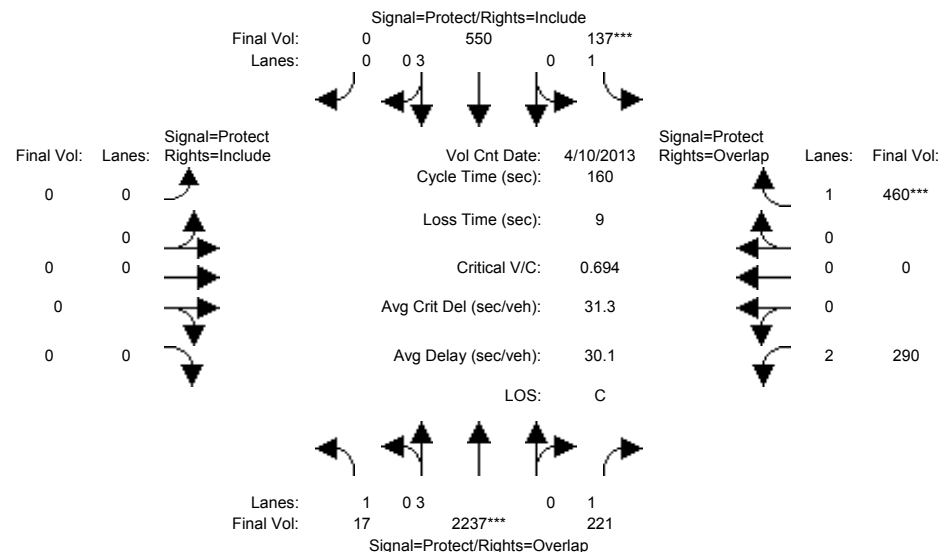
## Intersection #3108: McLAUGHLIN/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 199         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 199         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| 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:                                         | 199         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 199         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.95 | 0.83        | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.06 | 0.94 | 2.00        | 1.56 | 0.44 | 2.00       | 2.70 | 0.30 | 2.00       | 2.33 | 0.67 |
| Final Sat.:                                          | 3150        | 1998 | 1700 | 3150        | 2915 | 784  | 3150       | 5056 | 543  | 3150       | 4391 | 1207 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.11 | 0.11 | 0.10        | 0.16 | 0.16 | 0.04       | 0.24 | 0.24 | 0.13       | 0.29 | 0.29 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.8        | 29.2 | 29.2 | 25.9        | 39.3 | 39.3 | 12.3       | 59.6 | 59.6 | 33.3       | 80.5 | 80.5 |
| Volume/Cap:                                          | 0.64        | 0.62 | 0.62 | 0.62        | 0.64 | 0.64 | 0.49       | 0.64 | 0.64 | 0.64       | 0.57 | 0.57 |
| Delay/Veh:                                           | 73.7        | 62.2 | 62.2 | 64.9        | 55.5 | 55.5 | 72.4       | 42.0 | 42.0 | 60.0       | 27.9 | 27.9 |
| 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:                                          | 73.7        | 62.2 | 62.2 | 64.9        | 55.5 | 55.5 | 72.4       | 42.0 | 42.0 | 60.0       | 27.9 | 27.9 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                           | 6           | 10   | 10   | 9           | 13   | 13   | 3          | 18   | 18   | 11         | 18   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3109: MONTEREY/SENTER

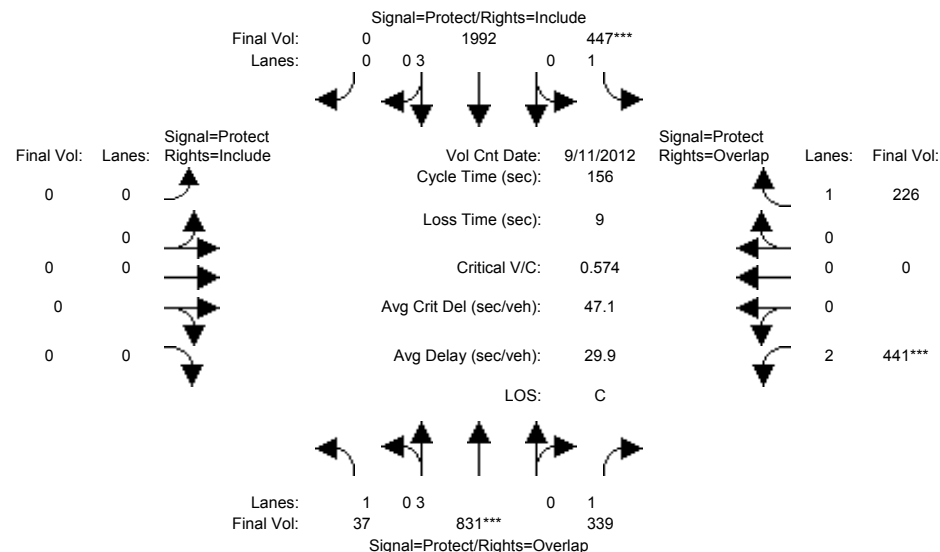


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10    | 7           | 10   | 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: 10 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 17          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| Growth Adj:                                          | 1.00        | 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          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| 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          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 17          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.39 | 0.13  | 0.08        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.09       | 0.00 | 0.26 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 33.8        | 90.4 | 133.0 | 18.0        | 74.6 | 0.0  | 0.0        | 0.0  | 0.0  | 42.5       | 0.0  | 60.6 |
| Volume/Cap:                                          | 0.05        | 0.69 | 0.15  | 0.69        | 0.21 | 0.00 | 0.00       | 0.00 | 0.00 | 0.35       | 0.00 | 0.69 |
| Delay/Veh:                                           | 50.3        | 25.6 | 2.7   | 78.6        | 25.2 | 0.0  | 0.0        | 0.0  | 0.0  | 47.7       | 0.0  | 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:                                          | 50.3        | 25.6 | 2.7   | 78.6        | 25.2 | 0.0  | 0.0        | 0.0  | 0.0  | 47.7       | 0.0  | 45.1 |
| LOS by Move:                                         | D           | C    | A     | E           | C    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 1           | 25   | 2     | 7           | 5    | 0    | 0          | 0    | 0    | 7          | 0    | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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Existing (PM)

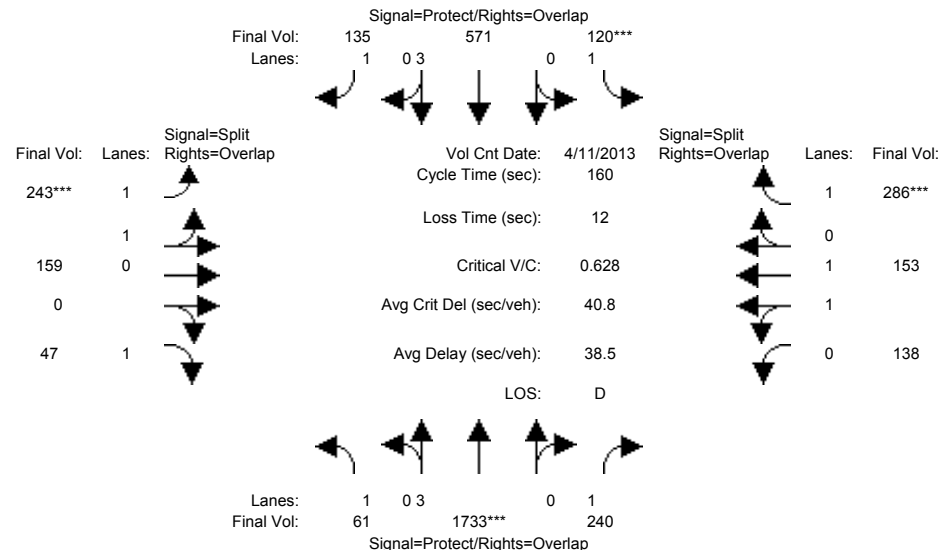
## Intersection #3109: MONTEREY/SENTER



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 37          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 37          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226   |
| 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:                                         | 37          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 37          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00  |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.02        | 0.15 | 0.19 | 0.26        | 0.35 | 0.00 | 0.00       | 0.00 | 0.00 | 0.14       | 0.00 | 0.13  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 12.4        | 39.6 | 77.6 | 69.4        | 96.6 | 0.0  | 0.0        | 0.0  | 0.0  | 38.0       | 0.0  | 107.4 |
| Volume/Cap:                                          | 0.27        | 0.57 | 0.39 | 0.57        | 0.56 | 0.00 | 0.00       | 0.00 | 0.00 | 0.57       | 0.00 | 0.19  |
| Delay/Veh:                                           | 68.5        | 51.4 | 24.7 | 33.4        | 17.6 | 0.0  | 0.0        | 0.0  | 0.0  | 52.9       | 0.0  | 8.8   |
| 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:                                          | 68.5        | 51.4 | 24.7 | 33.4        | 17.6 | 0.0  | 0.0        | 0.0  | 0.0  | 52.9       | 0.0  | 8.8   |
| LOS by Move:                                         | E           | D    | C    | C           | B    | A    | A          | A    | A    | D          | A    | A     |
| HCM2kAvgQ:                                           | 2           | 11   | 10   | 17          | 18   | 0    | 0          | 0    | 0    | 11         | 0    | 4     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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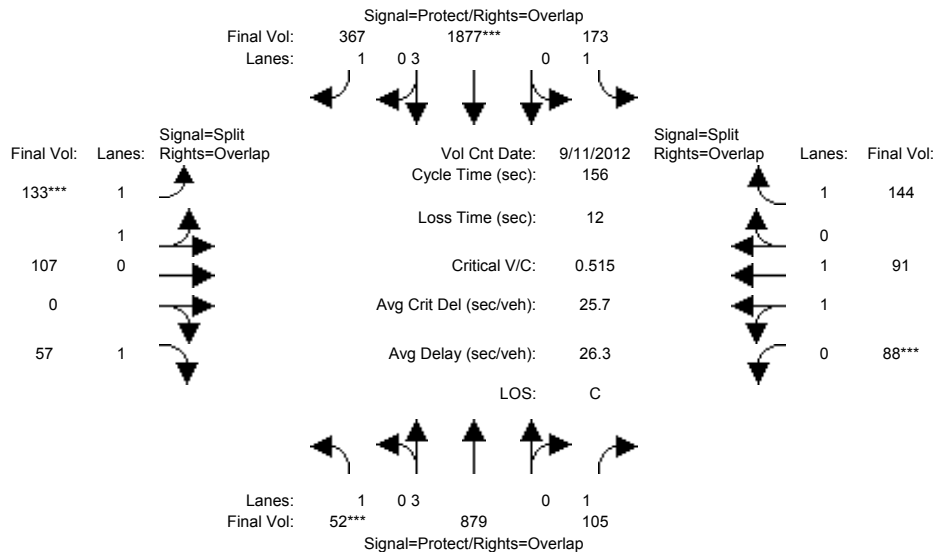
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 61          | 1733 | 240   | 120         | 571  | 135  | 243        | 159  | 47   | 138        | 153  | 286  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 61          | 1733 | 240   | 120         | 571  | 135  | 243        | 159  | 47   | 138        | 153  | 286  |
| 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:                                         | 61          | 1733 | 240   | 120         | 571  | 135  | 243        | 159  | 47   | 138        | 153  | 286  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 61          | 1733 | 240   | 120         | 571  | 135  | 243        | 159  | 47   | 138        | 153  | 286  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 61          | 1733 | 240   | 120         | 571  | 135  | 243        | 159  | 47   | 138        | 153  | 286  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 61          | 1733 | 240   | 120         | 571  | 135  | 243        | 159  | 47   | 138        | 153  | 286  |
| Saturation 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 | 0.93       | 0.95 | 0.92 | 0.95       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 1.22       | 0.78 | 1.00 | 0.97       | 1.03 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750 | 2146       | 1404 | 1750 | 1753       | 1944 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.30 | 0.14  | 0.07        | 0.10 | 0.08 | 0.11       | 0.11 | 0.03 | 0.08       | 0.08 | 0.16 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.9        | 77.5 | 101.7 | 17.5        | 66.1 | 95.0 | 28.9       | 28.9 | 57.7 | 24.2       | 24.2 | 41.7 |
| Volume/Cap:                                          | 0.19        | 0.63 | 0.22  | 0.63        | 0.24 | 0.13 | 0.63       | 0.63 | 0.07 | 0.52       | 0.52 | 0.63 |
| Delay/Veh:                                           | 56.0        | 31.0 | 12.4  | 74.6        | 30.7 | 14.4 | 62.6       | 62.6 | 33.6 | 63.5       | 63.5 | 55.1 |
| 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:                                          | 56.0        | 31.0 | 12.4  | 74.6        | 30.7 | 14.4 | 62.6       | 62.6 | 33.6 | 63.5       | 63.5 | 55.1 |
| LOS by Move:                                         | E           | C    | B     | E           | C    | B    | E          | E    | C    | E          | E    | E    |
| HCM2kAvgQ:                                           | 3           | 20   | 5     | 6           | 6    | 3    | 10         | 10   | 2    | 7          | 7    | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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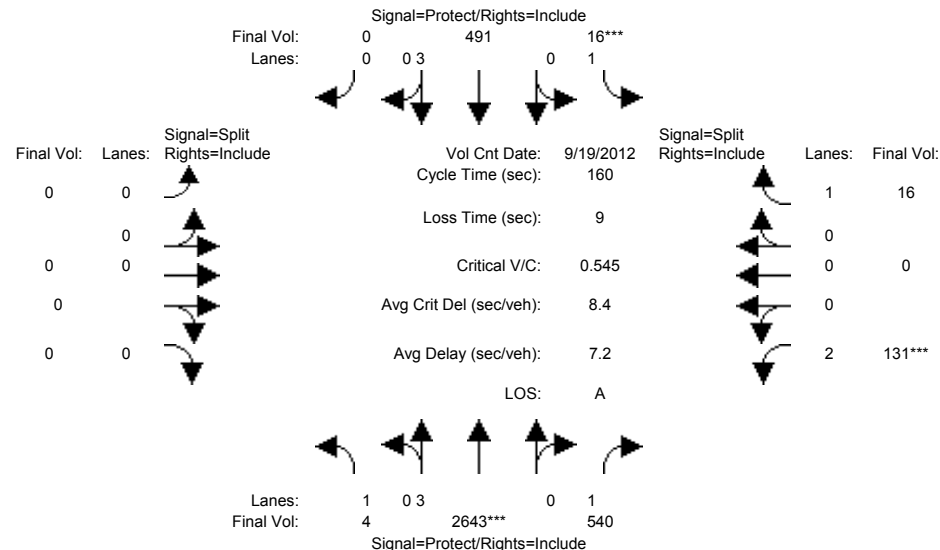
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 52          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 52          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| 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:                                         | 52          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 52          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| Saturation 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       | 0.95 | 0.92 | 0.95       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.12       | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750  | 1967       | 1582 | 1750 | 1800       | 1898 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.15 | 0.06 | 0.10        | 0.33 | 0.21  | 0.07       | 0.07 | 0.03 | 0.05       | 0.05 | 0.08 |
| Crit Moves:                                          | ***         |      |      | ***         |      |       | ***        |      |      | ***        |      |      |
| Green Time:                                          | 9.0         | 66.2 | 81.1 | 42.5        | 99.7 | 120.2 | 20.5       | 20.5 | 29.5 | 14.8       | 14.8 | 57.3 |
| Volume/Cap:                                          | 0.52        | 0.36 | 0.12 | 0.36        | 0.52 | 0.27  | 0.52       | 0.52 | 0.17 | 0.52       | 0.51 | 0.22 |
| Delay/Veh:                                           | 75.9        | 30.6 | 19.2 | 46.3        | 15.3 | 5.3   | 64.1       | 64.1 | 53.3 | 68.5       | 68.3 | 34.2 |
| 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:                                          | 75.9        | 30.6 | 19.2 | 46.3        | 15.3 | 5.3   | 64.1       | 64.1 | 53.3 | 68.5       | 68.3 | 34.2 |
| LOS by Move:                                         | E           | C    | B    | D           | B    | A     | E          | E    | D    | E          | E    | C    |
| HCM2kAvgQ:                                           | 3           | 9    | 3    | 7           | 15   | 5     | 6          | 6    | 2    | 5          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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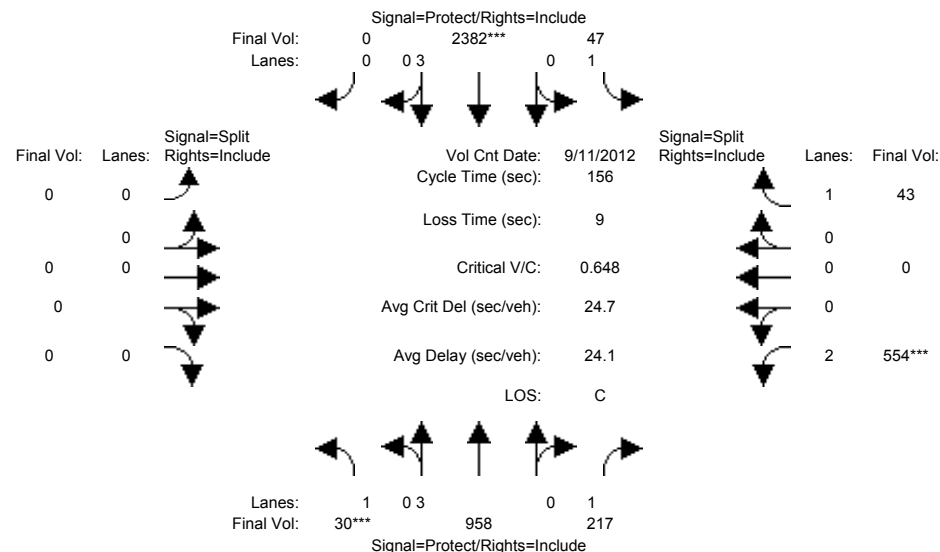
## Intersection #3111: MONTEREY/OLD TULLY



| 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    | 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: 19 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 4           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 4           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| 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:                                         | 4           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.46 | 0.31  | 0.01        | 0.09 | 0.00 | 0.00       | 0.00 | 0.00 | 0.04       | 0.00 | 0.01 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 3.6         | 132  | 132.1 | 7.0         | 136  | 0.0  | 0.0        | 0.0  | 0.0  | 11.9       | 0.0  | 11.9 |
| Volume/Cap:                                          | 0.10        | 0.56 | 0.37  | 0.21        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.56       | 0.00 | 0.12 |
| Delay/Veh:                                           | 77.8        | 4.7  | 3.7   | 75.2        | 2.1  | 0.0  | 0.0        | 0.0  | 0.0  | 74.7       | 0.0  | 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:                                          | 77.8        | 4.7  | 3.7   | 75.2        | 2.1  | 0.0  | 0.0        | 0.0  | 0.0  | 74.7       | 0.0  | 69.6 |
| LOS by Move:                                         | E           | A    | A     | E           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 13   | 7     | 1           | 1    | 0    | 0          | 0    | 0    | 4          | 0    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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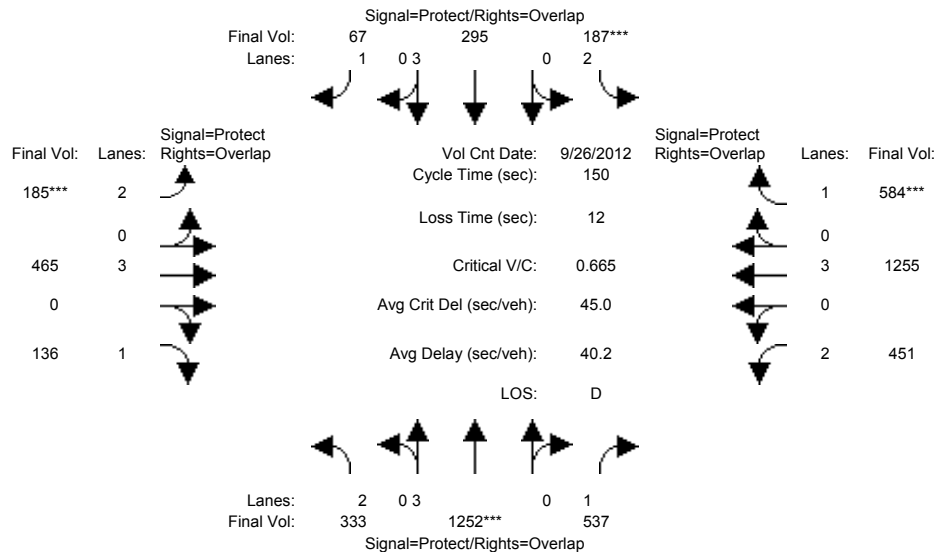
## Intersection #3111: MONTEREY/OLD TULLY



| 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    | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 30          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 43   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 30          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 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:                                         | 30          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 43   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 43   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 30          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 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:                                        | 30          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 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       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.17 | 0.12 | 0.03        | 0.42 | 0.00 | 0.00       | 0.00 | 0.00 | 0.18       | 0.00 | 0.02 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 4.1         | 82.6 | 82.6 | 22.1        | 101  | 0.0  | 0.0        | 0.0  | 0.0  | 42.3       | 0.0  | 42.3 |
| Volume/Cap:                                          | 0.65        | 0.32 | 0.23 | 0.19        | 0.65 | 0.00 | 0.00       | 0.00 | 0.00 | 0.65       | 0.00 | 0.09 |
| Delay/Veh:                                           | 103.1       | 20.8 | 19.8 | 59.5        | 17.3 | 0.0  | 0.0        | 0.0  | 0.0  | 52.0       | 0.0  | 42.5 |
| 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:                                          | 103.1       | 20.8 | 19.8 | 59.5        | 17.3 | 0.0  | 0.0        | 0.0  | 0.0  | 52.0       | 0.0  | 42.5 |
| LOS by Move:                                         | F           | C    | B    | E           | B    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 2           | 8    | 6    | 2           | 22   | 0    | 0          | 0    | 0    | 14         | 0    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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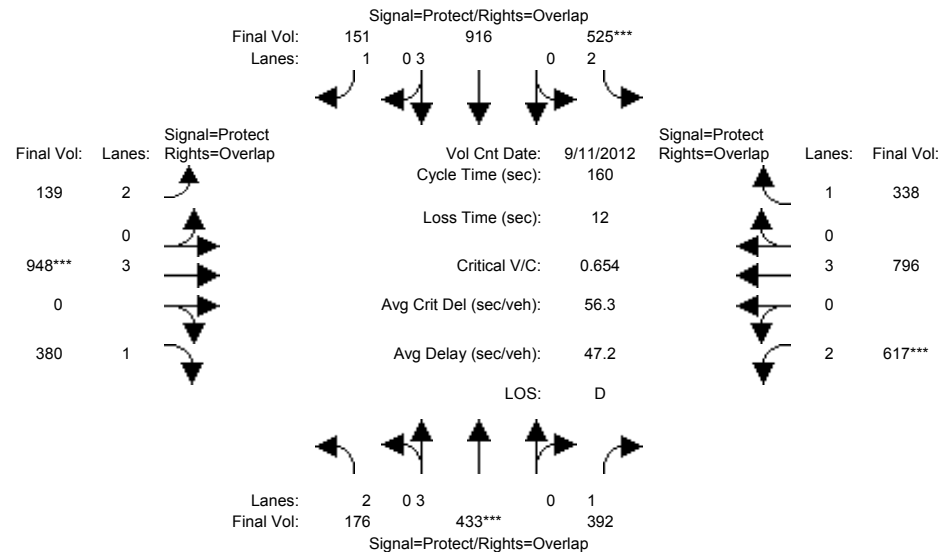
## Intersection #3117: SENTER/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| 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:                                         | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.22 | 0.31 | 0.06        | 0.05 | 0.04 | 0.06       | 0.08 | 0.08 | 0.14       | 0.22 | 0.33 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 38.6        | 49.5 | 97.4 | 13.4        | 24.3 | 37.6 | 13.2       | 27.3 | 65.8 | 47.8       | 61.9 | 75.2 |
| Volume/Cap:                                          | 0.41        | 0.67 | 0.47 | 0.67        | 0.32 | 0.15 | 0.67       | 0.45 | 0.18 | 0.45       | 0.53 | 0.67 |
| Delay/Veh:                                           | 46.6        | 44.0 | 13.6 | 72.1        | 55.7 | 44.0 | 72.2       | 55.0 | 25.7 | 40.9       | 33.5 | 29.9 |
| 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:                                          | 46.6        | 44.0 | 13.6 | 72.1        | 55.7 | 44.0 | 72.2       | 55.0 | 25.7 | 40.9       | 33.5 | 29.9 |
| LOS by Move:                                         | D           | D    | B    | E           | E    | D    | E          | D    | C    | D          | C    | C    |
| HCM2kAvgQ:                                           | 7           | 16   | 13   | 5           | 4    | 2    | 5          | 6    | 4    | 9          | 14   | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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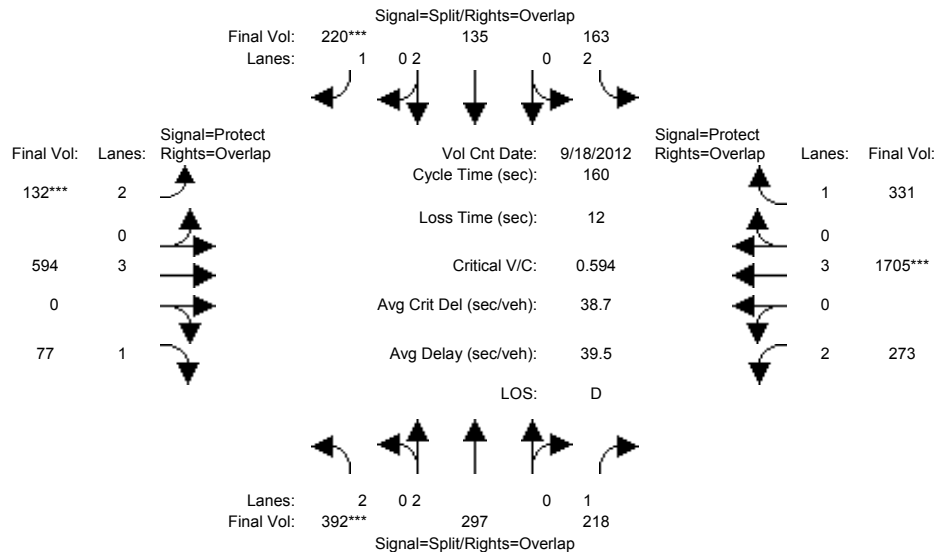
## Intersection #3117: SENTER/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 176         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 176         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| 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:                                         | 176         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 176         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.06        | 0.08 | 0.22 | 0.17        | 0.16 | 0.09 | 0.04       | 0.17 | 0.22 | 0.20       | 0.14 | 0.19  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 15.3        | 18.6 | 66.5 | 40.8        | 44.1 | 65.3 | 21.3       | 40.7 | 56.0 | 47.9       | 67.3 | 108.1 |
| Volume/Cap:                                          | 0.58        | 0.65 | 0.54 | 0.65        | 0.58 | 0.21 | 0.33       | 0.65 | 0.62 | 0.65       | 0.33 | 0.29  |
| Delay/Veh:                                           | 72.2        | 70.0 | 36.0 | 55.2        | 50.6 | 30.8 | 63.4       | 54.4 | 45.1 | 50.5       | 31.3 | 10.6  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 72.2        | 70.0 | 36.0 | 55.2        | 50.6 | 30.8 | 63.4       | 54.4 | 45.1 | 50.5       | 31.3 | 10.6  |
| LOS by Move:                                         | E           | E    | D    | E           | D    | C    | E          | D    | D    | D          | C    | B     |
| HCM2kAvgQ:                                           | 5           | 7    | 15   | 14          | 13   | 5    | 4          | 14   | 16   | 15         | 8    | 7     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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## Intersection #3120: CAPITOL/PEARL

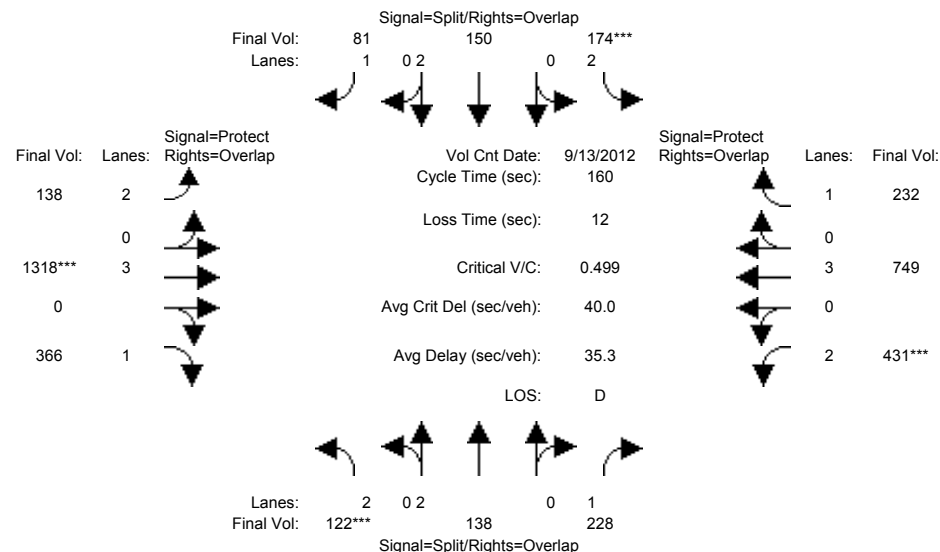


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| 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:                                         | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.12        | 0.08 | 0.12 | 0.05        | 0.04 | 0.13 | 0.04       | 0.10 | 0.04 | 0.09       | 0.30 | 0.19  |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      | ****       |      |       |
| Green Time:                                          | 33.5        | 33.5 | 75.3 | 22.1        | 22.1 | 33.4 | 11.3       | 50.2 | 83.7 | 41.7       | 80.6 | 102.7 |
| Volume/Cap:                                          | 0.59        | 0.37 | 0.26 | 0.37        | 0.26 | 0.60 | 0.59       | 0.33 | 0.08 | 0.33       | 0.59 | 0.29  |
| Delay/Veh:                                           | 58.6        | 54.5 | 25.8 | 63.2        | 61.9 | 60.1 | 76.4       | 42.2 | 19.1 | 48.1       | 28.5 | 12.8  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 58.6        | 54.5 | 25.8 | 63.2        | 61.9 | 60.1 | 76.4       | 42.2 | 19.1 | 48.1       | 28.5 | 12.8  |
| LOS by Move:                                         | E           | D    | C    | E           | E    | E    | E          | D    | B    | D          | C    | B     |
| HCM2kAvgQ:                                           | 10          | 6    | 7    | 4           | 3    | 10   | 4          | 7    | 2    | 6          | 19   | 7     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |



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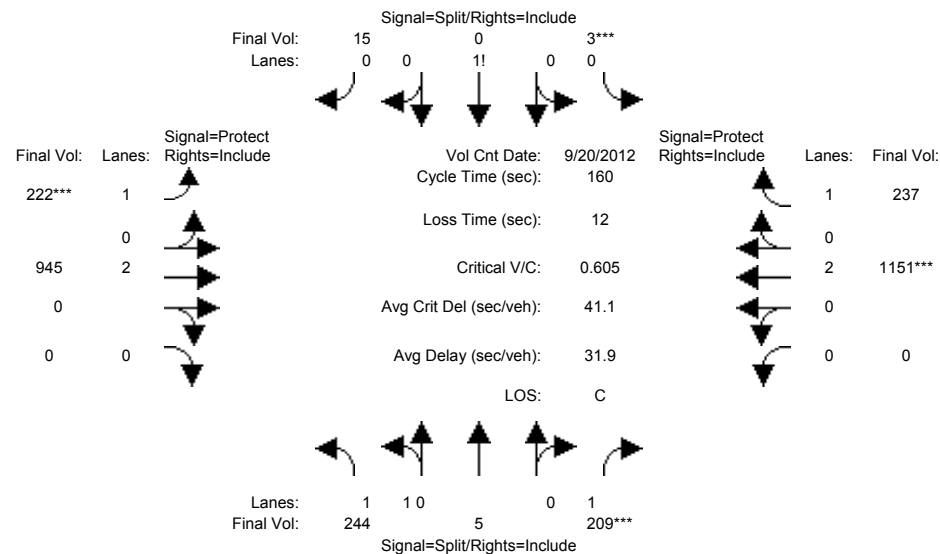
## Intersection #3120: CAPITOL/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| 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:                                         | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.04        | 0.04 | 0.13 | 0.06        | 0.04 | 0.05 | 0.04       | 0.23 | 0.21 | 0.14       | 0.13 | 0.13  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 12.4        | 12.4 | 56.2 | 17.7        | 17.7 | 47.2 | 29.5       | 74.1 | 86.5 | 43.8       | 88.4 | 106.1 |
| Volume/Cap:                                          | 0.50        | 0.47 | 0.37 | 0.50        | 0.36 | 0.16 | 0.24       | 0.50 | 0.39 | 0.50       | 0.24 | 0.20  |
| Delay/Veh:                                           | 72.4        | 71.8 | 39.1 | 68.1        | 66.4 | 41.9 | 55.9       | 30.2 | 21.6 | 49.3       | 18.5 | 10.5  |
| 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:                                          | 72.4        | 71.8 | 39.1 | 68.1        | 66.4 | 41.9 | 55.9       | 30.2 | 21.6 | 49.3       | 18.5 | 10.5  |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | C    | D          | B    | B     |
| HCM2kAvgQ:                                           | 3           | 3    | 9    | 5           | 3    | 3    | 3          | 15   | 11   | 10         | 6    | 5     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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## Intersection #3206: 87/CURTNER(E)

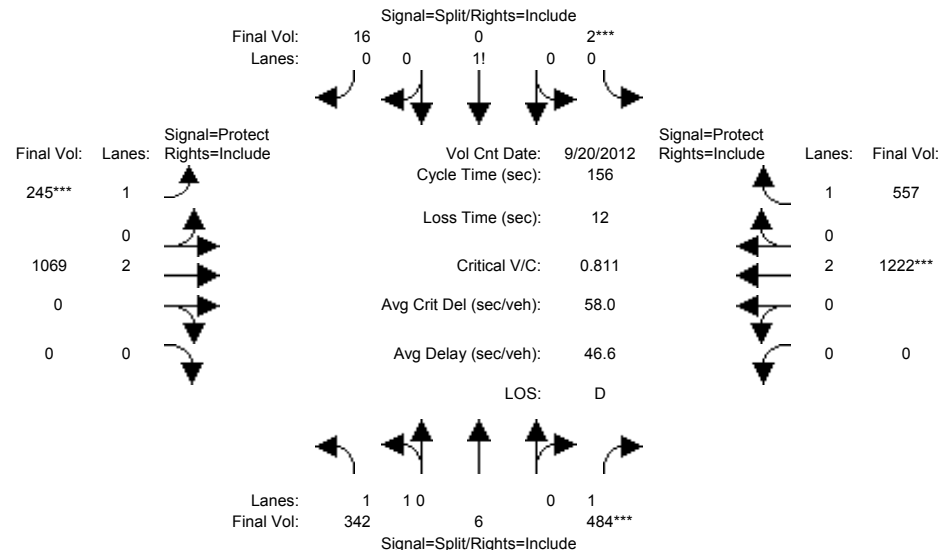


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 10          | 10   | 10   | 7          | 10   | 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 244         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| Growth Adj:                                  | 1.00        | 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         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| 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         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 244         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.96        | 0.04 | 1.00 | 0.17        | 0.00 | 0.83 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 3479        | 71   | 1750 | 292         | 0    | 1458 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.07        | 0.07 | 0.12 | 0.01        | 0.00 | 0.01 | 0.13       | 0.25 | 0.00 | 0.00       | 0.30 | 0.14 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 30.0        | 30.0 | 30.0 | 10.0        | 0.0  | 10.0 | 31.9       | 108  | 0.0  | 0.0        | 76.1 | 76.1 |
| Volume/Cap:                                  | 0.37        | 0.37 | 0.64 | 0.16        | 0.00 | 0.16 | 0.64       | 0.37 | 0.00 | 0.00       | 0.64 | 0.28 |
| Delay/Veh:                                   | 57.1        | 57.1 | 64.1 | 71.8        | 0.0  | 71.8 | 62.6       | 11.3 | 0.0  | 0.0        | 32.3 | 25.6 |
| 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:                                  | 57.1        | 57.1 | 64.1 | 71.8        | 0.0  | 71.8 | 62.6       | 11.3 | 0.0  | 0.0        | 32.3 | 25.6 |
| LOS by Move:                                 | E           | E    | E    | E           | A    | E    | E          | B    | A    | A          | C    | C    |
| HCM2kAvgQ:                                   | 6           | 6    | 11   | 1           | 0    | 1    | 11         | 10   | 0    | 0          | 21   | 7    |

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

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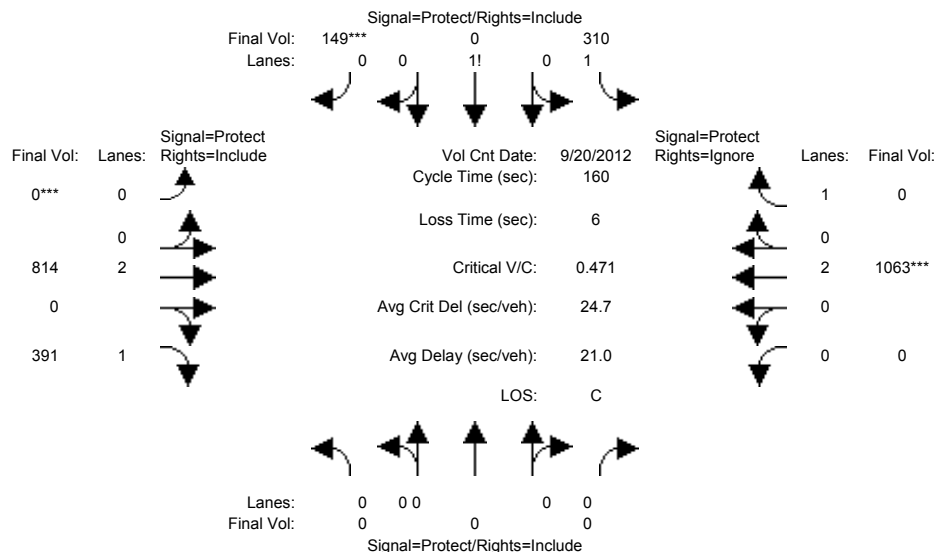
## Intersection #3206: 87/CURTNER(E)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| 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:                                         | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.97        | 0.03 | 1.00 | 0.11        | 0.00 | 0.89 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3489        | 61   | 1750 | 194         | 0    | 1556 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.10 | 0.28 | 0.01        | 0.00 | 0.01 | 0.14       | 0.28 | 0.00 | 0.00       | 0.32 | 0.32 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 50.2        | 50.2 | 50.2 | 10.0        | 0.0  | 10.0 | 25.4       | 83.8 | 0.0  | 0.0        | 58.4 | 58.4 |
| Volume/Cap:                                          | 0.30        | 0.30 | 0.86 | 0.16        | 0.00 | 0.16 | 0.86       | 0.52 | 0.00 | 0.00       | 0.86 | 0.85 |
| Delay/Veh:                                           | 39.9        | 39.9 | 62.2 | 69.7        | 0.0  | 69.7 | 85.7       | 23.5 | 0.0  | 0.0        | 50.5 | 55.1 |
| 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:                                          | 39.9        | 39.9 | 62.2 | 69.7        | 0.0  | 69.7 | 85.7       | 23.5 | 0.0  | 0.0        | 50.5 | 55.1 |
| LOS by Move:                                         | D           | D    | E    | E           | A    | E    | F          | C    | A    | A          | D    | E    |
| HCM2kAvgQ:                                           | 7           | 7    | 26   | 1           | 0    | 1    | 15         | 16   | 0    | 0          | 27   | 27   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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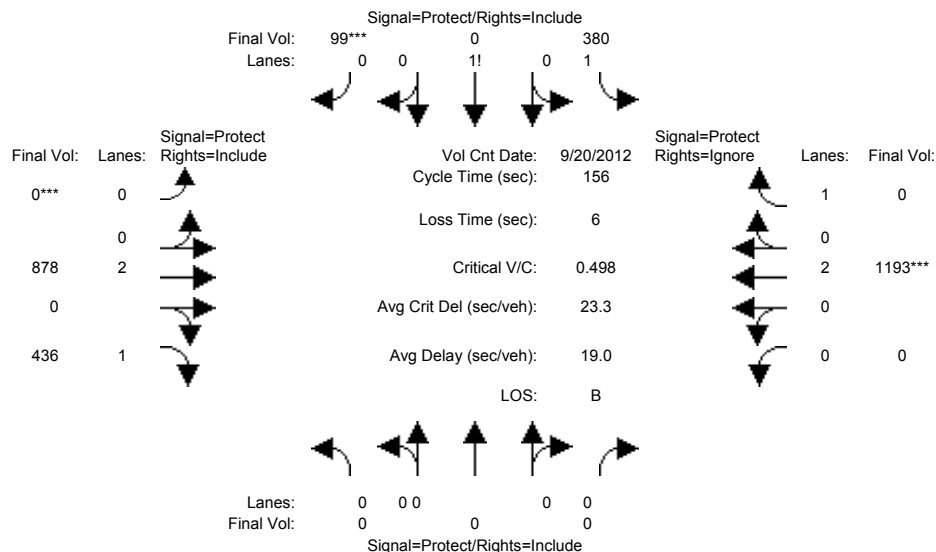
## Intersection #3207: 87/CURTNER(W)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 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    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 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    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 292  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.51        | 0.00 | 0.49 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2642        | 0    | 858  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.12        | 0.00 | 0.17 | 0.00       | 0.21 | 0.22 | 0.00       | 0.28 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 59.0        | 0.0  | 59.0 | 0.0        | 95.0 | 95.0 | 0.0        | 95.0 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.32        | 0.00 | 0.47 | 0.00       | 0.36 | 0.38 | 0.00       | 0.47 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 36.2        | 0.0  | 38.9 | 0.0        | 16.9 | 17.2 | 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  | 36.2        | 0.0  | 38.9 | 0.0        | 16.9 | 17.2 | 0.0        | 18.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 8           | 0    | 12   | 0          | 10   | 10   | 0          | 14   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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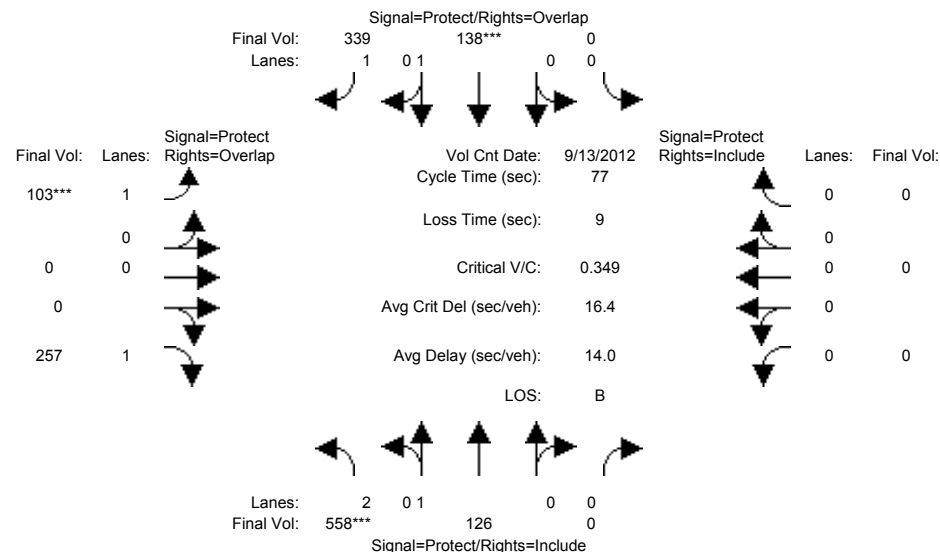
## Intersection #3207: 87/CURTNER(W)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 437  |
| Growth Adj:                                          | 1.00        | 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    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 437  |
| 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    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 437  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.66        | 0.00 | 0.34 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2901        | 0    | 599  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.13        | 0.00 | 0.17 | 0.00       | 0.23 | 0.25 | 0.00       | 0.31 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 51.7        | 0.0  | 51.7 | 0.0        | 98.3 | 98.3 | 0.0        | 98.3 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.40        | 0.00 | 0.50 | 0.00       | 0.37 | 0.40 | 0.00       | 0.50 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 40.3        | 0.0  | 42.2 | 0.0        | 14.0 | 14.4 | 0.0        | 15.7 | 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  | 40.3        | 0.0  | 42.2 | 0.0        | 14.0 | 14.4 | 0.0        | 15.7 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 9           | 0    | 12   | 0          | 10   | 11   | 0          | 15   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Existing (AM)

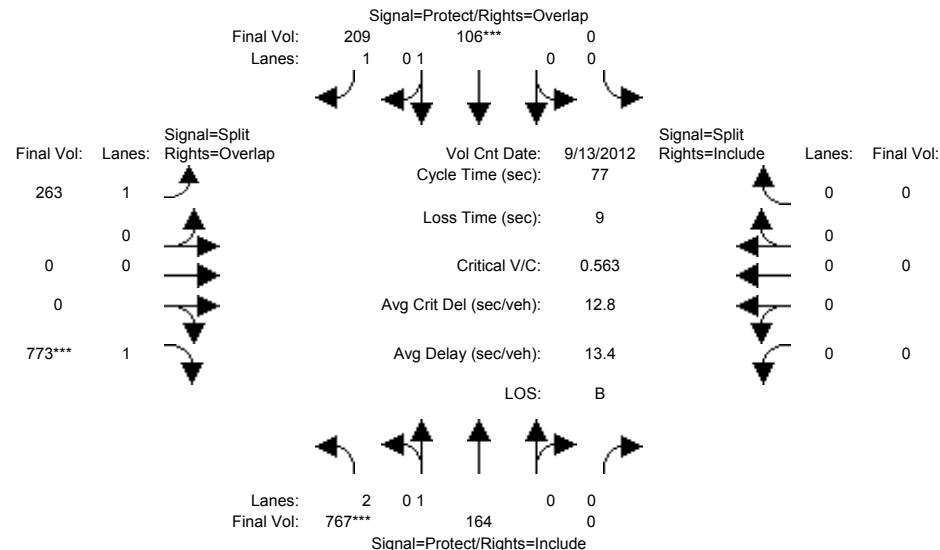
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                         | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                         | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                          | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                        | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.07 | 0.00 | 0.00        | 0.07 | 0.19 | 0.06       | 0.00 | 0.15 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      |            |      |      |
| Green Time:                                          | 39.0        | 55.0 | 0.0  | 0.0         | 16.0 | 29.0 | 13.0       | 0.0  | 52.0 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.35        | 0.09 | 0.00 | 0.00        | 0.35 | 0.51 | 0.35       | 0.00 | 0.22 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 11.5        | 3.4  | 0.0  | 0.0         | 26.6 | 19.3 | 29.0       | 0.0  | 4.9  | 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:                                          | 11.5        | 3.4  | 0.0  | 0.0         | 26.6 | 19.3 | 29.0       | 0.0  | 4.9  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | A    | A    | A           | C    | B    | C          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 5           | 1    | 0    | 0           | 3    | 7    | 3          | 0    | 3    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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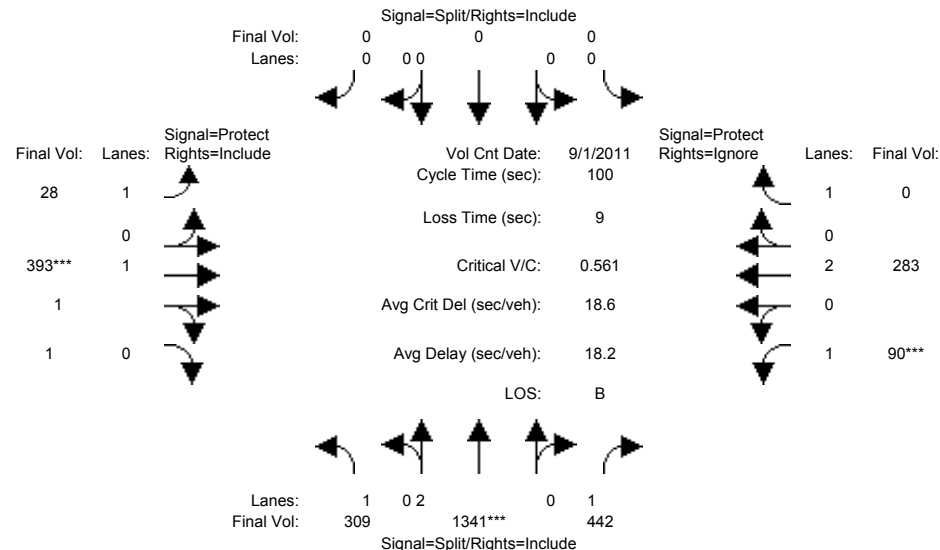
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                         | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                         | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                          | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                        | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.09 | 0.00 | 0.00        | 0.06 | 0.12 | 0.15       | 0.00 | 0.44 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            |      |      |
| Green Time:                                          | 32.0        | 42.0 | 0.0  | 0.0         | 10.0 | 36.0 | 26.0       | 0.0  | 58.0 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.59        | 0.16 | 0.00 | 0.00        | 0.43 | 0.26 | 0.44       | 0.00 | 0.59 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 18.1        | 8.8  | 0.0  | 0.0         | 32.1 | 12.5 | 20.4       | 0.0  | 4.9  | 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:                                          | 18.1        | 8.8  | 0.0  | 0.0         | 32.1 | 12.5 | 20.4       | 0.0  | 4.9  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | A    | A    | A           | C    | B    | C          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 8           | 2    | 0    | 0           | 2    | 3    | 6          | 0    | 9    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3234: ALMA/ALMADEN



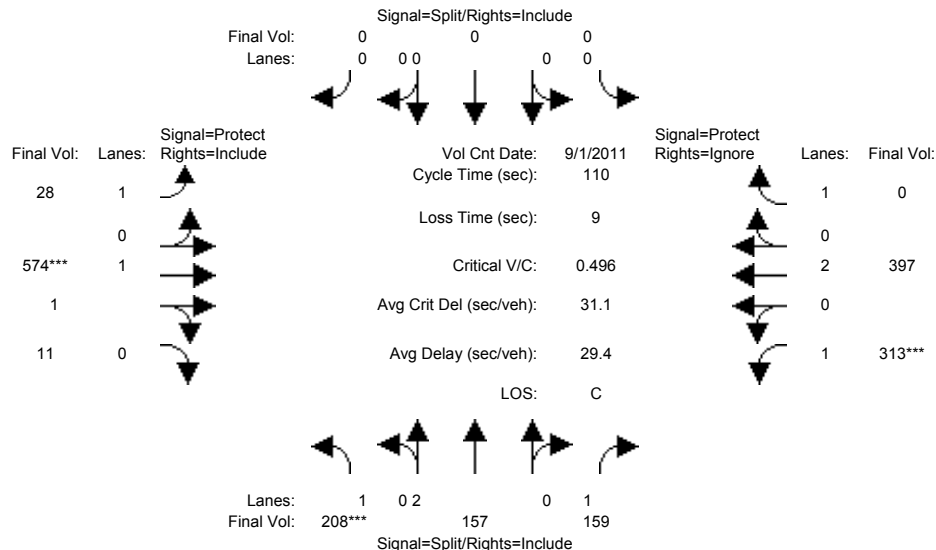
| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                   | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                 | 10          | 10   | 10   | 0           | 0    | 0    | 7          | 10   | 10   | 7          | 10   | 10   |
| Y+R:                                        | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 1 Sep 2011 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 309         | 1341 | 442  | 0           | 0    | 0    | 28         | 393  | 1    | 90         | 283  | 2    |
| Growth Adj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                | 309         | 1341 | 442  | 0           | 0    | 0    | 28         | 393  | 1    | 90         | 283  | 2    |
| 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:                                | 309         | 1341 | 442  | 0           | 0    | 0    | 28         | 393  | 1    | 90         | 283  | 2    |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                 | 309         | 1341 | 442  | 0           | 0    | 0    | 28         | 393  | 1    | 90         | 283  | 0    |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 309         | 1341 | 442  | 0           | 0    | 0    | 28         | 393  | 1    | 90         | 283  | 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 | 0.00 |
| MLF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                               | 309         | 1341 | 442  | 0           | 0    | 0    | 28         | 393  | 1    | 90         | 283  | 0    |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                      | 1.00        | 2.00 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 1.99 | 0.01 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                 | 1750        | 3800 | 1750 | 0           | 0    | 0    | 1750       | 3691 | 9    | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.18        | 0.35 | 0.25 | 0.00        | 0.00 | 0.00 | 0.02       | 0.11 | 0.11 | 0.05       | 0.07 | 0.00 |
| Crit Moves:                                 | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                 | 62.9        | 62.9 | 62.9 | 0.0         | 0.0  | 0.0  | 11.6       | 19.0 | 19.0 | 9.2        | 16.5 | 0.0  |
| Volume/Cap:                                 | 0.28        | 0.56 | 0.40 | 0.00        | 0.00 | 0.00 | 0.14       | 0.56 | 0.56 | 0.56       | 0.45 | 0.00 |
| Delay/Veh:                                  | 8.5         | 11.0 | 9.5  | 0.0         | 0.0  | 0.0  | 40.0       | 37.8 | 37.8 | 48.0       | 38.1 | 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:                                 | 8.5         | 11.0 | 9.5  | 0.0         | 0.0  | 0.0  | 40.0       | 37.8 | 37.8 | 48.0       | 38.1 | 0.0  |
| LOS by Move:                                | A           | B    | A    | A           | A    | A    | D          | D    | D    | D          | D    | A    |
| HCM2kAvgQ:                                  | 5           | 12   | 7    | 0           | 0    | 0    | 1          | 6    | 6    | 3          | 4    | 0    |

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



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Existing (PM)

## Intersection #3234: ALMA/ALMADEN

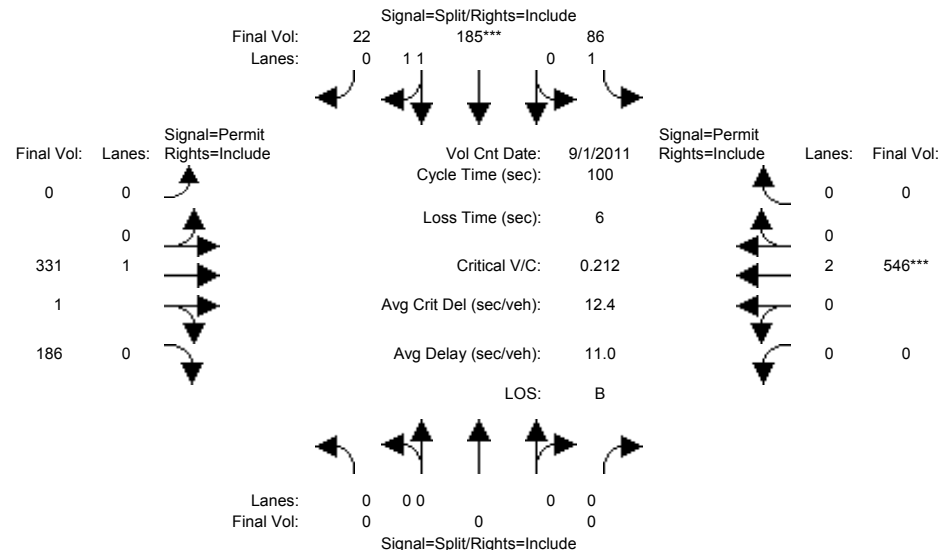


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                   | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                 | 10          | 10   | 10   | 0           | 0    | 0    | 7          | 10   | 10   | 7          | 10   | 10   |
| Y+R:                                        | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 1 Sep 2011 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 208         | 157  | 159  | 0           | 0    | 0    | 28         | 574  | 11   | 313        | 397  | 2    |
| Growth Adj:                                 | 1.00        | 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         | 157  | 159  | 0           | 0    | 0    | 28         | 574  | 11   | 313        | 397  | 2    |
| 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:                                | 208         | 157  | 159  | 0           | 0    | 0    | 28         | 574  | 11   | 313        | 397  | 2    |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                 | 208         | 157  | 159  | 0           | 0    | 0    | 28         | 574  | 11   | 313        | 397  | 0    |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 208         | 157  | 159  | 0           | 0    | 0    | 28         | 574  | 11   | 313        | 397  | 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 | 0.00 |
| MLF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                               | 208         | 157  | 159  | 0           | 0    | 0    | 28         | 574  | 11   | 313        | 397  | 0    |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                      | 1.00        | 2.00 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 1.96 | 0.04 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                 | 1750        | 3800 | 1750 | 0           | 0    | 0    | 1750       | 3630 | 70   | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.12        | 0.04 | 0.09 | 0.00        | 0.00 | 0.00 | 0.02       | 0.16 | 0.16 | 0.18       | 0.10 | 0.00 |
| Crit Moves:                                 | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                 | 26.3        | 26.3 | 26.3 | 0.0         | 0.0  | 0.0  | 28.3       | 35.0 | 35.0 | 39.6       | 46.4 | 0.0  |
| Volume/Cap:                                 | 0.50        | 0.17 | 0.38 | 0.00        | 0.00 | 0.00 | 0.06       | 0.50 | 0.50 | 0.50       | 0.25 | 0.00 |
| Delay/Veh:                                  | 37.0        | 33.3 | 35.6 | 0.0         | 0.0  | 0.0  | 30.9       | 30.7 | 30.7 | 28.0       | 20.6 | 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:                                 | 37.0        | 33.3 | 35.6 | 0.0         | 0.0  | 0.0  | 30.9       | 30.7 | 30.7 | 28.0       | 20.6 | 0.0  |
| LOS by Move:                                | D           | C    | D    | A           | A    | A    | C          | C    | C    | C          | C    | A    |
| HCM2kAvgQ:                                  | 6           | 2    | 5    | 0           | 0    | 0    | 1          | 8    | 8    | 9          | 4    | 0    |

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

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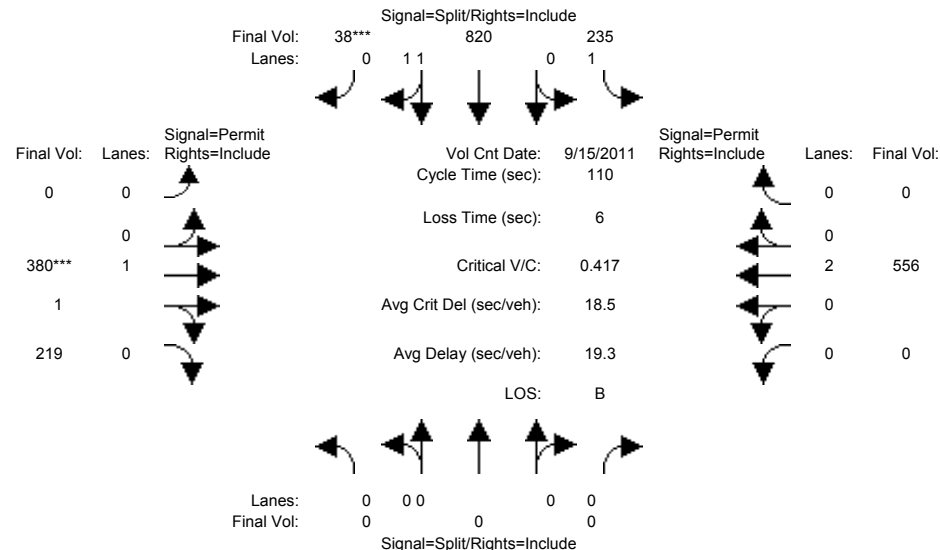
## Intersection #3240: ALMA/VINE



| 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   | 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: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 86          | 185  | 22   | 0          | 331  | 186  | 0          | 546  | 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    | 86          | 185  | 22   | 0          | 331  | 186  | 0          | 546  | 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    | 86          | 185  | 22   | 0          | 331  | 186  | 0          | 546  | 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    | 86          | 185  | 22   | 0          | 331  | 186  | 0          | 546  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 86          | 185  | 22   | 0          | 331  | 186  | 0          | 546  | 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           | 0    | 0    | 86          | 185  | 22   | 0          | 331  | 186  | 0          | 546  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.98 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 1.78 | 0.22 | 0.00       | 1.26 | 0.74 | 0.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 3306 | 393  | 0          | 2368 | 1331 | 0          | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.05        | 0.06 | 0.06 | 0.00       | 0.14 | 0.14 | 0.00       | 0.14 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 26.3        | 26.3 | 26.3 | 0.0        | 67.7 | 67.7 | 0.0        | 67.7 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.19        | 0.21 | 0.21 | 0.00       | 0.21 | 0.21 | 0.00       | 0.21 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 28.7        | 28.8 | 28.8 | 0.0        | 6.1  | 6.1  | 0.0        | 6.2  | 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  | 28.7        | 28.8 | 28.8 | 0.0        | 6.1  | 6.1  | 0.0        | 6.2  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 2    | 2    | 0          | 3    | 3    | 0          | 3    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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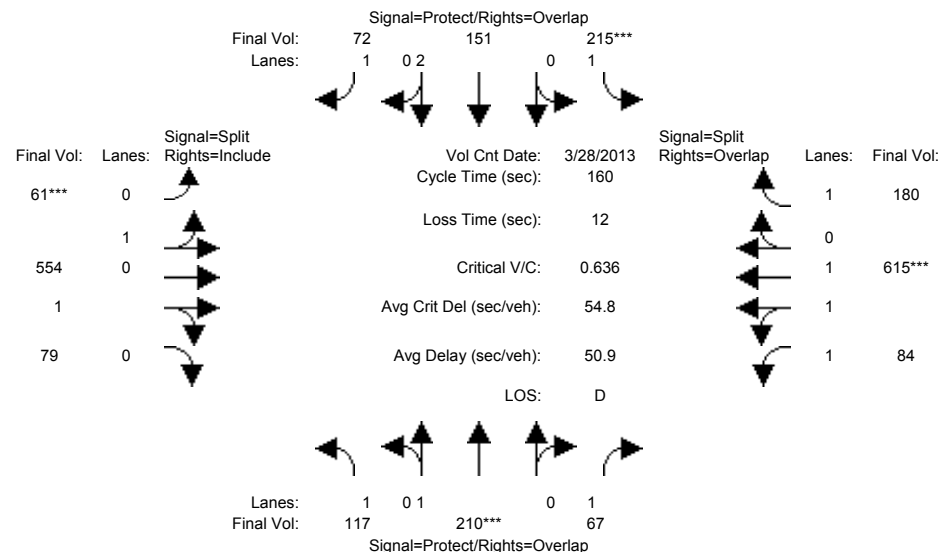
## Intersection #3240: ALMA/VINE



| 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   | 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: 15 Sep 2011 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 235         | 820  | 38   | 0          | 380  | 219  | 0          | 556  | 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    | 235         | 820  | 38   | 0          | 380  | 219  | 0          | 556  | 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    | 235         | 820  | 38   | 0          | 380  | 219  | 0          | 556  | 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    | 235         | 820  | 38   | 0          | 380  | 219  | 0          | 556  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 235         | 820  | 38   | 0          | 380  | 219  | 0          | 556  | 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           | 0    | 0    | 235         | 820  | 38   | 0          | 380  | 219  | 0          | 556  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 1.91 | 0.09 | 0.00       | 1.25 | 0.75 | 0.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 3536 | 164  | 0          | 2346 | 1352 | 0          | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.13        | 0.23 | 0.23 | 0.00       | 0.16 | 0.16 | 0.00       | 0.15 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 61.2        | 61.2 | 61.2 | 0.0        | 42.8 | 42.8 | 0.0        | 42.8 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.24        | 0.42 | 0.42 | 0.00       | 0.42 | 0.42 | 0.00       | 0.38 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 12.6        | 14.2 | 14.2 | 0.0        | 24.7 | 24.7 | 0.0        | 24.2 | 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  | 12.6        | 14.2 | 14.2 | 0.0        | 24.7 | 24.7 | 0.0        | 24.2 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | B    | B    | A          | C    | C    | A          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 4           | 8    | 8    | 0          | 7    | 7    | 0          | 6    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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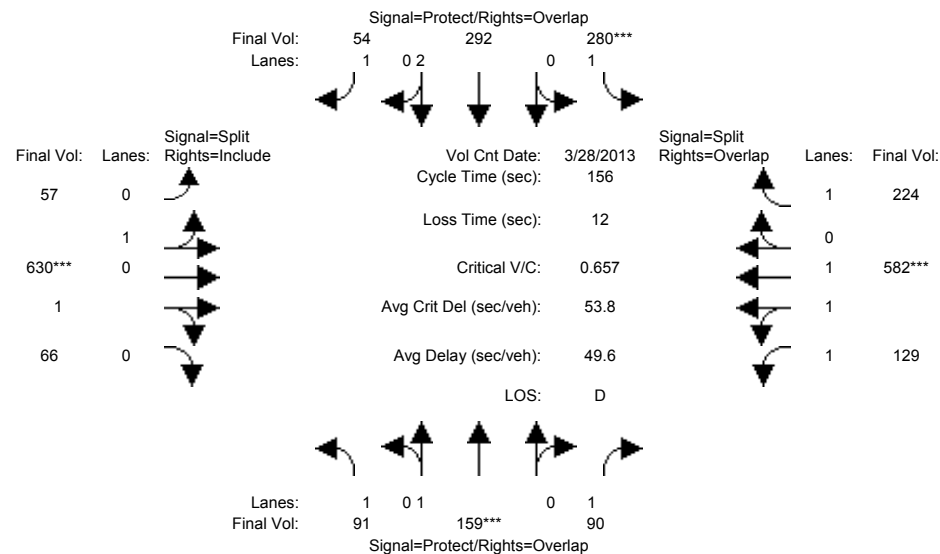
## Intersection #3255: ALMADEN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| 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:                                         | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| Saturation 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 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.17       | 1.60 | 0.23 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 316        | 2874 | 410  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.11 | 0.04 | 0.12        | 0.04 | 0.04 | 0.19       | 0.19 | 0.19 | 0.05       | 0.16 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 30.4        | 27.8 | 68.6 | 30.9        | 28.4 | 76.9 | 48.5       | 48.5 | 48.5 | 40.7       | 40.7 | 71.7 |
| Volume/Cap:                                          | 0.35        | 0.64 | 0.09 | 0.64        | 0.22 | 0.09 | 0.64       | 0.64 | 0.64 | 0.19       | 0.64 | 0.23 |
| Delay/Veh:                                           | 56.9        | 65.4 | 27.2 | 63.3        | 56.5 | 22.5 | 49.4       | 49.4 | 49.4 | 46.7       | 54.3 | 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:                                          | 56.9        | 65.4 | 27.2 | 63.3        | 56.5 | 22.5 | 49.4       | 49.4 | 49.4 | 46.7       | 54.3 | 27.3 |
| LOS by Move:                                         | E           | E    | C    | E           | E    | C    | D          | D    | D    | D          | D    | C    |
| HCM2kAvgQ:                                           | 5           | 9    | 2    | 10          | 3    | 2    | 15         | 15   | 15   | 3          | 13   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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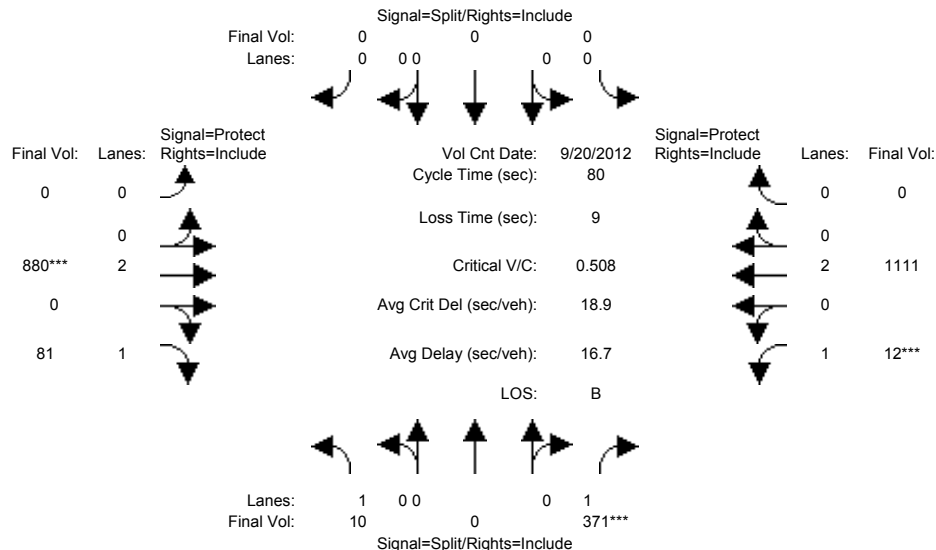
## Intersection #3255: ALMADEN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| 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:                                         | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| Saturation 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 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.15       | 1.67 | 0.18 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 273        | 3012 | 316  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.08 | 0.05 | 0.16        | 0.08 | 0.03 | 0.21       | 0.21 | 0.21 | 0.07       | 0.15 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 23.4        | 19.9 | 56.3 | 38.0        | 34.5 | 84.2 | 49.7       | 49.7 | 49.7 | 36.4       | 36.4 | 74.4 |
| Volume/Cap:                                          | 0.35        | 0.66 | 0.14 | 0.66        | 0.35 | 0.06 | 0.66       | 0.66 | 0.66 | 0.32       | 0.66 | 0.27 |
| Delay/Veh:                                           | 60.3        | 71.2 | 33.7 | 56.8        | 51.5 | 17.1 | 47.2       | 47.2 | 47.2 | 49.6       | 55.6 | 24.6 |
| 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:                                          | 60.3        | 71.2 | 33.7 | 56.8        | 51.5 | 17.1 | 47.2       | 47.2 | 47.2 | 49.6       | 55.6 | 24.6 |
| LOS by Move:                                         | E           | E    | C    | E           | D    | B    | D          | D    | D    | D          | E    | C    |
| HCM2kAvgQ:                                           | 4           | 7    | 3    | 13          | 6    | 1    | 16         | 16   | 16   | 5          | 12   | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3256: ALMADEN EXP/CURTNER (E)

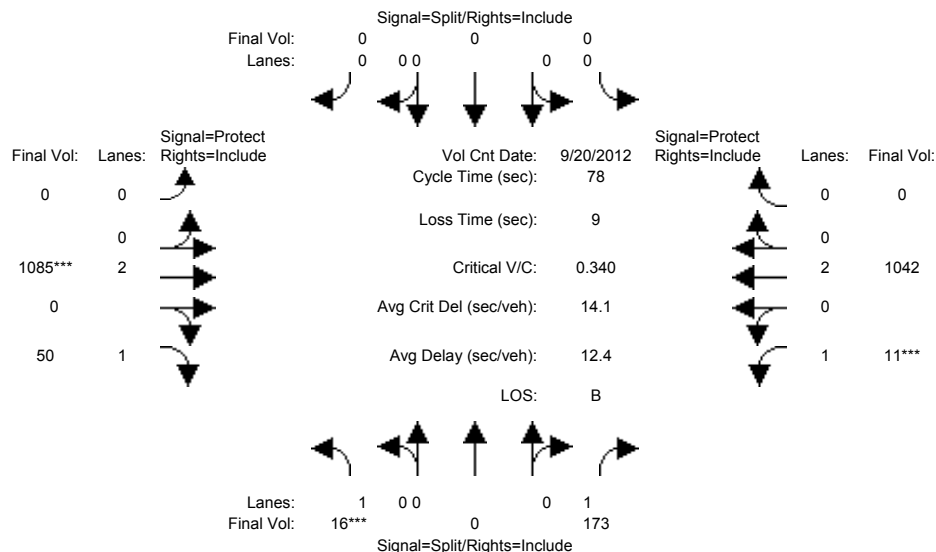


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 0    | 10   | 0           | 0    | 0    | 0          | 10   | 10   | 7          | 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 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:                                 | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 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:                                 | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 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:                                  | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 0    |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 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:                                | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 0    |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                  | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.01        | 0.00 | 0.21 | 0.00        | 0.00 | 0.00 | 0.00       | 0.23 | 0.05 | 0.01       | 0.29 | 0.00 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 30.6        | 0.0  | 30.6 | 0.0         | 0.0  | 0.0  | 0.0        | 33.4 | 33.4 | 7.0        | 40.4 | 0.0  |
| Volume/Cap:                                  | 0.01        | 0.00 | 0.55 | 0.00        | 0.00 | 0.00 | 0.00       | 0.55 | 0.11 | 0.08       | 0.58 | 0.00 |
| Delay/Veh:                                   | 15.4        | 0.0  | 20.4 | 0.0         | 0.0  | 0.0  | 0.0        | 18.1 | 14.3 | 33.8       | 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:                                  | 15.4        | 0.0  | 20.4 | 0.0         | 0.0  | 0.0  | 0.0        | 18.1 | 14.3 | 33.8       | 14.3 | 0.0  |
| LOS by Move:                                 | B           | A    | C    | A           | A    | A    | A          | B    | B    | C          | B    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 8    | 0           | 0    | 0    | 0          | 8    | 1    | 0          | 9    | 0    |

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

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Existing (PM)

## Intersection #3256: ALMADEN EXP/CURTNER (E)

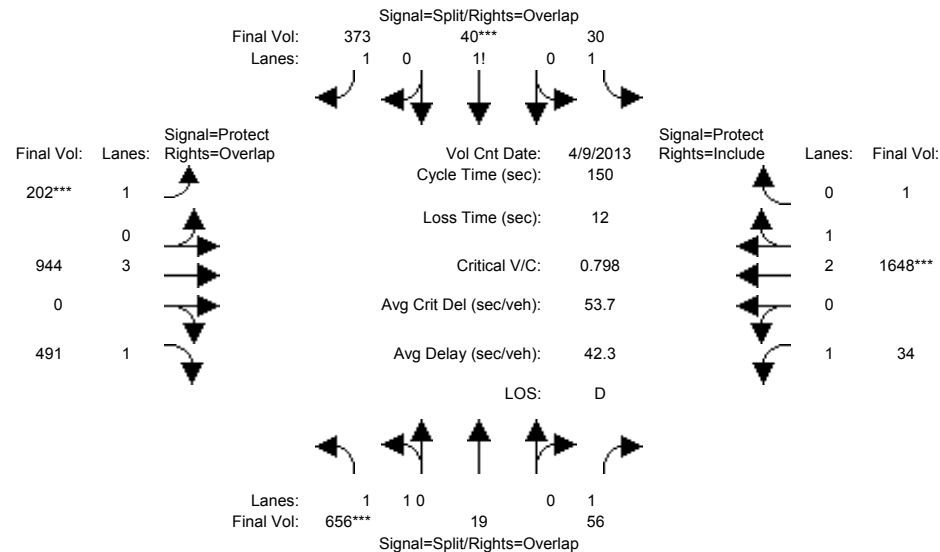


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 0    | 10   | 0           | 0    | 0    | 0          | 10   | 10   | 7          | 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 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:                                 | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 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:                                 | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 0    |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 0    |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 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:                                | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 0    |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                  | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.01        | 0.00 | 0.10 | 0.00        | 0.00 | 0.00 | 0.00       | 0.29 | 0.03 | 0.01       | 0.27 | 0.00 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            | **** |      | ****       |      |      |
| Green Time:                                  | 22.7        | 0.0  | 22.7 | 0.0         | 0.0  | 0.0  | 0.0        | 39.3 | 39.3 | 7.0        | 46.3 | 0.0  |
| Volume/Cap:                                  | 0.03        | 0.00 | 0.34 | 0.00        | 0.00 | 0.00 | 0.00       | 0.57 | 0.06 | 0.07       | 0.46 | 0.00 |
| Delay/Veh:                                   | 19.8        | 0.0  | 22.2 | 0.0         | 0.0  | 0.0  | 0.0        | 13.8 | 9.9  | 32.7       | 9.0  | 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:                                  | 19.8        | 0.0  | 22.2 | 0.0         | 0.0  | 0.0  | 0.0        | 13.8 | 9.9  | 32.7       | 9.0  | 0.0  |
| LOS by Move:                                 | B           | A    | C    | A           | A    | A    | A          | B    | A    | C          | A    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 4    | 0           | 0    | 0    | 0          | 9    | 1    | 0          | 7    | 0    |

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

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## Intersection #3261: ALVIN/TULLY

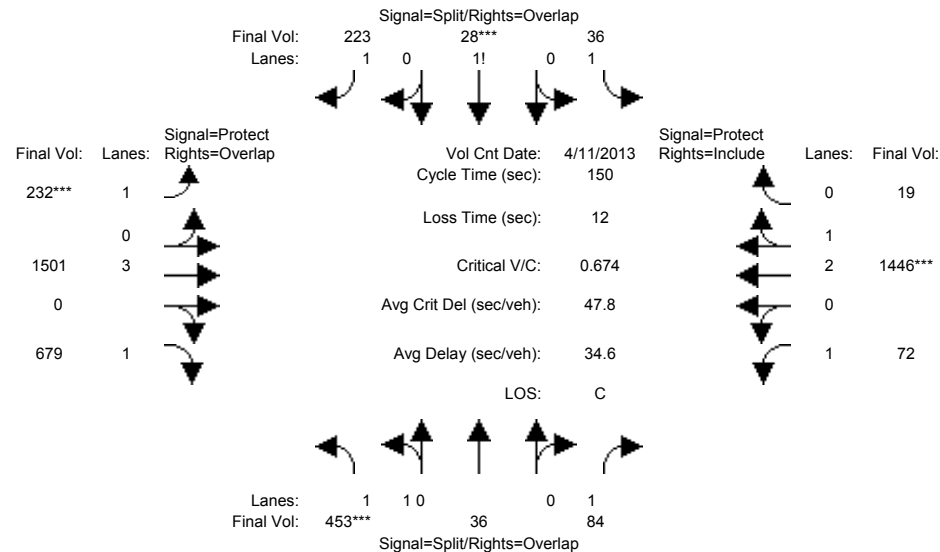


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| 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:                                         | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.94        | 0.06 | 1.00 | 1.06        | 0.17 | 1.77 | 1.00       | 3.00 | 1.00 | 1.00       | 2.99 | 0.01 |
| Final Sat.:                                          | 3450        | 100  | 1750 | 1862        | 298  | 3188 | 1750       | 5700 | 1750 | 1750       | 5597 | 3    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.19 | 0.03 | 0.02        | 0.13 | 0.12 | 0.12       | 0.17 | 0.28 | 0.02       | 0.29 | 0.29 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      |            | **** |      |
| Green Time:                                          | 35.7        | 35.7 | 52.7 | 25.3        | 25.3 | 46.9 | 21.7       | 60.1 | 95.8 | 16.9       | 55.3 | 55.3 |
| Volume/Cap:                                          | 0.80        | 0.80 | 0.09 | 0.10        | 0.80 | 0.37 | 0.80       | 0.41 | 0.44 | 0.17       | 0.80 | 0.80 |
| Delay/Veh:                                           | 59.1        | 59.1 | 32.7 | 52.7        | 67.9 | 40.3 | 78.2       | 32.4 | 13.9 | 60.6       | 44.6 | 44.6 |
| 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:                                          | 59.1        | 59.1 | 32.7 | 52.7        | 67.9 | 40.3 | 78.2       | 32.4 | 13.9 | 60.6       | 44.6 | 44.6 |
| LOS by Move:                                         | E           | E    | C    | D           | E    | D    | E          | C    | B    | E          | D    | D    |
| HCM2kAvgQ:                                           | 16          | 16   | 2    | 1           | 13   | 8    | 10         | 10   | 12   | 1          | 23   | 23   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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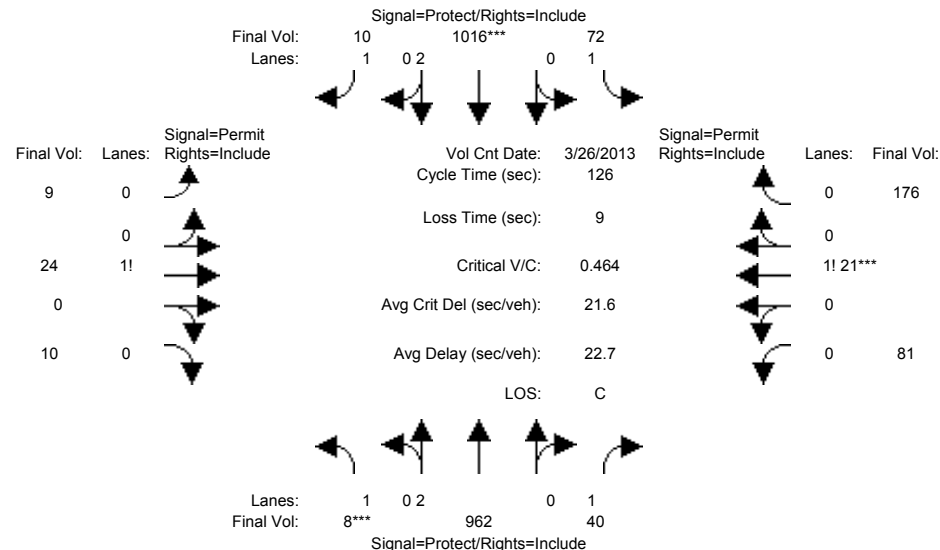
## Intersection #3261: ALVIN/TULLY



| 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: 11 Apr 2013 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 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:                                         | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 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:                                         | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 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:                                          | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 19   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 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:                                        | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 19   |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92  | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.85        | 0.15 | 1.00 | 1.12        | 0.18 | 1.70 | 1.00       | 3.00 | 1.00  | 1.00       | 2.96 | 0.04 |
| Final Sat.:                                          | 3289        | 261  | 1750 | 1955        | 319  | 3070 | 1750       | 5700 | 1750  | 1750       | 5527 | 73   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.14 | 0.05 | 0.02        | 0.09 | 0.07 | 0.13       | 0.26 | 0.39  | 0.04       | 0.26 | 0.26 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |       |            | **** |      |
| Green Time:                                          | 30.7        | 30.7 | 43.9 | 19.5        | 19.5 | 49.1 | 29.5       | 74.6 | 105.2 | 13.2       | 58.3 | 58.3 |
| Volume/Cap:                                          | 0.67        | 0.67 | 0.16 | 0.14        | 0.67 | 0.22 | 0.67       | 0.53 | 0.55  | 0.47       | 0.67 | 0.67 |
| Delay/Veh:                                           | 57.5        | 57.5 | 39.6 | 57.8        | 66.4 | 36.7 | 61.0       | 25.9 | 11.5  | 67.3       | 38.8 | 38.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 57.5        | 57.5 | 39.6 | 57.8        | 66.4 | 36.7 | 61.0       | 25.9 | 11.5  | 67.3       | 38.8 | 38.8 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | B     | E          | D    | D    |
| HCM2kAvgQ:                                           | 11          | 11   | 3    | 1           | 8    | 4    | 11         | 15   | 16    | 3          | 18   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

City of San Jose  
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Existing (AM)

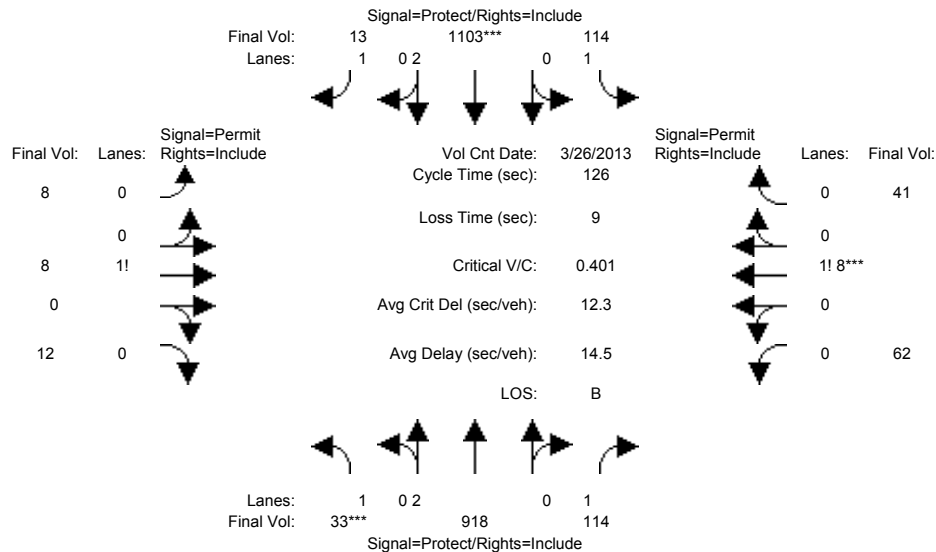
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| 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:                                         | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 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:                                        | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 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 | 0.92        | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.21       | 0.56 | 0.23 | 0.29       | 0.08 | 0.63 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 366        | 977  | 407  | 510        | 132  | 1108 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.25 | 0.02 | 0.04        | 0.27 | 0.01 | 0.02       | 0.02 | 0.02 | 0.16       | 0.16 | 0.16 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      |            | **** |      |
| Green Time:                                          | 7.0         | 62.3 | 62.3 | 13.7        | 69.0 | 69.0 | 41.0       | 41.0 | 41.0 | 41.0       | 41.0 | 41.0 |
| Volume/Cap:                                          | 0.08        | 0.51 | 0.05 | 0.38        | 0.49 | 0.01 | 0.08       | 0.08 | 0.08 | 0.49       | 0.49 | 0.49 |
| Delay/Veh:                                           | 56.8        | 21.8 | 16.5 | 53.5        | 17.8 | 13.0 | 29.5       | 29.5 | 29.5 | 34.7       | 34.7 | 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:                                          | 56.8        | 21.8 | 16.5 | 53.5        | 17.8 | 13.0 | 29.5       | 29.5 | 29.5 | 34.7       | 34.7 | 34.7 |
| LOS by Move:                                         | E           | C    | B    | D           | B    | B    | C          | C    | C    | C          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 12   | 1    | 3           | 12   | 0    | 1          | 1    | 1    | 9          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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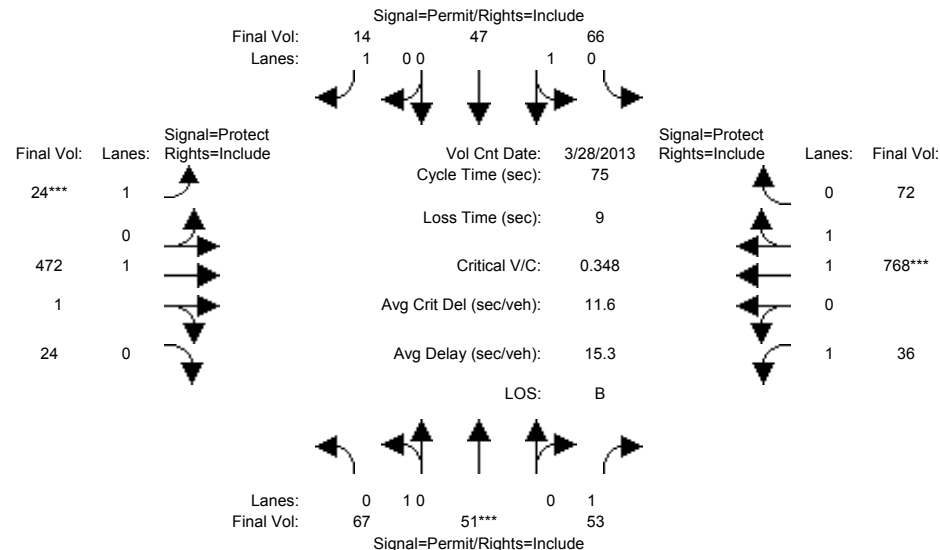
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                         | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                         | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                          | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 41   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                        | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.28       | 0.29 | 0.43 | 0.56       | 0.07 | 0.37 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 500        | 500  | 750  | 977        | 126  | 646  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.24 | 0.07 | 0.07        | 0.29 | 0.01 | 0.02       | 0.02 | 0.02 | 0.06       | 0.06 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      |            | **** |      |
| Green Time:                                          | 7.0         | 76.6 | 76.6 | 20.7        | 90.3 | 90.3 | 19.7       | 19.7 | 19.7 | 19.7       | 19.7 | 19.7 |
| Volume/Cap:                                          | 0.34        | 0.40 | 0.11 | 0.40        | 0.41 | 0.01 | 0.10       | 0.10 | 0.10 | 0.41       | 0.41 | 0.41 |
| Delay/Veh:                                           | 59.4        | 12.9 | 10.4 | 48.0        | 7.2  | 5.1  | 45.7       | 45.7 | 45.7 | 48.8       | 48.8 | 48.8 |
| 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:                                          | 59.4        | 12.9 | 10.4 | 48.0        | 7.2  | 5.1  | 45.7       | 45.7 | 45.7 | 48.8       | 48.8 | 48.8 |
| LOS by Move:                                         | E           | B    | B    | D           | A    | A    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 9    | 2    | 4           | 8    | 0    | 1          | 1    | 1    | 4          | 4    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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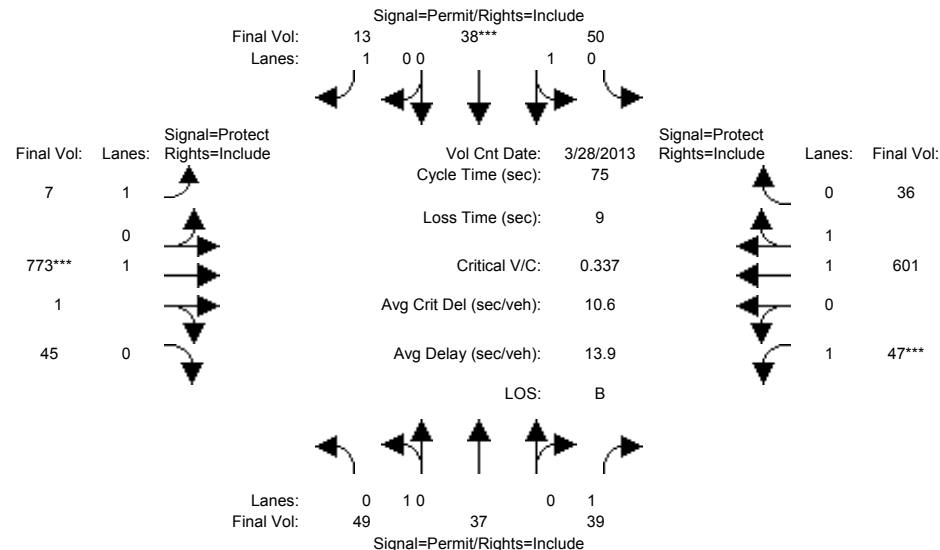
## Intersection #3341: BOOKSIN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| 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:                                         | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.57        | 0.43 | 1.00 | 0.58        | 0.42 | 1.00 | 1.00       | 1.90 | 0.10 | 1.00       | 1.82 | 0.18 |
| Final Sat.:                                          | 1022        | 778  | 1750 | 1051        | 749  | 1750 | 1750       | 3521 | 179  | 1750       | 3383 | 317  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.07 | 0.03 | 0.06        | 0.06 | 0.01 | 0.01       | 0.13 | 0.13 | 0.02       | 0.23 | 0.23 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.5        | 12.5 | 12.5 | 12.5        | 12.5 | 12.5 | 10.0       | 26.8 | 26.8 | 26.7       | 43.5 | 43.5 |
| Volume/Cap:                                          | 0.39        | 0.39 | 0.18 | 0.38        | 0.38 | 0.05 | 0.10       | 0.38 | 0.38 | 0.06       | 0.39 | 0.39 |
| Delay/Veh:                                           | 28.7        | 28.7 | 27.1 | 28.5        | 28.5 | 26.3 | 28.8       | 18.1 | 18.1 | 15.9       | 8.7  | 8.7  |
| 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:                                          | 28.7        | 28.7 | 27.1 | 28.5        | 28.5 | 26.3 | 28.8       | 18.1 | 18.1 | 15.9       | 8.7  | 8.7  |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | C          | B    | B    | B          | A    | A    |
| HCM2kAvgQ:                                           | 3           | 3    | 1    | 3           | 3    | 0    | 0          | 4    | 4    | 1          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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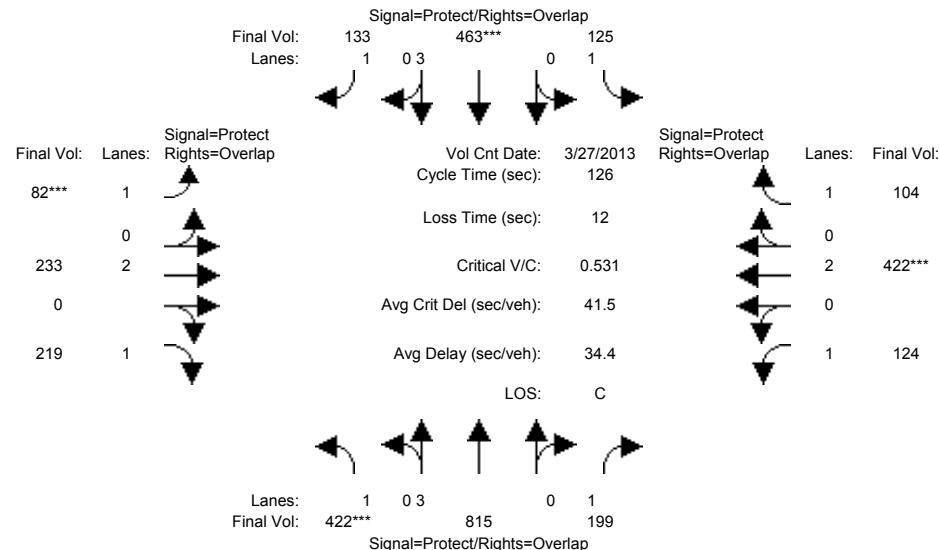
## Intersection #3341: BOOKSIN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                         | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                         | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                          | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 36   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                        | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 36   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.57        | 0.43 | 1.00 | 0.57        | 0.43 | 1.00 | 1.00       | 1.89 | 0.11 | 1.00       | 1.88 | 0.12 |
| Final Sat.:                                          | 1026        | 774  | 1750 | 1023        | 777  | 1750 | 1750       | 3496 | 204  | 1750       | 3491 | 209  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.05 | 0.02 | 0.05        | 0.05 | 0.01 | 0.00       | 0.22 | 0.22 | 0.03       | 0.17 | 0.17 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 10.1        | 10.1 | 10.1 | 10.1        | 10.1 | 10.1 | 24.4       | 45.9 | 45.9 | 10.0       | 31.5 | 31.5 |
| Volume/Cap:                                          | 0.35        | 0.35 | 0.16 | 0.36        | 0.36 | 0.05 | 0.01       | 0.36 | 0.36 | 0.20       | 0.41 | 0.41 |
| Delay/Veh:                                           | 30.3        | 30.3 | 29.0 | 30.4        | 30.4 | 28.4 | 17.2       | 7.4  | 7.4  | 29.4       | 15.4 | 15.4 |
| 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:                                          | 30.3        | 30.3 | 29.0 | 30.4        | 30.4 | 28.4 | 17.2       | 7.4  | 7.4  | 29.4       | 15.4 | 15.4 |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 1    | 2           | 2    | 0    | 0          | 5    | 5    | 1          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing (AM)

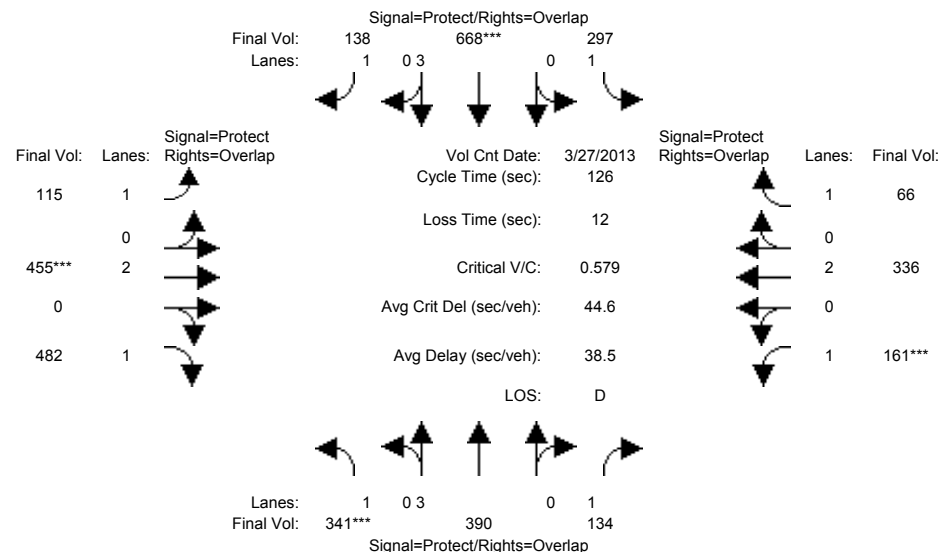
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| 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:                                         | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.14 | 0.11 | 0.07        | 0.08 | 0.08 | 0.05       | 0.06 | 0.13 | 0.07       | 0.11 | 0.06 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 57.2        | 51.0 | 68.7 | 25.5        | 19.3 | 30.4 | 11.1       | 19.8 | 77.0 | 17.7       | 26.4 | 51.9 |
| Volume/Cap:                                          | 0.53        | 0.35 | 0.21 | 0.35        | 0.53 | 0.31 | 0.53       | 0.39 | 0.20 | 0.50       | 0.53 | 0.14 |
| Delay/Veh:                                           | 25.4        | 26.1 | 14.8 | 43.8        | 49.8 | 39.7 | 58.4       | 48.1 | 11.0 | 51.8       | 45.0 | 23.3 |
| 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:                                          | 25.4        | 26.1 | 14.8 | 43.8        | 49.8 | 39.7 | 58.4       | 48.1 | 11.0 | 51.8       | 45.0 | 23.3 |
| LOS by Move:                                         | C           | C    | B    | D           | D    | D    | E          | D    | B    | D          | D    | C    |
| HCM2kAvgQ:                                           | 12          | 7    | 4    | 4           | 5    | 4    | 3          | 4    | 4    | 5          | 7    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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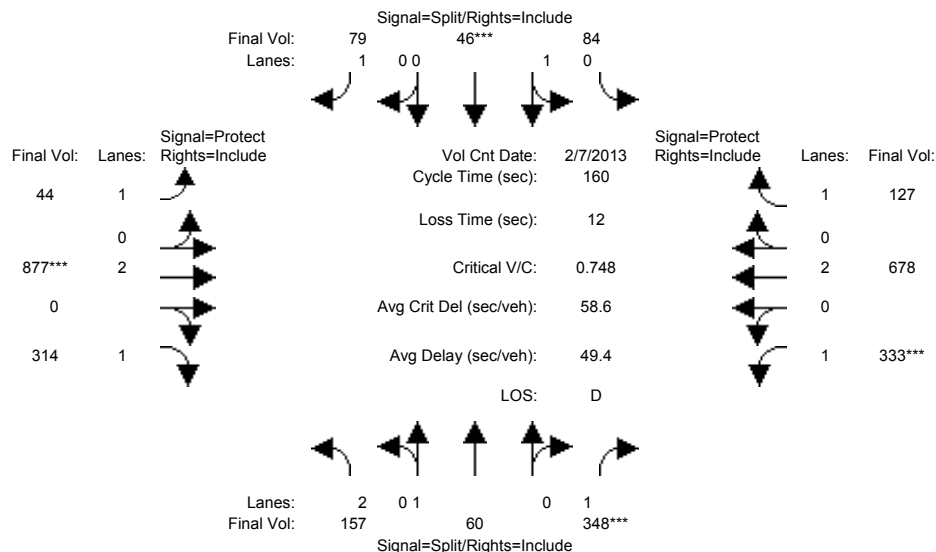
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 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:                                         | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 66   |
| 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:                                         | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 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:                                          | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 66   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 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:                                        | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 66   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.07 | 0.08 | 0.17        | 0.12 | 0.08 | 0.07       | 0.12 | 0.28 | 0.09       | 0.09 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 42.4        | 21.6 | 41.7 | 46.3        | 25.5 | 45.2 | 19.6       | 26.1 | 68.5 | 20.0       | 26.4 | 72.7 |
| Volume/Cap:                                          | 0.58        | 0.40 | 0.23 | 0.46        | 0.58 | 0.22 | 0.42       | 0.58 | 0.51 | 0.58       | 0.42 | 0.07 |
| Delay/Veh:                                           | 35.9        | 46.7 | 30.8 | 30.9        | 46.1 | 28.3 | 49.1       | 46.1 | 18.6 | 52.1       | 43.5 | 11.7 |
| 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:                                          | 35.9        | 46.7 | 30.8 | 30.9        | 46.1 | 28.3 | 49.1       | 46.1 | 18.6 | 52.1       | 43.5 | 11.7 |
| LOS by Move:                                         | D           | D    | C    | C           | D    | C    | D          | D    | B    | D          | D    | B    |
| HCM2kAvgQ:                                           | 11          | 4    | 4    | 9           | 8    | 4    | 4          | 8    | 12   | 6          | 5    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3377: CANOAS GARDEN/CURTNER

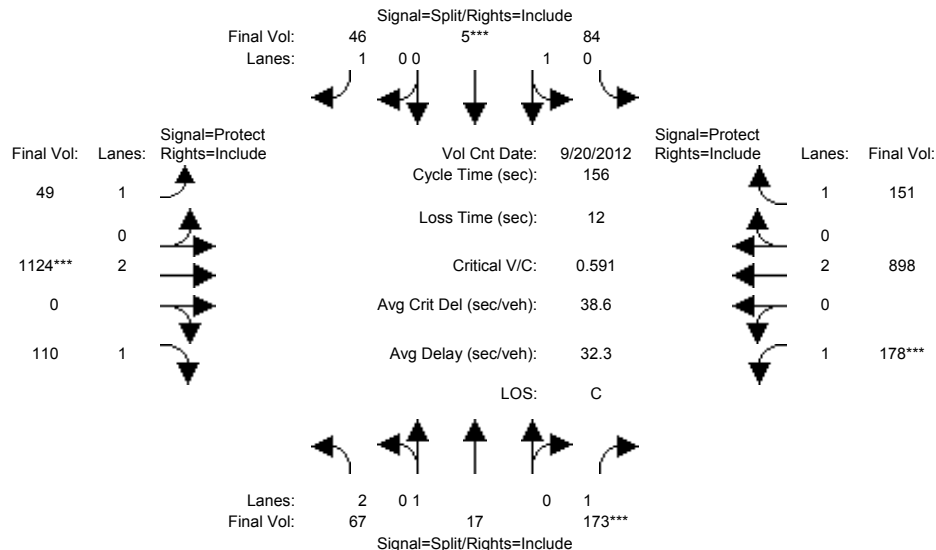


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 7 Feb 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| 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:                                         | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 0.65        | 0.35 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1163        | 637  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.03 | 0.20 | 0.07        | 0.07 | 0.05 | 0.03       | 0.23 | 0.18 | 0.19       | 0.18 | 0.07 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 42.5        | 42.5 | 42.5 | 15.4        | 15.4 | 15.4 | 17.7       | 49.3 | 49.3 | 40.7       | 72.3 | 72.3 |
| Volume/Cap:                                          | 0.19        | 0.12 | 0.75 | 0.75        | 0.75 | 0.47 | 0.23       | 0.75 | 0.58 | 0.75       | 0.39 | 0.16 |
| Delay/Veh:                                           | 45.5        | 44.6 | 60.4 | 86.7        | 86.7 | 70.4 | 65.5       | 52.5 | 48.2 | 61.8       | 29.4 | 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:                                          | 45.5        | 44.6 | 60.4 | 86.7        | 86.7 | 70.4 | 65.5       | 52.5 | 48.2 | 61.8       | 29.4 | 26.0 |
| LOS by Move:                                         | D           | D    | E    | F           | F    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                           | 3           | 2    | 18   | 8           | 8    | 4    | 2          | 19   | 14   | 16         | 11   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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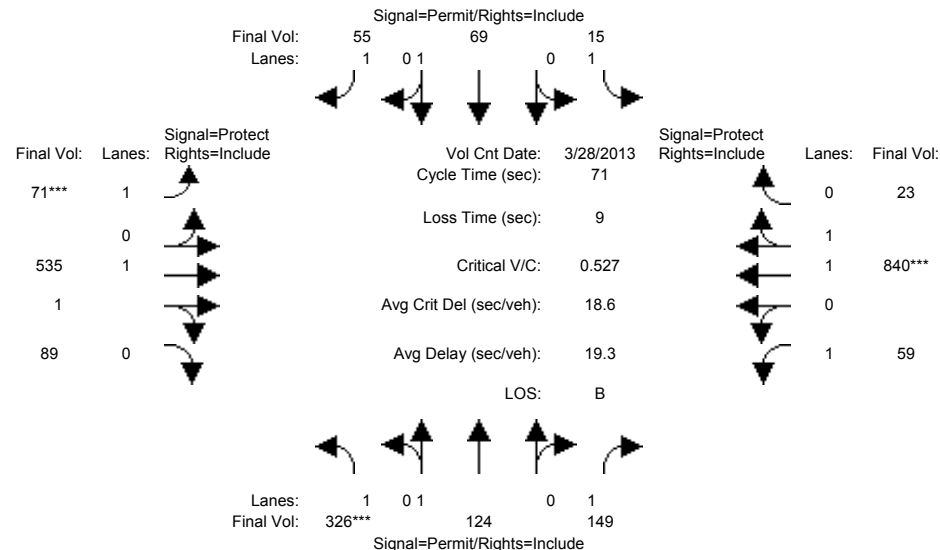
## Intersection #3377: CANOAS GARDEN/CURTNER



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| 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:                                         | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 0.94        | 0.06 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1699        | 101  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.01 | 0.10 | 0.05        | 0.05 | 0.03 | 0.03       | 0.30 | 0.06 | 0.10       | 0.24 | 0.09 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 26.1        | 26.1 | 26.1 | 13.0        | 13.0 | 13.0 | 16.7       | 78.0 | 78.0 | 26.8       | 88.1 | 88.1 |
| Volume/Cap:                                          | 0.13        | 0.05 | 0.59 | 0.59        | 0.59 | 0.31 | 0.26       | 0.59 | 0.13 | 0.59       | 0.42 | 0.15 |
| Delay/Veh:                                           | 55.4        | 54.7 | 63.2 | 75.0        | 75.0 | 68.5 | 64.7       | 28.2 | 20.9 | 62.6       | 19.5 | 16.2 |
| 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:                                          | 55.4        | 54.7 | 63.2 | 75.0        | 75.0 | 68.5 | 64.7       | 28.2 | 20.9 | 62.6       | 19.5 | 16.2 |
| LOS by Move:                                         | E           | D    | E    | E           | E    | E    | E          | C    | C    | E          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 9    | 5           | 5    | 2    | 2          | 18   | 3    | 8          | 12   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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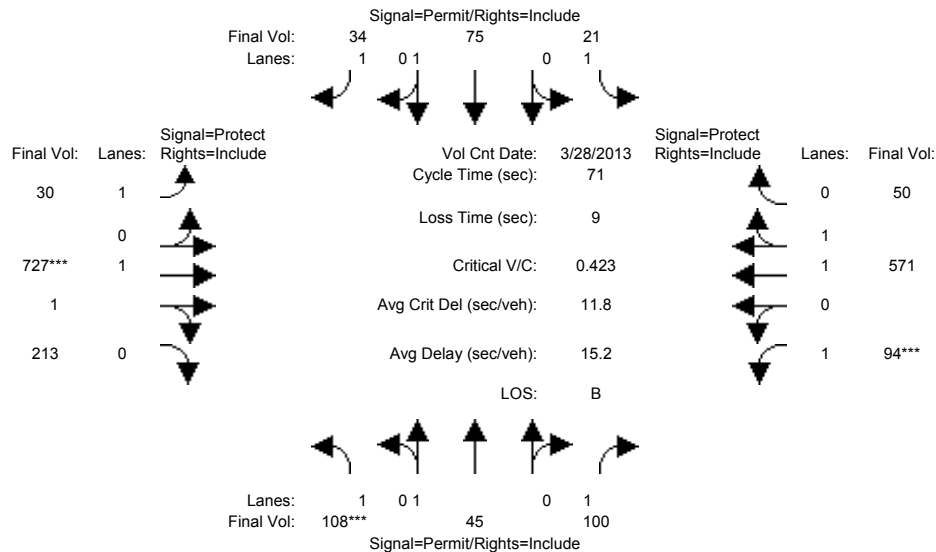
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 23   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 23   |
| 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:                                         | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 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:                                          | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 23   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 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:                                        | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 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       | 0.98 | 0.95 | 0.92       | 0.97 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.71 | 0.29 | 1.00       | 1.95 | 0.05 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 3172 | 528  | 1750       | 3601 | 99   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.07 | 0.09 | 0.01        | 0.04 | 0.03 | 0.04       | 0.17 | 0.17 | 0.03       | 0.23 | 0.23 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 23.1        | 23.1 | 23.1 | 23.1        | 23.1 | 23.1 | 10.0       | 21.2 | 21.2 | 17.7       | 28.9 | 28.9 |
| Volume/Cap:                                          | 0.57        | 0.20 | 0.26 | 0.03        | 0.11 | 0.10 | 0.29       | 0.56 | 0.56 | 0.14       | 0.57 | 0.57 |
| Delay/Veh:                                           | 21.3        | 17.5 | 17.9 | 16.3        | 16.9 | 16.8 | 28.0       | 21.7 | 21.7 | 20.8       | 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:                                          | 21.3        | 17.5 | 17.9 | 16.3        | 16.9 | 16.8 | 28.0       | 21.7 | 21.7 | 20.8       | 16.8 | 16.8 |
| LOS by Move:                                         | C           | B    | B    | B           | B    | B    | C          | C    | C    | C          | B    | B    |
| HCM2kAvgQ:                                           | 6           | 2    | 3    | 0           | 1    | 1    | 1          | 6    | 6    | 1          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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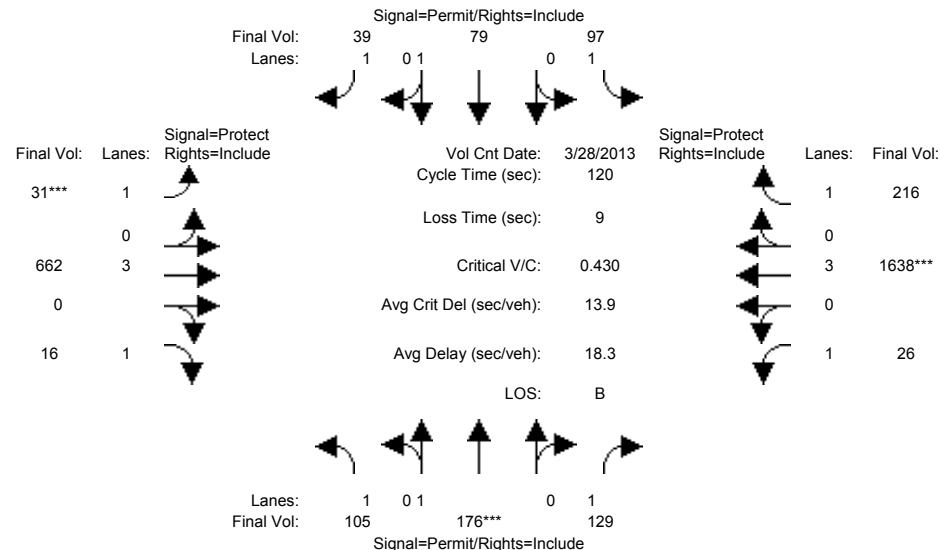
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| 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:                                         | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 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:                                          | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 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:                                        | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| Saturation 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       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.53 | 0.47 | 1.00       | 1.83 | 0.17 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 2861 | 838  | 1750       | 3402 | 298  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.02 | 0.06 | 0.01        | 0.04 | 0.02 | 0.02       | 0.25 | 0.25 | 0.05       | 0.17 | 0.17 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.2        | 10.2 | 10.2 | 10.2        | 10.2 | 10.2 | 23.7       | 41.8 | 41.8 | 10.0       | 28.2 | 28.2 |
| Volume/Cap:                                          | 0.43        | 0.17 | 0.40 | 0.08        | 0.28 | 0.14 | 0.05       | 0.43 | 0.43 | 0.38       | 0.42 | 0.42 |
| Delay/Veh:                                           | 29.0        | 27.0 | 28.7 | 26.5        | 27.7 | 26.8 | 16.1       | 8.2  | 8.2  | 28.7       | 15.7 | 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:                                          | 29.0        | 27.0 | 28.7 | 26.5        | 27.7 | 26.8 | 16.1       | 8.2  | 8.2  | 28.7       | 15.7 | 15.7 |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 2    | 0           | 2    | 1    | 0          | 6    | 6    | 2          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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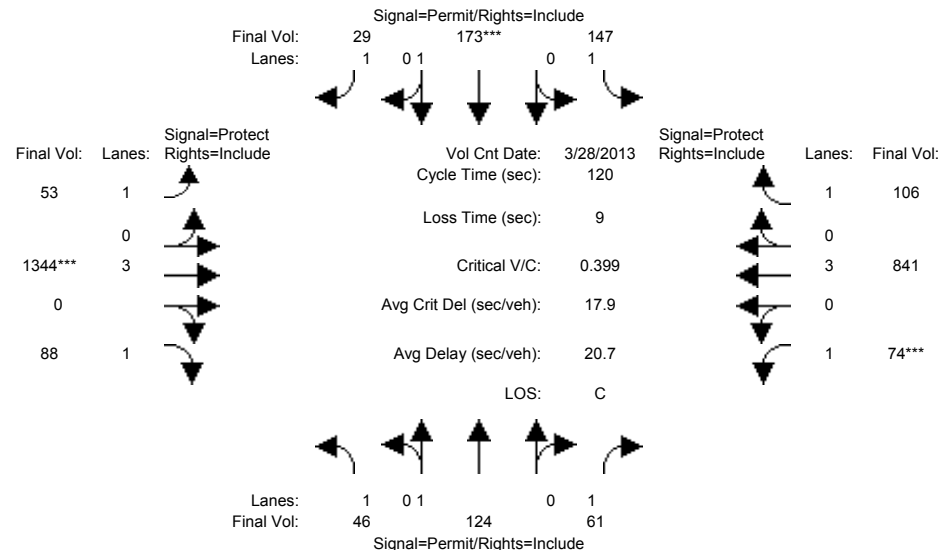
## Intersection #3399: CHERRY/HILLSDALE



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| 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:                                         | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.09 | 0.07 | 0.06        | 0.04 | 0.02 | 0.02       | 0.12 | 0.01 | 0.01       | 0.29 | 0.12 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 25.4        | 25.4 | 25.4 | 25.4        | 25.4 | 25.4 | 7.0        | 57.0 | 57.0 | 28.6       | 78.6 | 78.6 |
| Volume/Cap:                                          | 0.28        | 0.44 | 0.35 | 0.26        | 0.20 | 0.11 | 0.30       | 0.24 | 0.02 | 0.06       | 0.44 | 0.19 |
| Delay/Veh:                                           | 40.1        | 41.9 | 40.9 | 39.9        | 39.2 | 38.3 | 55.8       | 18.8 | 16.7 | 35.4       | 10.1 | 8.2  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 40.1        | 41.9 | 40.9 | 39.9        | 39.2 | 38.3 | 55.8       | 18.8 | 16.7 | 35.4       | 10.1 | 8.2  |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | E          | B    | B    | D          | B    | A    |
| HCM2kAvgQ:                                           | 3           | 5    | 4    | 3           | 2    | 1    | 1          | 5    | 0    | 1          | 10   | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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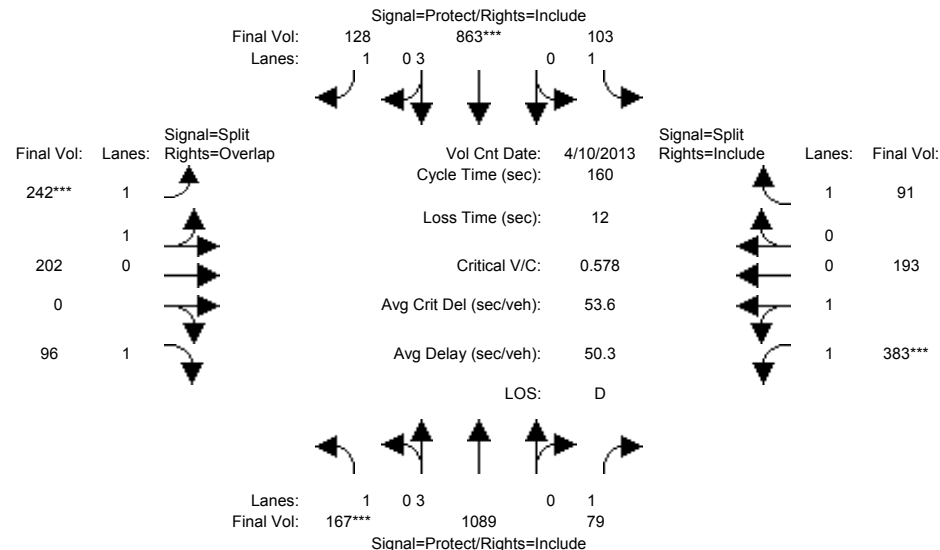
## Intersection #3399: CHERRY/HILLSDALE



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| 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:                                         | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 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:                                          | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 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:                                        | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.07 | 0.03 | 0.08        | 0.09 | 0.02 | 0.03       | 0.24 | 0.05 | 0.04       | 0.15 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.4        | 27.4 | 27.4 | 27.4        | 27.4 | 27.4 | 23.7       | 70.9 | 70.9 | 12.7       | 59.9 | 59.9 |
| Volume/Cap:                                          | 0.12        | 0.29 | 0.15 | 0.37        | 0.40 | 0.07 | 0.15       | 0.40 | 0.09 | 0.40       | 0.30 | 0.12 |
| Delay/Veh:                                           | 36.8        | 38.6 | 37.2 | 39.6        | 39.9 | 36.4 | 40.1       | 13.2 | 10.6 | 51.5       | 17.7 | 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:                                          | 36.8        | 38.6 | 37.2 | 39.6        | 39.9 | 36.4 | 40.1       | 13.2 | 10.6 | 51.5       | 17.7 | 16.1 |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | D          | B    | B    | D          | B    | B    |
| HCM2kAvgQ:                                           | 1           | 4    | 2    | 5           | 5    | 1    | 2          | 9    | 1    | 3          | 6    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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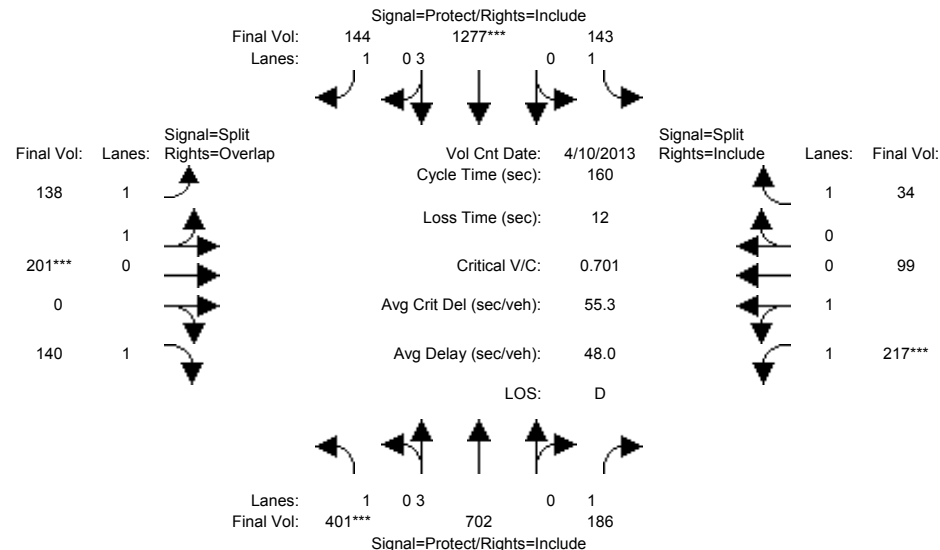
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 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:                                         | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 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:                                         | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 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:                                          | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 91   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 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:                                        | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 91   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.10       | 0.90 | 1.00 | 1.34       | 0.66 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1935       | 1615 | 1750 | 2360       | 1189 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.19 | 0.05 | 0.06        | 0.15 | 0.07 | 0.13       | 0.13 | 0.05 | 0.16       | 0.16 | 0.05 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 26.4        | 52.3 | 52.3 | 16.1        | 41.9 | 41.9 | 34.7       | 34.7 | 61.1 | 45.0       | 45.0 | 45.0 |
| Volume/Cap:                                          | 0.58        | 0.58 | 0.14 | 0.58        | 0.58 | 0.28 | 0.58       | 0.58 | 0.14 | 0.58       | 0.58 | 0.19 |
| Delay/Veh:                                           | 64.5        | 45.3 | 38.1 | 73.7        | 51.9 | 47.3 | 57.2       | 57.2 | 32.4 | 50.2       | 50.2 | 43.8 |
| 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:                                          | 64.5        | 45.3 | 38.1 | 73.7        | 51.9 | 47.3 | 57.2       | 57.2 | 32.4 | 50.2       | 50.2 | 43.8 |
| LOS by Move:                                         | E           | D    | D    | E           | D    | D    | E          | E    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 9           | 15   | 3    | 5           | 12   | 5    | 10         | 10   | 3    | 13         | 13   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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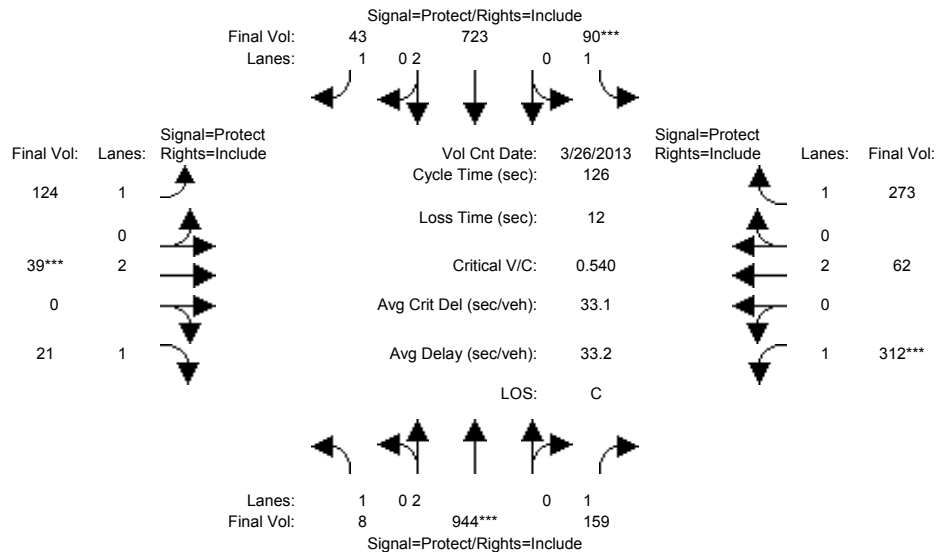
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 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:                                         | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 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:                                         | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 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:                                          | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 34   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 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:                                        | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 34   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.38       | 0.62 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 2438       | 1112 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.23        | 0.12 | 0.11 | 0.08        | 0.22 | 0.08 | 0.08       | 0.11 | 0.08 | 0.09       | 0.09 | 0.02 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            | **** |      |            |      |      |
| Green Time:                                          | 52.3        | 62.2 | 62.2 | 41.3        | 51.2 | 51.2 | 24.2       | 24.2 | 76.5 | 20.3       | 20.3 | 20.3 |
| Volume/Cap:                                          | 0.70        | 0.32 | 0.27 | 0.32        | 0.70 | 0.26 | 0.52       | 0.70 | 0.17 | 0.70       | 0.70 | 0.15 |
| Delay/Veh:                                           | 50.9        | 34.2 | 33.6 | 48.4        | 48.9 | 40.6 | 63.4       | 69.0 | 23.8 | 71.8       | 71.8 | 62.5 |
| 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:                                          | 50.9        | 34.2 | 33.6 | 48.4        | 48.9 | 40.6 | 63.4       | 69.0 | 23.8 | 71.8       | 71.8 | 62.5 |
| LOS by Move:                                         | D           | C    | C    | D           | D    | D    | E          | E    | C    | E          | E    | E    |
| HCM2kAvgQ:                                           | 19          | 8    | 7    | 6           | 18   | 5    | 7          | 9    | 4    | 9          | 9    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3404: CHYNOWETH/SNELL



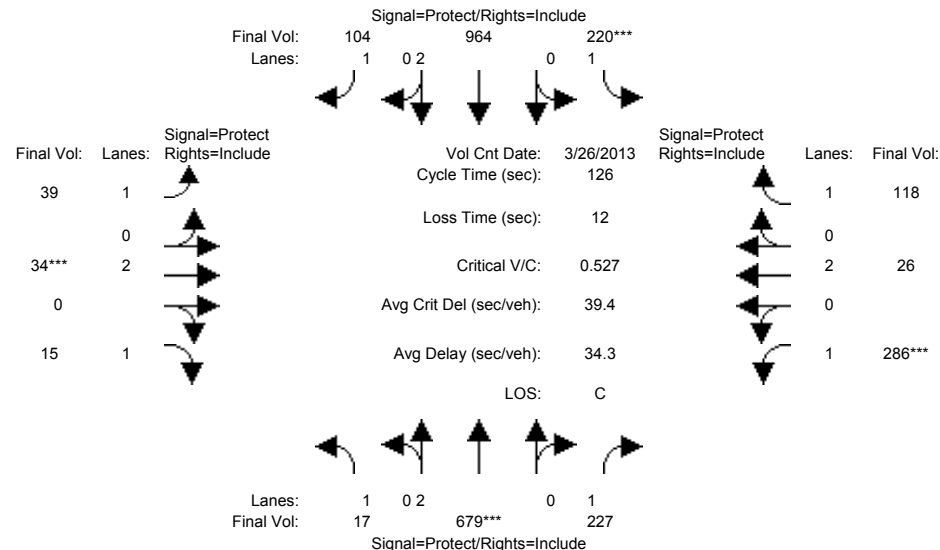
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| 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:                                 | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| Saturation 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       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.25 | 0.09 | 0.05        | 0.19 | 0.02 | 0.07       | 0.01 | 0.01 | 0.18       | 0.02 | 0.16 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 14.7        | 54.0 | 54.0 | 11.2        | 50.5 | 50.5 | 15.2       | 10.0 | 10.0 | 38.8       | 33.5 | 33.5 |
| Volume/Cap:                                  | 0.04        | 0.58 | 0.21 | 0.58        | 0.47 | 0.06 | 0.59       | 0.13 | 0.15 | 0.58       | 0.06 | 0.59 |
| Delay/Veh:                                   | 49.4        | 27.9 | 22.7 | 60.5        | 28.2 | 23.2 | 56.6       | 54.1 | 54.6 | 38.3       | 34.5 | 42.1 |
| 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:                                  | 49.4        | 27.9 | 22.7 | 60.5        | 28.2 | 23.2 | 56.6       | 54.1 | 54.6 | 38.3       | 34.5 | 42.1 |
| LOS by Move:                                 | D           | C    | C    | E           | C    | C    | E          | D    | D    | D          | C    | D    |
| HCM2kAvgQ:                                   | 0           | 13   | 4    | 4           | 10   | 1    | 6          | 1    | 1    | 11         | 1    | 10   |

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



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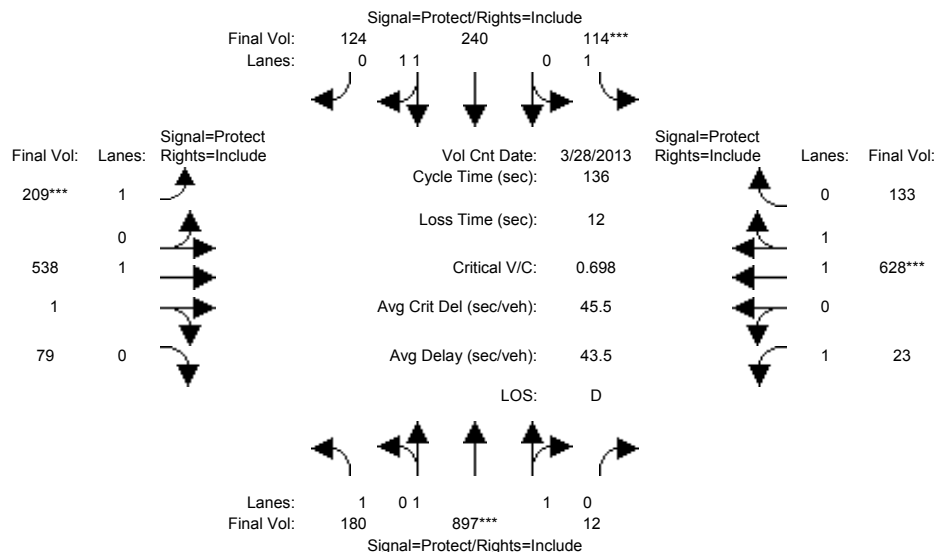
## Intersection #3404: CHYNOWETH/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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:                                         | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 118  |
| 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          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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:                                          | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 118  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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:                                        | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.18 | 0.13 | 0.13        | 0.25 | 0.06 | 0.02       | 0.01 | 0.01 | 0.16       | 0.01 | 0.07 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.2        | 39.7 | 39.7 | 27.9        | 55.5 | 55.5 | 19.1       | 10.0 | 10.0 | 36.3       | 27.3 | 27.3 |
| Volume/Cap:                                          | 0.10        | 0.57 | 0.41 | 0.57        | 0.58 | 0.13 | 0.15       | 0.11 | 0.11 | 0.57       | 0.03 | 0.31 |
| Delay/Veh:                                           | 52.2        | 36.6 | 34.4 | 45.6        | 26.9 | 21.0 | 46.7       | 54.0 | 54.2 | 39.7       | 39.0 | 42.0 |
| 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:                                          | 52.2        | 36.6 | 34.4 | 45.6        | 26.9 | 21.0 | 46.7       | 54.0 | 54.2 | 39.7       | 39.0 | 42.0 |
| LOS by Move:                                         | D           | D    | C    | D           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 11   | 7    | 8           | 13   | 2    | 1          | 1    | 1    | 10         | 0    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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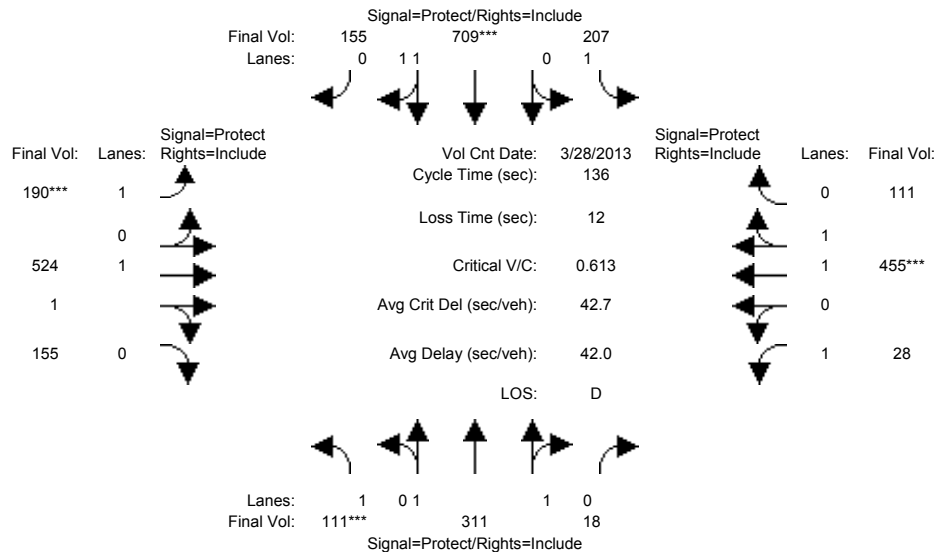
## Intersection #3435: CURTNER/LINCOLN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 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:                                         | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 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:                                         | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 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:                                          | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 133  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 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:                                        | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 133  |
| 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        | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.97 | 0.03 | 1.00        | 1.30 | 0.70 | 1.00       | 1.74 | 0.26 | 1.00       | 1.64 | 0.36 |
| Final Sat.:                                          | 1750        | 3651 | 49   | 1750        | 2439 | 1260 | 1750       | 3226 | 474  | 1750       | 3053 | 647  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.25 | 0.25 | 0.07        | 0.10 | 0.10 | 0.12       | 0.17 | 0.17 | 0.01       | 0.21 | 0.21 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 31.0        | 47.9 | 47.9 | 12.7        | 29.6 | 29.6 | 23.3       | 48.4 | 48.4 | 15.0       | 40.1 | 40.1 |
| Volume/Cap:                                          | 0.45        | 0.70 | 0.70 | 0.70        | 0.45 | 0.45 | 0.70       | 0.47 | 0.47 | 0.12       | 0.70 | 0.70 |
| Delay/Veh:                                           | 46.0        | 39.5 | 39.5 | 72.3        | 46.5 | 46.5 | 60.1       | 34.1 | 34.1 | 54.9       | 44.6 | 44.6 |
| 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:                                          | 46.0        | 39.5 | 39.5 | 72.3        | 46.5 | 46.5 | 60.1       | 34.1 | 34.1 | 54.9       | 44.6 | 44.6 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | E          | C    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 7           | 17   | 17   | 5           | 7    | 7    | 9          | 10   | 10   | 1          | 14   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3435: CURTNER/LINCOLN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 111         | 311  | 18   | 207         | 709  | 155  | 190        | 524  | 155  | 28         | 455  | 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:                                         | 111         | 311  | 18   | 207         | 709  | 155  | 190        | 524  | 155  | 28         | 455  | 111  |
| 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         | 311  | 18   | 207         | 709  | 155  | 190        | 524  | 155  | 28         | 455  | 111  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 111         | 311  | 18   | 207         | 709  | 155  | 190        | 524  | 155  | 28         | 455  | 111  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 111         | 311  | 18   | 207         | 709  | 155  | 190        | 524  | 155  | 28         | 455  | 111  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 111         | 311  | 18   | 207         | 709  | 155  | 190        | 524  | 155  | 28         | 455  | 111  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.98 | 0.95 | 0.92        | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.89 | 0.11 | 1.00        | 1.63 | 0.37 | 1.00       | 1.53 | 0.47 | 1.00       | 1.60 | 0.40 |
| Final Sat.:                                          | 1750        | 3497 | 202  | 1750        | 3036 | 664  | 1750       | 2855 | 844  | 1750       | 2974 | 725  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.09 | 0.09 | 0.12        | 0.23 | 0.23 | 0.11       | 0.18 | 0.18 | 0.02       | 0.15 | 0.15 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.1        | 28.3 | 28.3 | 37.6        | 51.8 | 51.8 | 24.1       | 45.4 | 45.4 | 12.7       | 34.0 | 34.0 |
| Volume/Cap:                                          | 0.61        | 0.43 | 0.43 | 0.43        | 0.61 | 0.61 | 0.61       | 0.55 | 0.55 | 0.17       | 0.61 | 0.61 |
| Delay/Veh:                                           | 64.4        | 47.2 | 47.2 | 41.0        | 34.8 | 34.8 | 55.2       | 37.5 | 37.5 | 57.3       | 46.4 | 46.4 |
| 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:                                          | 64.4        | 47.2 | 47.2 | 41.0        | 34.8 | 34.8 | 55.2       | 37.5 | 37.5 | 57.3       | 46.4 | 46.4 |
| LOS by Move:                                         | E           | D    | D    | D           | C    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 6           | 6    | 6    | 7           | 15   | 15   | 8          | 12   | 12   | 1          | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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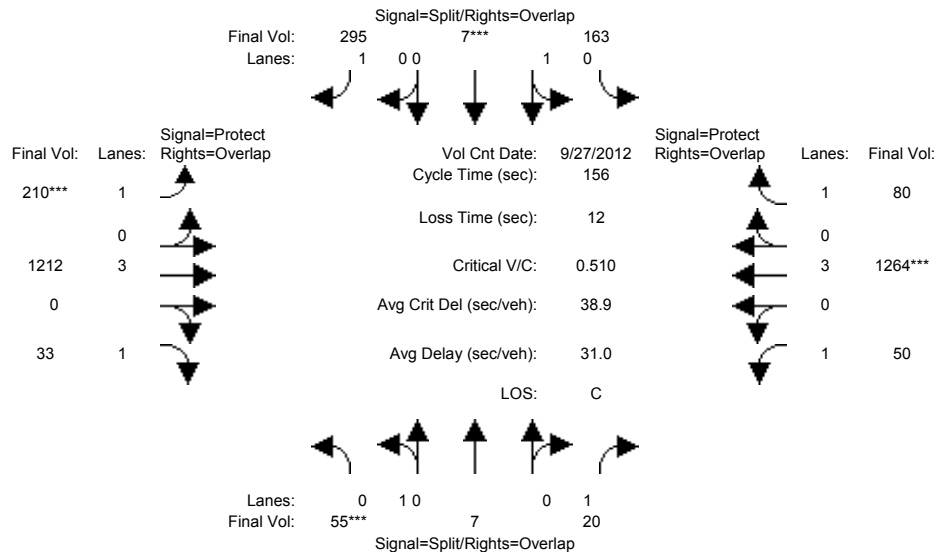
[illegible]

| Approach:                                            | North Bound |   |      |      | South Bound |      |      |      | East Bound |      |      |   | West Bound |   |       |  |
|------------------------------------------------------|-------------|---|------|------|-------------|------|------|------|------------|------|------|---|------------|---|-------|--|
| Movement:                                            | L           | - | T    | -    | R           | L    | -    | T    | -          | R    | L    | - | T          | - | R     |  |
| Min. Green:                                          | 10          |   | 10   |      | 10          | 10   |      | 10   |            | 10   | 7    |   | 10         |   | 10    |  |
| Y+R:                                                 | 4.0         |   | 4.0  |      | 4.0         | 4.0  |      | 4.0  |            | 4.0  | 4.0  |   | 4.0        |   | 4.0   |  |
| ----- ----- ----- ----- -----                        |             |   |      |      |             |      |      |      |            |      |      |   |            |   |       |  |
| Volume Module: >> Count Date: 27 Sep 2012 <<         |             |   |      |      |             |      |      |      |            |      |      |   |            |   |       |  |
| Base Vol:                                            | 4           |   | 2    |      | 2           | 67   |      | 3    |            | 129  | 161  |   | 866        |   | 32    |  |
| Growth Adj:                                          | 1.00        |   | 1.00 |      | 1.00        | 1.00 |      | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00  |  |
| Initial Bse:                                         | 4           |   | 2    |      | 2           | 67   |      | 3    |            | 129  | 161  |   | 866        |   | 32    |  |
| Added Vol:                                           | 0           |   | 0    |      | 0           | 0    |      | 0    |            | 0    | 0    |   | 0          |   | 0     |  |
| ATI:                                                 | 0           |   | 0    |      | 0           | 0    |      | 0    |            | 0    | 0    |   | 0          |   | 0     |  |
| Initial Fut:                                         | 4           |   | 2    |      | 2           | 67   |      | 3    |            | 129  | 161  |   | 866        |   | 32    |  |
| User Adj:                                            | 1.00        |   | 1.00 |      | 1.00        | 1.00 |      | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00  |  |
| PHF Adj:                                             | 1.00        |   | 1.00 |      | 1.00        | 1.00 |      | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00  |  |
| PHF Volume:                                          | 4           |   | 2    |      | 2           | 67   |      | 3    |            | 129  | 161  |   | 866        |   | 32    |  |
| Reduced Vol:                                         | 0           |   | 0    |      | 0           | 0    |      | 0    |            | 0    | 0    |   | 0          |   | 0     |  |
| Reduced Vol:                                         | 4           |   | 2    |      | 2           | 67   |      | 3    |            | 129  | 161  |   | 866        |   | 32    |  |
| PCE Adj:                                             | 1.00        |   | 1.00 |      | 1.00        | 1.00 |      | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00  |  |
| MLF Adj:                                             | 1.00        |   | 1.00 |      | 1.00        | 1.00 |      | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00  |  |
| FinalVolume:                                         | 4           |   | 2    |      | 2           | 67   |      | 3    |            | 129  | 161  |   | 866        |   | 32    |  |
| ----- ----- ----- ----- -----                        |             |   |      |      |             |      |      |      |            |      |      |   |            |   |       |  |
| Saturation Flow Module:                              |             |   |      |      |             |      |      |      |            |      |      |   |            |   |       |  |
| Sat/Lane:                                            | 1900        |   | 1900 |      | 1900        | 1900 |      | 1900 |            | 1900 | 1900 |   | 1900       |   | 1900  |  |
| Adjustment:                                          | 0.95        |   | 0.95 |      | 0.92        | 0.95 |      | 0.95 |            | 0.92 | 0.92 |   | 1.00       |   | 0.92  |  |
| Lanes:                                               | 0.67        |   | 0.33 |      | 1.00        | 0.96 |      | 0.04 |            | 1.00 | 1.00 |   | 3.00       |   | 1.00  |  |
| Final Sat.:                                          | 1200        |   | 600  |      | 1750        | 1723 |      | 77   |            | 1750 | 1750 |   | 5700       |   | 1750  |  |
| ----- ----- ----- ----- -----                        |             |   |      |      |             |      |      |      |            |      |      |   |            |   |       |  |
| Capacity Analysis Module:                            |             |   |      |      |             |      |      |      |            |      |      |   |            |   |       |  |
| Vol/Sat:                                             | 0.00        |   | 0.00 |      | 0.00        | 0.04 |      | 0.04 |            | 0.07 | 0.09 |   | 0.15       |   | 0.02  |  |
| Crit Moves:                                          | ****        |   |      | **** |             |      | **** |      |            | **** |      |   | ****       |   |       |  |
| Green Time:                                          | 10.0        |   | 10.0 |      | 37.2        | 16.5 |      | 16.5 |            | 55.5 | 39.0 |   | 94.3       |   | 104.3 |  |
| Volume/Cap:                                          | 0.05        |   | 0.05 |      | 0.00        | 0.38 |      | 0.38 |            | 0.21 | 0.38 |   | 0.26       |   | 0.03  |  |
| Delay/Veh:                                           | 70.7        |   | 70.7 |      | 47.2        | 68.2 |      | 68.2 |            | 37.0 | 50.9 |   | 15.9       |   | 9.9   |  |
| User DelAdj:                                         | 1.00        |   | 1.00 |      | 1.00        | 1.00 |      | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00  |  |
| AdjDel/Veh:                                          | 70.7        |   | 70.7 |      | 47.2        | 68.2 |      | 68.2 |            | 37.0 | 50.9 |   | 15.9       |   | 9.9   |  |
| LOS by Move:                                         | E           |   | E    |      | D           | E    |      | E    |            | D    | D    |   | B          |   | A     |  |
| HCM2kAvgQ:                                           | 0           |   | 0    |      | 0           | 4    |      | 4    |            | 5    | 7    |   | 7          |   | 1     |  |
| Note: Queue reported is the number of cars per lane. |             |   |      |      |             |      |      |      |            |      |      |   |            |   |       |  |

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

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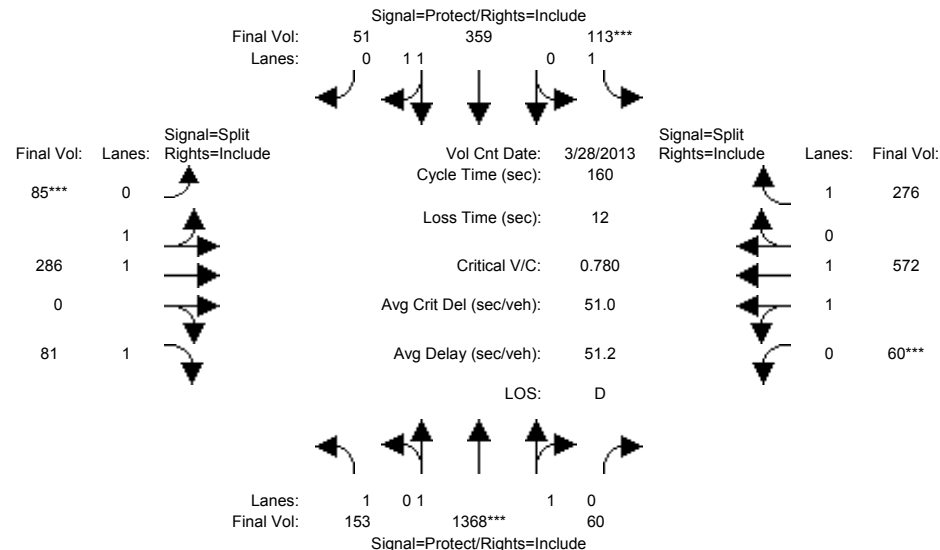
## Intersection #3436: CURTNER/LITTLE ORCHARD



| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 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:                                         | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 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:                                         | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 80   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 80   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 80   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 80   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.89        | 0.11 | 1.00 | 0.96        | 0.04 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1597        | 203  | 1750 | 1726        | 74   | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.03 | 0.01 | 0.09        | 0.09 | 0.17 | 0.12       | 0.21 | 0.02 | 0.03       | 0.22 | 0.05 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.5        | 10.5 | 28.8 | 28.9        | 28.9 | 65.6 | 36.7       | 86.3 | 96.9 | 18.2       | 67.8 | 96.7 |
| Volume/Cap:                                          | 0.51        | 0.51 | 0.06 | 0.51        | 0.51 | 0.40 | 0.51       | 0.38 | 0.03 | 0.24       | 0.51 | 0.07 |
| Delay/Veh:                                           | 73.8        | 73.8 | 52.6 | 58.5        | 58.5 | 31.9 | 52.9       | 19.8 | 11.4 | 63.3       | 32.2 | 11.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 73.8        | 73.8 | 52.6 | 58.5        | 58.5 | 31.9 | 52.9       | 19.8 | 11.4 | 63.3       | 32.2 | 11.8 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | C    | D          | B    | B    | E          | C    | B    |
| HCM2kAvgQ:                                           | 4           | 4    | 1    | 8           | 8    | 10   | 9          | 10   | 1    | 2          | 14   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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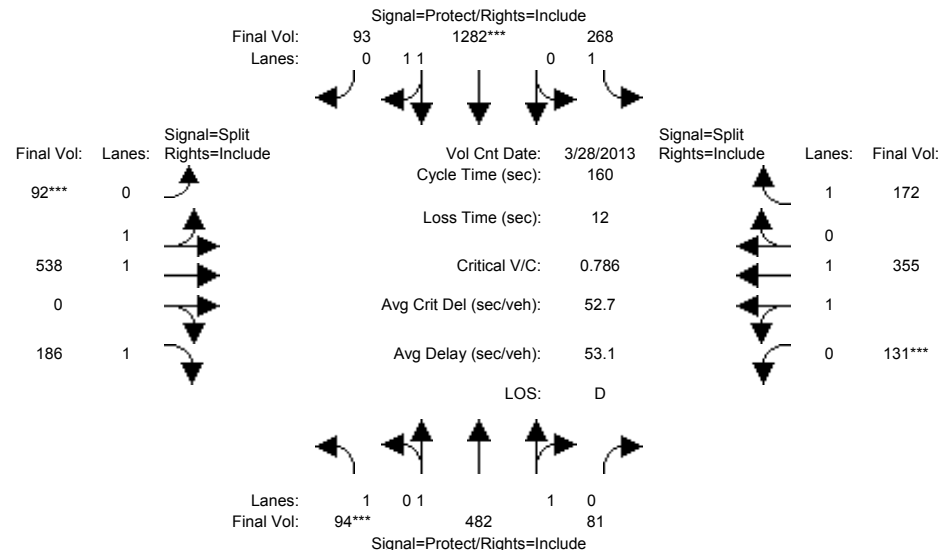
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 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:                                         | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 276  |
| 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:                                         | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 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:                                          | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 276  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 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:                                        | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 276  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.91 | 0.09 | 1.00        | 1.74 | 0.26 | 0.47       | 1.53 | 1.00 | 0.20       | 1.80 | 1.00 |
| Final Sat.:                                          | 1750        | 3544 | 155  | 1750        | 3239 | 460  | 848        | 2852 | 1750 | 351        | 3348 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.39 | 0.39 | 0.06        | 0.11 | 0.11 | 0.10       | 0.10 | 0.05 | 0.17       | 0.17 | 0.16 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 40.7        | 79.2 | 79.2 | 13.2        | 51.7 | 51.7 | 20.6       | 20.6 | 20.6 | 35.0       | 35.0 | 35.0 |
| Volume/Cap:                                          | 0.34        | 0.78 | 0.78 | 0.78        | 0.34 | 0.34 | 0.78       | 0.78 | 0.36 | 0.78       | 0.78 | 0.72 |
| Delay/Veh:                                           | 49.2        | 35.5 | 35.5 | 95.2        | 41.4 | 41.4 | 75.6       | 75.6 | 64.7 | 63.8       | 63.8 | 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:                                          | 49.2        | 35.5 | 35.5 | 95.2        | 41.4 | 41.4 | 75.6       | 75.6 | 64.7 | 63.8       | 63.8 | 64.5 |
| LOS by Move:                                         | D           | D    | D    | F           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 30   | 30   | 6           | 7    | 7    | 9          | 9    | 4    | 15         | 15   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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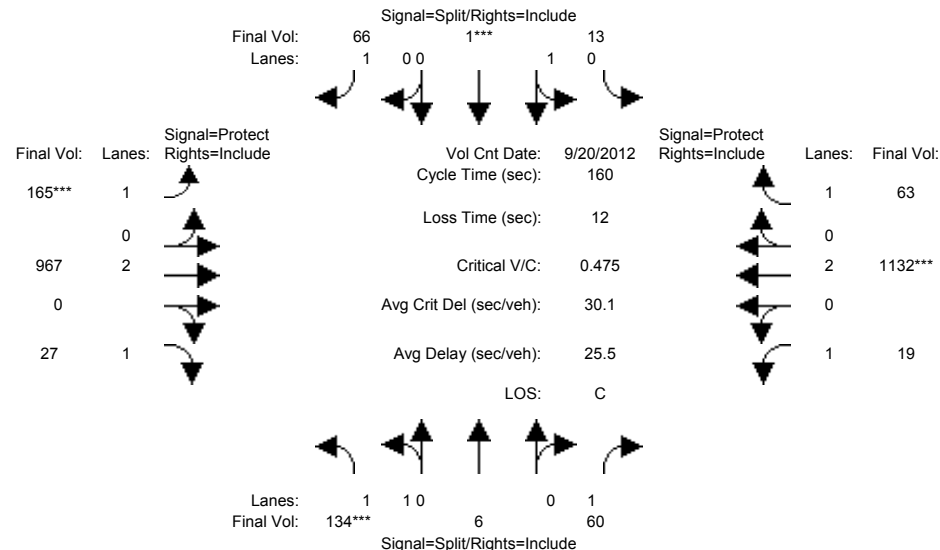
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| 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:                                         | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.70 | 0.30 | 1.00        | 1.86 | 0.14 | 0.30       | 1.70 | 1.00 | 0.55       | 1.45 | 1.00 |
| Final Sat.:                                          | 1750        | 3167 | 532  | 1750        | 3450 | 250  | 540        | 3159 | 1750 | 997        | 2702 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.15 | 0.15 | 0.15        | 0.37 | 0.37 | 0.17       | 0.17 | 0.11 | 0.13       | 0.13 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.9        | 43.2 | 43.2 | 43.4        | 75.7 | 75.7 | 34.7       | 34.7 | 34.7 | 26.7       | 26.7 | 26.7 |
| Volume/Cap:                                          | 0.79        | 0.56 | 0.56 | 0.56        | 0.79 | 0.79 | 0.79       | 0.79 | 0.49 | 0.79       | 0.79 | 0.59 |
| Delay/Veh:                                           | 101.6       | 51.1 | 51.1 | 51.7        | 37.8 | 37.8 | 64.3       | 64.3 | 55.9 | 70.5       | 70.5 | 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:                                          | 101.6       | 51.1 | 51.1 | 51.7        | 37.8 | 37.8 | 64.3       | 64.3 | 55.9 | 70.5       | 70.5 | 64.7 |
| LOS by Move:                                         | F           | D    | D    | D           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 12   | 12   | 12          | 29   | 29   | 15         | 15   | 8    | 12         | 12   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3439: CURTNER/STONE

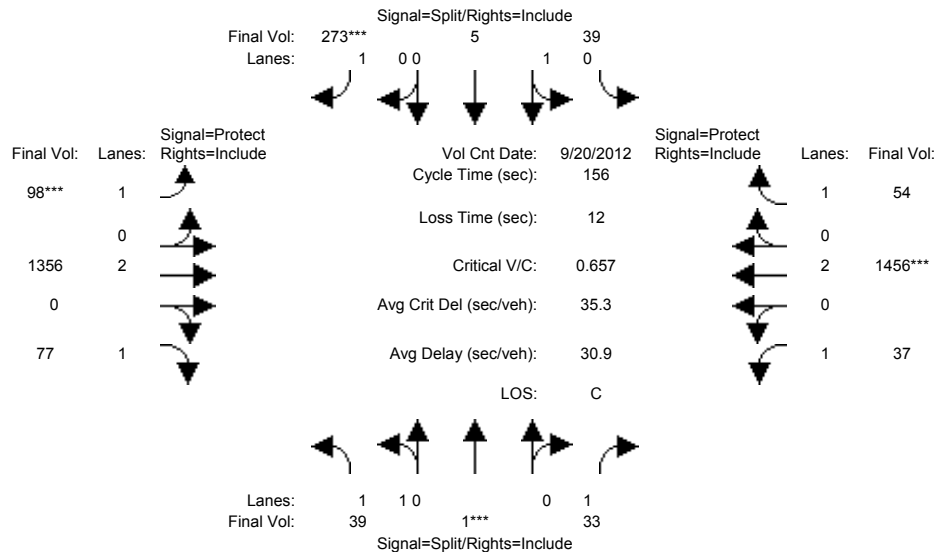


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 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:                                         | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 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:                                         | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 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:                                          | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 63   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 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:                                        | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 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 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92  | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.92        | 0.08 | 1.00 | 0.93        | 0.07 | 1.00 | 1.00       | 2.00 | 1.00  | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3398        | 152  | 1750 | 1671        | 129  | 1750 | 1750       | 3800 | 1750  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.04 | 0.03 | 0.01        | 0.01 | 0.04 | 0.09       | 0.25 | 0.02  | 0.01       | 0.30 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |       | ****       |      |      |
| Green Time:                                          | 12.4        | 12.4 | 12.4 | 12.7        | 12.7 | 12.7 | 29.6       | 105  | 104.9 | 18.0       | 93.4 | 93.4 |
| Volume/Cap:                                          | 0.51        | 0.51 | 0.44 | 0.10        | 0.10 | 0.48 | 0.51       | 0.39 | 0.02  | 0.10       | 0.51 | 0.06 |
| Delay/Veh:                                           | 72.5        | 72.5 | 72.8 | 68.6        | 68.6 | 73.0 | 60.1       | 12.8 | 9.6   | 63.9       | 20.0 | 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:                                          | 72.5        | 72.5 | 72.8 | 68.6        | 68.6 | 73.0 | 60.1       | 12.8 | 9.6   | 63.9       | 20.0 | 14.4 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | B    | A     | E          | B    | B    |
| HCM2kAvgQ:                                           | 4           | 4    | 4    | 1           | 1    | 4    | 8          | 11   | 0     | 1          | 16   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |



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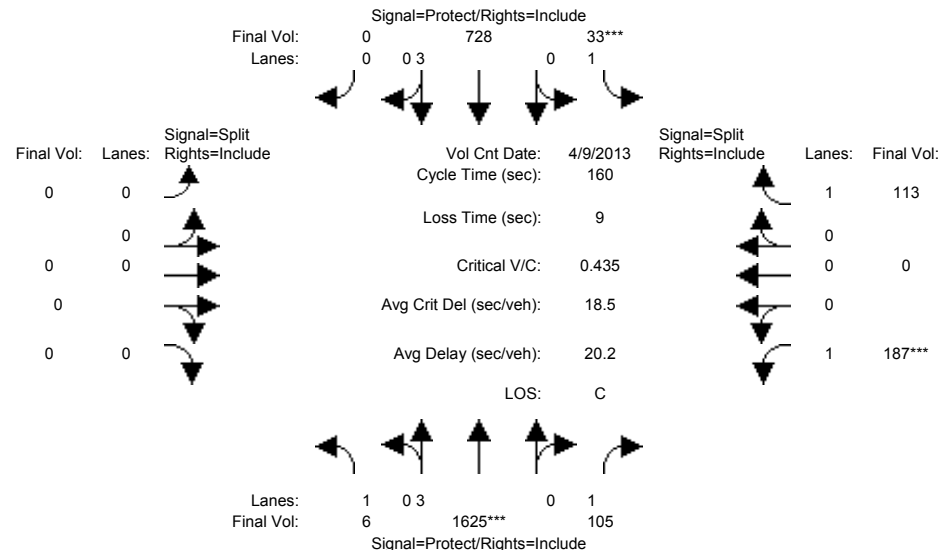
## Intersection #3439: CURTNER/STONE



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 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:                                         | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 54   |
| 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          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 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          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 54   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 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:                                        | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 54   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.95        | 0.05 | 1.00 | 0.89        | 0.11 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3461        | 89   | 1750 | 1595        | 205  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.01 | 0.02 | 0.02        | 0.02 | 0.16 | 0.06       | 0.36 | 0.04 | 0.02       | 0.38 | 0.03 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 10.0        | 10.0 | 10.0 | 35.1        | 35.1 | 35.1 | 12.6       | 87.8 | 87.8 | 11.0       | 86.3 | 86.3 |
| Volume/Cap:                                          | 0.18        | 0.18 | 0.29 | 0.11        | 0.11 | 0.69 | 0.69       | 0.63 | 0.08 | 0.30       | 0.69 | 0.06 |
| Delay/Veh:                                           | 69.5        | 69.5 | 71.1 | 48.1        | 48.1 | 60.7 | 83.6       | 23.8 | 15.6 | 70.2       | 26.3 | 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:                                          | 69.5        | 69.5 | 71.1 | 48.1        | 48.1 | 60.7 | 83.6       | 23.8 | 15.6 | 70.2       | 26.3 | 16.1 |
| LOS by Move:                                         | E           | E    | E    | D           | D    | E    | F          | C    | B    | E          | C    | B    |
| HCM2kAvgQ:                                           | 1           | 1    | 2    | 2           | 2    | 14   | 5          | 21   | 2    | 2          | 25   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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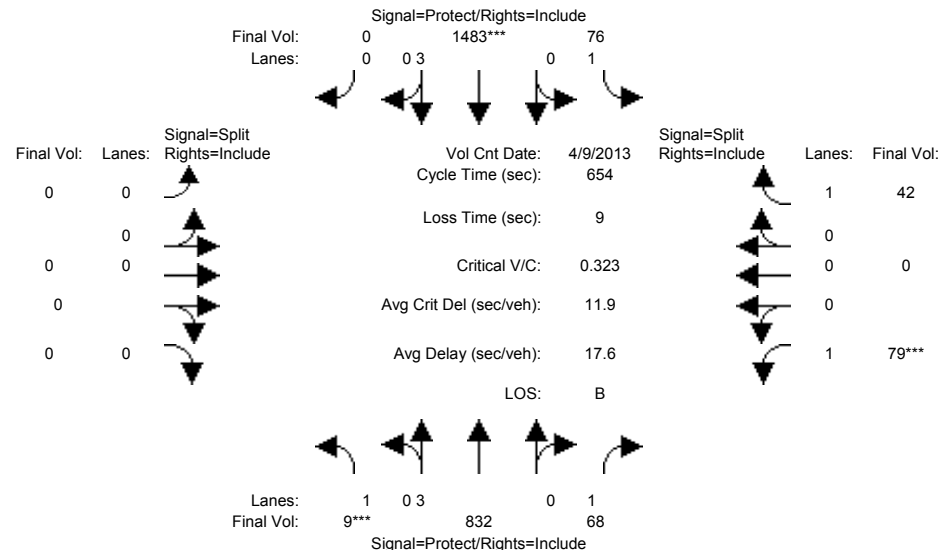
## Intersection #3462: EDENVIEW/MONTEREY



| 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   | 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: 9 Apr 2013 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 6           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| Growth Adj:                                          | 1.00        | 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           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| 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           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 6           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 6           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| Saturation 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.29 | 0.06  | 0.02        | 0.13 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.06 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 28.5        | 105  | 104.7 | 7.0         | 83.2 | 0.0  | 0.0        | 0.0  | 0.0  | 39.3       | 0.0  | 39.3 |
| Volume/Cap:                                          | 0.02        | 0.44 | 0.09  | 0.43        | 0.25 | 0.00 | 0.00       | 0.00 | 0.00 | 0.44       | 0.00 | 0.26 |
| Delay/Veh:                                           | 54.2        | 13.4 | 10.2  | 78.4        | 21.2 | 0.0  | 0.0        | 0.0  | 0.0  | 51.7       | 0.0  | 49.0 |
| 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:                                          | 54.2        | 13.4 | 10.2  | 78.4        | 21.2 | 0.0  | 0.0        | 0.0  | 0.0  | 51.7       | 0.0  | 49.0 |
| LOS by Move:                                         | D           | B    | B     | E           | C    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 12   | 2     | 2           | 6    | 0    | 0          | 0    | 0    | 8          | 0    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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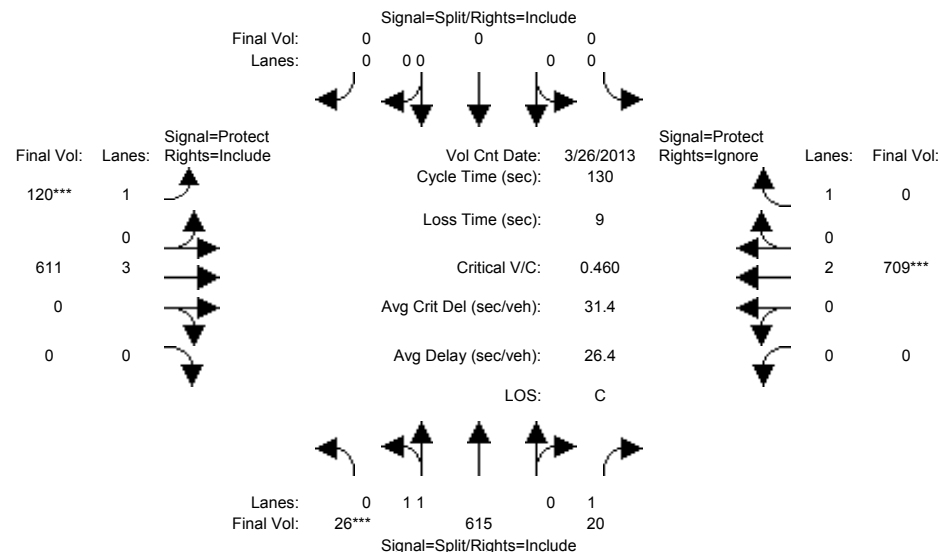
## Intersection #3462: EDENVIEW/MONTEREY



| 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   | 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: 9 Apr 2013 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 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:                                         | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 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:                                         | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 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:                                          | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 42   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 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:                                        | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.15 | 0.04  | 0.04        | 0.26 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.02 |
| Crit Moves:                                          | ****        |      |       |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 19.1        | 416  | 415.6 | 123.6       | 520  | 0.0  | 0.0        | 0.0  | 0.0  | 90.3       | 0.0  | 90.3 |
| Volume/Cap:                                          | 0.18        | 0.23 | 0.06  | 0.23        | 0.33 | 0.00 | 0.00       | 0.00 | 0.00 | 0.33       | 0.00 | 0.17 |
| Delay/Veh:                                           | 115.3       | 18.7 | 16.6  | 82.9        | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 94.2       | 0.0  | 91.7 |
| 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:                                          | 115.3       | 18.7 | 16.6  | 82.9        | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 94.2       | 0.0  | 91.7 |
| LOS by Move:                                         | F           | B    | B     | F           | A    | A    | A          | A    | A    | F          | A    | F    |
| HCM2kAvgQ:                                           | 1           | 8    | 2     | 5           | 10   | 0    | 0          | 0    | 0    | 6          | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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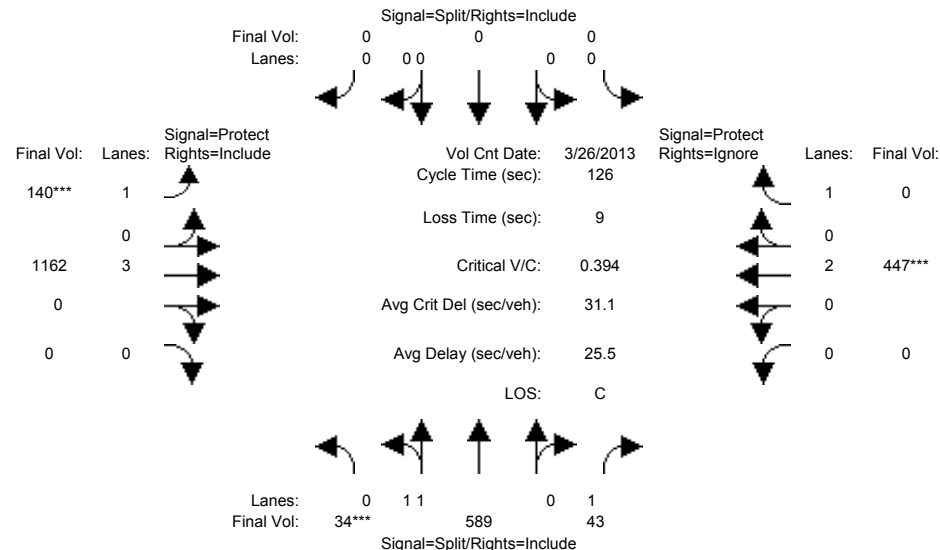
## Intersection #3472: 11TH/KEYES



| 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   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 1017 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 1017 |
| 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:                                         | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 1017 |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.97 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.08        | 1.92 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 150         | 3550 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.17        | 0.17 | 0.01 | 0.00        | 0.00 | 0.00 | 0.07       | 0.11 | 0.00 | 0.00       | 0.19 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 48.9        | 48.9 | 48.9 | 0.0         | 0.0  | 0.0  | 19.4       | 72.1 | 0.0  | 0.0        | 52.7 | 0.0  |
| Volume/Cap:                                          | 0.46        | 0.46 | 0.03 | 0.00        | 0.00 | 0.00 | 0.46       | 0.19 | 0.00 | 0.00       | 0.46 | 0.00 |
| Delay/Veh:                                           | 30.8        | 30.8 | 25.6 | 0.0         | 0.0  | 0.0  | 51.8       | 14.5 | 0.0  | 0.0        | 28.5 | 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:                                          | 30.8        | 30.8 | 25.6 | 0.0         | 0.0  | 0.0  | 51.8       | 14.5 | 0.0  | 0.0        | 28.5 | 0.0  |
| LOS by Move:                                         | C           | C    | C    | A           | A    | A    | D          | B    | A    | A          | C    | A    |
| HCM2kAvgQ:                                           | 10          | 10   | 1    | 0           | 0    | 0    | 5          | 4    | 0    | 0          | 10   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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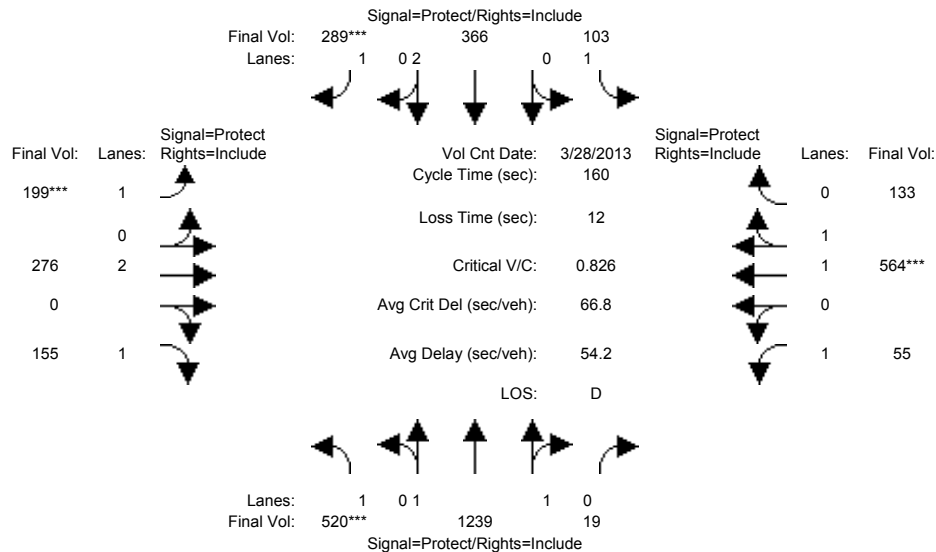
## Intersection #3472: 11TH/KEYES



| 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   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 725  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 725  |
| 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:                                         | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 725  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.11        | 1.89 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 202         | 3498 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.17        | 0.17 | 0.02 | 0.00        | 0.00 | 0.00 | 0.08       | 0.20 | 0.00 | 0.00       | 0.12 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 53.8        | 53.8 | 53.8 | 0.0         | 0.0  | 0.0  | 25.6       | 63.2 | 0.0  | 0.0        | 37.6 | 0.0  |
| Volume/Cap:                                          | 0.39        | 0.39 | 0.06 | 0.00        | 0.00 | 0.00 | 0.39       | 0.41 | 0.00 | 0.00       | 0.39 | 0.00 |
| Delay/Veh:                                           | 25.0        | 25.0 | 21.2 | 0.0         | 0.0  | 0.0  | 44.2       | 19.8 | 0.0  | 0.0        | 35.4 | 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:                                          | 25.0        | 25.0 | 21.2 | 0.0         | 0.0  | 0.0  | 44.2       | 19.8 | 0.0  | 0.0        | 35.4 | 0.0  |
| LOS by Move:                                         | C           | C    | C    | A           | A    | A    | D          | B    | A    | A          | D    | A    |
| HCM2kAvgQ:                                           | 8           | 8    | 1    | 0           | 0    | 0    | 5          | 9    | 0    | 0          | 7    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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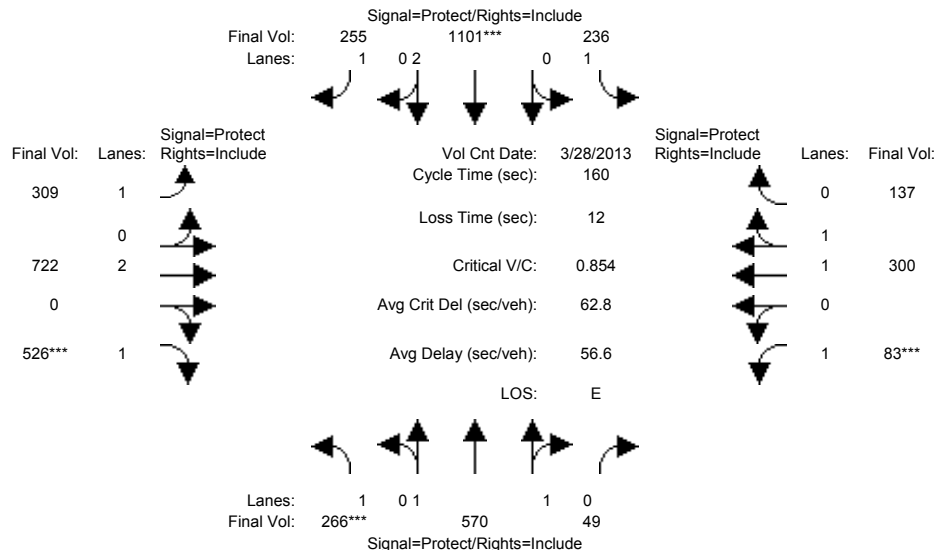
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                         | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                         | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                          | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 133  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                        | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 133  |
| 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        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.97 | 0.03 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.61 | 0.39 |
| Final Sat.:                                          | 1750        | 3644 | 56   | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2993 | 706  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.30        | 0.34 | 0.34 | 0.06        | 0.10 | 0.17 | 0.11       | 0.07 | 0.09 | 0.03       | 0.19 | 0.19 |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      |            | **** |      |
| Green Time:                                          | 57.5        | 76.3 | 76.3 | 13.2        | 32.0 | 32.0 | 22.0       | 39.2 | 39.2 | 19.3       | 36.5 | 36.5 |
| Volume/Cap:                                          | 0.83        | 0.71 | 0.71 | 0.71        | 0.48 | 0.83 | 0.83       | 0.30 | 0.36 | 0.26       | 0.83 | 0.83 |
| Delay/Veh:                                           | 55.5        | 34.6 | 34.6 | 87.0        | 57.2 | 76.2 | 87.5       | 49.4 | 50.6 | 64.5       | 65.5 | 65.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 55.5        | 34.6 | 34.6 | 87.0        | 57.2 | 76.2 | 87.5       | 49.4 | 50.6 | 64.5       | 65.5 | 65.5 |
| LOS by Move:                                         | E           | C    | C    | F           | E    | E    | F          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 25          | 24   | 24   | 6           | 8    | 15   | 11         | 5    | 7    | 3          | 17   | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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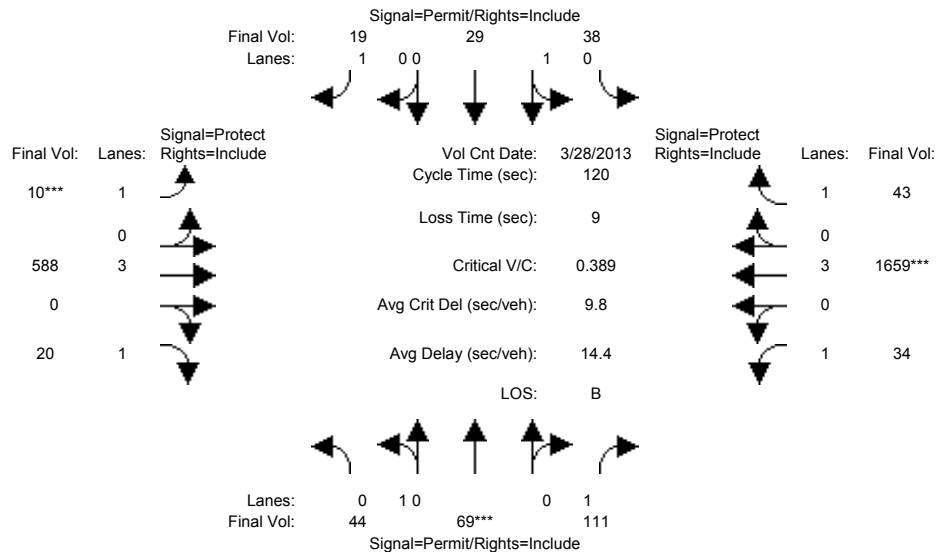
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                         | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                         | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                          | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 137  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                        | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 137  |
| 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 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.84 | 0.16 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.36 | 0.64 |
| Final Sat.:                                          | 1750        | 3407 | 293  | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2539 | 1160 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.17 | 0.17 | 0.13        | 0.29 | 0.15 | 0.18       | 0.19 | 0.30 | 0.05       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      | **** |            |      |      |
| Green Time:                                          | 28.5        | 45.8 | 45.8 | 36.9        | 54.3 | 54.3 | 39.1       | 56.3 | 56.3 | 8.9        | 26.1 | 26.1 |
| Volume/Cap:                                          | 0.85        | 0.58 | 0.58 | 0.58        | 0.85 | 0.43 | 0.72       | 0.54 | 0.85 | 0.85       | 0.72 | 0.72 |
| Delay/Veh:                                           | 83.6        | 49.8 | 49.8 | 56.9        | 54.9 | 41.4 | 61.5       | 41.9 | 59.2 | 122.8      | 67.8 | 67.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 83.6        | 49.8 | 49.8 | 56.9        | 54.9 | 41.4 | 61.5       | 41.9 | 59.2 | 122.8      | 67.8 | 67.8 |
| LOS by Move:                                         | F           | D    | D    | E           | D    | D    | E          | D    | E    | F          | E    | E    |
| HCM2kAvgQ:                                           | 14          | 13   | 13   | 11          | 26   | 10   | 15         | 14   | 27   | 5          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3586: HILLSDALE/JARVIS



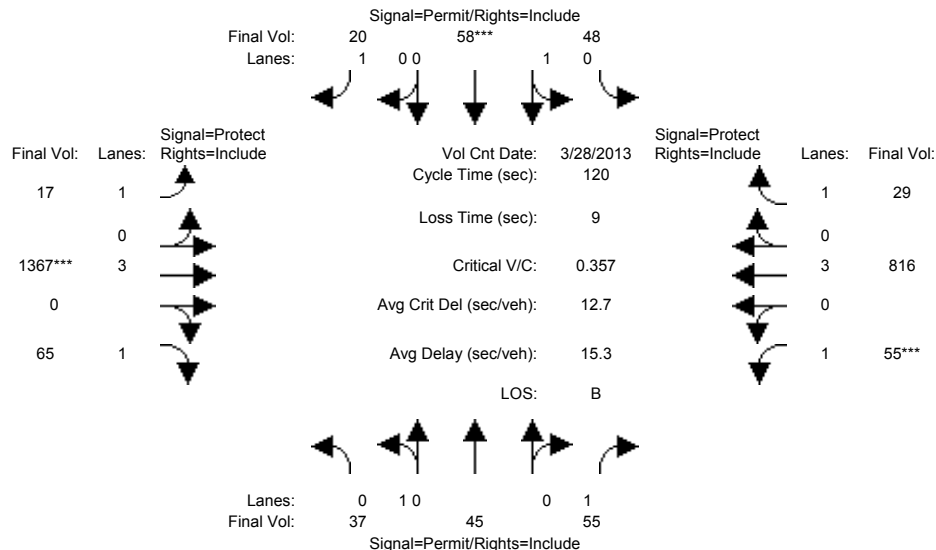
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 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:                                 | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 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:                                 | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 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:                                  | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 43   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 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:                                | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 43   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.39        | 0.61 | 1.00 | 0.57        | 0.43 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 701         | 1099 | 1750 | 1021        | 779  | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.06        | 0.06 | 0.06 | 0.04        | 0.04 | 0.01 | 0.01       | 0.10 | 0.01 | 0.02       | 0.29 | 0.02 |
| Crit Moves:                                  | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 18.5        | 18.5 | 18.5 | 18.5        | 18.5 | 18.5 | 7.0        | 59.1 | 59.1 | 33.4       | 85.5 | 85.5 |
| Volume/Cap:                                  | 0.41        | 0.41 | 0.41 | 0.24        | 0.24 | 0.07 | 0.10       | 0.21 | 0.02 | 0.07       | 0.41 | 0.03 |
| Delay/Veh:                                   | 46.8        | 46.8 | 46.9 | 45.1        | 45.1 | 43.6 | 53.9       | 17.3 | 15.6 | 31.9       | 7.0  | 5.1  |
| 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:                                  | 46.8        | 46.8 | 46.9 | 45.1        | 45.1 | 43.6 | 53.9       | 17.3 | 15.6 | 31.9       | 7.0  | 5.1  |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | B    | B    | C          | A    | A    |
| HCM2kAvgQ:                                   | 4           | 4    | 4    | 2           | 2    | 1    | 0          | 4    | 0    | 1          | 8    | 0    |

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



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## Intersection #3586: HILLSDALE/JARVIS

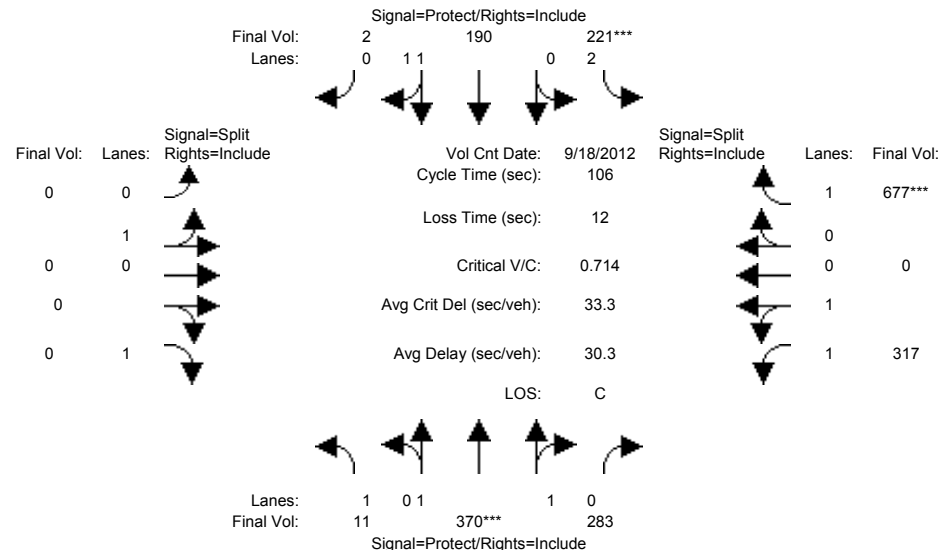


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                 | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                 | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                  | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 29   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 29   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.45        | 0.55 | 1.00 | 0.45        | 0.55 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 812         | 988  | 1750 | 815         | 985  | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.05        | 0.05 | 0.03 | 0.06        | 0.06 | 0.01 | 0.01       | 0.24 | 0.04 | 0.03       | 0.14 | 0.02 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 19.8        | 19.8 | 19.8 | 19.8        | 19.8 | 19.8 | 26.4       | 80.6 | 80.6 | 10.6       | 64.8 | 64.8 |
| Volume/Cap:                                  | 0.28        | 0.28 | 0.19 | 0.36        | 0.36 | 0.07 | 0.04       | 0.36 | 0.06 | 0.36       | 0.27 | 0.03 |
| Delay/Veh:                                   | 44.3        | 44.3 | 43.5 | 45.2        | 45.2 | 42.4 | 36.9       | 8.6  | 6.7  | 52.9       | 14.9 | 12.9 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 44.3        | 44.3 | 43.5 | 45.2        | 45.2 | 42.4 | 36.9       | 8.6  | 6.7  | 52.9       | 14.9 | 12.9 |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | A    | A    | D          | B    | B    |
| HCM2kAvgQ:                                   | 3           | 3    | 2    | 4           | 4    | 1    | 0          | 7    | 1    | 2          | 5    | 1    |

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

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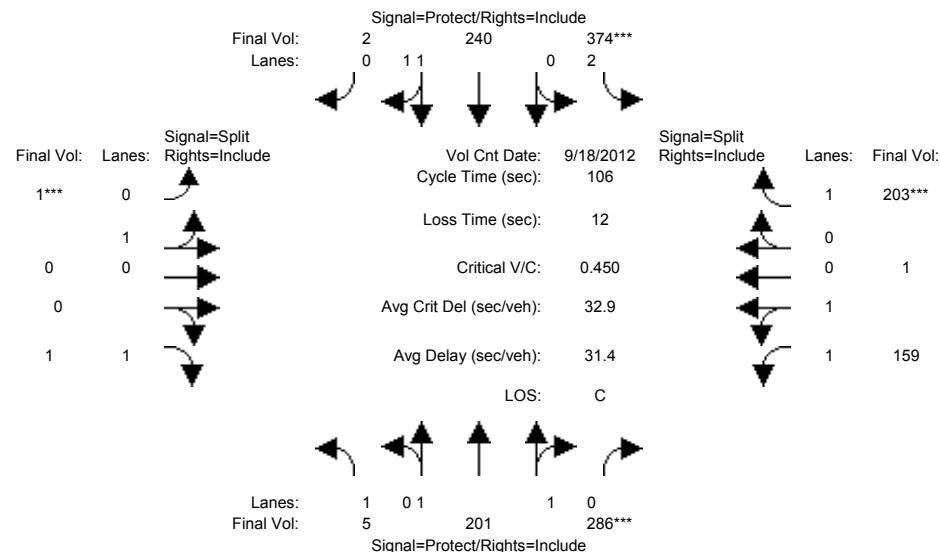
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| 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:                                         | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.11 | 0.89 | 2.00        | 1.98 | 0.02 | 0.00       | 1.00 | 1.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 2095 | 1603 | 3150        | 3661 | 39   | 0          | 1800 | 1750 | 3550       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.18 | 0.18 | 0.07        | 0.05 | 0.05 | 0.00       | 0.00 | 0.00 | 0.09       | 0.00 | 0.39 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 15.1        | 26.2 | 26.2 | 10.4        | 21.5 | 21.5 | 0.0        | 0.0  | 0.0  | 57.4       | 0.0  | 57.4 |
| Volume/Cap:                                          | 0.04        | 0.71 | 0.71 | 0.71        | 0.26 | 0.26 | 0.00       | 0.00 | 0.00 | 0.16       | 0.00 | 0.71 |
| Delay/Veh:                                           | 39.3        | 39.2 | 39.2 | 54.1        | 35.7 | 35.7 | 0.0        | 0.0  | 0.0  | 12.3       | 0.0  | 20.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 39.3        | 39.2 | 39.2 | 54.1        | 35.7 | 35.7 | 0.0        | 0.0  | 0.0  | 12.3       | 0.0  | 20.8 |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | A          | A    | A    | B          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 10   | 10   | 6           | 3    | 3    | 0          | 0    | 0    | 3          | 0    | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Existing (PM)

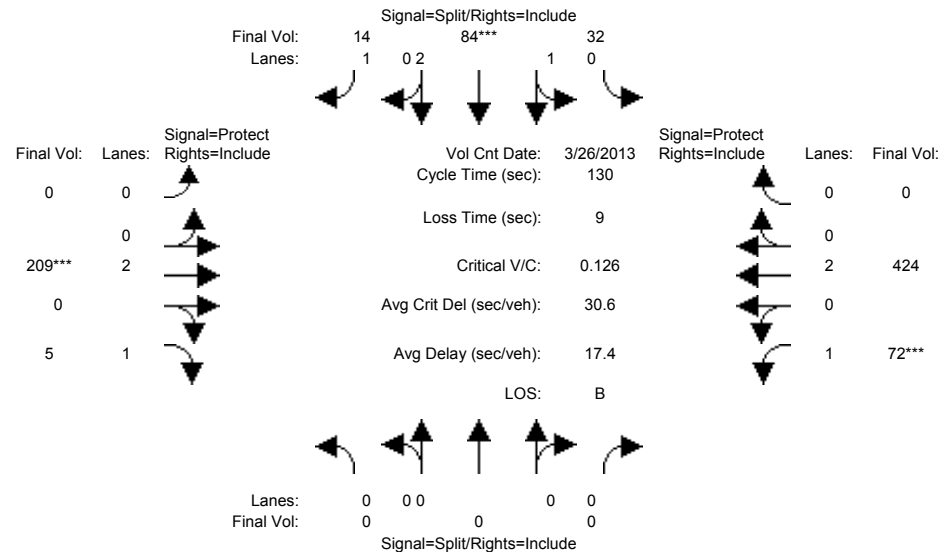
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| 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:                                         | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| Saturation 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 2.00        | 1.98 | 0.02 | 1.00       | 0.00 | 1.00 | 1.99       | 0.01 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 3150        | 3669 | 31   | 1800       | 0    | 1750 | 3528       | 22   | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.11 | 0.16 | 0.12        | 0.07 | 0.07 | 0.00       | 0.00 | 0.00 | 0.05       | 0.05 | 0.12 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 24.5        | 34.5 | 34.5 | 25.0        | 35.0 | 35.0 | 10.0       | 0.0  | 10.0 | 24.5       | 24.5 | 24.5 |
| Volume/Cap:                                          | 0.01        | 0.33 | 0.50 | 0.50        | 0.20 | 0.20 | 0.01       | 0.00 | 0.01 | 0.20       | 0.20 | 0.50 |
| Delay/Veh:                                           | 31.4        | 27.1 | 29.3 | 35.6        | 25.5 | 25.5 | 43.5       | 0.0  | 43.5 | 32.9       | 32.9 | 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:                                          | 31.4        | 27.1 | 29.3 | 35.6        | 25.5 | 25.5 | 43.5       | 0.0  | 43.5 | 32.9       | 32.9 | 36.5 |
| LOS by Move:                                         | C           | C    | C    | D           | C    | C    | D          | A    | D    | C          | C    | D    |
| HCM2kAvgQ:                                           | 0           | 5    | 8    | 7           | 3    | 3    | 0          | 0    | 0    | 2          | 2    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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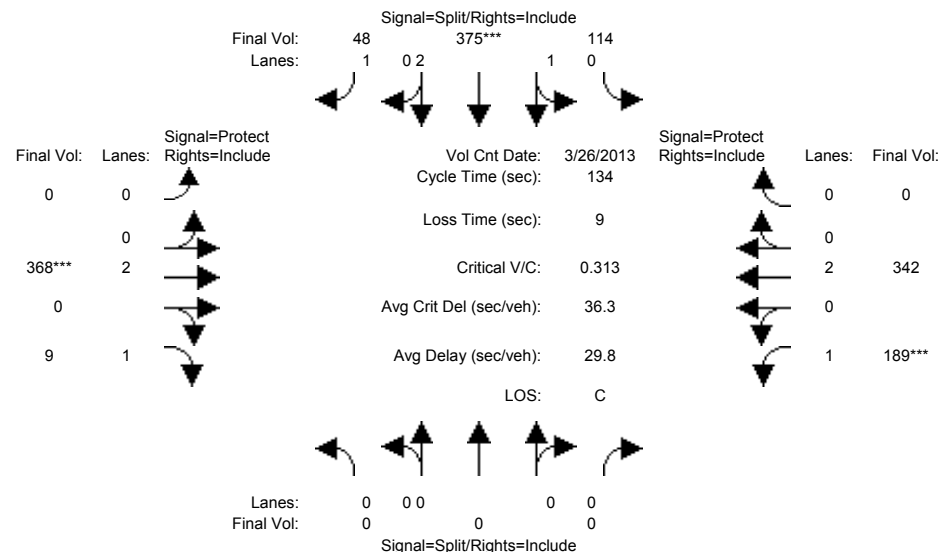
## Intersection #3616: KEYES/SECOND



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 32          | 84   | 14   | 0          | 209  | 5    | 72         | 424  | 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    | 32          | 84   | 14   | 0          | 209  | 5    | 72         | 424  | 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    | 32          | 84   | 14   | 0          | 209  | 5    | 72         | 424  | 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    | 32          | 84   | 14   | 0          | 209  | 5    | 72         | 424  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 32          | 84   | 14   | 0          | 209  | 5    | 72         | 424  | 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           | 0    | 0    | 32          | 84   | 14   | 0          | 209  | 5    | 72         | 424  | 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 | 0.95        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 0.86        | 2.14 | 1.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1544        | 4053 | 1750 | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.02        | 0.02 | 0.01 | 0.00       | 0.06 | 0.00 | 0.04       | 0.11 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 21.5        | 21.5 | 21.5 | 0.0        | 56.9 | 56.9 | 42.6       | 99.5 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.13        | 0.13 | 0.05 | 0.00       | 0.13 | 0.01 | 0.13       | 0.15 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 46.3        | 46.3 | 45.7 | 0.0        | 21.8 | 20.6 | 30.7       | 4.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 46.3        | 46.3 | 45.7 | 0.0        | 21.8 | 20.6 | 30.7       | 4.0  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | D    | D    | A          | C    | C    | C          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 1           | 1    | 0    | 0          | 2    | 0    | 2          | 2    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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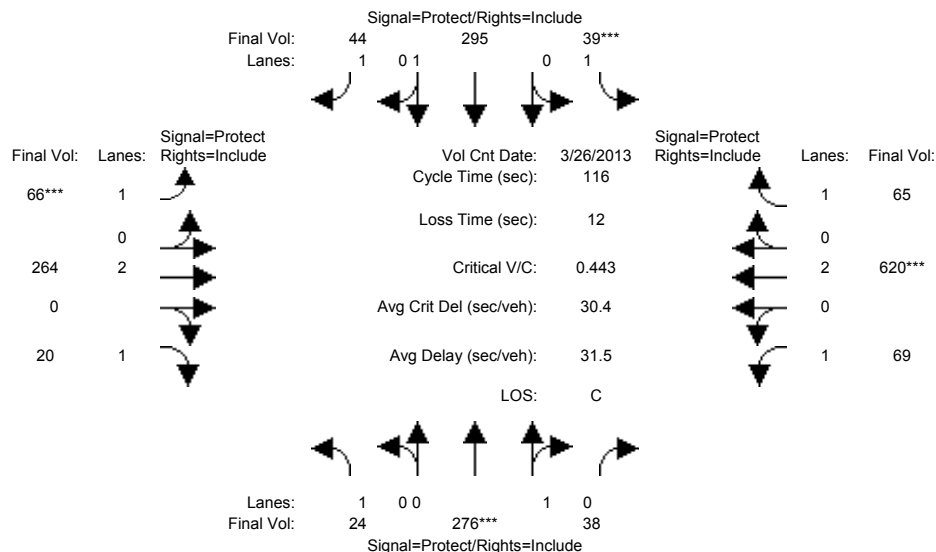
## Intersection #3616: KEYES/SECOND



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 114         | 375  | 48   | 0          | 368  | 9    | 189        | 342  | 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    | 114         | 375  | 48   | 0          | 368  | 9    | 189        | 342  | 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    | 114         | 375  | 48   | 0          | 368  | 9    | 189        | 342  | 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    | 114         | 375  | 48   | 0          | 368  | 9    | 189        | 342  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 114         | 375  | 48   | 0          | 368  | 9    | 189        | 342  | 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           | 0    | 0    | 114         | 375  | 48   | 0          | 368  | 9    | 189        | 342  | 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 | 0.95        | 0.99 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 0.73        | 2.27 | 1.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1305        | 4293 | 1750 | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.09        | 0.09 | 0.03 | 0.00       | 0.10 | 0.01 | 0.11       | 0.09 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 37.4        | 37.4 | 37.4 | 0.0        | 41.4 | 41.4 | 46.2       | 87.6 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.31        | 0.31 | 0.10 | 0.00       | 0.31 | 0.02 | 0.31       | 0.14 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 38.3        | 38.3 | 35.9 | 0.0        | 35.6 | 32.2 | 32.5       | 8.8  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 38.3        | 38.3 | 35.9 | 0.0        | 35.6 | 32.2 | 32.5       | 8.8  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | D    | D    | A          | D    | C    | C          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 5           | 5    | 2    | 0          | 6    | 0    | 6          | 3    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3618: KEYES/SEVENTH

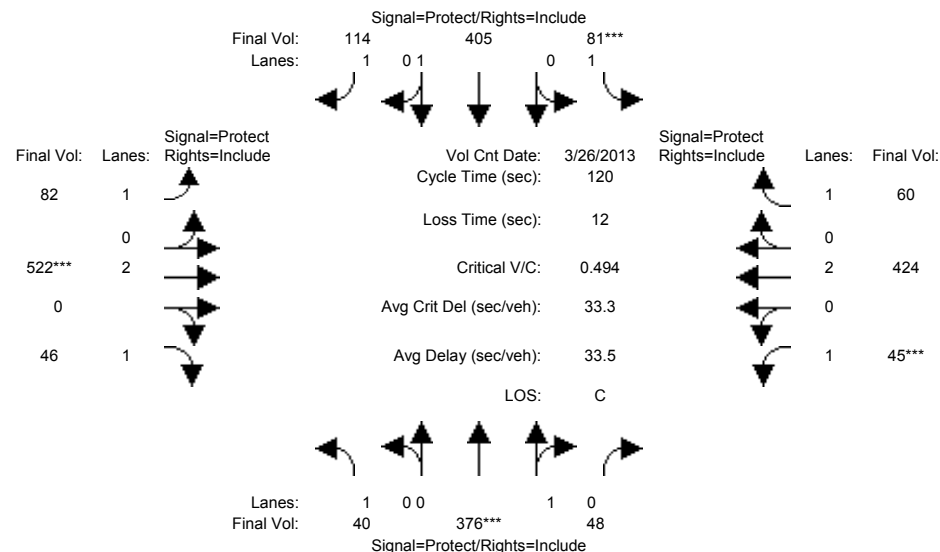


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 24          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 24          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| 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          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 24          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 24          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 24          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 0.88 | 0.12 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1750        | 1582 | 218  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.01        | 0.17 | 0.17 | 0.02        | 0.16 | 0.03 | 0.04       | 0.07 | 0.01 | 0.04       | 0.16 | 0.04 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 14.6        | 45.1 | 45.1 | 7.0         | 37.5 | 37.5 | 9.7        | 30.5 | 30.5 | 21.4       | 42.2 | 42.2 |
| Volume/Cap:                                  | 0.11        | 0.45 | 0.45 | 0.37        | 0.48 | 0.08 | 0.45       | 0.26 | 0.04 | 0.21       | 0.45 | 0.10 |
| Delay/Veh:                                   | 45.2        | 26.7 | 26.7 | 54.6        | 32.0 | 27.3 | 52.7       | 34.0 | 31.9 | 40.5       | 28.3 | 24.5 |
| 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:                                  | 45.2        | 26.7 | 26.7 | 54.6        | 32.0 | 27.3 | 52.7       | 34.0 | 31.9 | 40.5       | 28.3 | 24.5 |
| LOS by Move:                                 | D           | C    | C    | D           | C    | C    | D          | C    | C    | D          | C    | C    |
| HCM2kAvgQ:                                   | 1           | 8    | 8    | 1           | 8    | 1    | 2          | 4    | 1    | 2          | 8    | 2    |

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

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Existing (PM)

## Intersection #3618: KEYES/SEVENTH

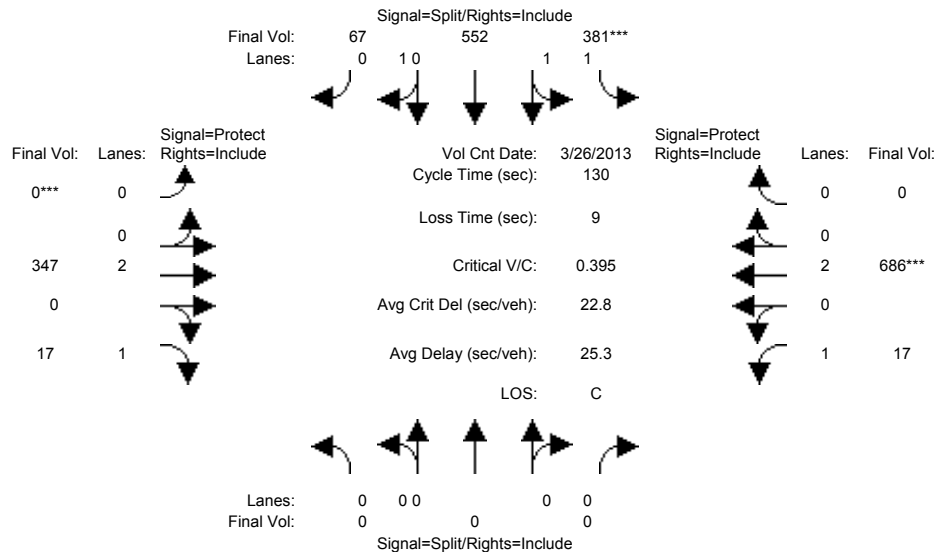


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| 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:                                 | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 0.89 | 0.11 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1750        | 1596 | 204  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.02        | 0.24 | 0.24 | 0.05        | 0.21 | 0.07 | 0.05       | 0.14 | 0.03 | 0.03       | 0.11 | 0.03 |
| Crit Moves:                                  | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                  | 14.6        | 56.8 | 56.8 | 11.2        | 53.3 | 53.3 | 13.8       | 33.1 | 33.1 | 7.0        | 26.3 | 26.3 |
| Volume/Cap:                                  | 0.19        | 0.50 | 0.50 | 0.50        | 0.48 | 0.15 | 0.41       | 0.50 | 0.10 | 0.44       | 0.51 | 0.16 |
| Delay/Veh:                                   | 47.8        | 22.3 | 22.3 | 54.2        | 24.0 | 19.9 | 50.7       | 36.9 | 32.4 | 57.6       | 41.7 | 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:                                  | 47.8        | 22.3 | 22.3 | 54.2        | 24.0 | 19.9 | 50.7       | 36.9 | 32.4 | 57.6       | 41.7 | 38.0 |
| LOS by Move:                                 | D           | C    | C    | D           | C    | B    | D          | D    | C    | E          | D    | D    |
| HCM2kAvgQ:                                   | 1           | 11   | 11   | 3           | 10   | 3    | 3          | 8    | 1    | 2          | 7    | 2    |

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

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## Intersection #3619: KEYES/10TH

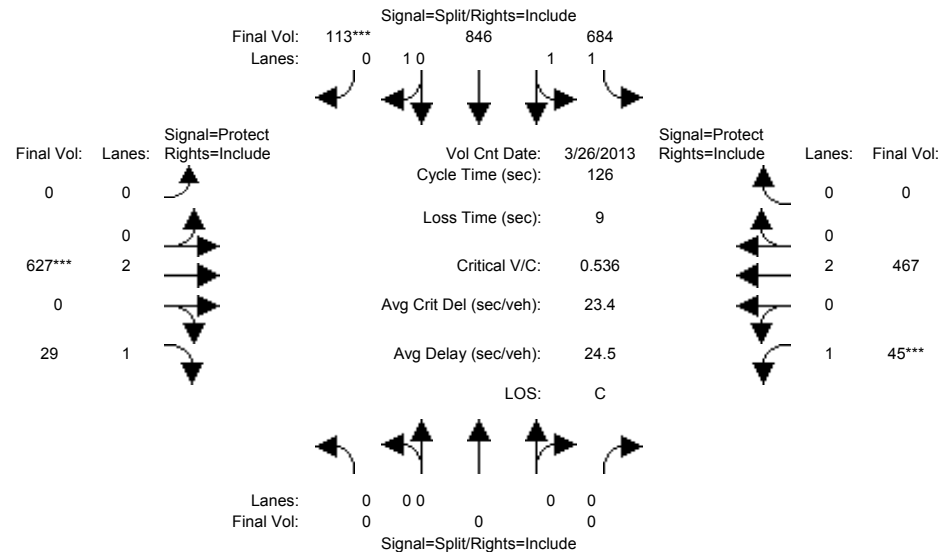


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 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    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 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    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 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    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 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           | 0    | 0    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.16        | 1.64 | 0.20 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2038        | 2953 | 358  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.19        | 0.19 | 0.19 | 0.00       | 0.09 | 0.01 | 0.01       | 0.18 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 61.6        | 61.6 | 61.6 | 0.0        | 37.4 | 37.4 | 22.0       | 59.4 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.39        | 0.39 | 0.39 | 0.00       | 0.32 | 0.03 | 0.06       | 0.39 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 22.3        | 22.3 | 22.3 | 0.0        | 36.5 | 33.3 | 45.3       | 23.5 | 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  | 22.3        | 22.3 | 22.3 | 0.0        | 36.5 | 33.3 | 45.3       | 23.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | D    | C    | D          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 9           | 9    | 9    | 0          | 5    | 0    | 1          | 9    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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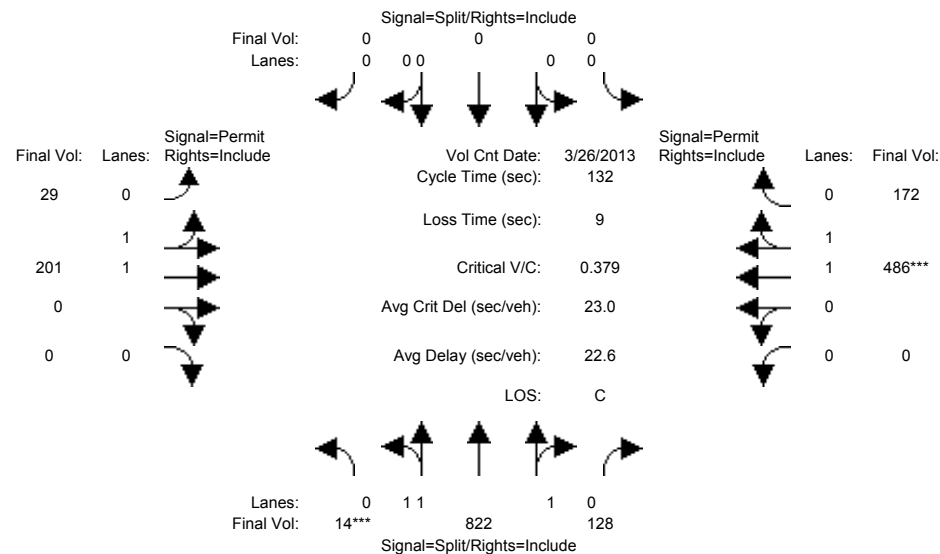
## Intersection #3619: KEYES/10TH



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 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    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 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    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 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    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 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           | 0    | 0    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 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 | 0.93        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.27        | 1.53 | 0.20 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2227        | 2754 | 368  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.31        | 0.31 | 0.31 | 0.00       | 0.17 | 0.02 | 0.03       | 0.12 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 71.6        | 71.6 | 71.6 | 0.0        | 38.4 | 38.4 | 7.0        | 45.4 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.54        | 0.54 | 0.54 | 0.00       | 0.54 | 0.05 | 0.46       | 0.34 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 17.2        | 17.2 | 17.2 | 0.0        | 37.0 | 31.0 | 61.1       | 29.5 | 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  | 17.2        | 17.2 | 17.2 | 0.0        | 37.0 | 31.0 | 61.1       | 29.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | B    | B    | A          | D    | C    | E          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 14          | 14   | 14   | 0          | 10   | 1    | 2          | 6    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3620: KEYES/THIRD

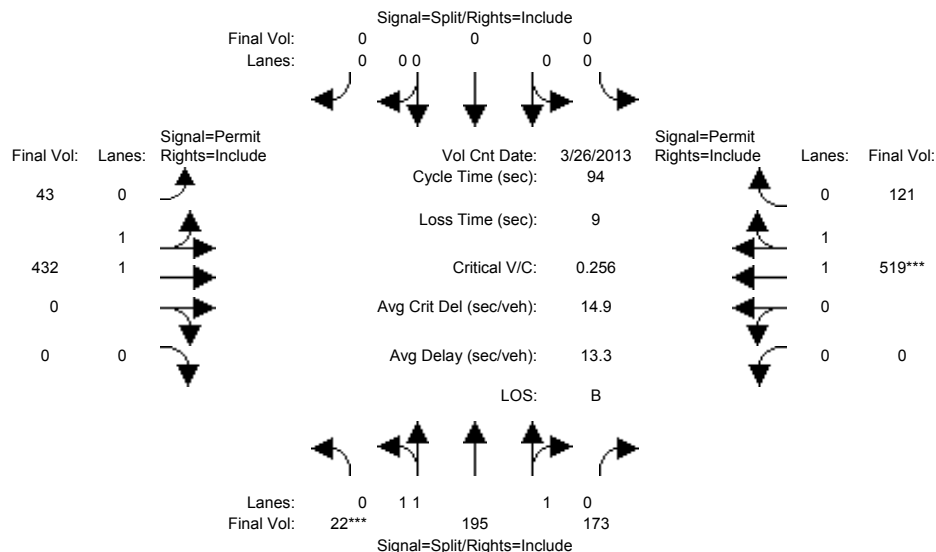


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 0           | 0    | 0    | 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 14          | 822  | 128  | 0           | 0    | 0    | 29         | 201  | 0    | 0          | 486  | 172  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 14          | 822  | 128  | 0           | 0    | 0    | 29         | 201  | 0    | 0          | 486  | 172  |
| 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:                                 | 14          | 822  | 128  | 0           | 0    | 0    | 29         | 201  | 0    | 0          | 486  | 172  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 14          | 822  | 128  | 0           | 0    | 0    | 29         | 201  | 0    | 0          | 486  | 172  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 14          | 822  | 128  | 0           | 0    | 0    | 29         | 201  | 0    | 0          | 486  | 172  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 14          | 822  | 128  | 0           | 0    | 0    | 29         | 201  | 0    | 0          | 486  | 172  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.97 | 0.95 | 0.92        | 1.00 | 0.92 | 0.95       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.04        | 2.55 | 0.41 | 0.00        | 0.00 | 0.00 | 0.26       | 1.74 | 0.00 | 0.00       | 1.46 | 0.54 |
| Final Sat.:                                  | 80          | 4690 | 730  | 0           | 0    | 0    | 466        | 3233 | 0    | 0          | 2732 | 967  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.18        | 0.18 | 0.18 | 0.00        | 0.00 | 0.00 | 0.06       | 0.06 | 0.00 | 0.00       | 0.18 | 0.18 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 61.0        | 61.0 | 61.0 | 0.0         | 0.0  | 0.0  | 62.0       | 62.0 | 0.0  | 0.0        | 62.0 | 62.0 |
| Volume/Cap:                                  | 0.38        | 0.38 | 0.38 | 0.00        | 0.00 | 0.00 | 0.13       | 0.13 | 0.00 | 0.00       | 0.38 | 0.38 |
| Delay/Veh:                                   | 23.2        | 23.2 | 23.2 | 0.0         | 0.0  | 0.0  | 19.9       | 19.9 | 0.0  | 0.0        | 22.7 | 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:                                  | 23.2        | 23.2 | 23.2 | 0.0         | 0.0  | 0.0  | 19.9       | 19.9 | 0.0  | 0.0        | 22.7 | 22.7 |
| LOS by Move:                                 | C           | C    | C    | A           | A    | A    | B          | B    | A    | A          | C    | C    |
| HCM2kAvgQ:                                   | 9           | 9    | 9    | 0           | 0    | 0    | 3          | 3    | 0    | 0          | 8    | 8    |

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

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Existing (PM)

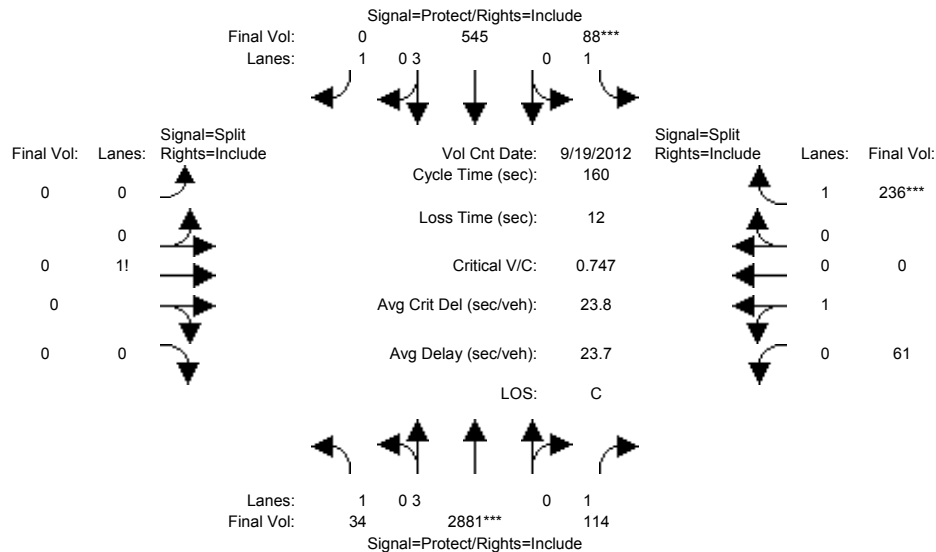
## Intersection #3620: KEYES/THIRD



| 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   | 0           | 0    | 0    | 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 22          | 195  | 173  | 0           | 0    | 0    | 43         | 432  | 0    | 0          | 519  | 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:                                         | 22          | 195  | 173  | 0           | 0    | 0    | 43         | 432  | 0    | 0          | 519  | 121  |
| 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:                                         | 22          | 195  | 173  | 0           | 0    | 0    | 43         | 432  | 0    | 0          | 519  | 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:                                          | 22          | 195  | 173  | 0           | 0    | 0    | 43         | 432  | 0    | 0          | 519  | 121  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 22          | 195  | 173  | 0           | 0    | 0    | 43         | 432  | 0    | 0          | 519  | 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:                                        | 22          | 195  | 173  | 0           | 0    | 0    | 43         | 432  | 0    | 0          | 519  | 121  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.95 | 0.92        | 1.00 | 0.92 | 0.95       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.21        | 1.79 | 1.00 | 0.00        | 0.00 | 0.00 | 0.19       | 1.81 | 0.00 | 0.00       | 1.61 | 0.39 |
| Final Sat.:                                          | 377         | 3342 | 1800 | 0           | 0    | 0    | 335        | 3365 | 0    | 0          | 3000 | 699  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.06 | 0.10 | 0.00        | 0.00 | 0.00 | 0.13       | 0.13 | 0.00 | 0.00       | 0.17 | 0.17 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 30.4        | 30.4 | 30.4 | 0.0         | 0.0  | 0.0  | 54.6       | 54.6 | 0.0  | 0.0        | 54.6 | 54.6 |
| Volume/Cap:                                          | 0.18        | 0.18 | 0.30 | 0.00        | 0.00 | 0.00 | 0.22       | 0.22 | 0.00 | 0.00       | 0.30 | 0.30 |
| Delay/Veh:                                           | 22.9        | 22.9 | 24.0 | 0.0         | 0.0  | 0.0  | 9.5        | 9.5  | 0.0  | 0.0        | 10.0 | 10.0 |
| 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:                                          | 22.9        | 22.9 | 24.0 | 0.0         | 0.0  | 0.0  | 9.5        | 9.5  | 0.0  | 0.0        | 10.0 | 10.0 |
| LOS by Move:                                         | C           | C    | C    | A           | A    | A    | A          | A    | A    | A          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 4    | 0           | 0    | 0    | 3          | 3    | 0    | 0          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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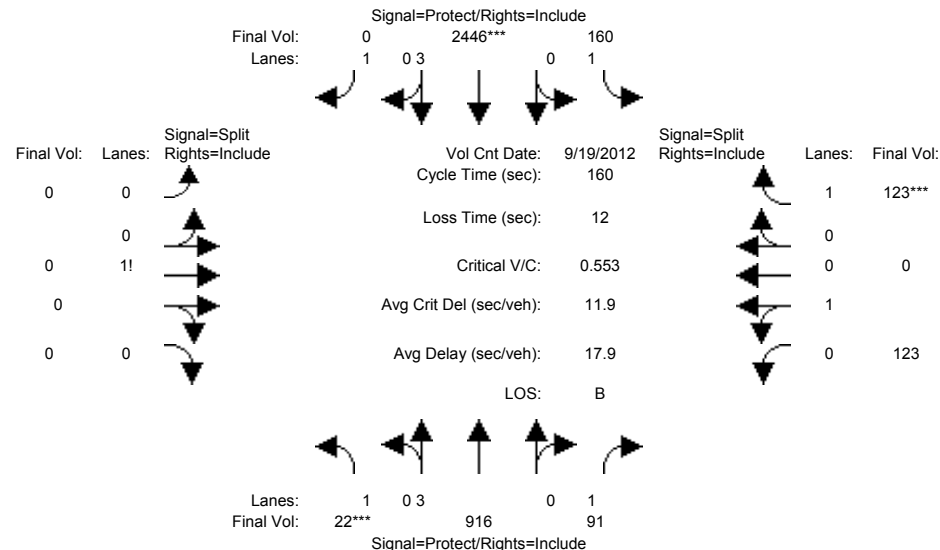
## Intersection #3646: LEWIS/MONTEREY



| 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:                                            | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| 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:                                         | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.51 | 0.07  | 0.05        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.03       | 0.00 | 0.13 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 37.4        | 108  | 108.3 | 10.8        | 81.7 | 0.0  | 0.0        | 0.0  | 0.0  | 28.9       | 0.0  | 28.9 |
| Volume/Cap:                                          | 0.08        | 0.75 | 0.10  | 0.75        | 0.19 | 0.00 | 0.00       | 0.00 | 0.00 | 0.19       | 0.00 | 0.75 |
| Delay/Veh:                                           | 48.0        | 17.7 | 9.0   | 96.0        | 21.2 | 0.0  | 0.0        | 0.0  | 0.0  | 55.9       | 0.0  | 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:                                          | 48.0        | 17.7 | 9.0   | 96.0        | 21.2 | 0.0  | 0.0        | 0.0  | 0.0  | 55.9       | 0.0  | 71.5 |
| LOS by Move:                                         | D           | B    | A     | F           | C    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 30   | 2     | 5           | 5    | 0    | 0          | 0    | 0    | 3          | 0    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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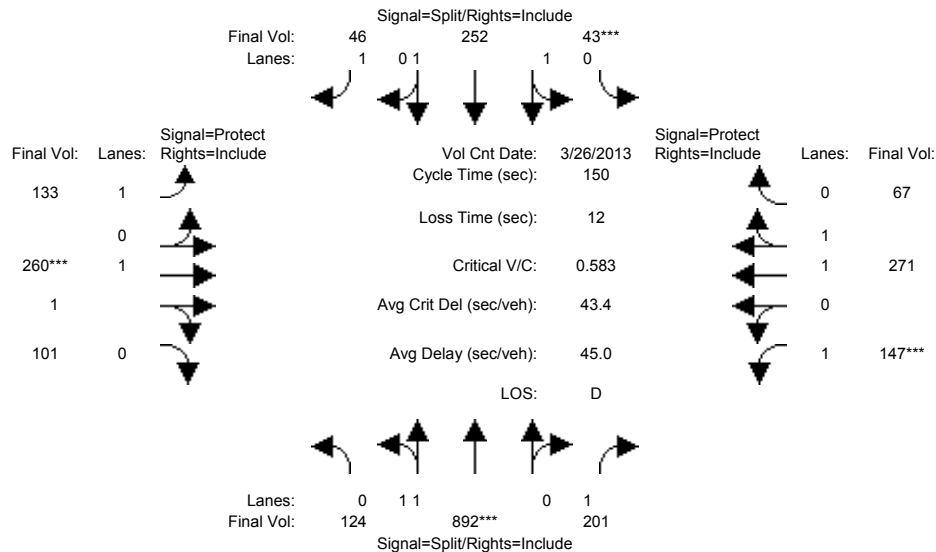
## Intersection #3646: LEWIS/MONTEREY



| 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:                                            | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 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:                                         | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 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:                                         | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 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:                                          | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 123  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 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:                                        | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 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 | 0.92       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.16 | 0.05 | 0.09        | 0.43 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.07 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      |            |      |      |            |      | ***  |
| Green Time:                                          | 7.0         | 81.7 | 81.7 | 46.5        | 121  | 0.0  | 0.0        | 0.0  | 0.0  | 19.8       | 0.0  | 19.8 |
| Volume/Cap:                                          | 0.29        | 0.31 | 0.10 | 0.31        | 0.57 | 0.00 | 0.00       | 0.00 | 0.00 | 0.55       | 0.00 | 0.57 |
| Delay/Veh:                                           | 76.2        | 22.9 | 20.3 | 44.7        | 8.4  | 0.0  | 0.0        | 0.0  | 0.0  | 68.8       | 0.0  | 69.5 |
| 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:                                          | 76.2        | 22.9 | 20.3 | 44.7        | 8.4  | 0.0  | 0.0        | 0.0  | 0.0  | 68.8       | 0.0  | 69.5 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 8    | 2    | 6           | 17   | 0    | 0          | 0    | 0    | 7          | 0    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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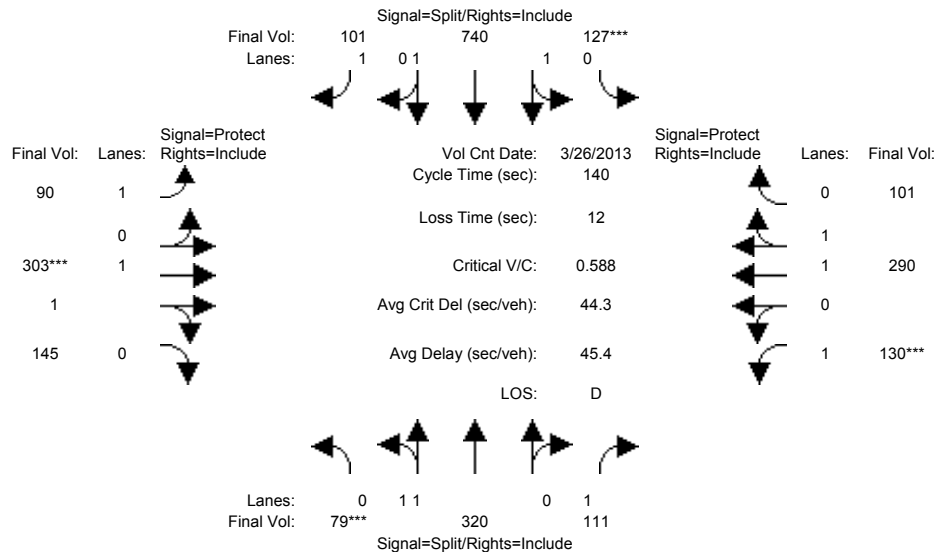
## Intersection #3650: LINCOLN/MINNESOTA



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| 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:                                         | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.25        | 1.75 | 1.00 | 0.30        | 1.70 | 1.00 | 1.00       | 1.43 | 0.57 | 1.00       | 1.59 | 0.41 |
| Final Sat.:                                          | 452         | 3248 | 1750 | 539         | 3160 | 1750 | 1750       | 2664 | 1035 | 1750       | 2966 | 733  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.27        | 0.27 | 0.11 | 0.08        | 0.08 | 0.03 | 0.08       | 0.10 | 0.10 | 0.08       | 0.09 | 0.09 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 70.7        | 70.7 | 70.7 | 20.5        | 20.5 | 20.5 | 21.2       | 25.1 | 25.1 | 21.6       | 25.5 | 25.5 |
| Volume/Cap:                                          | 0.58        | 0.58 | 0.24 | 0.58        | 0.58 | 0.19 | 0.54       | 0.58 | 0.58 | 0.58       | 0.54 | 0.54 |
| Delay/Veh:                                           | 29.4        | 29.4 | 23.8 | 62.4        | 62.4 | 57.8 | 62.1       | 59.0 | 59.0 | 63.4       | 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:                                          | 29.4        | 29.4 | 23.8 | 62.4        | 62.4 | 57.8 | 62.1       | 59.0 | 59.0 | 63.4       | 57.8 | 57.8 |
| LOS by Move:                                         | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 17          | 17   | 6    | 6           | 6    | 2    | 6          | 8    | 8    | 7          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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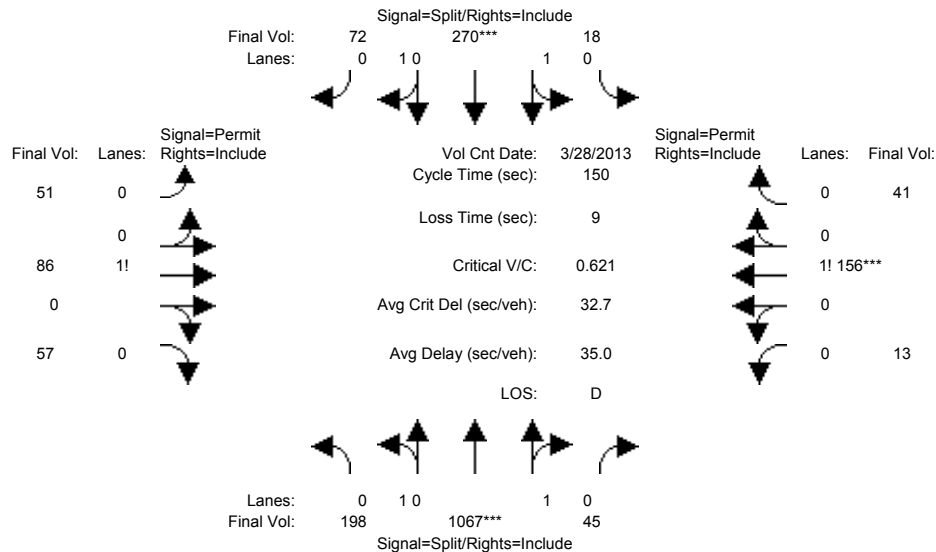
## Intersection #3650: LINCOLN/MINNESOTA



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 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:                                         | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 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:                                         | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 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:                                          | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 101  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 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:                                        | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 101  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.41        | 1.59 | 1.00 | 0.30        | 1.70 | 1.00 | 1.00       | 1.33 | 0.67 | 1.00       | 1.47 | 0.53 |
| Final Sat.:                                          | 732         | 2967 | 1750 | 542         | 3158 | 1750 | 1750       | 2502 | 1197 | 1750       | 2744 | 956  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.11 | 0.06 | 0.23        | 0.23 | 0.06 | 0.05       | 0.12 | 0.12 | 0.07       | 0.11 | 0.11 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 25.7        | 25.7 | 25.7 | 55.8        | 55.8 | 55.8 | 18.8       | 28.8 | 28.8 | 17.7       | 27.8 | 27.8 |
| Volume/Cap:                                          | 0.59        | 0.59 | 0.35 | 0.59        | 0.59 | 0.14 | 0.38       | 0.59 | 0.59 | 0.59       | 0.53 | 0.53 |
| Delay/Veh:                                           | 53.7        | 53.7 | 50.5 | 33.7        | 33.7 | 27.0 | 56.4       | 51.4 | 51.4 | 61.8       | 51.1 | 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:                                          | 53.7        | 53.7 | 50.5 | 33.7        | 33.7 | 27.0 | 56.4       | 51.4 | 51.4 | 61.8       | 51.1 | 51.1 |
| LOS by Move:                                         | D           | D    | D    | C           | C    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 8           | 8    | 4    | 15          | 15   | 3    | 4          | 9    | 9    | 6          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Existing (AM)

## Intersection #3652: LINCOLN/PINE



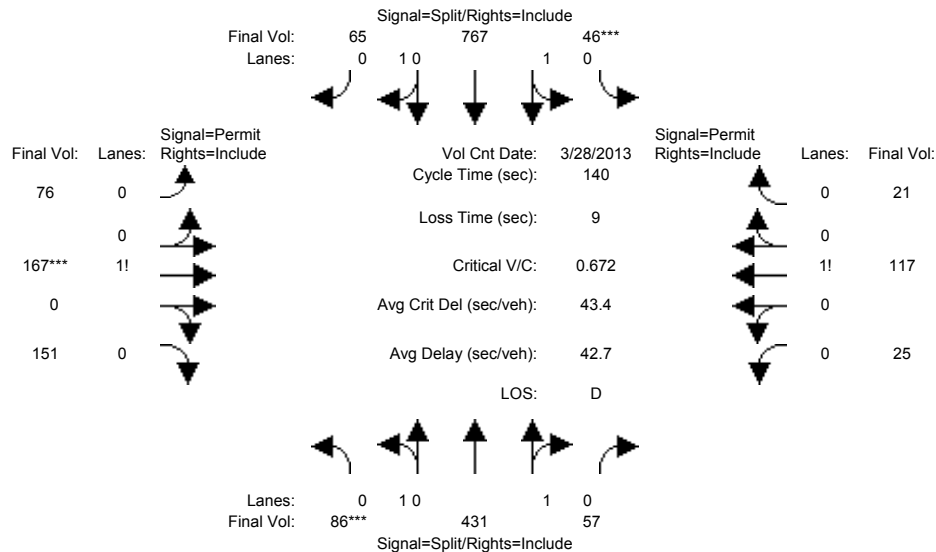
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 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:                                 | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 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:                                 | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 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:                                  | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 41   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 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:                                | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 41   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                       | 0.30        | 1.63 | 0.07 | 0.10        | 1.50 | 0.40 | 0.26       | 0.45 | 0.29 | 0.06       | 0.74 | 0.20 |
| Final Sat.:                                  | 544         | 2932 | 124  | 180         | 2700 | 720  | 460        | 776  | 514  | 108        | 1300 | 342  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.36        | 0.36 | 0.36 | 0.10        | 0.10 | 0.10 | 0.11       | 0.11 | 0.11 | 0.12       | 0.12 | 0.12 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 87.9        | 87.9 | 87.9 | 24.1        | 24.1 | 24.1 | 29.0       | 29.0 | 29.0 | 29.0       | 29.0 | 29.0 |
| Volume/Cap:                                  | 0.62        | 0.62 | 0.62 | 0.62        | 0.62 | 0.62 | 0.57       | 0.57 | 0.57 | 0.62       | 0.62 | 0.62 |
| Delay/Veh:                                   | 20.8        | 20.8 | 20.8 | 60.7        | 60.7 | 60.7 | 57.3       | 57.3 | 57.3 | 59.0       | 59.0 | 59.0 |
| 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:                                  | 20.8        | 20.8 | 20.8 | 60.7        | 60.7 | 60.7 | 57.3       | 57.3 | 57.3 | 59.0       | 59.0 | 59.0 |
| LOS by Move:                                 | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                   | 20          | 20   | 20   | 8           | 8    | 8    | 9          | 9    | 9    | 10         | 10   | 10   |

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



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Existing (PM)

## Intersection #3652: LINCOLN/PINE

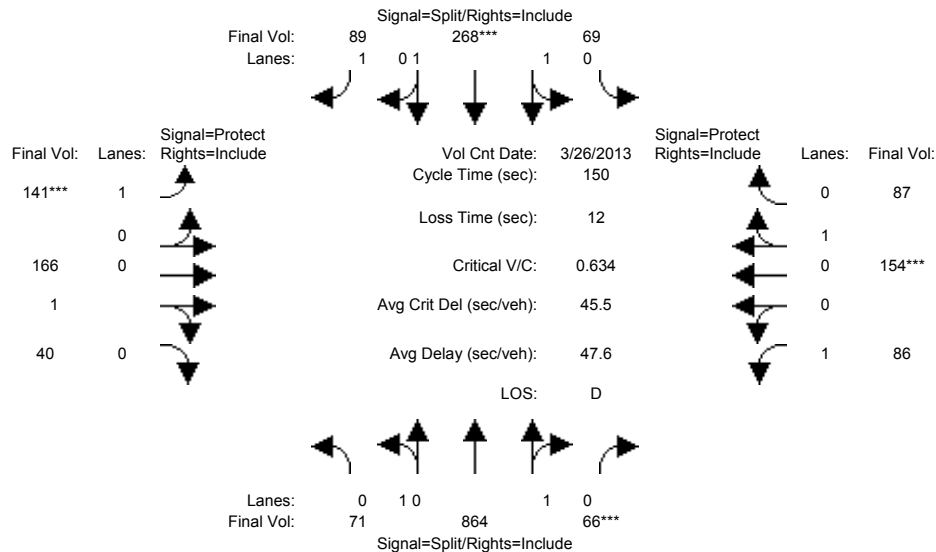


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 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:                                 | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 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:                                 | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 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:                                  | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 21   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 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:                                | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 21   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                       | 0.30        | 1.50 | 0.20 | 0.10        | 1.75 | 0.15 | 0.19       | 0.43 | 0.38 | 0.15       | 0.72 | 0.13 |
| Final Sat.:                                  | 539         | 2703 | 357  | 189         | 3145 | 267  | 338        | 742  | 671  | 268        | 1256 | 225  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.16        | 0.16 | 0.16 | 0.24        | 0.24 | 0.24 | 0.23       | 0.23 | 0.23 | 0.09       | 0.09 | 0.09 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      |            |      |      |
| Green Time:                                  | 33.2        | 33.2 | 33.2 | 50.8        | 50.8 | 50.8 | 46.9       | 46.9 | 46.9 | 46.9       | 46.9 | 46.9 |
| Volume/Cap:                                  | 0.67        | 0.67 | 0.67 | 0.67        | 0.67 | 0.67 | 0.67       | 0.67 | 0.67 | 0.28       | 0.28 | 0.28 |
| Delay/Veh:                                   | 50.5        | 50.5 | 50.5 | 38.9        | 38.9 | 38.9 | 43.0       | 43.0 | 43.0 | 34.4       | 34.4 | 34.4 |
| 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:                                  | 50.5        | 50.5 | 50.5 | 38.9        | 38.9 | 38.9 | 43.0       | 43.0 | 43.0 | 34.4       | 34.4 | 34.4 |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | D    | D    | C          | C    | C    |
| HCM2kAvgQ:                                   | 13          | 13   | 13   | 16          | 16   | 16   | 16         | 16   | 16   | 5          | 5    | 5    |

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

City of San Jose  
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Existing (AM)

## Intersection #3654: LINCOLN/WILLOW

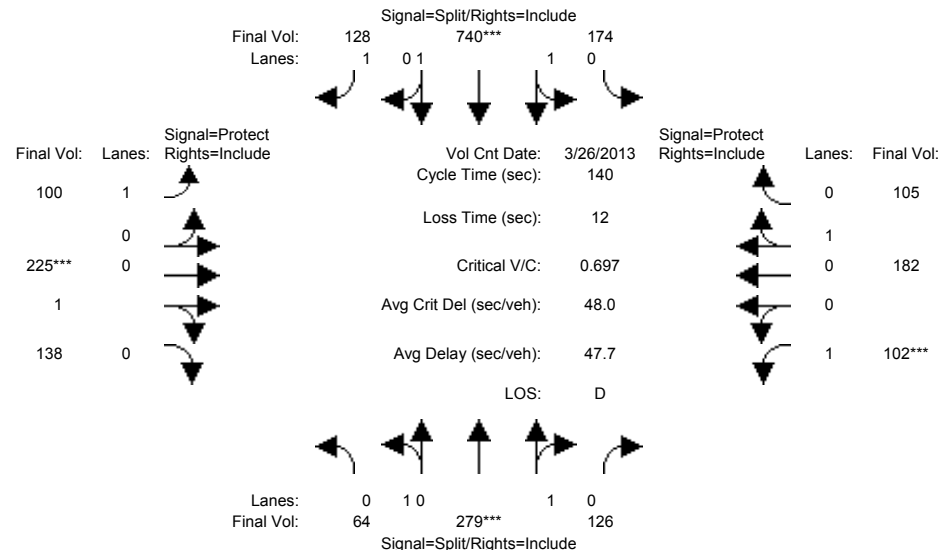


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| 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:                                 | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                       | 0.14        | 1.73 | 0.13 | 0.42        | 1.58 | 1.00 | 1.00       | 0.81 | 0.19 | 1.00       | 0.64 | 0.36 |
| Final Sat.:                                  | 255         | 3107 | 237  | 757         | 2942 | 1750 | 1750       | 1450 | 350  | 1750       | 1150 | 650  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.28        | 0.28 | 0.28 | 0.09        | 0.09 | 0.05 | 0.08       | 0.11 | 0.11 | 0.05       | 0.13 | 0.13 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 65.7        | 65.7 | 65.7 | 21.5        | 21.5 | 21.5 | 19.1       | 32.0 | 32.0 | 18.7       | 31.7 | 31.7 |
| Volume/Cap:                                  | 0.63        | 0.63 | 0.63 | 0.63        | 0.63 | 0.35 | 0.63       | 0.54 | 0.54 | 0.39       | 0.63 | 0.63 |
| Delay/Veh:                                   | 33.6        | 33.6 | 33.6 | 63.0        | 63.0 | 58.8 | 68.1       | 53.9 | 53.9 | 61.6       | 57.4 | 57.4 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 33.6        | 33.6 | 33.6 | 63.0        | 63.0 | 58.8 | 68.1       | 53.9 | 53.9 | 61.6       | 57.4 | 57.4 |
| LOS by Move:                                 | C           | C    | C    | E           | E    | E    | E          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                   | 18          | 18   | 18   | 8           | 8    | 4    | 7          | 9    | 9    | 4          | 10   | 10   |

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

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

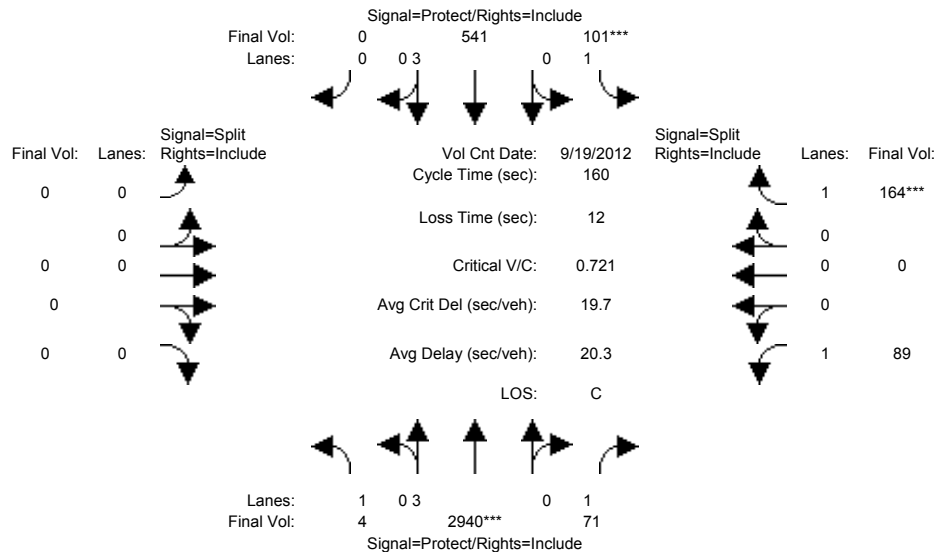
## Intersection #3654: LINCOLN/WILLOW



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| 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:                                         | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                               | 0.27        | 1.19 | 0.54 | 0.39        | 1.61 | 1.00 | 1.00       | 0.62 | 0.38 | 1.00       | 0.63 | 0.37 |
| Final Sat.:                                          | 491         | 2142 | 967  | 704         | 2995 | 1750 | 1750       | 1116 | 684  | 1750       | 1141 | 659  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.13 | 0.13 | 0.25        | 0.25 | 0.07 | 0.06       | 0.20 | 0.20 | 0.06       | 0.16 | 0.16 |
| Crit Moves:                                          | ***         | ***  | ***  | ***         | ***  | ***  | ***        | ***  | ***  | ***        | ***  | ***  |
| Green Time:                                          | 26.2        | 26.2 | 26.2 | 49.6        | 49.6 | 49.6 | 16.2       | 40.5 | 40.5 | 11.7       | 36.1 | 36.1 |
| Volume/Cap:                                          | 0.70        | 0.70 | 0.70 | 0.70        | 0.70 | 0.21 | 0.50       | 0.70 | 0.70 | 0.70       | 0.62 | 0.62 |
| Delay/Veh:                                           | 56.4        | 56.4 | 56.4 | 40.4        | 40.4 | 31.6 | 60.0       | 48.4 | 48.4 | 76.2       | 48.5 | 48.5 |
| 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:                                          | 56.4        | 56.4 | 56.4 | 40.4        | 40.4 | 31.6 | 60.0       | 48.4 | 48.4 | 76.2       | 48.5 | 48.5 |
| LOS by Move:                                         | E           | E    | E    | D           | D    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 10          | 10   | 10   | 18          | 18   | 4    | 4          | 15   | 15   | 5          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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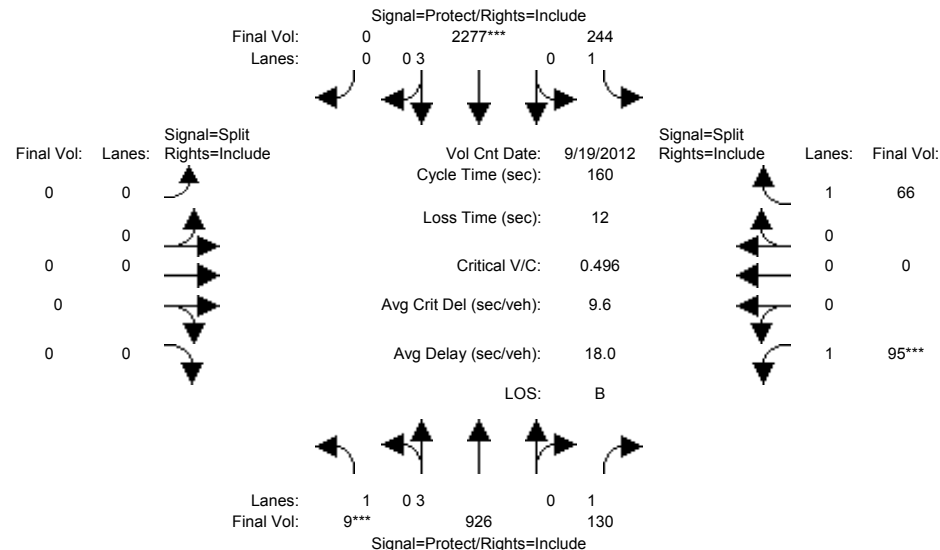
## Intersection #3706: MONTEREY/SOUTHSIDE



| 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   | 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: 19 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| 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:                                         | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| Saturation 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.52 | 0.04  | 0.06        | 0.09 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.09 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 40.1        | 114  | 114.4 | 12.8        | 87.1 | 0.0  | 0.0        | 0.0  | 0.0  | 20.8       | 0.0  | 20.8 |
| Volume/Cap:                                          | 0.01        | 0.72 | 0.06  | 0.72        | 0.17 | 0.00 | 0.00       | 0.00 | 0.00 | 0.39       | 0.00 | 0.72 |
| Delay/Veh:                                           | 45.0        | 14.1 | 6.8   | 88.6        | 18.4 | 0.0  | 0.0        | 0.0  | 0.0  | 64.9       | 0.0  | 77.6 |
| 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:                                          | 45.0        | 14.1 | 6.8   | 88.6        | 18.4 | 0.0  | 0.0        | 0.0  | 0.0  | 64.9       | 0.0  | 77.6 |
| LOS by Move:                                         | D           | B    | A     | F           | B    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 28   | 1     | 5           | 4    | 0    | 0          | 0    | 0    | 4          | 0    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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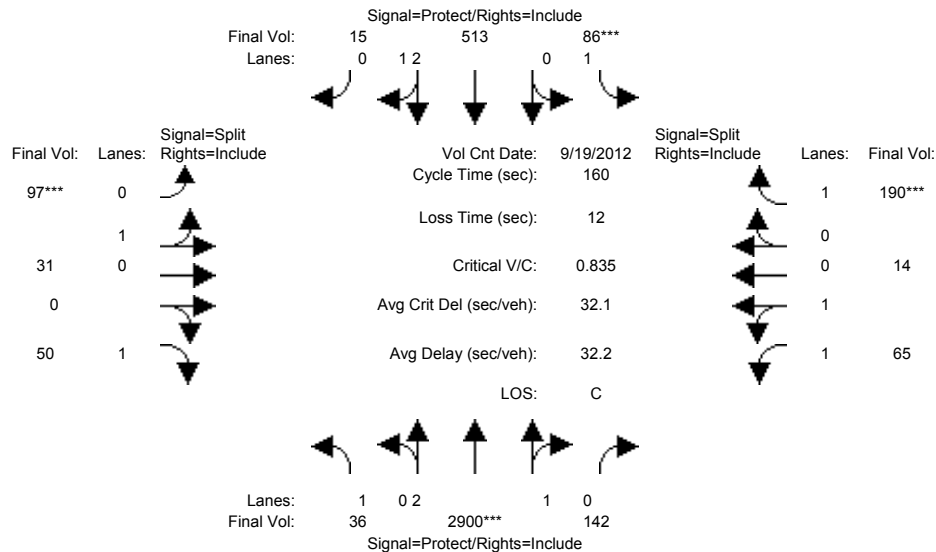
## Intersection #3706: MONTEREY/SOUTHSIDE



| 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   | 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: 19 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 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:                                         | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 66   |
| 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:                                         | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 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:                                          | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 66   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 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:                                        | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 66   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.16 | 0.07 | 0.14        | 0.40 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.04 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      |            |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 70.6 | 70.6 | 60.6        | 124  | 0.0  | 0.0        | 0.0  | 0.0  | 16.9       | 0.0  | 16.9 |
| Volume/Cap:                                          | 0.12        | 0.37 | 0.17 | 0.37        | 0.51 | 0.00 | 0.00       | 0.00 | 0.00 | 0.51       | 0.00 | 0.36 |
| Delay/Veh:                                           | 74.2        | 29.9 | 27.1 | 36.3        | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 70.2       | 0.0  | 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:                                          | 74.2        | 29.9 | 27.1 | 36.3        | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 70.2       | 0.0  | 67.7 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 10   | 4    | 9           | 14   | 0    | 0          | 0    | 0    | 5          | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3707: MONTEREY/UMBARGER

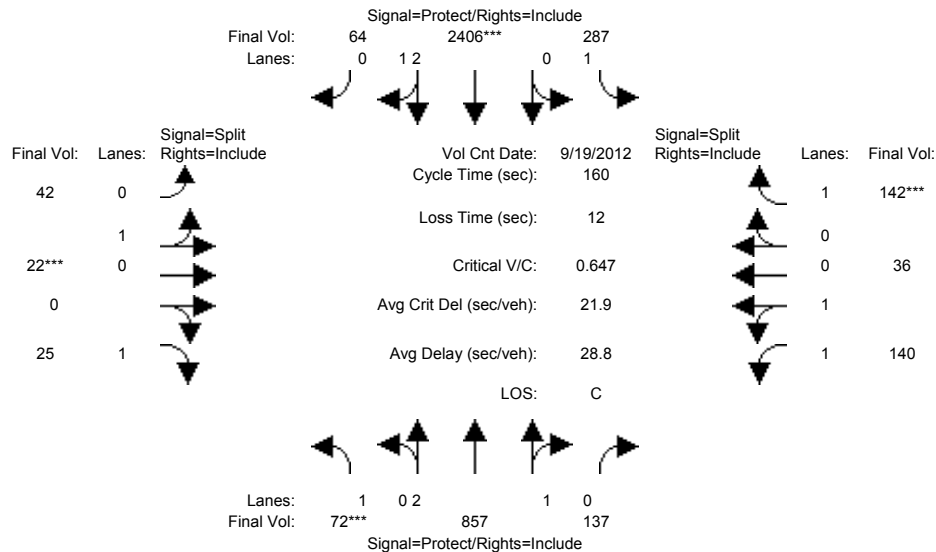


| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                    | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190  |
| 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:                                 | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190  |
| User Adj:                                    | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190  |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190  |
| 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 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                       | 1.00        | 2.85 | 0.15  | 1.00        | 2.91 | 0.09 | 0.76       | 0.24 | 1.00 | 1.65       | 0.35 | 1.00 |
| Final Sat.:                                  | 1750        | 5338 | 261   | 1750        | 5441 | 159  | 1364       | 436  | 1750 | 2921       | 629  | 1750 |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.02        | 0.54 | 0.54  | 0.05        | 0.09 | 0.09 | 0.07       | 0.07 | 0.03 | 0.02       | 0.02 | 0.11 |
| Crit Moves:                                  | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 36.0        | 104  | 104.1 | 9.4         | 77.6 | 77.6 | 13.6       | 13.6 | 13.6 | 20.8       | 20.8 | 20.8 |
| Volume/Cap:                                  | 0.09        | 0.83 | 0.83  | 0.83        | 0.19 | 0.19 | 0.83       | 0.83 | 0.34 | 0.17       | 0.17 | 0.83 |
| Delay/Veh:                                   | 49.2        | 23.1 | 23.1  | 116.1       | 23.5 | 23.5 | 102.9      | 103  | 70.3 | 62.1       | 62.1 | 90.5 |
| 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        | 23.1 | 23.1  | 116.1       | 23.5 | 23.5 | 102.9      | 103  | 70.3 | 62.1       | 62.1 | 90.5 |
| LOS by Move:                                 | D           | C    | C     | F           | C    | C    | F          | F    | E    | E          | E    | F    |
| HCM2kAvgQ:                                   | 1           | 38   | 38    | 5           | 5    | 5    | 9          | 9    | 3    | 2          | 2    | 11   |

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

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Existing (PM)

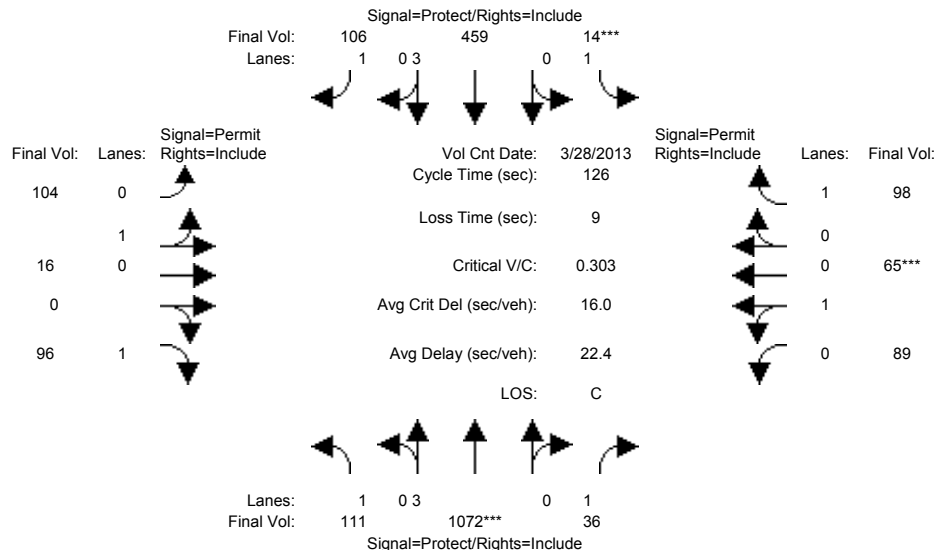
## Intersection #3707: MONTEREY/UMBARGER



| 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:                                            | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| 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:                                         | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| 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  | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 2.57 | 0.43 | 1.00        | 2.92 | 0.08  | 0.66       | 0.34 | 1.00 | 1.60       | 0.40 | 1.00 |
| Final Sat.:                                          | 1750        | 4827 | 772  | 1750        | 5455 | 145   | 1181       | 619  | 1750 | 2824       | 726  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.18 | 0.18 | 0.16        | 0.44 | 0.44  | 0.04       | 0.04 | 0.01 | 0.05       | 0.05 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      |            |      | **** |
| Green Time:                                          | 10.1        | 61.4 | 61.4 | 56.7        | 108  | 108.0 | 10.0       | 10.0 | 10.0 | 19.9       | 19.9 | 19.9 |
| Volume/Cap:                                          | 0.65        | 0.46 | 0.46 | 0.46        | 0.65 | 0.65  | 0.57       | 0.57 | 0.23 | 0.40       | 0.40 | 0.65 |
| Delay/Veh:                                           | 86.4        | 37.1 | 37.1 | 40.4        | 15.5 | 15.5  | 79.6       | 79.6 | 72.4 | 65.2       | 65.2 | 73.7 |
| 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:                                          | 86.4        | 37.1 | 37.1 | 40.4        | 15.5 | 15.5  | 79.6       | 79.6 | 72.4 | 65.2       | 65.2 | 73.7 |
| LOS by Move:                                         | F           | D    | D    | D           | B    | B     | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 4           | 12   | 12   | 11          | 23   | 23    | 4          | 4    | 1    | 4          | 4    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #3759: ROSENBAUM/SNELL

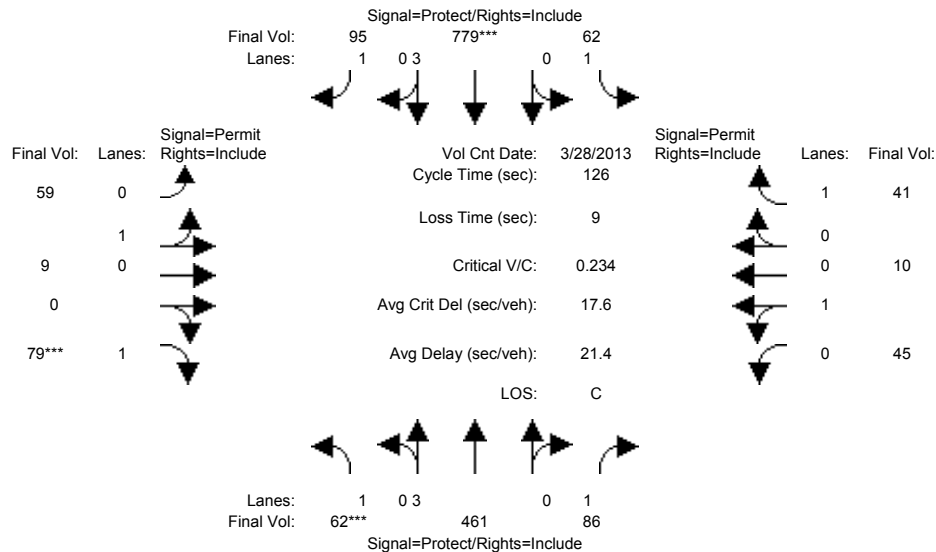


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| Growth Adj:                                          | 1.00        | 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         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| 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         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 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:                                          | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 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:                                        | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| Saturation 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        | 3.00 | 1.00 | 0.87       | 0.13 | 1.00 | 0.58       | 0.42 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1560       | 240  | 1750 | 1040       | 760  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.19 | 0.02 | 0.01        | 0.08 | 0.06 | 0.07       | 0.07 | 0.05 | 0.09       | 0.09 | 0.06 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 36.4        | 75.6 | 75.6 | 7.0         | 46.2 | 46.2 | 34.4       | 34.4 | 34.4 | 34.4       | 34.4 | 34.4 |
| Volume/Cap:                                          | 0.22        | 0.31 | 0.03 | 0.14        | 0.22 | 0.17 | 0.24       | 0.24 | 0.20 | 0.31       | 0.31 | 0.21 |
| Delay/Veh:                                           | 34.2        | 12.5 | 10.3 | 57.3        | 27.5 | 27.0 | 35.9       | 35.9 | 35.4 | 36.8       | 36.8 | 35.5 |
| 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:                                          | 34.2        | 12.5 | 10.3 | 57.3        | 27.5 | 27.0 | 35.9       | 35.9 | 35.4 | 36.8       | 36.8 | 35.5 |
| LOS by Move:                                         | C           | B    | B    | E           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 3           | 7    | 1    | 1           | 4    | 3    | 4          | 4    | 3    | 5          | 5    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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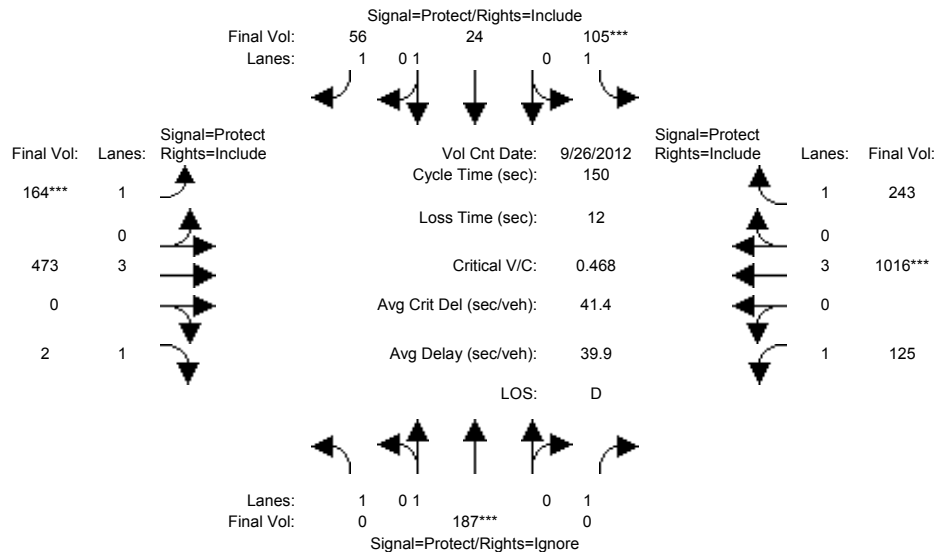
## Intersection #3759: ROSENBAUM/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                         | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                         | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                          | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 41   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                        | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.87       | 0.13 | 1.00 | 0.82       | 0.18 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1562       | 238  | 1750 | 1473       | 327  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.08 | 0.05 | 0.04        | 0.14 | 0.05 | 0.04       | 0.04 | 0.05 | 0.03       | 0.03 | 0.02 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      |            |      |      |
| Green Time:                                          | 19.1        | 54.9 | 54.9 | 37.7        | 73.6 | 73.6 | 24.3       | 24.3 | 24.3 | 24.3       | 24.3 | 24.3 |
| Volume/Cap:                                          | 0.23        | 0.19 | 0.11 | 0.12        | 0.23 | 0.09 | 0.20       | 0.20 | 0.23 | 0.16       | 0.16 | 0.12 |
| Delay/Veh:                                           | 47.5        | 21.8 | 21.1 | 32.1        | 12.7 | 11.6 | 42.9       | 42.9 | 43.3 | 42.5       | 42.5 | 42.2 |
| 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:                                          | 47.5        | 21.8 | 21.1 | 32.1        | 12.7 | 11.6 | 42.9       | 42.9 | 43.3 | 42.5       | 42.5 | 42.2 |
| LOS by Move:                                         | D           | C    | C    | C           | B    | B    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 3    | 2    | 2           | 5    | 2    | 2          | 2    | 3    | 2          | 2    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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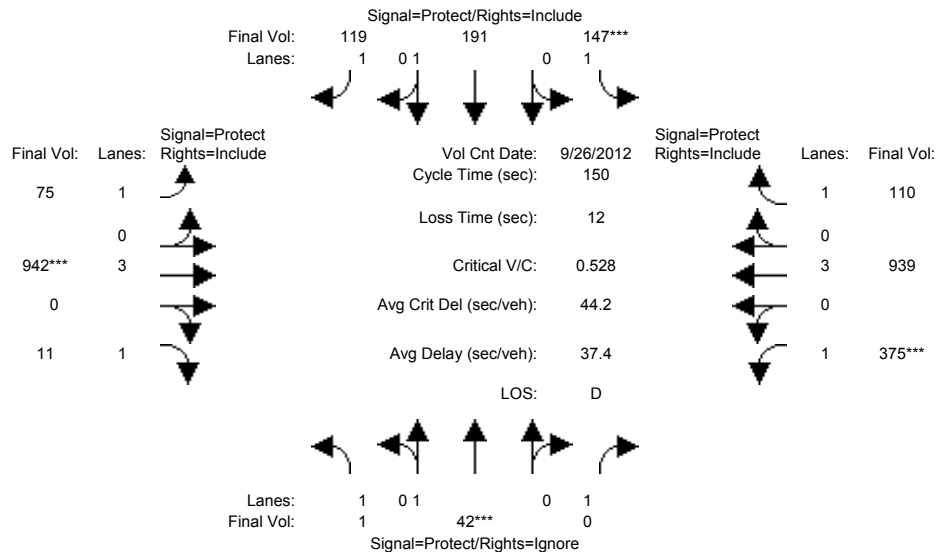
## Intersection #3803: SEVENTH/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 187  | 350  | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| Growth Adj:                                          | 1.00        | 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           | 187  | 350  | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| 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           | 187  | 350  | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 187  | 0    | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 187  | 0    | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 187  | 0    | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.10 | 0.00 | 0.06        | 0.01 | 0.03 | 0.09       | 0.08 | 0.00 | 0.07       | 0.18 | 0.14 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 31.6 | 0.0  | 19.2        | 50.8 | 50.8 | 30.0       | 46.9 | 46.9 | 40.3       | 57.2 | 57.2 |
| Volume/Cap:                                          | 0.00        | 0.47 | 0.00 | 0.47        | 0.04 | 0.09 | 0.47       | 0.27 | 0.00 | 0.27       | 0.47 | 0.36 |
| Delay/Veh:                                           | 0.0         | 52.7 | 0.0  | 62.2        | 33.2 | 34.0 | 53.9       | 38.7 | 35.5 | 43.5       | 35.1 | 33.7 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 52.7 | 0.0  | 62.2        | 33.2 | 34.0 | 53.9       | 38.7 | 35.5 | 43.5       | 35.1 | 33.7 |
| LOS by Move:                                         | A           | D    | A    | E           | C    | C    | D          | D    | D    | D          | D    | C    |
| HCM2kAvgQ:                                           | 0           | 7    | 0    | 5           | 1    | 2    | 7          | 5    | 0    | 5          | 11   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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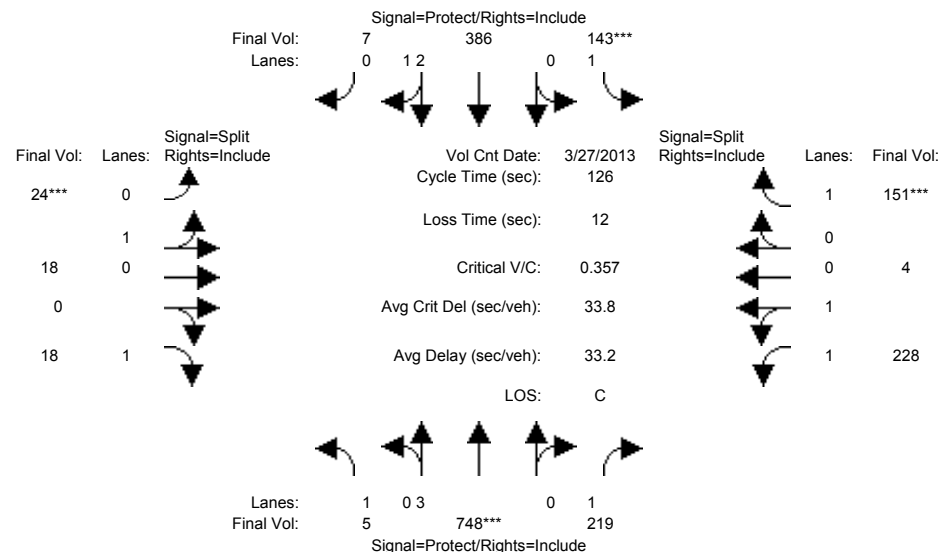
## Intersection #3803: SEVENTH/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 1           | 42   | 143  | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 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:                                         | 1           | 42   | 143  | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 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:                                         | 1           | 42   | 143  | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 110  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 1           | 42   | 0    | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 110  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 1           | 42   | 0    | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 110  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 1           | 42   | 0    | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 110  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.02 | 0.00 | 0.08        | 0.10 | 0.07 | 0.04       | 0.17 | 0.01 | 0.21       | 0.16 | 0.06 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 10.5        | 10.0 | 0.0  | 23.2        | 22.7 | 22.7 | 23.1       | 45.6 | 45.6 | 59.2       | 81.7 | 81.7 |
| Volume/Cap:                                          | 0.01        | 0.33 | 0.00 | 0.54        | 0.67 | 0.45 | 0.28       | 0.54 | 0.02 | 0.54       | 0.30 | 0.12 |
| Delay/Veh:                                           | 64.9        | 68.4 | 0.0  | 60.8        | 65.9 | 59.2 | 56.6       | 43.9 | 36.6 | 35.9       | 18.7 | 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:                                          | 64.9        | 68.4 | 0.0  | 60.8        | 65.9 | 59.2 | 56.6       | 43.9 | 36.6 | 35.9       | 18.7 | 16.7 |
| LOS by Move:                                         | E           | E    | A    | E           | E    | E    | E          | D    | D    | D          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 2    | 0    | 7           | 8    | 5    | 3          | 11   | 0    | 14         | 7    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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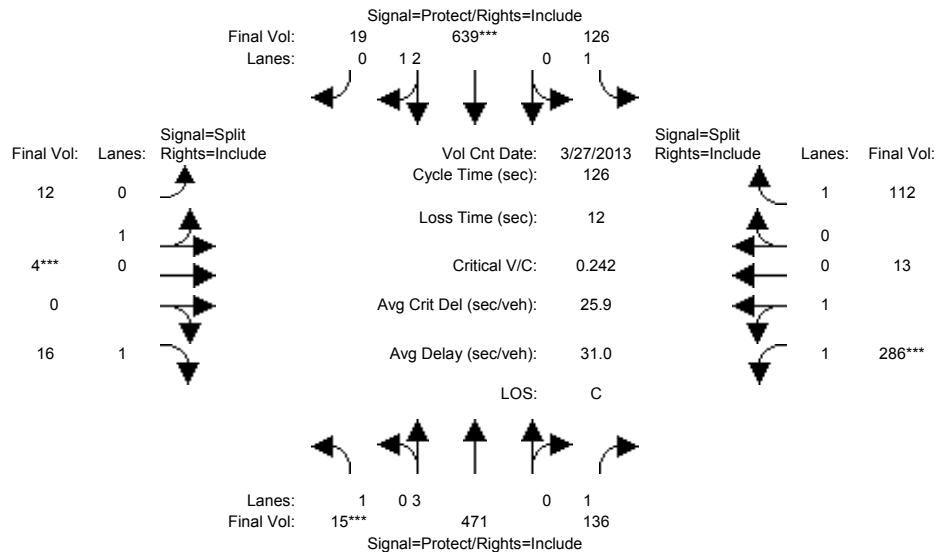
## Intersection #3807: SKYWAY/SNELL



| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| 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:                                         | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.94 | 0.06 | 0.57       | 0.43 | 1.00 | 1.97       | 0.03 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5500 | 100  | 1029       | 771  | 1750 | 3489       | 61   | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.13 | 0.13 | 0.08        | 0.07 | 0.07 | 0.02       | 0.02 | 0.01 | 0.07       | 0.07 | 0.09 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 30.5        | 45.6 | 45.6 | 28.4        | 43.5 | 43.5 | 10.0       | 10.0 | 10.0 | 30.0       | 30.0 | 30.0 |
| Volume/Cap:                                          | 0.01        | 0.36 | 0.35 | 0.36        | 0.20 | 0.20 | 0.29       | 0.29 | 0.13 | 0.27       | 0.27 | 0.36 |
| Delay/Veh:                                           | 36.3        | 29.6 | 29.6 | 41.7        | 29.1 | 29.1 | 55.8       | 55.8 | 54.4 | 39.3       | 39.3 | 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:                                          | 36.3        | 29.6 | 29.6 | 41.7        | 29.1 | 29.1 | 55.8       | 55.8 | 54.4 | 39.3       | 39.3 | 40.6 |
| LOS by Move:                                         | D           | C    | C    | D           | C    | C    | E          | E    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 7    | 6    | 5           | 3    | 3    | 2          | 2    | 1    | 4          | 4    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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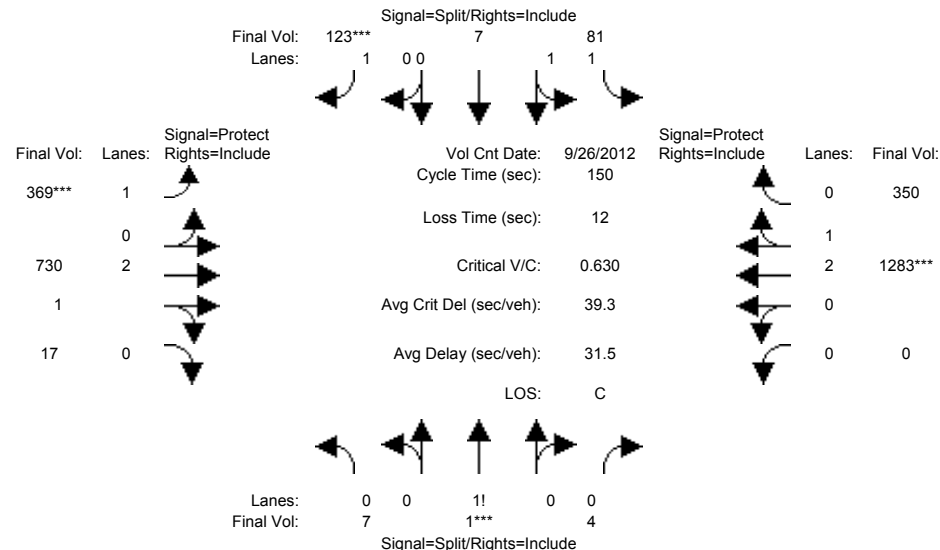
## Intersection #3807: SKYWAY/SNELL



| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 15          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| Growth Adj:                                          | 1.00        | 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          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| 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          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 15          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 15          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 15          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.98 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.91 | 0.09 | 0.75       | 0.25 | 1.00 | 1.91       | 0.09 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5438 | 162  | 1350       | 450  | 1750 | 3396       | 154  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.08 | 0.08 | 0.07        | 0.12 | 0.12 | 0.01       | 0.01 | 0.01 | 0.08       | 0.08 | 0.06 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 33.9 | 33.9 | 29.6        | 56.5 | 56.5 | 10.0       | 10.0 | 10.0 | 40.5       | 40.5 | 40.5 |
| Volume/Cap:                                          | 0.15        | 0.31 | 0.29 | 0.31        | 0.26 | 0.26 | 0.11       | 0.11 | 0.12 | 0.26       | 0.26 | 0.20 |
| Delay/Veh:                                           | 57.4        | 36.8 | 36.8 | 40.2        | 21.8 | 21.8 | 54.2       | 54.2 | 54.3 | 31.8       | 31.8 | 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:                                          | 57.4        | 36.8 | 36.8 | 40.2        | 21.8 | 21.8 | 54.2       | 54.2 | 54.3 | 31.8       | 31.8 | 31.2 |
| LOS by Move:                                         | E           | D    | D    | D           | C    | C    | D          | D    | D    | C          | C    | C    |
| HCM2kAvgQ:                                           | 1           | 5    | 4    | 4           | 5    | 5    | 1          | 1    | 1    | 4          | 4    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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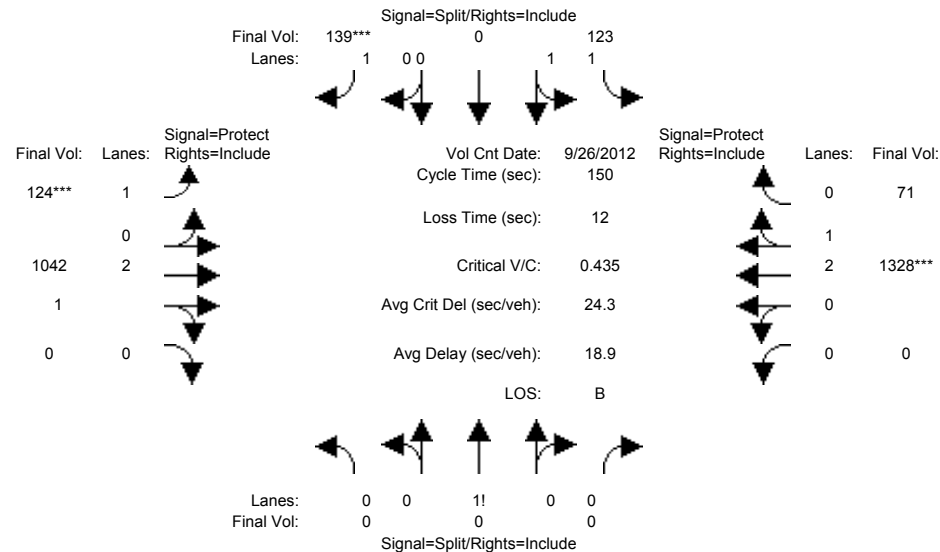
## Intersection #3824: 10TH/TULLY



| 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    | 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 7           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 7           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| 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:                                         | 7           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 7           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.92 | 0.92 | 0.93        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95  | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.59        | 0.08 | 0.33 | 1.84        | 0.16 | 1.00 | 1.00       | 2.93 | 0.07  | 0.00       | 2.33 | 0.67 |
| Final Sat.:                                          | 1021        | 146  | 583  | 3268        | 282  | 1750 | 1750       | 5472 | 127   | 0          | 4398 | 1200 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.01 | 0.01 | 0.02        | 0.02 | 0.07 | 0.21       | 0.13 | 0.13  | 0.00       | 0.29 | 0.29 |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | ****  | ****       | **** | **** |
| Green Time:                                          | 10.0        | 10.0 | 10.0 | 15.7        | 15.7 | 15.7 | 47.1       | 112  | 112.3 | 0.0        | 65.2 | 65.2 |
| Volume/Cap:                                          | 0.10        | 0.10 | 0.10 | 0.24        | 0.24 | 0.67 | 0.67       | 0.18 | 0.18  | 0.00       | 0.67 | 0.67 |
| Delay/Veh:                                           | 66.2        | 66.2 | 66.2 | 62.0        | 62.0 | 74.0 | 47.9       | 5.5  | 5.5   | 0.0        | 34.6 | 34.6 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 66.2        | 66.2 | 66.2 | 62.0        | 62.0 | 74.0 | 47.9       | 5.5  | 5.5   | 0.0        | 34.6 | 34.6 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | D          | A    | A     | A          | C    | C    |
| HCM2kAvgQ:                                           | 1           | 1    | 1    | 2           | 2    | 6    | 16         | 3    | 3     | 0          | 20   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

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## Intersection #3824: 10TH/TULLY

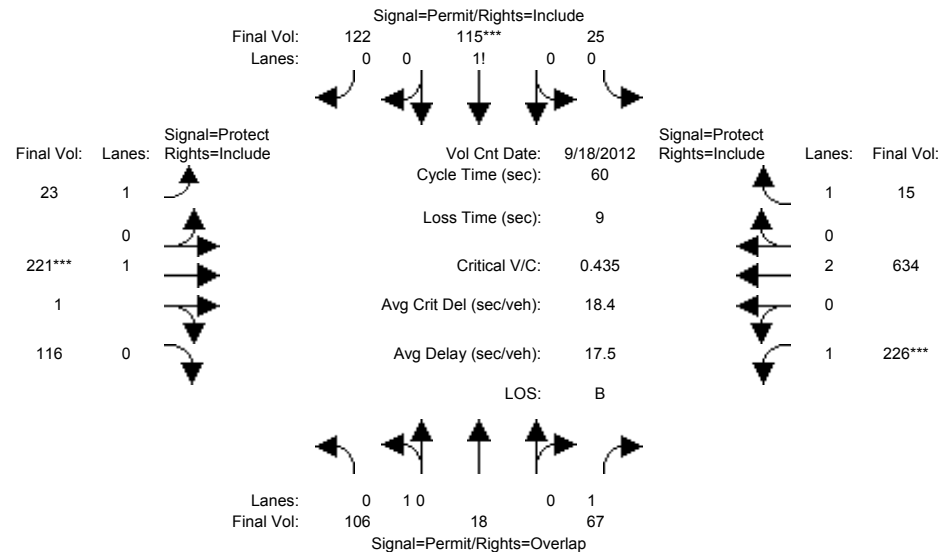


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 10          | 10   | 10   | 7          | 10   | 10   | 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: 26 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 0    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| Growth Adj:                                  | 1.00        | 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    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| 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    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 0           | 0    | 0    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 0           | 0    | 0    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 0.92 | 0.92 | 0.93        | 1.00 | 0.92 | 0.92       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.00        | 1.00 | 0.00 | 2.00        | 0.00 | 1.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.84 | 0.16 |
| Final Sat.:                                  | 0           | 1750 | 0    | 3550        | 0    | 1750 | 1750       | 5600 | 0    | 0          | 5315 | 284  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.03        | 0.00 | 0.08 | 0.07       | 0.19 | 0.00 | 0.00       | 0.25 | 0.25 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 27.4        | 0.0  | 27.4 | 24.4       | 111  | 0.0  | 0.0        | 86.2 | 86.2 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.19        | 0.00 | 0.43 | 0.43       | 0.25 | 0.00 | 0.00       | 0.43 | 0.43 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 52.0        | 0.0  | 55.4 | 57.6       | 6.4  | 0.0  | 0.0        | 18.2 | 18.2 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 0.0         | 0.0  | 0.0  | 52.0        | 0.0  | 55.4 | 57.6       | 6.4  | 0.0  | 0.0        | 18.2 | 18.2 |
| LOS by Move:                                 | A           | A    | A    | D           | A    | E    | E          | A    | A    | A          | B    | B    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 2           | 0    | 6    | 5          | 5    | 0    | 0          | 12   | 12   |

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

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## Intersection #3849: HILLSDALE/NARVAEZ



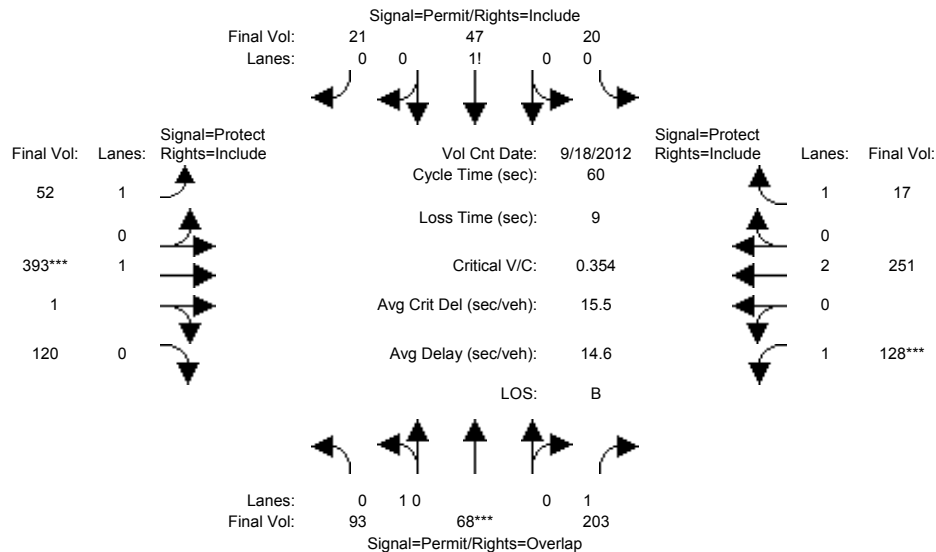
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 18 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 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:                                 | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 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:                                 | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 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:                                  | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 15   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 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:                                | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 15   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.99 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.85        | 0.15 | 1.00 | 0.09        | 0.44 | 0.47 | 1.00       | 1.29 | 0.71 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1539        | 261  | 1750 | 167         | 768  | 815  | 1750       | 2425 | 1273 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.07        | 0.07 | 0.04 | 0.15        | 0.15 | 0.15 | 0.01       | 0.09 | 0.09 | 0.13       | 0.17 | 0.01 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 20.6        | 20.6 | 38.4 | 20.6        | 20.6 | 20.6 | 12.5       | 12.6 | 12.6 | 17.8       | 17.9 | 17.9 |
| Volume/Cap:                                  | 0.20        | 0.20 | 0.06 | 0.44        | 0.44 | 0.44 | 0.06       | 0.44 | 0.44 | 0.44       | 0.56 | 0.03 |
| Delay/Veh:                                   | 14.0        | 14.0 | 4.1  | 15.7        | 15.7 | 15.7 | 19.1       | 21.0 | 21.0 | 17.6       | 18.4 | 14.9 |
| 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:                                  | 14.0        | 14.0 | 4.1  | 15.7        | 15.7 | 15.7 | 19.1       | 21.0 | 21.0 | 17.6       | 18.4 | 14.9 |
| LOS by Move:                                 | B           | B    | A    | B           | B    | B    | B          | C    | C    | B          | B    | B    |
| HCM2kAvgQ:                                   | 2           | 2    | 0    | 4           | 4    | 4    | 0          | 3    | 3    | 4          | 5    | 0    |

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



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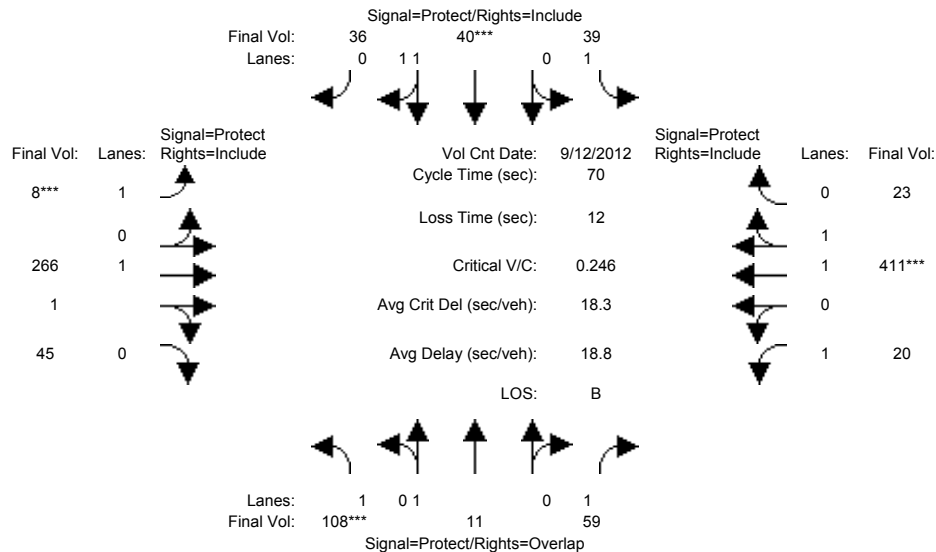
## Intersection #3849: HILLSDALE/NARVAEZ



| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 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:                                         | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 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:                                         | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 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:                                          | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 17   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 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:                                        | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 17   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.58        | 0.42 | 1.00 | 0.23        | 0.53 | 0.24 | 1.00       | 1.52 | 0.48 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1040        | 760  | 1750 | 398         | 935  | 418  | 1750       | 2834 | 865  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.09 | 0.12 | 0.05        | 0.05 | 0.05 | 0.03       | 0.14 | 0.14 | 0.07       | 0.07 | 0.01 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 15.1        | 15.1 | 27.5 | 15.1        | 15.1 | 15.1 | 14.8       | 23.5 | 23.5 | 12.4       | 21.1 | 21.1 |
| Volume/Cap:                                          | 0.35        | 0.35 | 0.25 | 0.20        | 0.20 | 0.20 | 0.12       | 0.35 | 0.35 | 0.35       | 0.19 | 0.03 |
| Delay/Veh:                                           | 18.9        | 18.9 | 10.1 | 17.9        | 17.9 | 17.9 | 17.7       | 13.1 | 13.1 | 21.0       | 13.6 | 12.8 |
| 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:                                          | 18.9        | 18.9 | 10.1 | 17.9        | 17.9 | 17.9 | 17.7       | 13.1 | 13.1 | 21.0       | 13.6 | 12.8 |
| LOS by Move:                                         | B           | B    | B    | B           | B    | B    | B          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 3           | 3    | 2    | 2           | 2    | 2    | 1          | 3    | 3    | 2          | 2    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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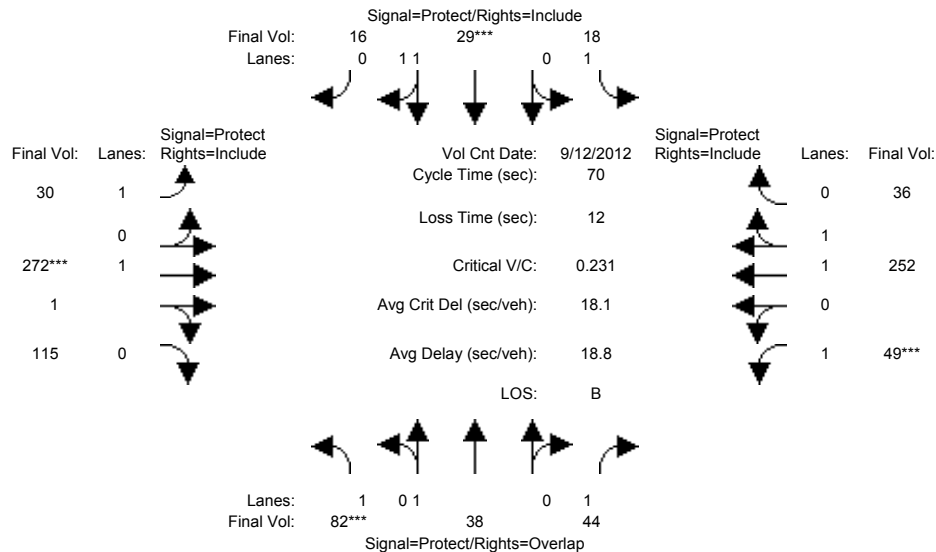
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 23   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 23   |
| 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:                                         | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 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:                                          | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 23   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 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:                                        | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 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 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.03 | 0.97 | 1.00       | 1.70 | 0.30 | 1.00       | 1.89 | 0.11 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1946 | 1751 | 1750       | 3164 | 535  | 1750       | 3504 | 196  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.01 | 0.03 | 0.02        | 0.02 | 0.02 | 0.00       | 0.08 | 0.08 | 0.01       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.1        | 14.2 | 28.1 | 9.9         | 10.0 | 10.0 | 7.0        | 19.9 | 19.9 | 13.9       | 26.9 | 26.9 |
| Volume/Cap:                                          | 0.31        | 0.03 | 0.08 | 0.16        | 0.14 | 0.14 | 0.05       | 0.30 | 0.30 | 0.06       | 0.31 | 0.31 |
| Delay/Veh:                                           | 24.3        | 22.4 | 13.0 | 26.7        | 26.4 | 26.4 | 28.6       | 19.7 | 19.7 | 22.8       | 15.2 | 15.2 |
| 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:                                          | 24.3        | 22.4 | 13.0 | 26.7        | 26.4 | 26.4 | 28.6       | 19.7 | 19.7 | 22.8       | 15.2 | 15.2 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 0    | 1    | 1           | 1    | 1    | 0          | 3    | 3    | 0          | 3    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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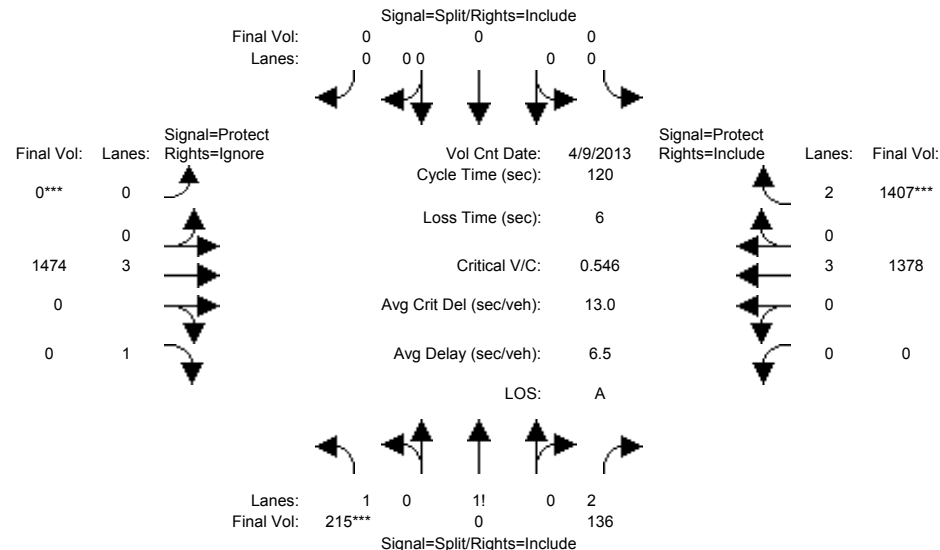
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                         | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                         | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                          | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 36   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                        | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 36   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.27 | 0.73 | 1.00       | 1.39 | 0.61 | 1.00       | 1.74 | 0.26 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 2383 | 1315 | 1750       | 2600 | 1099 | 1750       | 3237 | 462  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.02 | 0.03 | 0.01        | 0.01 | 0.01 | 0.02       | 0.10 | 0.10 | 0.03       | 0.08 | 0.08 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            | **** |      |            |      |      |
| Green Time:                                          | 12.5        | 13.3 | 20.7 | 9.3         | 10.0 | 10.0 | 14.6       | 28.0 | 28.0 | 7.5        | 20.9 | 20.9 |
| Volume/Cap:                                          | 0.26        | 0.11 | 0.08 | 0.08        | 0.09 | 0.09 | 0.08       | 0.26 | 0.26 | 0.26       | 0.26 | 0.26 |
| Delay/Veh:                                           | 25.2        | 23.6 | 17.8 | 26.8        | 26.1 | 26.1 | 22.4       | 14.2 | 14.2 | 29.5       | 18.8 | 18.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 25.2        | 23.6 | 17.8 | 26.8        | 26.1 | 26.1 | 22.4       | 14.2 | 14.2 | 29.5       | 18.8 | 18.8 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 1    | 0           | 0    | 0    | 1          | 3    | 3    | 1          | 2    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing (AM)

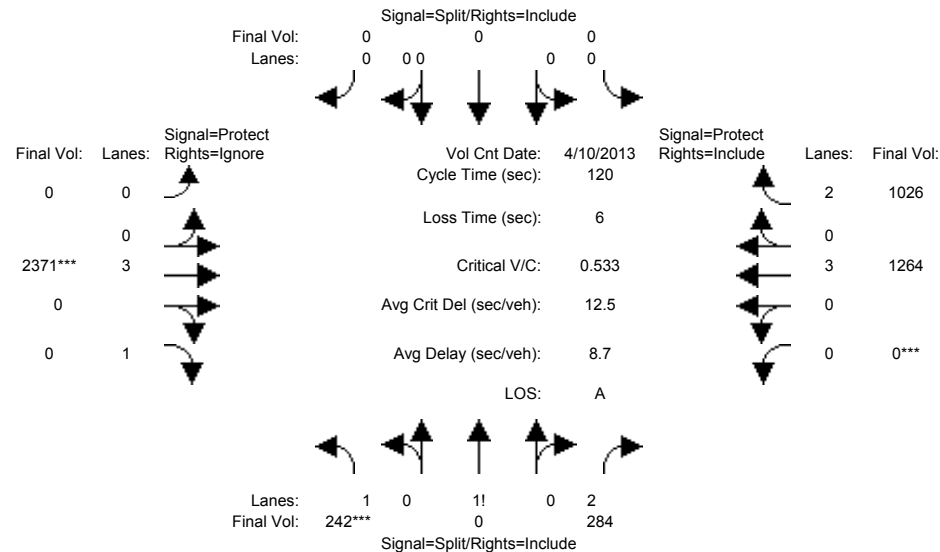
## Intersection #4082: 101/TULLY (E)



| 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: >> Count Date: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 629  | 0          | 1378 | 1407 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 629  | 0          | 1378 | 1407 |
| 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:                                         | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 629  | 0          | 1378 | 1407 |
| 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:                                          | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 0    | 0          | 1378 | 1407 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 0    | 0          | 1378 | 1407 |
| 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:                                        | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 0    | 0          | 1378 | 1407 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.68        | 0.00 | 2.32 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2978        | 0    | 3657 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.00 | 0.04 | 0.00        | 0.00 | 0.00 | 0.00       | 0.26 | 0.00 | 0.00       | 0.24 | 0.45 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      |            |      | **** |
| Green Time:                                          | 15.9        | 0.0  | 15.9 | 0.0         | 0.0  | 0.0  | 0.0        | 98.1 | 0.0  | 0.0        | 98.1 | 98.1 |
| Volume/Cap:                                          | 0.55        | 0.00 | 0.28 | 0.00        | 0.00 | 0.00 | 0.00       | 0.32 | 0.00 | 0.00       | 0.30 | 0.55 |
| Delay/Veh:                                           | 49.7        | 0.0  | 47.1 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.7  | 3.8  |
| 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:                                          | 49.7        | 0.0  | 47.1 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.7  | 3.8  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 5           | 0    | 3    | 0           | 0    | 0    | 0          | 4    | 0    | 0          | 4    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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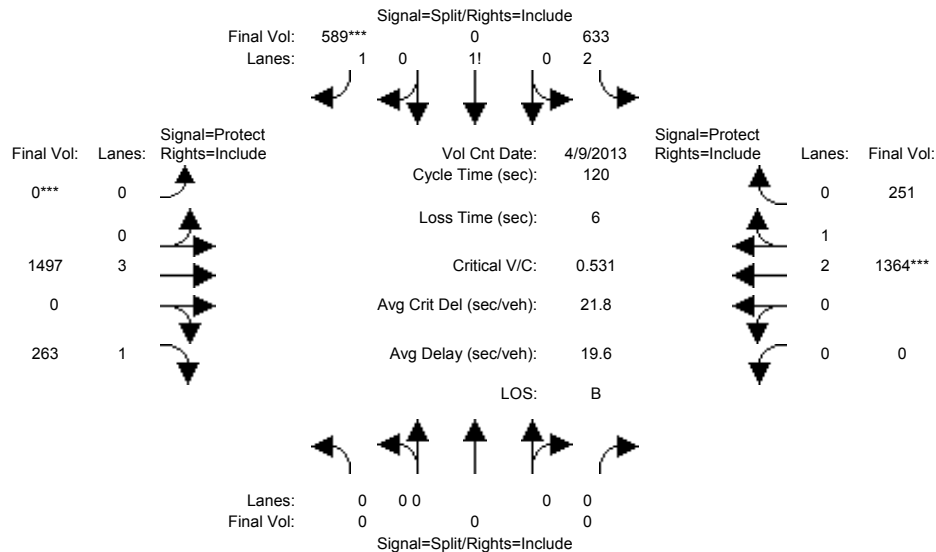
## Intersection #4082: 101/TULLY (E)



| 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: >> Count Date: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 396  | 0          | 1264 | 1026 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 396  | 0          | 1264 | 1026 |
| 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:                                         | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 396  | 0          | 1264 | 1026 |
| 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:                                          | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 0    | 0          | 1264 | 1026 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 0    | 0          | 1264 | 1026 |
| 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:                                        | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 0    | 0          | 1264 | 1026 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.84 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.54        | 0.00 | 2.46 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2690        | 0    | 3911 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.00 | 0.07 | 0.00        | 0.00 | 0.00 | 0.00       | 0.42 | 0.00 | 0.00       | 0.22 | 0.33 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            | **** |      |            |      |      |
| Green Time:                                          | 20.3        | 0.0  | 20.3 | 0.0         | 0.0  | 0.0  | 0.0        | 93.7 | 0.0  | 0.0        | 93.7 | 93.7 |
| Volume/Cap:                                          | 0.53        | 0.00 | 0.43 | 0.00        | 0.00 | 0.00 | 0.00       | 0.53 | 0.00 | 0.00       | 0.28 | 0.42 |
| Delay/Veh:                                           | 46.1        | 0.0  | 44.9 | 0.0         | 0.0  | 0.0  | 0.0        | 5.0  | 0.0  | 0.0        | 3.7  | 4.4  |
| 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:                                          | 46.1        | 0.0  | 44.9 | 0.0         | 0.0  | 0.0  | 0.0        | 5.0  | 0.0  | 0.0        | 3.7  | 4.4  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 6           | 0    | 5    | 0           | 0    | 0    | 0          | 11   | 0    | 0          | 4    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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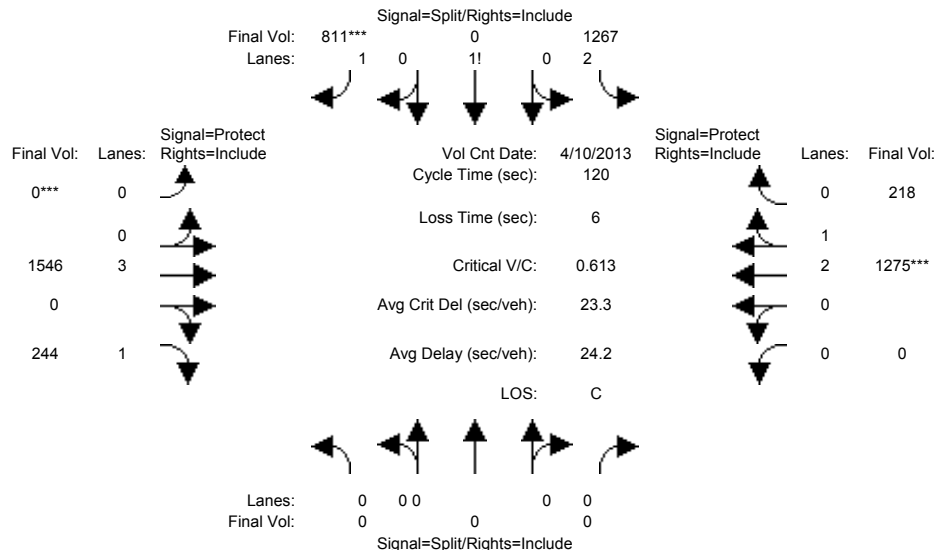
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 0    | 0    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| 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    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.44        | 0.00 | 1.56 | 0.00       | 3.00 | 1.00 | 0.00       | 2.52 | 0.48 |
| Final Sat.:                                          | 0           | 0    | 0    | 3861        | 0    | 2726 | 0          | 5700 | 1750 | 0          | 4729 | 870  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.16        | 0.00 | 0.22 | 0.00       | 0.26 | 0.15 | 0.00       | 0.29 | 0.29 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 48.8        | 0.0  | 48.8 | 0.0        | 65.2 | 65.2 | 0.0        | 65.2 | 65.2 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.40        | 0.00 | 0.53 | 0.00       | 0.48 | 0.28 | 0.00       | 0.53 | 0.53 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 25.3        | 0.0  | 27.2 | 0.0        | 17.1 | 14.9 | 0.0        | 17.8 | 17.8 |
| 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  | 25.3        | 0.0  | 27.2 | 0.0        | 17.1 | 14.9 | 0.0        | 17.8 | 17.8 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | B    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 8           | 0    | 11   | 0          | 11   | 5    | 0          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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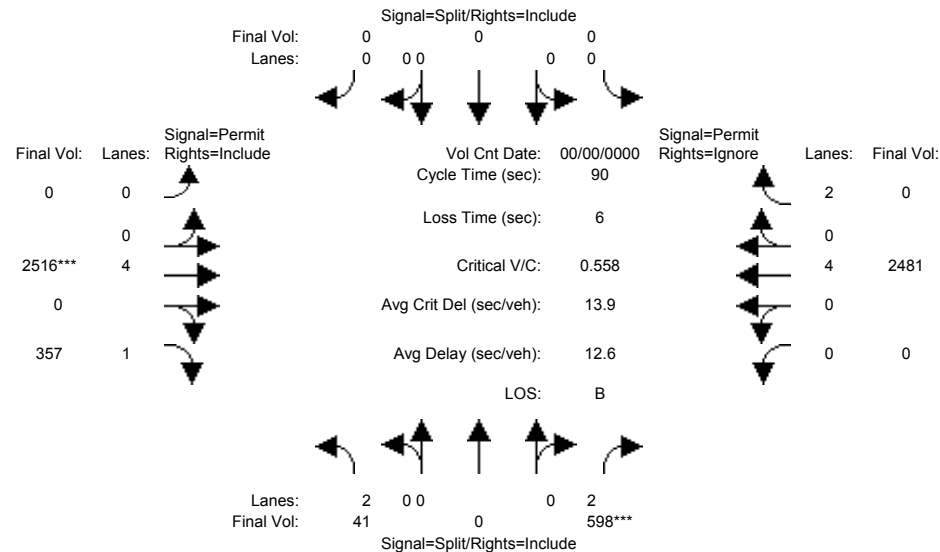
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| Growth Adj:                                          | 1.00        | 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    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| 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    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| Saturation 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       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.53        | 0.00 | 1.47 | 0.00       | 3.00 | 1.00 | 0.00       | 2.55 | 0.45 |
| Final Sat.:                                          | 0           | 0    | 0    | 4067        | 0    | 2570 | 0          | 5700 | 1750 | 0          | 4781 | 817  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.31        | 0.00 | 0.32 | 0.00       | 0.27 | 0.14 | 0.00       | 0.27 | 0.27 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 61.8        | 0.0  | 61.8 | 0.0        | 52.2 | 52.2 | 0.0        | 52.2 | 52.2 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.61        | 0.00 | 0.61 | 0.00       | 0.62 | 0.32 | 0.00       | 0.61 | 0.61 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 20.8        | 0.0  | 21.0 | 0.0        | 26.8 | 22.5 | 0.0        | 26.6 | 26.6 |
| 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  | 20.8        | 0.0  | 21.0 | 0.0        | 26.8 | 22.5 | 0.0        | 26.6 | 26.6 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | C    | C    | A          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 15          | 0    | 16   | 0          | 14   | 6    | 0          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Existing (AM)

## Intersection #4084: Capitol/101 (E)

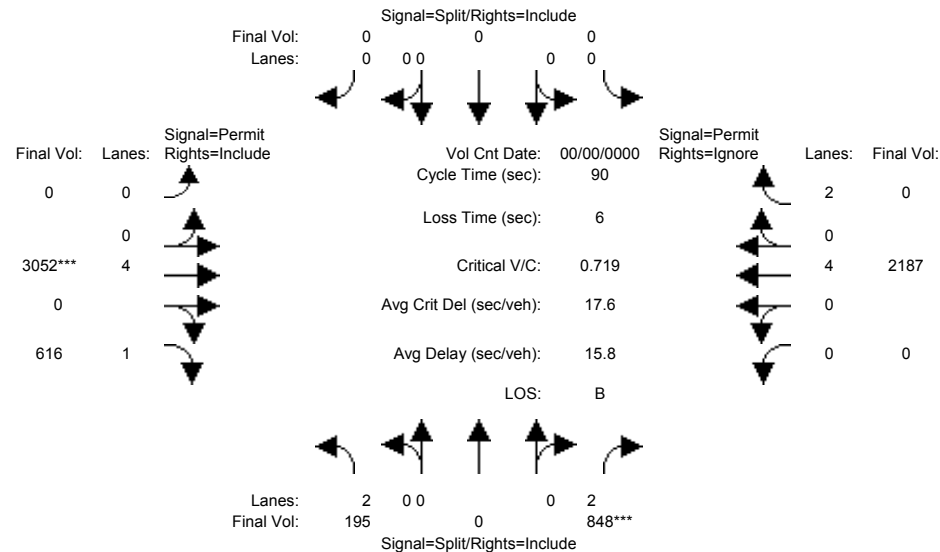


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 41          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 1685 |
| Growth Adj:                                          | 1.00        | 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          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 1685 |
| 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          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 1685 |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 41          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 41          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 41          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.00 | 0.19 | 0.00        | 0.00 | 0.00 | 0.00       | 0.33 | 0.20 | 0.00       | 0.33 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 30.6        | 0.0  | 30.6 | 0.0         | 0.0  | 0.0  | 0.0        | 53.4 | 53.4 | 0.0        | 53.4 | 0.0  |
| Volume/Cap:                                          | 0.04        | 0.00 | 0.56 | 0.00        | 0.00 | 0.00 | 0.00       | 0.56 | 0.34 | 0.00       | 0.55 | 0.00 |
| Delay/Veh:                                           | 19.9        | 0.0  | 24.8 | 0.0         | 0.0  | 0.0  | 0.0        | 11.3 | 9.6  | 0.0        | 11.2 | 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:                                          | 19.9        | 0.0  | 24.8 | 0.0         | 0.0  | 0.0  | 0.0        | 11.3 | 9.6  | 0.0        | 11.2 | 0.0  |
| LOS by Move:                                         | B           | A    | C    | A           | A    | A    | A          | B    | A    | A          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 8    | 0           | 0    | 0    | 0          | 11   | 5    | 0          | 11   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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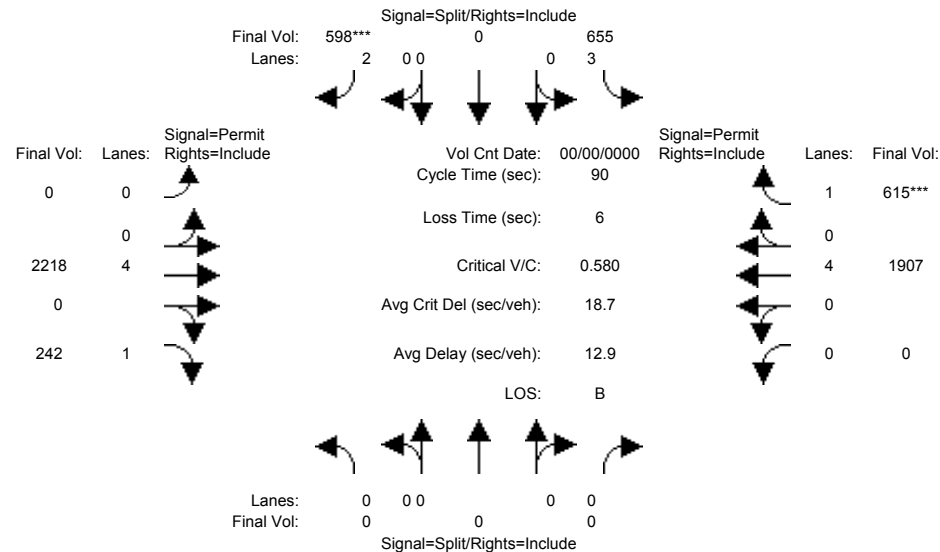
## Intersection #4084: Capitol/101 (E)



| 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: >> Count Date: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 893  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 893  |
| 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:                                         | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 893  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.00 | 0.27 | 0.00        | 0.00 | 0.00 | 0.00       | 0.40 | 0.35 | 0.00       | 0.29 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 33.7        | 0.0  | 33.7 | 0.0         | 0.0  | 0.0  | 0.0        | 50.3 | 50.3 | 0.0        | 50.3 | 0.0  |
| Volume/Cap:                                          | 0.17        | 0.00 | 0.72 | 0.00        | 0.00 | 0.00 | 0.00       | 0.72 | 0.63 | 0.00       | 0.52 | 0.00 |
| Delay/Veh:                                           | 18.8        | 0.0  | 26.3 | 0.0         | 0.0  | 0.0  | 0.0        | 15.3 | 14.9 | 0.0        | 12.4 | 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:                                          | 18.8        | 0.0  | 26.3 | 0.0         | 0.0  | 0.0  | 0.0        | 15.3 | 14.9 | 0.0        | 12.4 | 0.0  |
| LOS by Move:                                         | B           | A    | C    | A           | A    | A    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                                           | 2           | 0    | 12   | 0           | 0    | 0    | 0          | 16   | 13   | 0          | 10   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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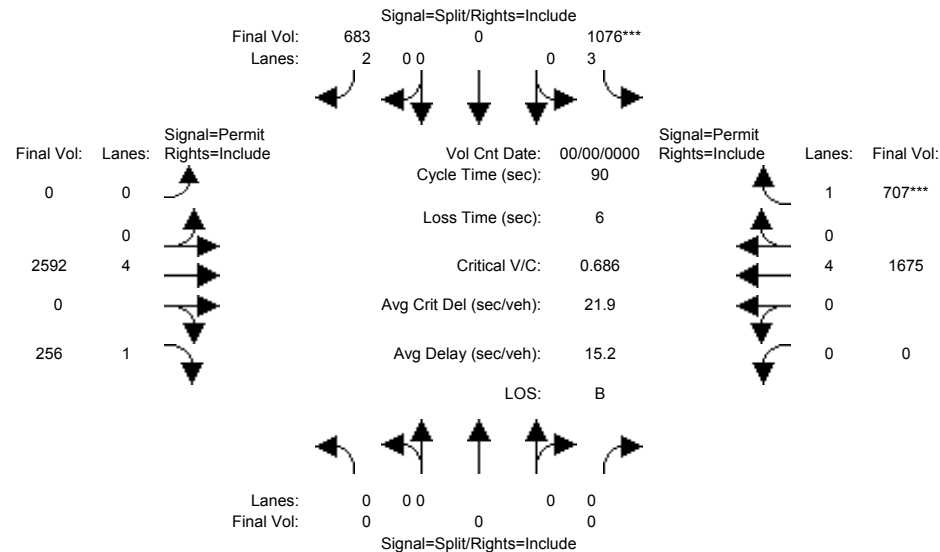
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| Growth Adj:                                          | 1.00        | 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    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| 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    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.14        | 0.00 | 0.19 | 0.00       | 0.29 | 0.14 | 0.00       | 0.25 | 0.35 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 29.5        | 0.0  | 29.5 | 0.0        | 54.5 | 54.5 | 0.0        | 54.5 | 54.5 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.44        | 0.00 | 0.58 | 0.00       | 0.48 | 0.23 | 0.00       | 0.41 | 0.58 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 24.0        | 0.0  | 26.0 | 0.0        | 9.9  | 8.2  | 0.0        | 9.4  | 11.6 |
| 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  | 24.0        | 0.0  | 26.0 | 0.0        | 9.9  | 8.2  | 0.0        | 9.4  | 11.6 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | A    | A    | A          | A    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 6           | 0    | 9    | 0          | 9    | 3    | 0          | 7    | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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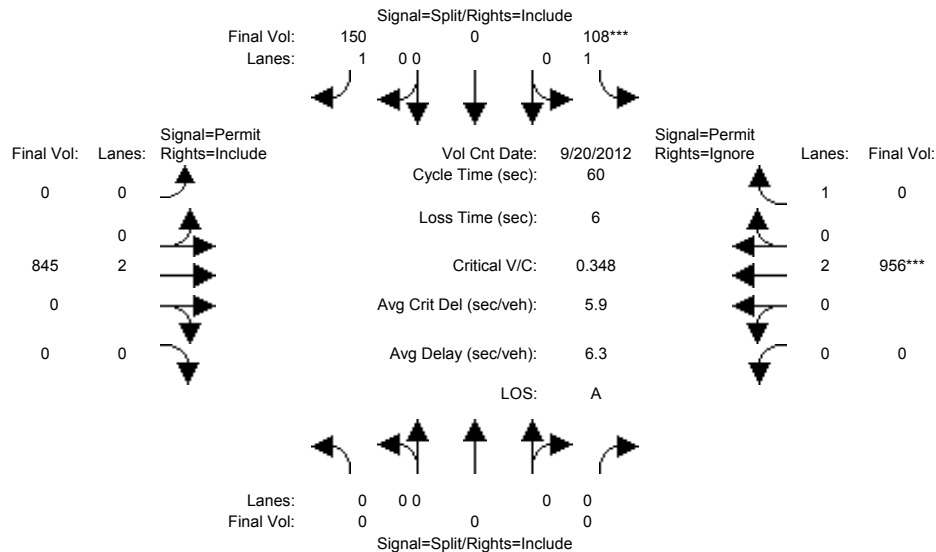
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| Growth Adj:                                          | 1.00        | 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    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| 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    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.24        | 0.00 | 0.22 | 0.00       | 0.34 | 0.15 | 0.00       | 0.22 | 0.40 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 31.0        | 0.0  | 31.0 | 0.0        | 53.0 | 53.0 | 0.0        | 53.0 | 53.0 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.69        | 0.00 | 0.63 | 0.00       | 0.58 | 0.25 | 0.00       | 0.37 | 0.69 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 26.6        | 0.0  | 25.9 | 0.0        | 11.7 | 9.0  | 0.0        | 9.8  | 14.7 |
| 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  | 26.6        | 0.0  | 25.9 | 0.0        | 11.7 | 9.0  | 0.0        | 9.8  | 14.7 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | A    | A          | A    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 12          | 0    | 10   | 0          | 11   | 4    | 0          | 6    | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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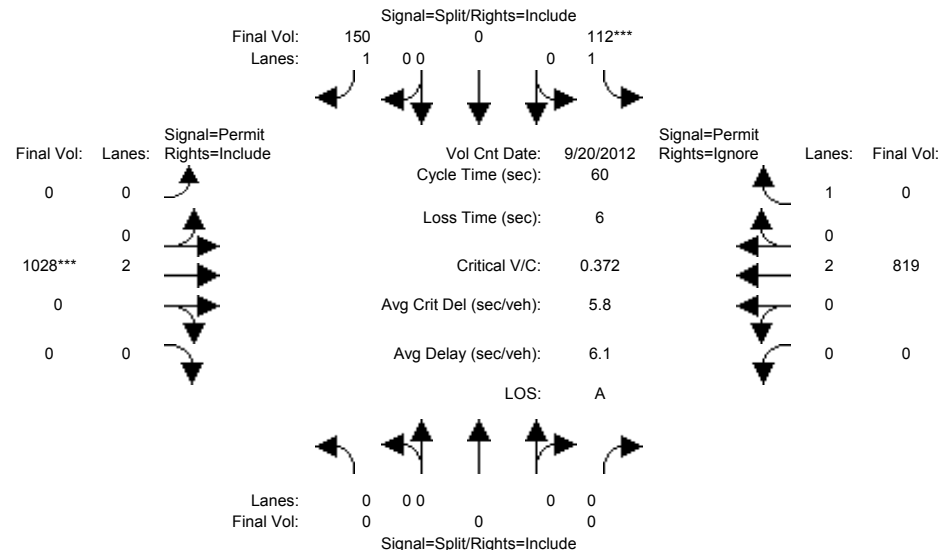
## Intersection #4106: ALMADEN EXP/CURTNER (W)



| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 139  |
| Growth Adj:                                          | 1.00        | 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    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 139  |
| 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    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 139  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.06        | 0.00 | 0.09 | 0.00       | 0.22 | 0.00 | 0.00       | 0.25 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 13.7        | 0.0  | 13.7 | 0.0        | 40.3 | 0.0  | 0.0        | 40.3 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.27        | 0.00 | 0.37 | 0.00       | 0.33 | 0.00 | 0.00       | 0.37 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 19.4        | 0.0  | 20.1 | 0.0        | 4.2  | 0.0  | 0.0        | 4.4  | 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  | 19.4        | 0.0  | 20.1 | 0.0        | 4.2  | 0.0  | 0.0        | 4.4  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | A    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 3    | 0          | 3    | 0    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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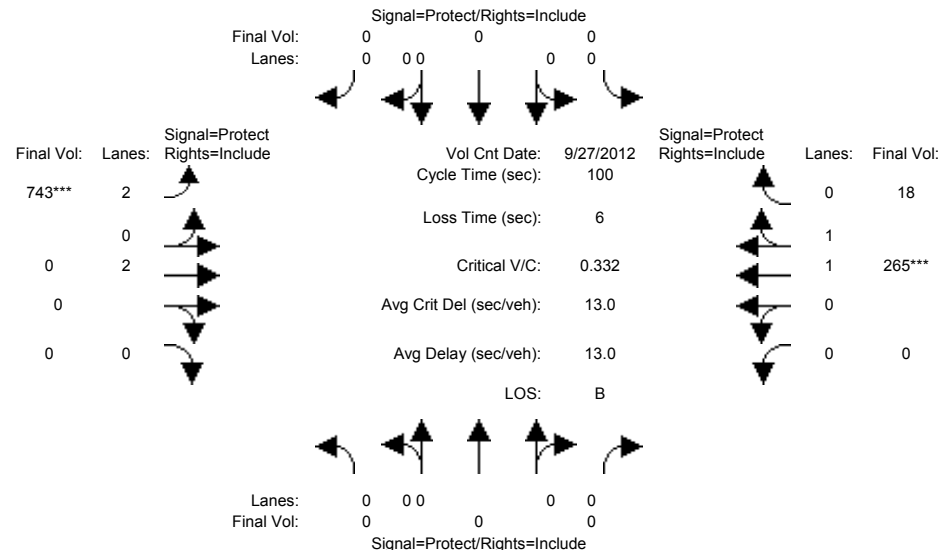
## Intersection #4106: ALMADEN EXP/CURTNER (W)



| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 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:                                         | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 209  |
| 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    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 209  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.06        | 0.00 | 0.09 | 0.00       | 0.27 | 0.00 | 0.00       | 0.22 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 13.0        | 0.0  | 13.0 | 0.0        | 41.0 | 0.0  | 0.0        | 41.0 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.30        | 0.00 | 0.40 | 0.00       | 0.40 | 0.00 | 0.00       | 0.32 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 20.1        | 0.0  | 20.8 | 0.0        | 4.2  | 0.0  | 0.0        | 3.9  | 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  | 20.1        | 0.0  | 20.8 | 0.0        | 4.2  | 0.0  | 0.0        | 3.9  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 3    | 0          | 4    | 0    | 0          | 3    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5502: 87/ALMADEN

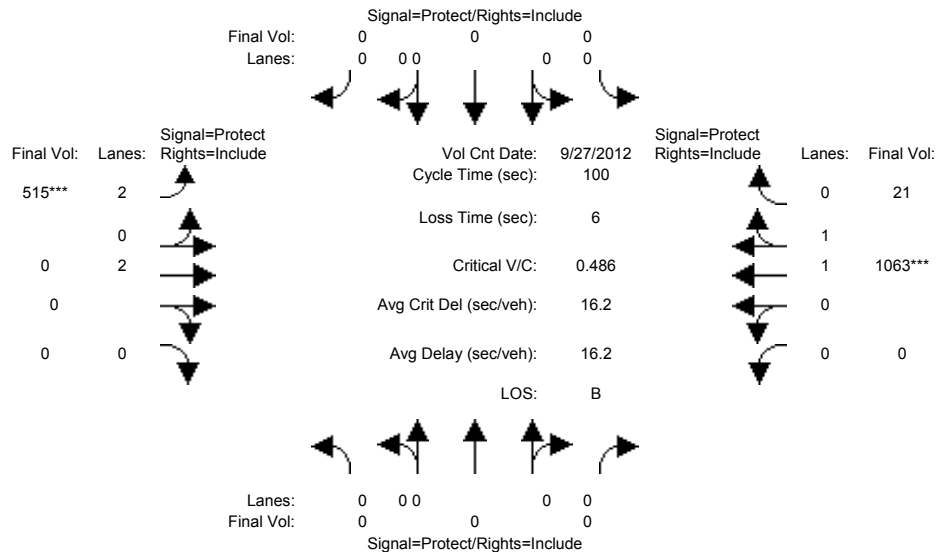


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                         | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 1944 | 0    | 0          | 265  | 18   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 1944 | 0    | 0          | 265  | 18   |
| 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    | 0           | 0    | 0    | 743        | 1944 | 0    | 0          | 265  | 18   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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    | 0           | 0    | 0    | 743        | 0    | 0    | 0          | 265  | 18   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 0    | 0    | 0          | 265  | 18   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 0    | 0    | 0          | 265  | 18   |
| Saturation 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.87 | 0.13 |
| Final Sat.:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3464 | 235  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.24       | 0.00 | 0.00 | 0.00       | 0.08 | 0.08 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 71.0       | 0.0  | 0.0  | 0.0        | 23.0 | 23.0 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.33       | 0.00 | 0.00 | 0.00       | 0.33 | 0.33 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 5.6        | 0.0  | 0.0  | 0.0        | 32.3 | 32.3 |
| 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  | 0.0         | 0.0  | 0.0  | 5.6        | 0.0  | 0.0  | 0.0        | 32.3 | 32.3 |
| LOS by Move:                                 | A           | A    | A    | A           | A    | A    | A          | A    | A    | A          | C    | C    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 5          | 0    | 0    | 0          | 4    | 4    |

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

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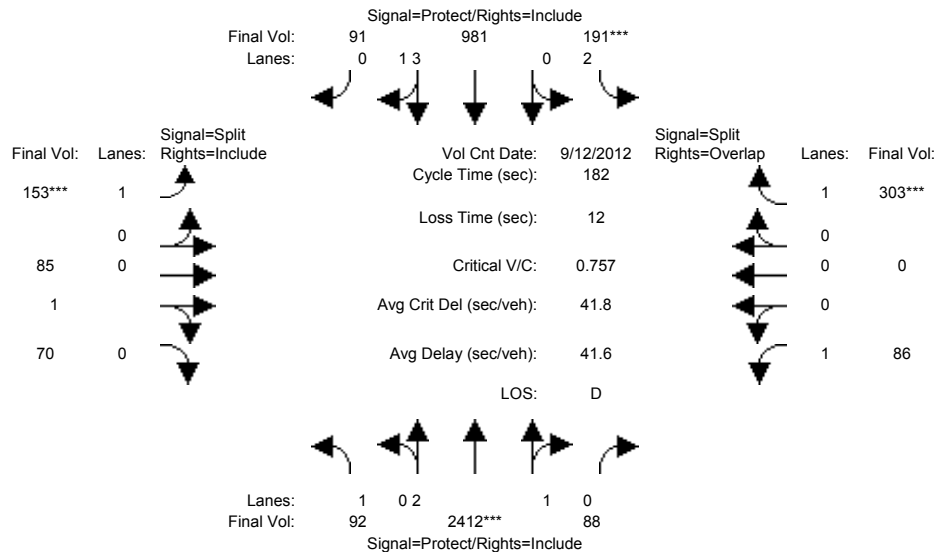
## Intersection #5502: 87/ALMADEN



| 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    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 289  | 0    | 0          | 1063 | 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:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 289  | 0    | 0          | 1063 | 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:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 289  | 0    | 0          | 1063 | 21   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 0           | 0    | 0    | 515        | 0    | 0    | 0          | 1063 | 21   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 0    | 0    | 0          | 1063 | 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:                                        | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 0    | 0    | 0          | 1063 | 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 | 0.83       | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.96 | 0.04 |
| Final Sat.:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3628 | 72   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.16       | 0.00 | 0.00 | 0.00       | 0.29 | 0.29 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 33.7       | 0.0  | 0.0  | 0.0        | 60.3 | 60.3 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.49       | 0.00 | 0.00 | 0.00       | 0.49 | 0.49 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 26.7       | 0.0  | 0.0  | 0.0        | 11.3 | 11.3 |
| 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  | 0.0         | 0.0  | 0.0  | 26.7       | 0.0  | 0.0  | 0.0        | 11.3 | 11.3 |
| LOS by Move:                                         | A           | A    | A    | A           | A    | A    | C          | A    | A    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 8          | 0    | 0    | 0          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5506: ALMADEN/FOXWORTHY

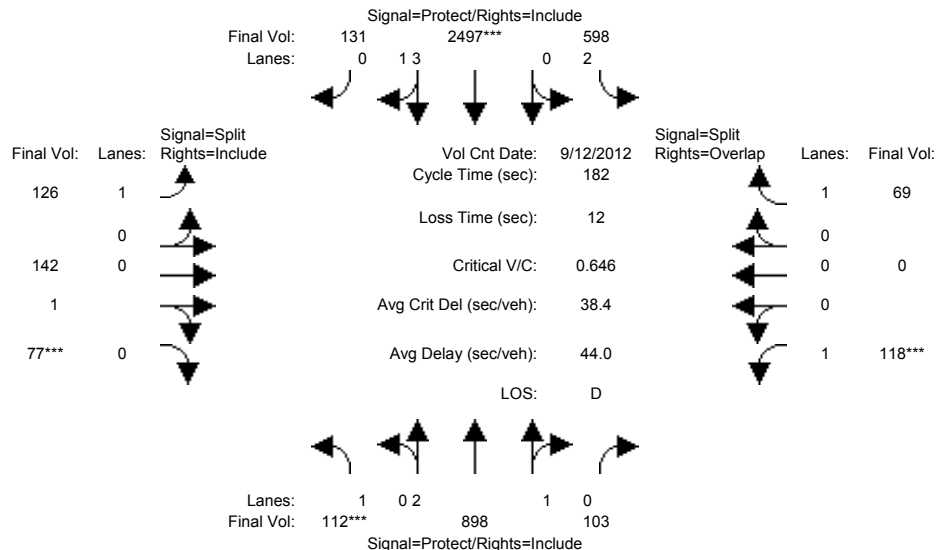


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 12 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 92          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| Growth Adj:                                          | 1.00        | 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          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| 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          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 92          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 92          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| 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 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.89 | 0.11  | 2.00        | 3.65 | 0.35 | 1.00       | 0.55 | 0.45 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5403 | 197   | 3150        | 6862 | 637  | 1750       | 987  | 813  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.45 | 0.45  | 0.06        | 0.14 | 0.14 | 0.09       | 0.09 | 0.09 | 0.05       | 0.00 | 0.17 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 32.8        | 107  | 107.3 | 14.6        | 89.1 | 89.1 | 21.0       | 21.0 | 21.0 | 27.1       | 0.0  | 41.6 |
| Volume/Cap:                                          | 0.29        | 0.76 | 0.76  | 0.76        | 0.29 | 0.29 | 0.76       | 0.75 | 0.75 | 0.33       | 0.00 | 0.76 |
| Delay/Veh:                                           | 66.9        | 29.3 | 29.3  | 100.9       | 27.8 | 27.8 | 100.9      | 99.3 | 99.3 | 72.7       | 0.0  | 78.0 |
| 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:                                          | 66.9        | 29.3 | 29.3  | 100.9       | 27.8 | 27.8 | 100.9      | 99.3 | 99.3 | 72.7       | 0.0  | 78.0 |
| LOS by Move:                                         | E           | C    | C     | F           | C    | C    | F          | F    | F    | E          | A    | E    |
| HCM2kAvgQ:                                           | 5           | 35   | 35    | 7           | 9    | 9    | 10         | 10   | 10   | 5          | 0    | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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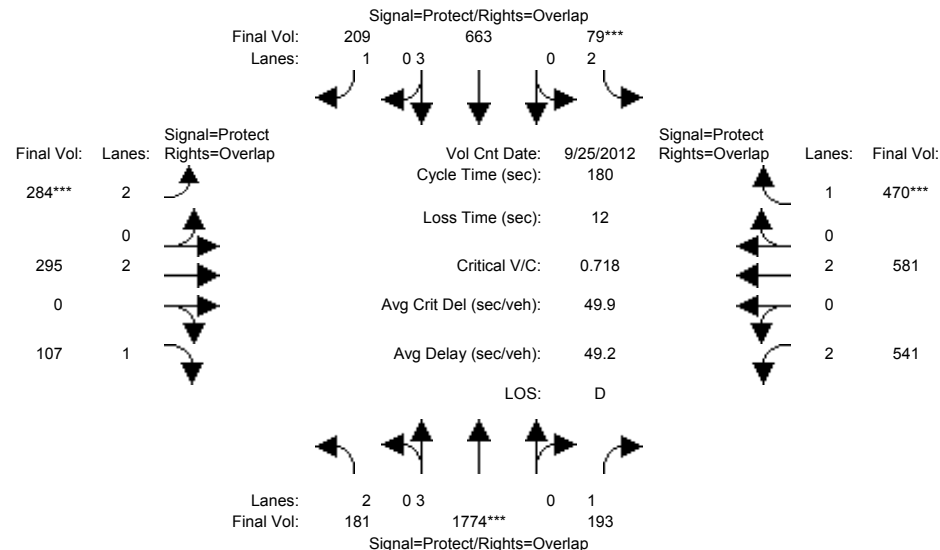
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 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:                                         | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 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:                                         | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 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:                                          | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 69   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 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:                                        | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 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        | 0.99 | 0.95 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.68 | 0.32 | 2.00        | 3.79 | 0.21 | 1.00       | 0.65 | 0.35 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5023 | 576  | 3150        | 7126 | 374  | 1750       | 1167 | 633  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.18 | 0.18 | 0.19        | 0.35 | 0.35 | 0.07       | 0.12 | 0.12 | 0.07       | 0.00 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 18.0        | 56.6 | 56.6 | 60.1        | 98.7 | 98.7 | 34.3       | 34.3 | 34.3 | 19.0       | 0.0  | 79.1 |
| Volume/Cap:                                          | 0.65        | 0.57 | 0.57 | 0.57        | 0.65 | 0.65 | 0.38       | 0.65 | 0.65 | 0.65       | 0.00 | 0.09 |
| Delay/Veh:                                           | 96.0        | 54.0 | 54.0 | 52.7        | 30.1 | 30.1 | 67.9       | 77.4 | 77.4 | 94.6       | 0.0  | 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:                                          | 96.0        | 54.0 | 54.0 | 52.7        | 30.1 | 30.1 | 67.9       | 77.4 | 77.4 | 94.6       | 0.0  | 30.5 |
| LOS by Move:                                         | F           | D    | D    | D           | C    | C    | E          | E    | E    | F          | A    | C    |
| HCM2kAvgQ:                                           | 7           | 16   | 16   | 17          | 27   | 27   | 7          | 12   | 12   | 7          | 0    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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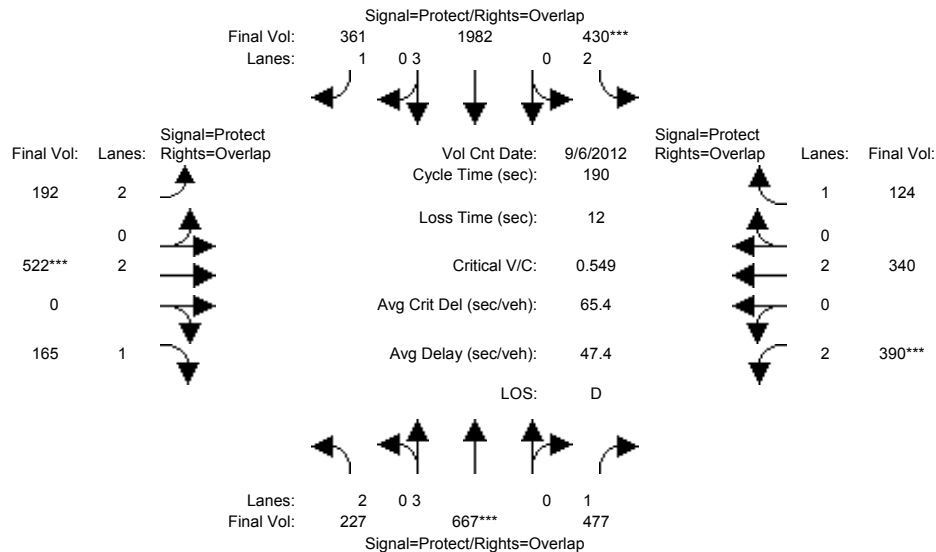
## Intersection #5512: ALMADEN/BRANHAM



| 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:                                            | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| 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:                                         | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.31 | 0.11  | 0.03        | 0.12 | 0.12 | 0.09       | 0.08 | 0.06 | 0.17       | 0.15 | 0.27 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 28.6        | 79.4 | 135.6 | 7.0         | 57.8 | 80.8 | 23.0       | 25.4 | 54.0 | 56.2       | 58.6 | 65.6 |
| Volume/Cap:                                          | 0.36        | 0.71 | 0.15  | 0.64        | 0.36 | 0.27 | 0.71       | 0.55 | 0.20 | 0.55       | 0.47 | 0.74 |
| Delay/Veh:                                           | 68.0        | 41.7 | 6.2   | 96.5        | 47.0 | 31.2 | 80.9       | 73.2 | 47.2 | 52.1       | 48.6 | 54.2 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 68.0        | 41.7 | 6.2   | 96.5        | 47.0 | 31.2 | 80.9       | 73.2 | 47.2 | 52.1       | 48.6 | 54.2 |
| LOS by Move:                                         | E           | D    | A     | F           | D    | C    | F          | E    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 5           | 25   | 3     | 4           | 9    | 7    | 9          | 7    | 5    | 14         | 12   | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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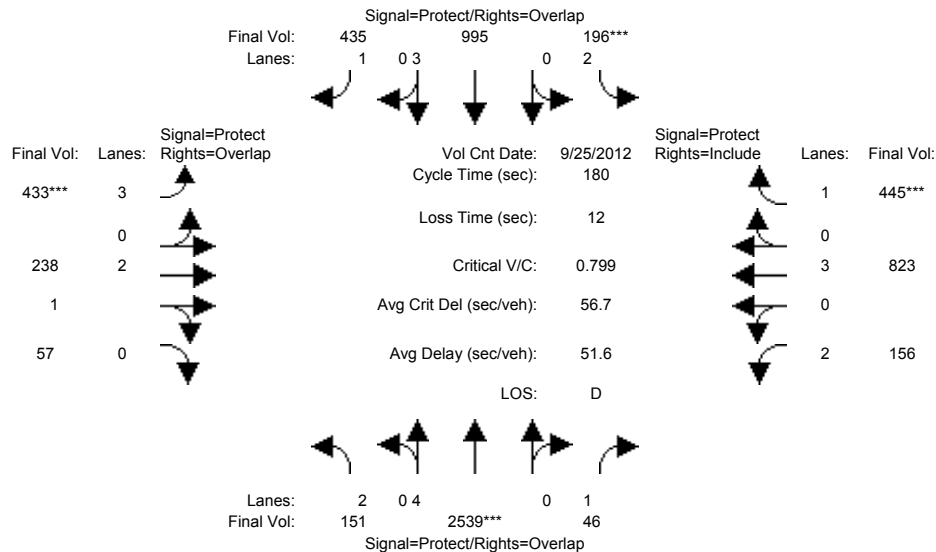
## Intersection #5512: ALMADEN/BRANHAM



| 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          | 76   | 10    | 14          | 88   | 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:                                            | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 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:                                         | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 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:                                         | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 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:                                          | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 124  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 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:                                        | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 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  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00  | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750  | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.12 | 0.27  | 0.14        | 0.35 | 0.21  | 0.06       | 0.14 | 0.09 | 0.12       | 0.09 | 0.07 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.2        | 76.0 | 107.8 | 35.0        | 95.8 | 126.0 | 30.3       | 35.2 | 50.5 | 31.8       | 36.7 | 71.7 |
| Volume/Cap:                                          | 0.90        | 0.29 | 0.48  | 0.74        | 0.69 | 0.31  | 0.38       | 0.74 | 0.35 | 0.74       | 0.46 | 0.19 |
| Delay/Veh:                                           | 118.0       | 38.8 | 24.8  | 78.3        | 28.0 | 5.5   | 72.0       | 77.3 | 57.0 | 80.8       | 68.4 | 39.7 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 118.0       | 38.8 | 24.8  | 78.3        | 28.0 | 5.5   | 72.0       | 77.3 | 57.0 | 80.8       | 68.4 | 39.7 |
| LOS by Move:                                         | F           | D    | C     | E           | C    | A     | E          | E    | E    | F          | E    | D    |
| HCM2kAvgQ:                                           | 9           | 8    | 17    | 15          | 23   | 4     | 6          | 15   | 9    | 13         | 9    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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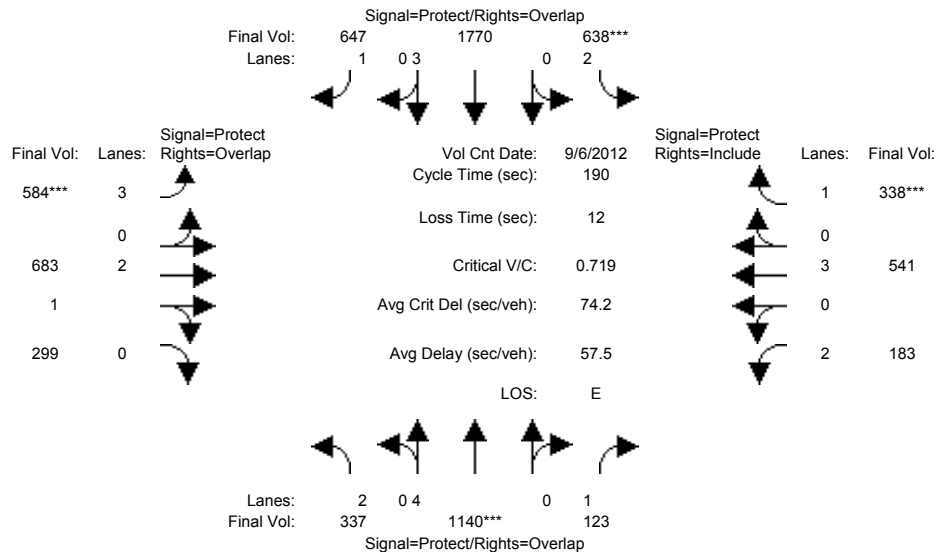
## Intersection #5513: ALMADEN/BLOSSOM HILL



| 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:                                            | 151         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 151         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| 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:                                         | 151         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 151         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| 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 | 0.80       | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.00 | 1.00 | 3.00       | 2.40 | 0.60 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 5700 | 1750 | 4551       | 4517 | 1082 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.33 | 0.03  | 0.06        | 0.17 | 0.25 | 0.10       | 0.05 | 0.05 | 0.05       | 0.14 | 0.25 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 19.2        | 75.3 | 112.4 | 14.0        | 70.0 | 91.5 | 21.4       | 41.6 | 60.9 | 37.1       | 57.3 | 57.3 |
| Volume/Cap:                                          | 0.45        | 0.80 | 0.04  | 0.80        | 0.45 | 0.49 | 0.80       | 0.23 | 0.16 | 0.24       | 0.45 | 0.80 |
| Delay/Veh:                                           | 76.4        | 47.3 | 13.1  | 98.3        | 40.8 | 29.4 | 85.4       | 56.2 | 41.7 | 59.9       | 49.1 | 64.1 |
| 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:                                          | 76.4        | 47.3 | 13.1  | 98.3        | 40.8 | 29.4 | 85.4       | 56.2 | 41.7 | 59.9       | 49.1 | 64.1 |
| LOS by Move:                                         | E           | D    | B     | F           | D    | C    | F          | E    | D    | E          | D    | E    |
| HCM2kAvgQ:                                           | 4           | 30   | 1     | 7           | 13   | 16   | 10         | 4    | 4    | 4          | 12   | 25   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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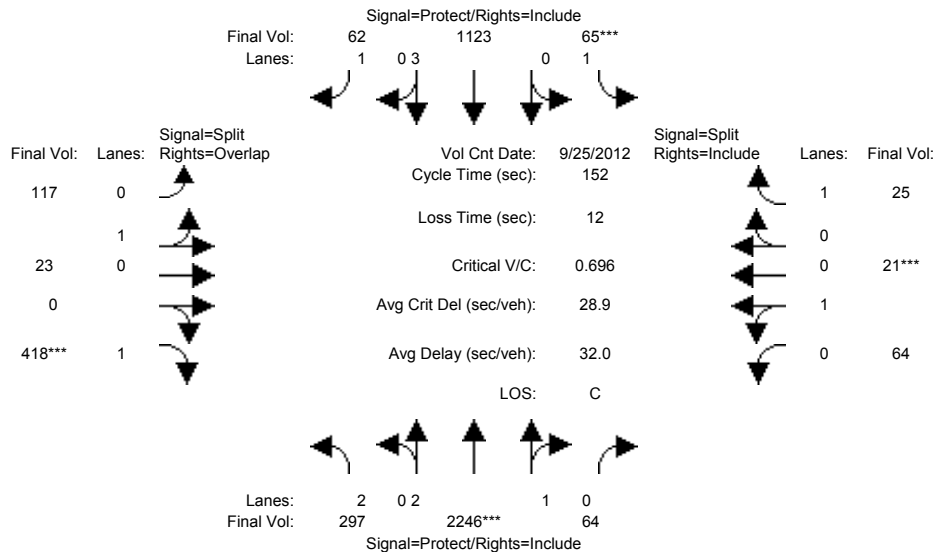
## Intersection #5513: ALMADEN/BLOSSOM HILL



| 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          | 64   | 10   | 50          | 91   | 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:                                            | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| 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:                                         | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| 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  | 0.80       | 1.00 | 0.95 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.00 | 1.00  | 3.00       | 2.05 | 0.95 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 5700 | 1750  | 4551       | 3893 | 1704 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.11        | 0.15 | 0.07 | 0.20        | 0.31 | 0.37  | 0.13       | 0.18 | 0.18 | 0.06       | 0.09 | 0.19  |
| Crit Moves:                                          |             |      |      |             |      |       |            |      |      |            |      |       |
| Green Time:                                          | 20.8        | 64.0 | 82.9 | 50.0        | 93.2 | 118.7 | 25.5       | 45.1 | 65.9 | 18.9       | 38.5 | 38.5  |
| Volume/Cap:                                          | 0.98        | 0.45 | 0.16 | 0.77        | 0.63 | 0.59  | 0.95       | 0.74 | 0.51 | 0.58       | 0.47 | 0.95  |
| Delay/Veh:                                           | 126.3       | 49.3 | 32.5 | 69.1        | 28.4 | 11.7  | 107.1      | 69.3 | 49.4 | 84.6       | 67.1 | 110.8 |
| 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:                                          | 126.3       | 49.3 | 32.5 | 69.1        | 28.4 | 11.7  | 107.1      | 69.3 | 49.4 | 84.6       | 67.1 | 110.8 |
| LOS by Move:                                         | F           | D    | C    | E           | C    | B     | F          | E    | D    | F          | E    | F     |
| HCM2kAvgQ:                                           | 13          | 12   | 4    | 20          | 20   | 14    | 16         | 19   | 17   | 6          | 10   | 23    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |       |

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## Intersection #5521: ALMADEN/CHERRY

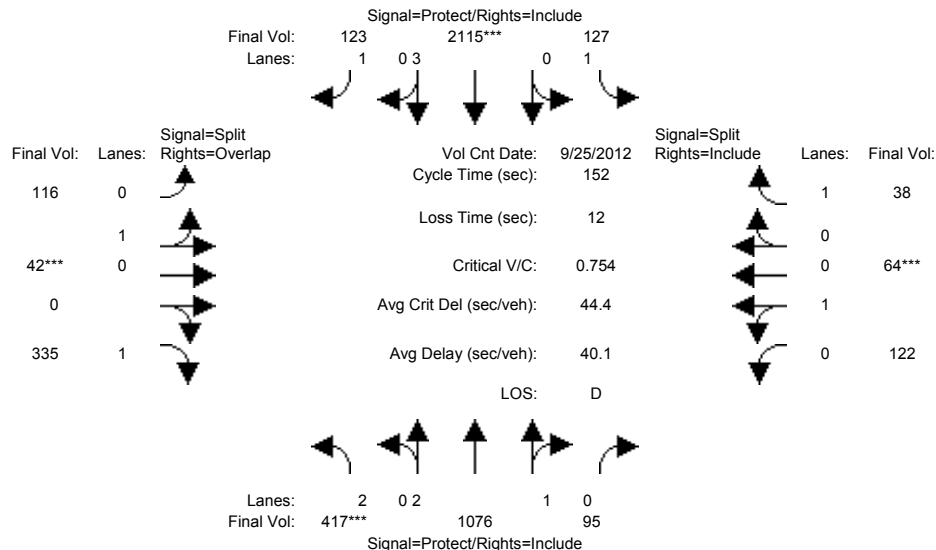


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 25 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 297         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 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:                                 | 297         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 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:                                 | 297         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 25   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 25   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 297         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 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:                                | 297         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 25   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.83        | 0.98 | 0.95 | 0.92        | 1.00 | 0.92 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                       | 2.00        | 2.91 | 0.09 | 1.00        | 3.00 | 1.00 | 0.84       | 0.16 | 1.00 | 0.75       | 0.25 | 1.00 |
| Final Sat.:                                  | 3150        | 5445 | 155  | 1750        | 5700 | 1750 | 1504       | 296  | 1750 | 1355       | 445  | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.09        | 0.41 | 0.41 | 0.04        | 0.20 | 0.04 | 0.08       | 0.08 | 0.24 | 0.05       | 0.05 | 0.01 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 31.8        | 90.0 | 90.0 | 8.1         | 66.4 | 66.4 | 31.6       | 31.6 | 63.3 | 10.3       | 10.3 | 10.3 |
| Volume/Cap:                                  | 0.45        | 0.70 | 0.70 | 0.70        | 0.45 | 0.08 | 0.37       | 0.37 | 0.57 | 0.70       | 0.70 | 0.21 |
| Delay/Veh:                                   | 54.7        | 22.7 | 22.7 | 105.9       | 30.6 | 25.2 | 54.6       | 54.6 | 37.3 | 97.4       | 97.4 | 71.0 |
| 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:                                  | 54.7        | 22.7 | 22.7 | 105.9       | 30.6 | 25.2 | 54.6       | 54.6 | 37.3 | 97.4       | 97.4 | 71.0 |
| LOS by Move:                                 | D           | C    | C    | F           | C    | C    | D          | D    | D    | F          | F    | E    |
| HCM2kAvgQ:                                   | 7           | 25   | 25   | 4           | 12   | 2    | 6          | 6    | 16   | 5          | 5    | 1    |

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

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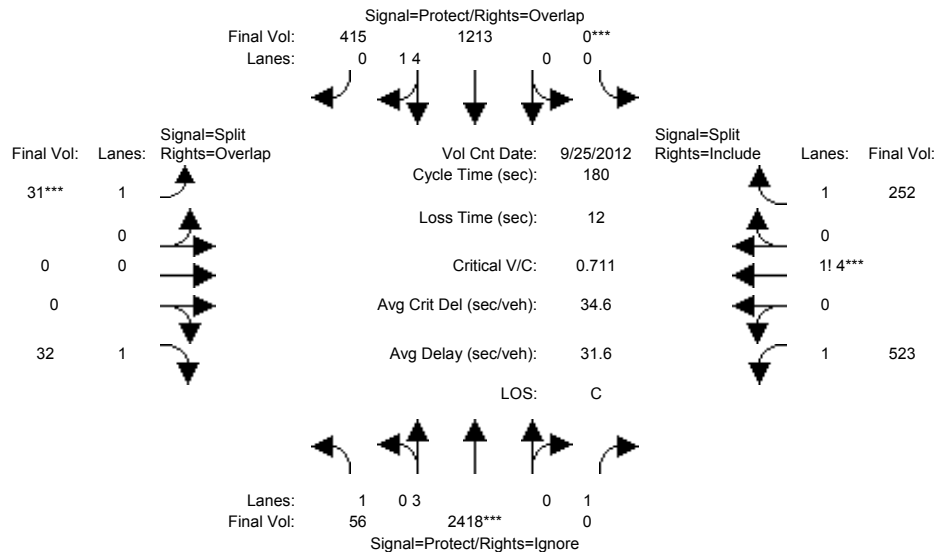
## Intersection #5521: ALMADEN/CHERRY



| 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: 25 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| 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:                                         | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| 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 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 2.00        | 2.75 | 0.25 | 1.00        | 3.00 | 1.00 | 0.73       | 0.27 | 1.00 | 0.66       | 0.34 | 1.00 |
| Final Sat.:                                          | 3150        | 5145 | 454  | 1750        | 5700 | 1750 | 1322       | 478  | 1750 | 1181       | 619  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.21 | 0.21 | 0.07        | 0.37 | 0.07 | 0.09       | 0.09 | 0.19 | 0.10       | 0.10 | 0.02 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 26.7        | 75.3 | 75.3 | 26.1        | 74.8 | 74.8 | 17.7       | 17.7 | 44.4 | 20.8       | 20.8 | 20.8 |
| Volume/Cap:                                          | 0.75        | 0.42 | 0.42 | 0.42        | 0.75 | 0.14 | 0.75       | 0.75 | 0.66 | 0.75       | 0.75 | 0.16 |
| Delay/Veh:                                           | 68.8        | 24.9 | 24.9 | 60.5        | 33.1 | 21.4 | 87.0       | 87.0 | 53.6 | 82.2       | 82.2 | 59.3 |
| 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:                                          | 68.8        | 24.9 | 24.9 | 60.5        | 33.1 | 21.4 | 87.0       | 87.0 | 53.6 | 82.2       | 82.2 | 59.3 |
| LOS by Move:                                         | E           | C    | C    | E           | C    | C    | F          | F    | D    | F          | F    | E    |
| HCM2kAvgQ:                                           | 12          | 12   | 12   | 6           | 27   | 3    | 8          | 8    | 15   | 10         | 10   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing (AM)

## Intersection #5522: 85/ALMADEN (N)

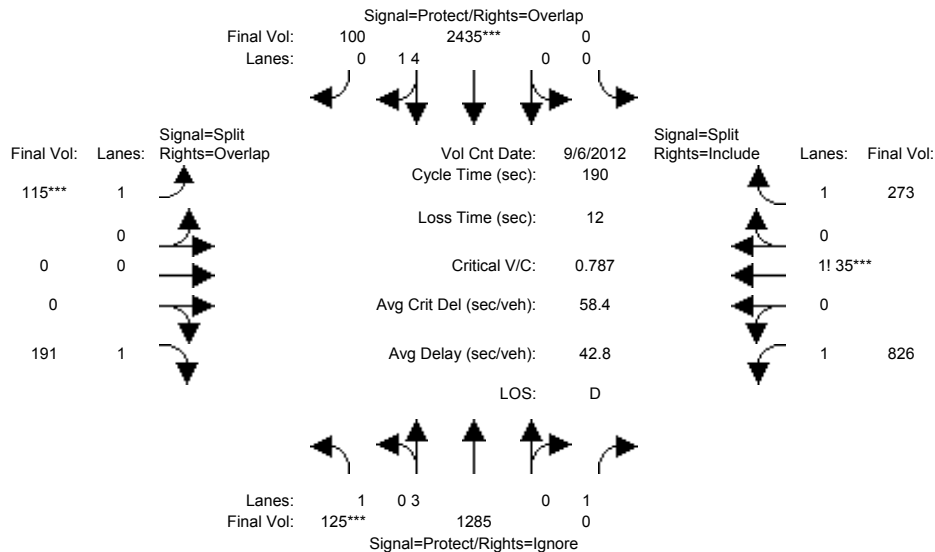


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 0    | 0           | 10   | 10   | 0          | 0    | 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: 25 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 56          | 2418 | 403  | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 56          | 2418 | 403  | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| 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:                                         | 56          | 2418 | 403  | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 56          | 2418 | 0    | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 56          | 2418 | 0    | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 56          | 2418 | 0    | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.67       | 0.01 | 1.32 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 7600 | 1750 | 1750       | 0    | 1750 | 2955       | 18   | 2319 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.42 | 0.00 | 0.00        | 0.16 | 0.24 | 0.02       | 0.00 | 0.02 | 0.18       | 0.22 | 0.11 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 16.2        | 107  | 0.0  | 0.0         | 91.2 | 95.7 | 4.5        | 0.0  | 20.7 | 56.1       | 56.1 | 56.1 |
| Volume/Cap:                                          | 0.36        | 0.71 | 0.00 | 0.00        | 0.31 | 0.45 | 0.71       | 0.00 | 0.16 | 0.57       | 0.71 | 0.35 |
| Delay/Veh:                                           | 78.4        | 26.1 | 0.0  | 0.0         | 26.1 | 25.9 | 129.6      | 0.0  | 72.2 | 52.4       | 57.0 | 47.9 |
| 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:                                          | 78.4        | 26.1 | 0.0  | 0.0         | 26.1 | 25.9 | 129.6      | 0.0  | 72.2 | 52.4       | 57.0 | 47.9 |
| LOS by Move:                                         | E           | C    | A    | A           | C    | C    | F          | A    | E    | D          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 31   | 0    | 0           | 9    | 15   | 3          | 0    | 2    | 15         | 21   | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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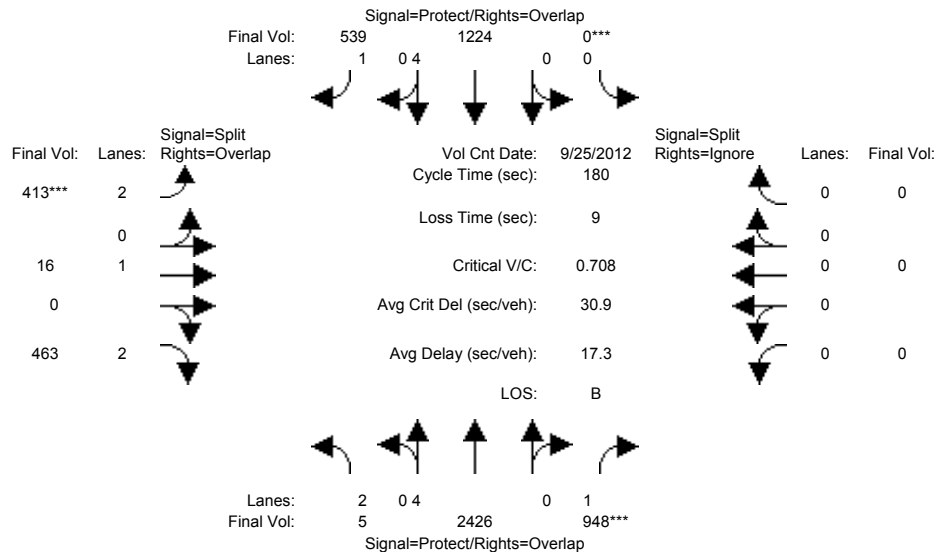
## Intersection #5522: 85/ALMADEN (N)



| Approach:                                            | North Bound |      |      | South Bound |      |       | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R     | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 14          | 90   | 10   | 14          | 90   | 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:                                            | 125         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| Growth Adj:                                          | 1.00        | 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         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| 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         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 125         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 125         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 125         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95  | 0.92       | 1.00 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.79 | 0.21  | 1.00       | 0.00 | 1.00 | 1.70       | 0.06 | 1.24 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 9028 | 371   | 1750       | 0    | 1750 | 3024       | 106  | 2163 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.23 | 0.00 | 0.00        | 0.27 | 0.27  | 0.07       | 0.00 | 0.11 | 0.27       | 0.33 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.0        | 104  | 0.0  | 0.0         | 90.0 | 104.0 | 14.0       | 0.0  | 28.0 | 60.0       | 60.0 | 60.0 |
| Volume/Cap:                                          | 0.97        | 0.41 | 0.00 | 0.00        | 0.57 | 0.49  | 0.89       | 0.00 | 0.74 | 0.86       | 1.05 | 0.40 |
| Delay/Veh:                                           | 157.3       | 25.2 | 0.0  | 0.0         | 29.2 | 18.4  | 135.2      | 0.0  | 88.4 | 67.4       | 105  | 51.0 |
| 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:                                          | 157.3       | 25.2 | 0.0  | 0.0         | 29.2 | 18.4  | 135.2      | 0.0  | 88.4 | 67.4       | 105  | 51.0 |
| LOS by Move:                                         | F           | C    | A    | A           | C    | B     | F          | A    | F    | E          | F    | D    |
| HCM2kAvgQ:                                           | 9           | 14   | 0    | 0           | 16   | 12    | 10         | 0    | 13   | 30         | 44   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #5523: 85/ALMADEN (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:                                          | 7           | 10   | 10    | 0           | 10   | 10    | 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: 25 Sep 2012 <<         |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 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:                                         | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 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:                                         | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 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 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 0          | 0    | 0    |
| 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  | 0.83       | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 0.00        | 4.00 | 1.00  | 2.00       | 1.00 | 2.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 0           | 7600 | 1750  | 3150       | 1900 | 3150 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.32 | 0.54  | 0.00        | 0.16 | 0.31  | 0.13       | 0.01 | 0.15 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 24.8        | 138  | 137.7 | 0.0         | 113  | 146.2 | 33.3       | 33.3 | 58.1 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.01        | 0.42 | 0.71  | 0.00        | 0.26 | 0.38  | 0.71       | 0.05 | 0.46 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 67.0        | 7.4  | 12.6  | 0.0         | 15.0 | 4.8   | 72.8       | 60.3 | 48.7 | 0.0        | 0.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 67.0        | 7.4  | 12.6  | 0.0         | 15.0 | 4.8   | 72.8       | 60.3 | 48.7 | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | E           | A    | B     | A           | B    | A     | E          | E    | D    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 11   | 29    | 0           | 7    | 9     | 13         | 1    | 12   | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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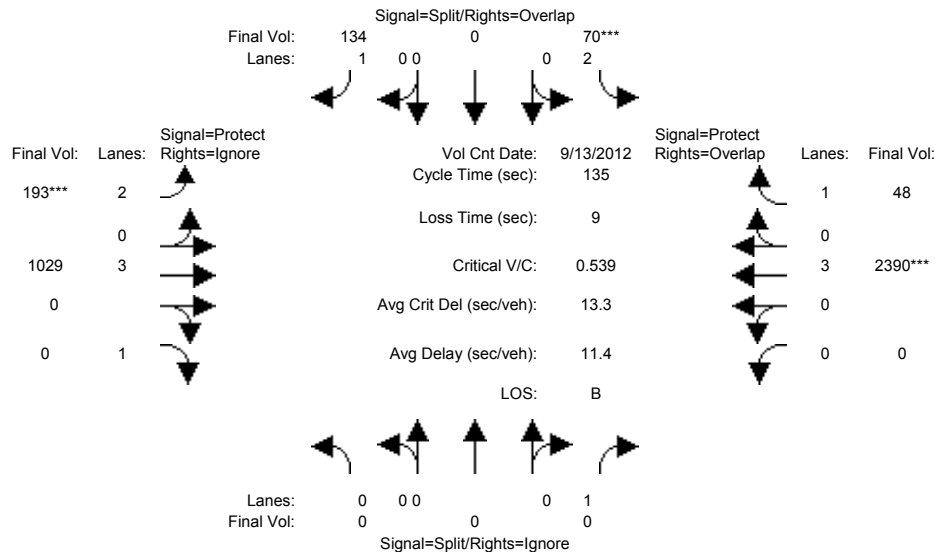
[illegible]

| Approach:                                            | North Bound |   |      |   | South Bound |      |   |      | East Bound |       |      |   | West Bound |   |      |  |
|------------------------------------------------------|-------------|---|------|---|-------------|------|---|------|------------|-------|------|---|------------|---|------|--|
| Movement:                                            | L           | - | T    | - | R           | L    | - | T    | -          | R     | L    | - | T          | - | R    |  |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Min. Green:                                          | 14          |   | 105  |   | 10          | 14   |   | 103  |            | 10    | 14   |   | 10         |   | 10   |  |
| Y+R:                                                 | 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:                                            | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| Growth Adj:                                          | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 1.00 |   | 1.00       |   | 1.00 |  |
| Initial Bse:                                         | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| Added Vol:                                           | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0     | 0    |   | 0          |   | 0    |  |
| ATI:                                                 | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0     | 0    |   | 0          |   | 0    |  |
| Initial Fut:                                         | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| User Adj:                                            | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 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 |  |
| PHF Volume:                                          | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| Reduced Vol:                                         | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0     | 0    |   | 0          |   | 0    |  |
| Reduced Vol:                                         | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| PCE Adj:                                             | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 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 |  |
| FinalVolume:                                         | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Saturation Flow Module:                              |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Sat/Lane:                                            | 1900        |   | 1900 |   | 1900        | 1900 |   | 1900 |            | 1900  | 1900 |   | 1900       |   | 1900 |  |
| Adjustment:                                          | 0.83        |   | 1.00 |   | 0.92        | 0.92 |   | 1.00 |            | 0.92  | 0.83 |   | 1.00       |   | 0.92 |  |
| Lanes:                                               | 2.00        |   | 4.00 |   | 1.00        | 0.00 |   | 4.00 |            | 1.00  | 2.00 |   | 1.00       |   | 2.00 |  |
| Final Sat.:                                          | 3150        |   | 7600 |   | 1750        | 0    |   | 7600 |            | 1750  | 3150 |   | 1900       |   | 3150 |  |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Capacity Analysis Module:                            |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Vol/Sat:                                             | 0.01        |   | 0.19 |   | 0.47        | 0.00 |   | 0.36 |            | 0.18  | 0.19 |   | 0.11       |   | 0.16 |  |
| Crit Moves:                                          | ****        |   |      |   |             |      |   | **** |            |       | **** |   |            |   |      |  |
| Green Time:                                          | 14.0        |   | 124  |   | 123.9       | 0.0  |   | 110  |            | 167.0 | 57.1 |   | 57.1       |   | 71.1 |  |
| Volume/Cap:                                          | 0.14        |   | 0.29 |   | 0.72        | 0.00 |   | 0.62 |            | 0.21  | 0.62 |   | 0.35       |   | 0.43 |  |
| Delay/Veh:                                           | 82.6        |   | 14.2 |   | 23.9        | 0.0  |   | 16.7 |            | 0.1   | 58.3 |   | 52.3       |   | 44.7 |  |
| User DelAdj:                                         | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 1.00 |   | 1.00       |   | 1.00 |  |
| AdjDel/Veh:                                          | 82.6        |   | 14.2 |   | 23.9        | 0.0  |   | 16.7 |            | 0.1   | 58.3 |   | 52.3       |   | 44.7 |  |
| LOS by Move:                                         | F           |   | B    |   | C           | A    |   | B    |            | A     | E    |   | D          |   | D    |  |
| HCM2kAvgQ:                                           | 1           |   | 9    |   | 34          | 0    |   | 17   |            | 0     | 19   |   | 10         |   | 16   |  |
| Note: Queue reported is the number of cars per lane. |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |

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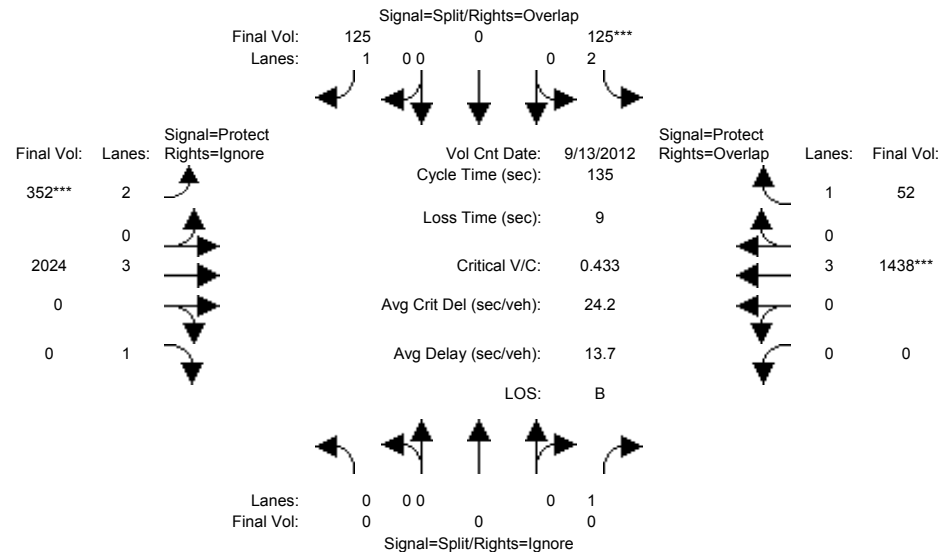
## Intersection #5708: CAPITOL/COPPERFIELD



| 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   | 10          | 0    | 10   | 7          | 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 0           | 0    | 51   | 70          | 0    | 134  | 193        | 1029 | 24   | 0          | 2390 | 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:                                         | 0           | 0    | 51   | 70          | 0    | 134  | 193        | 1029 | 24   | 0          | 2390 | 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:                                         | 0           | 0    | 51   | 70          | 0    | 134  | 193        | 1029 | 24   | 0          | 2390 | 48    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 0           | 0    | 0    | 70          | 0    | 134  | 193        | 1029 | 0    | 0          | 2390 | 48    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 0           | 0    | 0    | 70          | 0    | 134  | 193        | 1029 | 0    | 0          | 2390 | 48    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 0           | 0    | 0    | 70          | 0    | 134  | 193        | 1029 | 0    | 0          | 2390 | 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 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 0.00        | 0.00 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.02        | 0.00 | 0.08 | 0.06       | 0.18 | 0.00 | 0.00       | 0.42 | 0.03  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 10.0        | 0.0  | 24.8 | 14.8       | 116  | 0.0  | 0.0        | 101  | 111.2 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.30        | 0.00 | 0.42 | 0.56       | 0.21 | 0.00 | 0.00       | 0.56 | 0.03  |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 62.5        | 0.0  | 52.7 | 63.4       | 1.7  | 0.0  | 0.0        | 7.8  | 2.2   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 62.5        | 0.0  | 52.7 | 63.4       | 1.7  | 0.0  | 0.0        | 7.8  | 2.2   |
| LOS by Move:                                         | A           | A    | A    | E           | A    | D    | E          | A    | A    | A          | A    | A     |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 6    | 5          | 3    | 0    | 0          | 15   | 0     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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## Intersection #5708: CAPITOL/COPPERFIELD

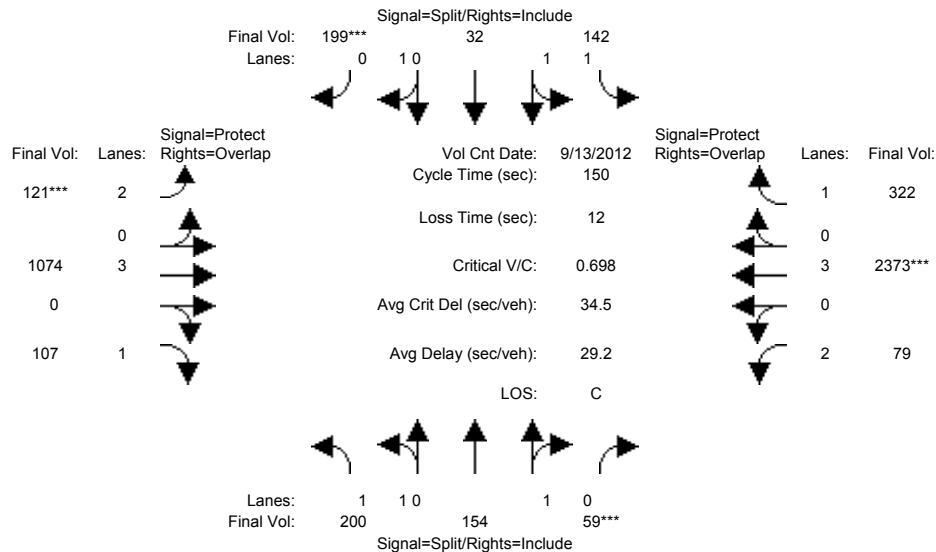


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 0    | 0    | 10          | 0    | 10   | 7          | 10   | 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 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 27   | 125         | 0    | 125  | 352        | 2024 | 148  | 0          | 1438 | 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:                                 | 0           | 0    | 27   | 125         | 0    | 125  | 352        | 2024 | 148  | 0          | 1438 | 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:                                 | 0           | 0    | 27   | 125         | 0    | 125  | 352        | 2024 | 148  | 0          | 1438 | 52   |
| User Adj:                                    | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 0           | 0    | 0    | 125         | 0    | 125  | 352        | 2024 | 0    | 0          | 1438 | 52   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 125         | 0    | 125  | 352        | 2024 | 0    | 0          | 1438 | 52   |
| PCE Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 0           | 0    | 0    | 125         | 0    | 125  | 352        | 2024 | 0    | 0          | 1438 | 52   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.00        | 0.00 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.04        | 0.00 | 0.07 | 0.11       | 0.36 | 0.00 | 0.00       | 0.25 | 0.03 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 12.4        | 0.0  | 47.3 | 34.9       | 114  | 0.0  | 0.0        | 78.7 | 91.1 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.43        | 0.00 | 0.20 | 0.43       | 0.42 | 0.00 | 0.00       | 0.43 | 0.04 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 62.6        | 0.0  | 31.5 | 43.5       | 2.9  | 0.0  | 0.0        | 16.1 | 7.4  |
| 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  | 62.6        | 0.0  | 31.5 | 43.5       | 2.9  | 0.0  | 0.0        | 16.1 | 7.4  |
| LOS by Move:                                 | A           | A    | A    | E           | A    | C    | D          | A    | A    | A          | B    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 3           | 0    | 4    | 7          | 7    | 0    | 0          | 11   | 1    |

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

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## Intersection #5711: CAPITOL/NARVAEZ

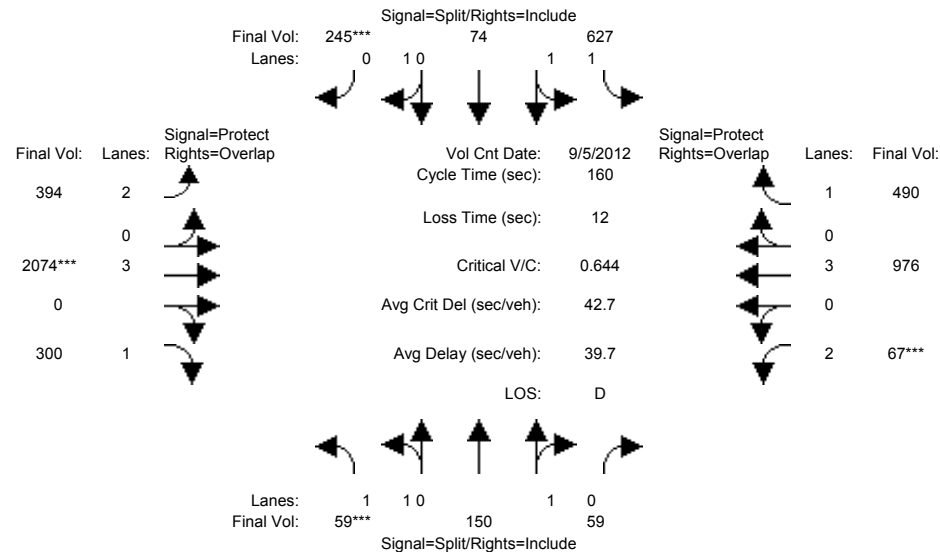


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| 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 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                    | 200         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| Growth Adj:                                  | 1.00        | 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                     | 1.00        | 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                 | 200         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                     | 1.00        | 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                  | 0.93        | 0.95 | 0.95 | 0.92        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                       | 1.47        | 1.11 | 0.42 | 1.64        | 0.36 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                  | 2591        | 1995 | 764  | 2879        | 649  | 1800 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                     | 0.08        | 0.08 | 0.08 | 0.05        | 0.05 | 0.11 | 0.04       | 0.19 | 0.06 | 0.03       | 0.42 | 0.18  |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                  | 16.6        | 16.6 | 16.6 | 23.7        | 23.7 | 23.7 | 8.3        | 78.3 | 94.9 | 19.4       | 89.4 | 113.2 |
| Volume/Cap:                                  | 0.70        | 0.70 | 0.70 | 0.31        | 0.31 | 0.70 | 0.70       | 0.36 | 0.10 | 0.19       | 0.70 | 0.24  |
| Delay/Veh:                                   | 68.0        | 68.0 | 68.0 | 56.0        | 56.0 | 63.8 | 81.5       | 21.2 | 10.8 | 58.6       | 21.6 | 5.6   |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                  | 68.0        | 68.0 | 68.0 | 56.0        | 56.0 | 63.8 | 81.5       | 21.2 | 10.8 | 58.6       | 21.6 | 5.6   |
| LOS by Move:                                 | E           | E    | E    | E           | E    | E    | F          | C    | B    | E          | C    | A     |
| HCM2kAvgQ:                                   | 7           | 7    | 7    | 4           | 4    | 9    | 3          | 9    | 2    | 2          | 25   | 5     |

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

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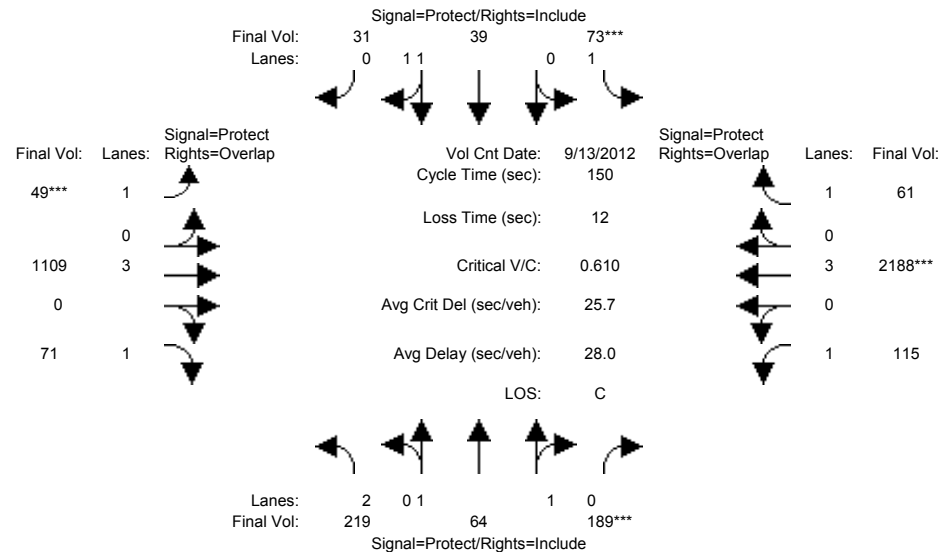
## Intersection #5711: CAPITOL/NARVAEZ



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 78   | 10   | 14         | 67   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| 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:                                         | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.92        | 0.98 | 0.95 | 0.93        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 1.00        | 1.42 | 0.58 | 2.00        | 0.23 | 0.77 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 1750        | 2655 | 1044 | 3546        | 418  | 1386 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.03        | 0.06 | 0.06 | 0.18        | 0.18 | 0.18 | 0.13       | 0.36 | 0.17 | 0.02       | 0.17 | 0.28  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.0        | 14.0 | 14.0 | 39.2        | 39.2 | 39.2 | 21.8       | 80.7 | 94.8 | 14.0       | 72.9 | 112.2 |
| Volume/Cap:                                          | 0.38        | 0.64 | 0.64 | 0.72        | 0.72 | 0.72 | 0.92       | 0.72 | 0.29 | 0.24       | 0.38 | 0.40  |
| Delay/Veh:                                           | 69.3        | 74.0 | 74.0 | 57.4        | 57.4 | 57.4 | 92.8       | 31.8 | 16.2 | 68.5       | 28.7 | 10.1  |
| 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:                                          | 69.3        | 74.0 | 74.0 | 57.4        | 57.4 | 57.4 | 92.8       | 31.8 | 16.2 | 68.5       | 28.7 | 10.1  |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | F          | C    | B    | E          | C    | B     |
| HCM2kAvgQ:                                           | 3           | 5    | 5    | 16          | 16   | 16   | 13         | 26   | 7    | 2          | 10   | 11    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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Existing (AM)

## Intersection #5712: CAPITOL/VISTAPARK

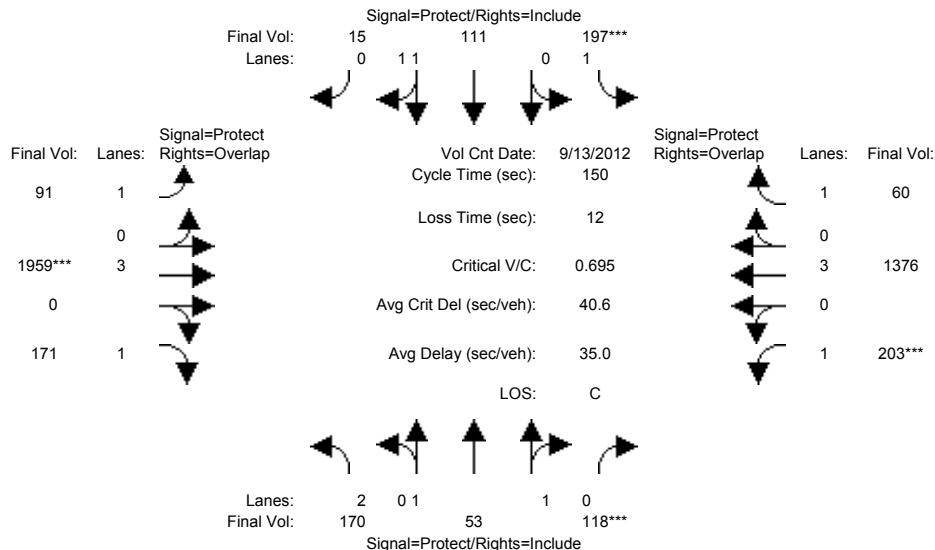


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 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:                                         | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 61    |
| 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:                                         | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 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:                                          | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 61    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 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:                                        | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 61    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 1.00        | 1.09 | 0.91 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 2060 | 1638 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.07        | 0.03 | 0.11 | 0.04        | 0.02 | 0.02 | 0.03       | 0.19 | 0.04 | 0.07       | 0.38 | 0.03  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 18.8        | 26.5 | 26.5 | 10.2        | 18.0 | 18.0 | 7.0        | 75.7 | 94.4 | 25.6       | 94.2 | 104.5 |
| Volume/Cap:                                          | 0.56        | 0.19 | 0.61 | 0.61        | 0.16 | 0.16 | 0.60       | 0.39 | 0.06 | 0.39       | 0.61 | 0.05  |
| Delay/Veh:                                           | 67.3        | 52.9 | 63.6 | 89.1        | 60.0 | 60.0 | 98.7       | 23.3 | 10.8 | 59.0       | 17.6 | 7.2   |
| 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:                                          | 67.3        | 52.9 | 63.6 | 89.1        | 60.0 | 60.0 | 98.7       | 23.3 | 10.8 | 59.0       | 17.6 | 7.2   |
| LOS by Move:                                         | E           | D    | E    | F           | E    | E    | F          | C    | B    | E          | B    | A     |
| HCM2kAvgQ:                                           | 6           | 2    | 9    | 5           | 2    | 2    | 3          | 10   | 1    | 5          | 20   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |



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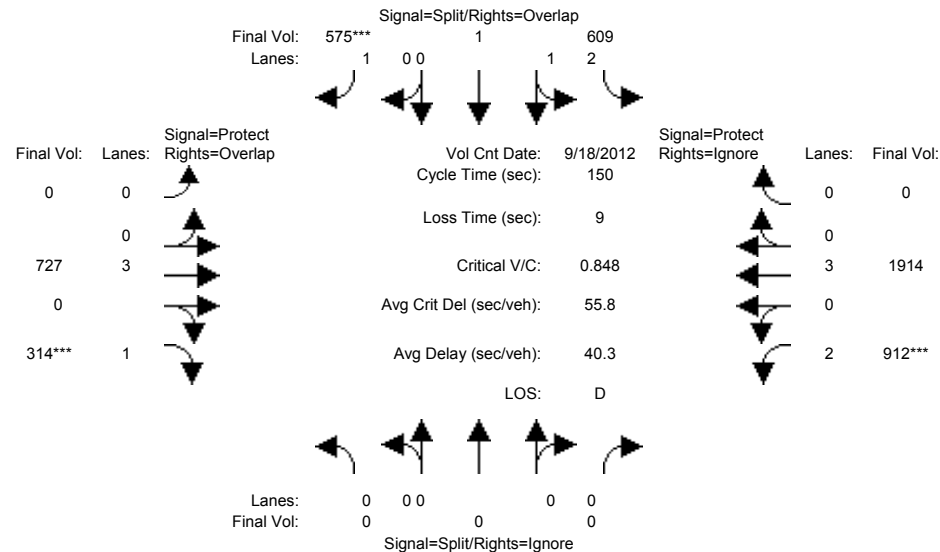
## Intersection #5712: CAPITOL/VISTAPARK



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| 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:                                         | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| 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        | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 1.00        | 1.76 | 0.24 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 3259 | 440  | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.03 | 0.07 | 0.11        | 0.03 | 0.03 | 0.05       | 0.34 | 0.10 | 0.12       | 0.24 | 0.03  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 17.4        | 14.5 | 14.5 | 24.3        | 21.5 | 21.5 | 17.6       | 74.1 | 91.5 | 25.0       | 81.6 | 105.9 |
| Volume/Cap:                                          | 0.47        | 0.29 | 0.70 | 0.70        | 0.24 | 0.24 | 0.44       | 0.70 | 0.16 | 0.70       | 0.44 | 0.05  |
| Delay/Veh:                                           | 66.2        | 64.1 | 80.6 | 72.6        | 58.1 | 58.1 | 68.5       | 30.7 | 13.0 | 71.8       | 21.0 | 6.8   |
| 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:                                          | 66.2        | 64.1 | 80.6 | 72.6        | 58.1 | 58.1 | 68.5       | 30.7 | 13.0 | 71.8       | 21.0 | 6.8   |
| LOS by Move:                                         | E           | E    | F    | E           | E    | E    | E          | C    | B    | E          | C    | A     |
| HCM2kAvgQ:                                           | 4           | 2    | 6    | 10          | 3    | 3    | 4          | 24   | 4    | 10         | 13   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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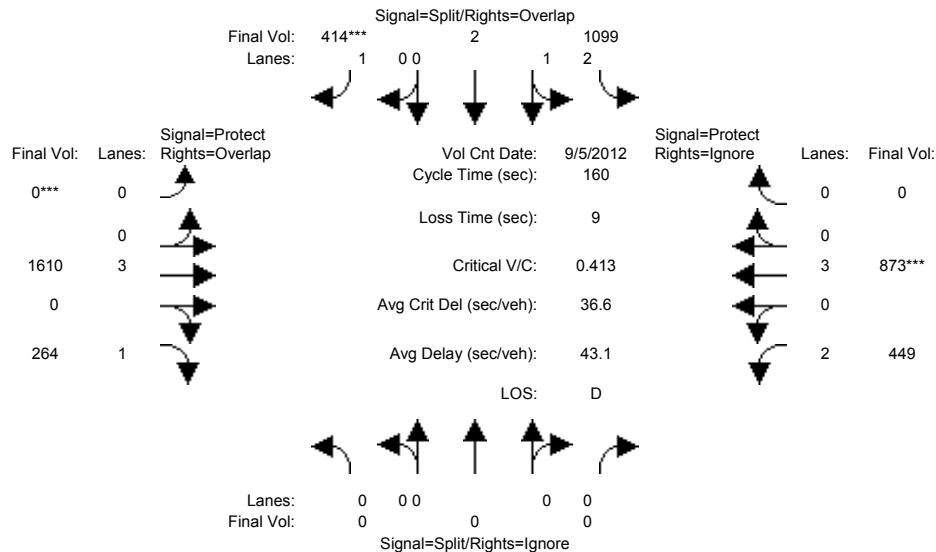
## Intersection #5713: 87/CAPITOL



| 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   | 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    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 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    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 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    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4942        | 8    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.12        | 0.12 | 0.33 | 0.00       | 0.13 | 0.18 | 0.29       | 0.34 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 58.1        | 58.1 | 58.1 | 0.0        | 31.7 | 31.7 | 51.2       | 82.9 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.32        | 0.32 | 0.85 | 0.00       | 0.60 | 0.85 | 0.85       | 0.61 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 32.2        | 32.2 | 51.8 | 0.0        | 54.3 | 73.4 | 52.3       | 22.9 | 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  | 32.2        | 32.2 | 51.8 | 0.0        | 54.3 | 73.4 | 52.3       | 22.9 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | D    | A          | D    | E    | D          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 7           | 7    | 28   | 0          | 10   | 16   | 23         | 19   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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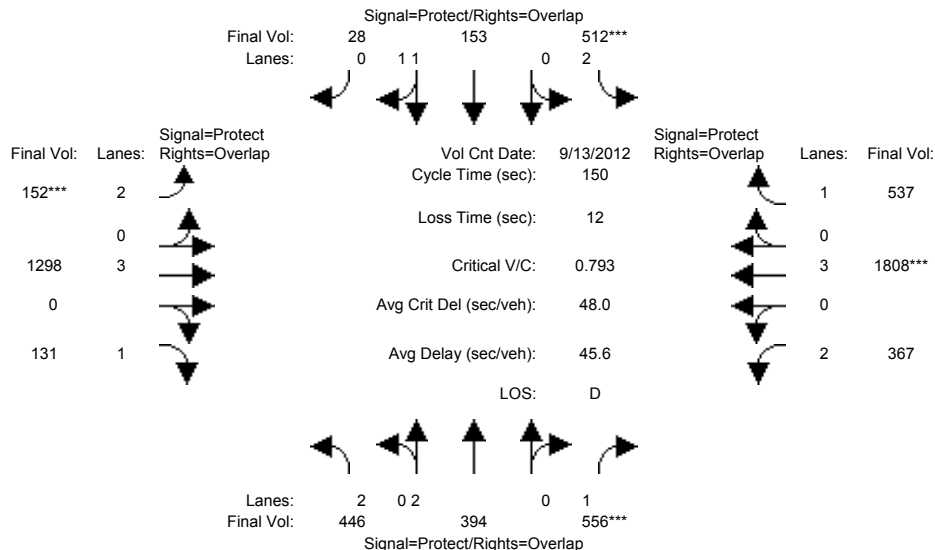
## Intersection #5713: 87/CAPITOL



| 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    | 14          | 10   | 10   | 0          | 72   | 10   | 14         | 112  | 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: 5 Sep 2012 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 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    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 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    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4941        | 9    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.22        | 0.22 | 0.24 | 0.00       | 0.28 | 0.15 | 0.14       | 0.15 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 39.0        | 39.0 | 39.0 | 0.0        | 85.1 | 85.1 | 26.9       | 112  | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.91        | 0.91 | 0.97 | 0.00       | 0.53 | 0.28 | 0.85       | 0.22 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 69.4        | 69.4 | 95.7 | 0.0        | 24.6 | 20.8 | 76.5       | 8.5  | 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  | 69.4        | 69.4 | 95.7 | 0.0        | 24.6 | 20.8 | 76.5       | 8.5  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | E           | E    | F    | A          | C    | C    | E          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 24          | 24   | 27   | 0          | 17   | 7    | 14         | 5    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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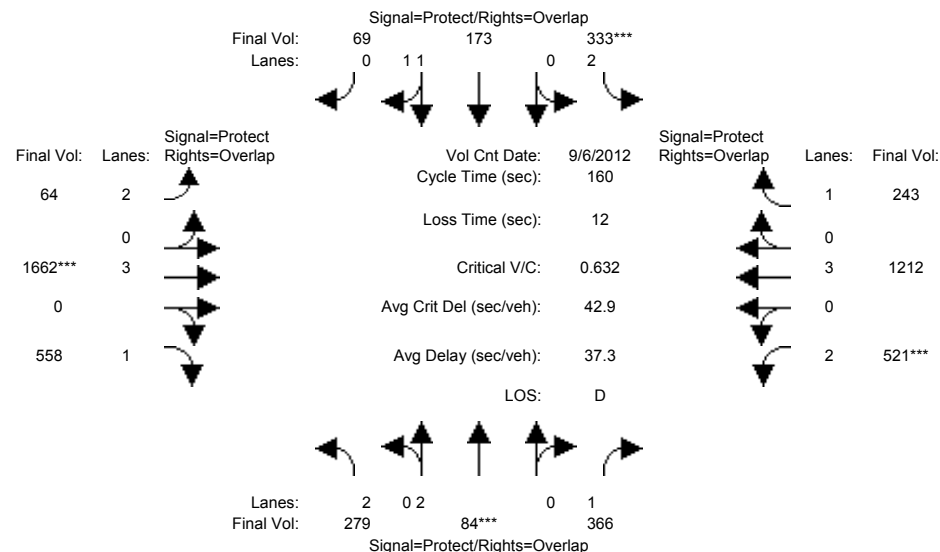
## Intersection #5715: CAPITOL/SNELL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| 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:                                         | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 1.68 | 0.32 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3127 | 572  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.10 | 0.32 | 0.16        | 0.05 | 0.05 | 0.05       | 0.23 | 0.07 | 0.12       | 0.32 | 0.31 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 46.8        | 38.1 | 61.5 | 30.8        | 22.0 | 31.2 | 9.1        | 45.8 | 92.6 | 23.4       | 60.0 | 90.8 |
| Volume/Cap:                                          | 0.45        | 0.41 | 0.78 | 0.79        | 0.33 | 0.24 | 0.79       | 0.75 | 0.12 | 0.75       | 0.79 | 0.51 |
| Delay/Veh:                                           | 41.7        | 46.9 | 43.6 | 63.2        | 57.8 | 49.6 | 89.3       | 48.7 | 11.9 | 66.7       | 41.5 | 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:                                          | 41.7        | 46.9 | 43.6 | 63.2        | 57.8 | 49.6 | 89.3       | 48.7 | 11.9 | 66.7       | 41.5 | 17.3 |
| LOS by Move:                                         | D           | D    | D    | E           | E    | D    | F          | D    | B    | E          | D    | B    |
| HCM2kAvgQ:                                           | 9           | 7    | 24   | 14          | 4    | 3    | 5          | 18   | 3    | 11         | 25   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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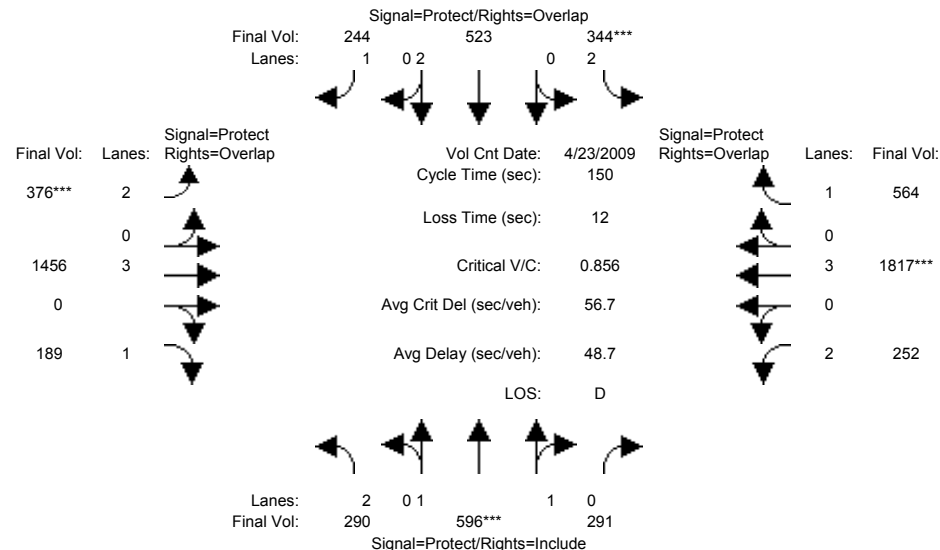
## Intersection #5715: CAPITOL/SNELL



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 77   | 10   | 14         | 62   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| 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:                                         | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 1.41 | 0.59 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 2644 | 1055 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.09        | 0.02 | 0.21 | 0.11        | 0.07 | 0.07 | 0.02       | 0.29 | 0.32 | 0.17       | 0.21 | 0.14  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 19.4        | 10.0 | 47.2 | 23.8        | 14.4 | 35.4 | 21.0       | 77.0 | 96.4 | 37.2       | 93.2 | 117.0 |
| Volume/Cap:                                          | 0.73        | 0.35 | 0.71 | 0.71        | 0.73 | 0.30 | 0.15       | 0.61 | 0.53 | 0.71       | 0.37 | 0.19  |
| Delay/Veh:                                           | 74.7        | 72.8 | 54.8 | 69.9        | 78.9 | 52.1 | 61.8       | 30.8 | 19.0 | 59.7       | 17.8 | 6.8   |
| 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:                                          | 74.7        | 72.8 | 54.8 | 69.9        | 78.9 | 52.1 | 61.8       | 30.8 | 19.0 | 59.7       | 17.8 | 6.8   |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | B    | E          | B    | A     |
| HCM2kAvgQ:                                           | 8           | 2    | 19   | 10          | 6    | 5    | 2          | 19   | 16   | 15         | 10   | 4     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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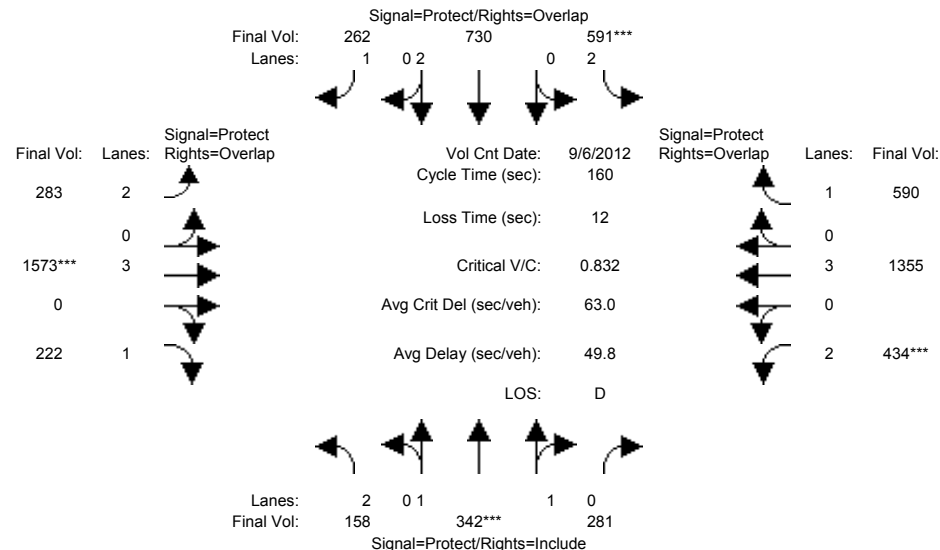
## Intersection #5720: CAPITOL/SENTER



| 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 2009 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| 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:                                         | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.33 | 0.67 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 2485 | 1213 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.24 | 0.24 | 0.11        | 0.14 | 0.14 | 0.12       | 0.26 | 0.11 | 0.08       | 0.32 | 0.32 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 24.5        | 42.0 | 42.0 | 19.1        | 36.7 | 57.6 | 20.9       | 58.5 | 83.0 | 18.3       | 55.9 | 75.0 |
| Volume/Cap:                                          | 0.56        | 0.86 | 0.86 | 0.86        | 0.56 | 0.36 | 0.86       | 0.66 | 0.20 | 0.66       | 0.86 | 0.64 |
| Delay/Veh:                                           | 59.2        | 58.2 | 58.2 | 80.4        | 50.4 | 33.4 | 78.2       | 38.2 | 16.9 | 66.9       | 47.0 | 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:                                          | 59.2        | 58.2 | 58.2 | 80.4        | 50.4 | 33.4 | 78.2       | 38.2 | 16.9 | 66.9       | 47.0 | 29.3 |
| LOS by Move:                                         | E           | E    | E    | F           | D    | C    | E          | D    | B    | E          | D    | C    |
| HCM2kAvgQ:                                           | 7           | 21   | 21   | 10          | 10   | 8    | 11         | 18   | 4    | 6          | 25   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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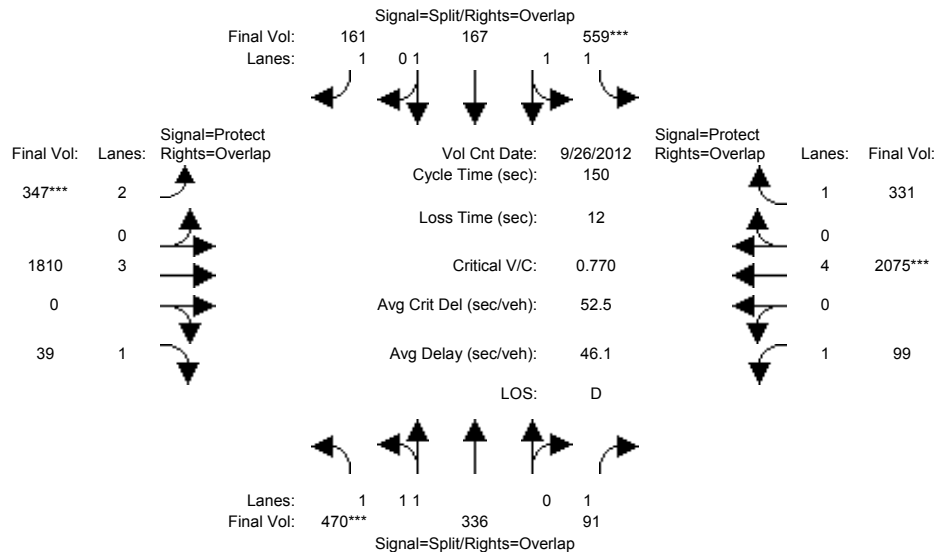
## Intersection #5720: CAPITOL/SENTER



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 61   | 10   | 14         | 61   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| 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:                                         | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.07 | 0.93 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 2030 | 1668 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.17 | 0.17 | 0.19        | 0.19 | 0.15 | 0.09       | 0.28 | 0.13 | 0.14       | 0.24 | 0.34  |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | **** | ****       | **** | ****  |
| Green Time:                                          | 19.6        | 29.7 | 29.7 | 33.1        | 43.1 | 59.4 | 16.3       | 61.0 | 80.6 | 24.3       | 69.0 | 102.1 |
| Volume/Cap:                                          | 0.41        | 0.91 | 0.91 | 0.91        | 0.71 | 0.40 | 0.88       | 0.72 | 0.25 | 0.91       | 0.55 | 0.53  |
| Delay/Veh:                                           | 65.5        | 79.8 | 79.8 | 78.6        | 55.3 | 37.6 | 94.9       | 43.5 | 22.7 | 87.8       | 29.4 | 8.0   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 65.5        | 79.8 | 79.8 | 78.6        | 55.3 | 37.6 | 94.9       | 43.5 | 22.7 | 87.8       | 29.4 | 8.0   |
| LOS by Move:                                         | E           | E    | E    | E           | E    | D    | F          | D    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 4           | 17   | 17   | 19          | 17   | 12   | 9          | 21   | 6    | 13         | 13   | 9     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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## Intersection #5721: CAPITOL/McLAUGHLIN

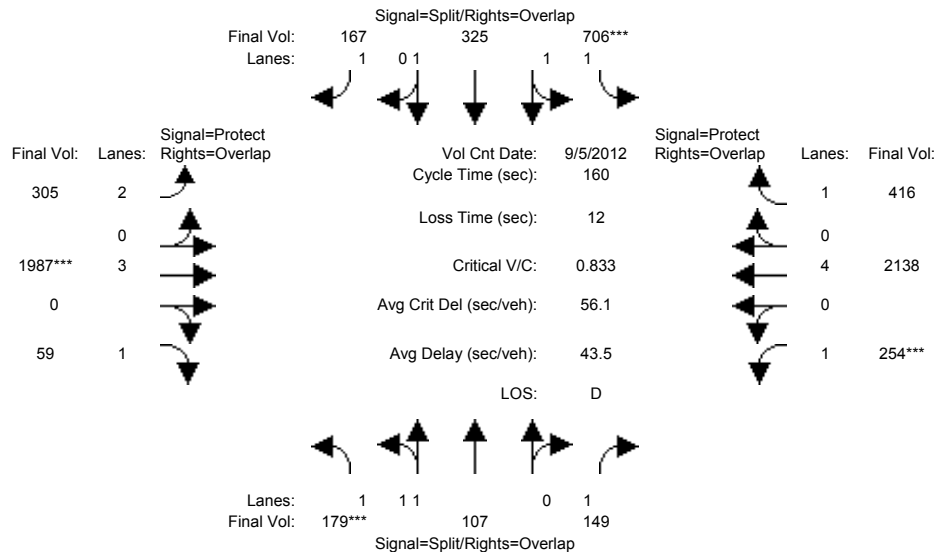


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39   | 99         | 2075 | 331  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39   | 99         | 2075 | 331  |
| 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:                                         | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39   | 99         | 2075 | 331  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39   | 99         | 2075 | 331  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39   | 99         | 2075 | 331  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39   | 99         | 2075 | 331  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 0.99 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.79        | 1.21 | 1.00 | 2.00        | 1.00 | 1.00 | 2.00       | 3.00 | 1.00 | 1.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 3175        | 2270 | 1750 | 3150        | 1900 | 1750 | 3150       | 5700 | 1750 | 1750       | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.15 | 0.05 | 0.18        | 0.09 | 0.09 | 0.11       | 0.32 | 0.02 | 0.06       | 0.27 | 0.19 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.8        | 28.8 | 40.1 | 34.6        | 34.6 | 56.0 | 21.5       | 63.3 | 92.2 | 11.3       | 53.2 | 87.7 |
| Volume/Cap:                                          | 0.77        | 0.77 | 0.19 | 0.77        | 0.38 | 0.25 | 0.77       | 0.75 | 0.04 | 0.75       | 0.77 | 0.32 |
| Delay/Veh:                                           | 61.0        | 61.0 | 42.7 | 57.9        | 48.8 | 32.6 | 69.8       | 38.1 | 11.4 | 89.3       | 44.4 | 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:                                          | 61.0        | 61.0 | 42.7 | 57.9        | 48.8 | 32.6 | 69.8       | 38.1 | 11.4 | 89.3       | 44.4 | 16.1 |
| LOS by Move:                                         | E           | E    | D    | E           | D    | C    | E          | D    | B    | F          | D    | B    |
| HCM2kAvgQ:                                           | 13          | 13   | 3    | 15          | 6    | 5    | 9          | 23   | 1    | 6          | 22   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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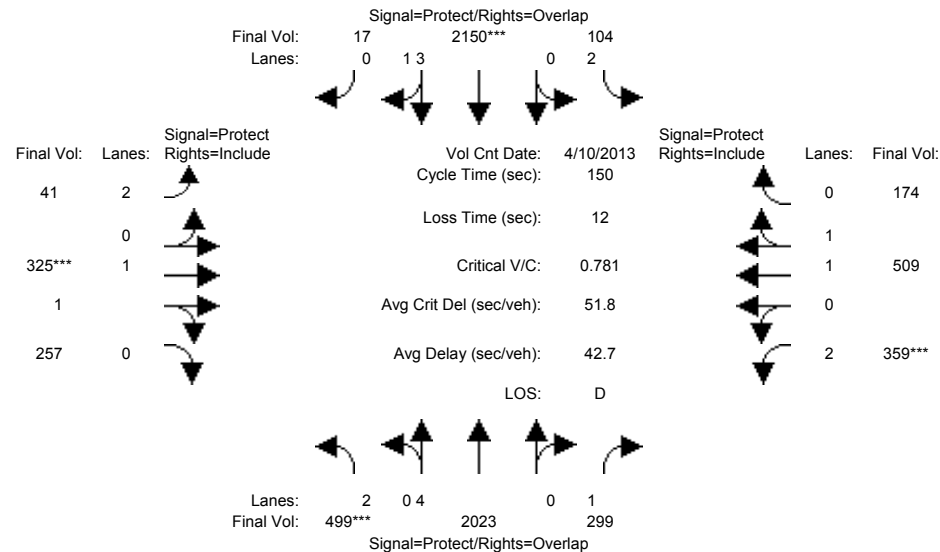
## Intersection #5721: CAPITOL/McLAUGHLIN



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 63   | 10   | 14         | 63   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 179         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 179         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| 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:                                         | 179         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 179         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.93        | 0.99 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 1.92        | 1.08 | 1.00 | 2.00        | 1.00 | 1.00 | 2.00       | 3.00 | 1.00 | 1.00       | 4.00 | 1.00  |
| Final Sat.:                                          | 3408        | 2037 | 1750 | 3150        | 1900 | 1750 | 3150       | 5700 | 1750 | 1750       | 7600 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.05 | 0.09 | 0.22        | 0.17 | 0.10 | 0.10       | 0.35 | 0.03 | 0.15       | 0.28 | 0.24  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.0        | 14.0 | 41.1 | 41.8        | 41.8 | 60.0 | 18.2       | 65.1 | 79.1 | 27.1       | 74.0 | 115.8 |
| Volume/Cap:                                          | 0.60        | 0.60 | 0.33 | 0.86        | 0.65 | 0.25 | 0.85       | 0.86 | 0.07 | 0.86       | 0.61 | 0.33  |
| Delay/Veh:                                           | 72.4        | 72.4 | 48.7 | 62.5        | 53.6 | 34.7 | 87.0       | 46.6 | 21.2 | 85.7       | 26.7 | 1.3   |
| 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:                                          | 72.4        | 72.4 | 48.7 | 62.5        | 53.6 | 34.7 | 87.0       | 46.6 | 21.2 | 85.7       | 26.7 | 1.3   |
| LOS by Move:                                         | E           | E    | D    | E           | D    | C    | F          | D    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 5           | 5    | 7    | 21          | 15   | 8    | 9          | 29   | 2    | 15         | 16   | 2     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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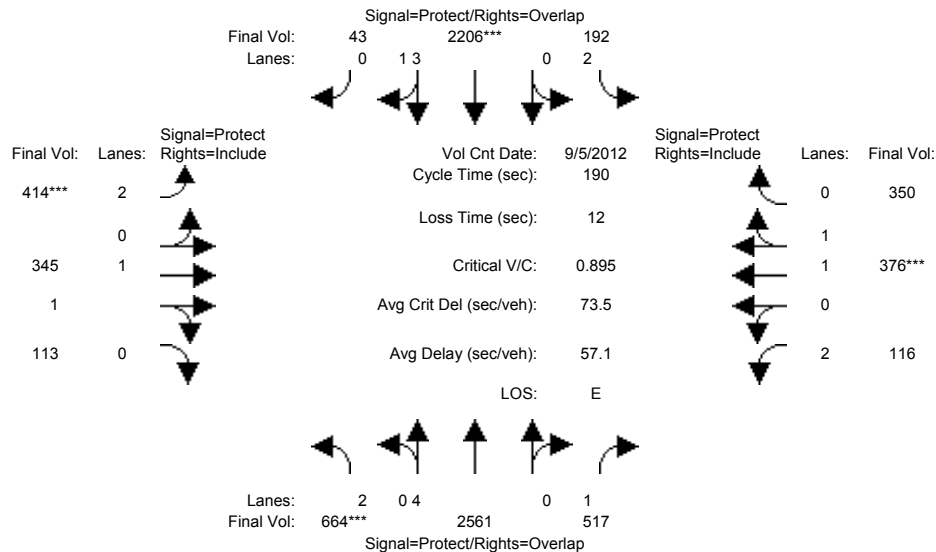
## Intersection #5723: CAPITOL/SILVER CREEK



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| 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:                                         | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| 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       | 0.99 | 0.95 | 0.83       | 0.98 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.97 | 0.03 | 2.00       | 1.09 | 0.91 | 2.00       | 1.48 | 0.52 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7441 | 59   | 3150       | 2065 | 1633 | 3150       | 2757 | 942  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.27 | 0.17 | 0.03        | 0.29 | 0.29 | 0.01       | 0.16 | 0.16 | 0.11       | 0.18 | 0.18 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 30.4        | 73.1 | 95.0 | 12.8        | 55.5 | 66.0 | 10.5       | 30.2 | 30.2 | 21.9       | 41.6 | 41.6 |
| Volume/Cap:                                          | 0.78        | 0.55 | 0.27 | 0.39        | 0.78 | 0.66 | 0.19       | 0.78 | 0.78 | 0.78       | 0.67 | 0.67 |
| Delay/Veh:                                           | 62.8        | 27.0 | 12.3 | 65.8        | 43.4 | 33.6 | 66.1       | 62.1 | 62.1 | 70.2       | 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:                                          | 62.8        | 27.0 | 12.3 | 65.8        | 43.4 | 33.6 | 66.1       | 62.1 | 62.1 | 70.2       | 49.7 | 49.7 |
| LOS by Move:                                         | E           | C    | B    | E           | D    | C    | E          | E    | E    | E          | D    | D    |
| HCM2kAvgQ:                                           | 14          | 16   | 6    | 3           | 23   | 20   | 1          | 13   | 13   | 10         | 14   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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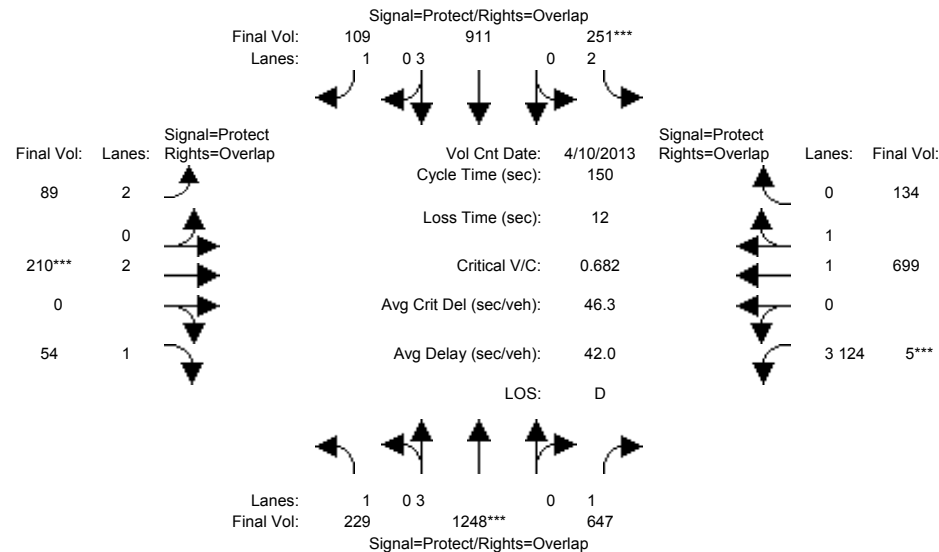
## Intersection #5723: CAPITOL/SILVER CREEK



| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 14          | 94   | 10    | 14          | 72   | 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: 5 Sep 2012 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350  |
| 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:                                         | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350  |
| 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       | 0.98 | 0.95 | 0.83       | 1.00 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.92 | 0.08 | 2.00       | 1.49 | 0.51 | 2.00       | 1.01 | 0.99 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7356 | 143  | 3150       | 2786 | 913  | 3150       | 1915 | 1783 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.21        | 0.34 | 0.30  | 0.06        | 0.30 | 0.30 | 0.13       | 0.12 | 0.12 | 0.04       | 0.20 | 0.20 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 41.5        | 98.8 | 122.8 | 14.7        | 72.0 | 97.9 | 25.9       | 40.4 | 40.4 | 24.1       | 38.6 | 38.6 |
| Volume/Cap:                                          | 0.97        | 0.65 | 0.46  | 0.79        | 0.79 | 0.58 | 0.97       | 0.58 | 0.58 | 0.29       | 0.97 | 0.97 |
| Delay/Veh:                                           | 99.4        | 33.4 | 17.1  | 101.7       | 49.5 | 23.9 | 116.1      | 68.3 | 68.3 | 75.6       | 99.5 | 99.5 |
| 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:                                          | 99.4        | 33.4 | 17.1  | 101.7       | 49.5 | 23.9 | 116.1      | 68.3 | 68.3 | 75.6       | 99.5 | 99.5 |
| LOS by Move:                                         | F           | C    | B     | F           | D    | C    | F          | E    | E    | E          | F    | F    |
| HCM2kAvgQ:                                           | 26          | 26   | 16    | 7           | 28   | 17   | 17         | 13   | 13   | 4          | 24   | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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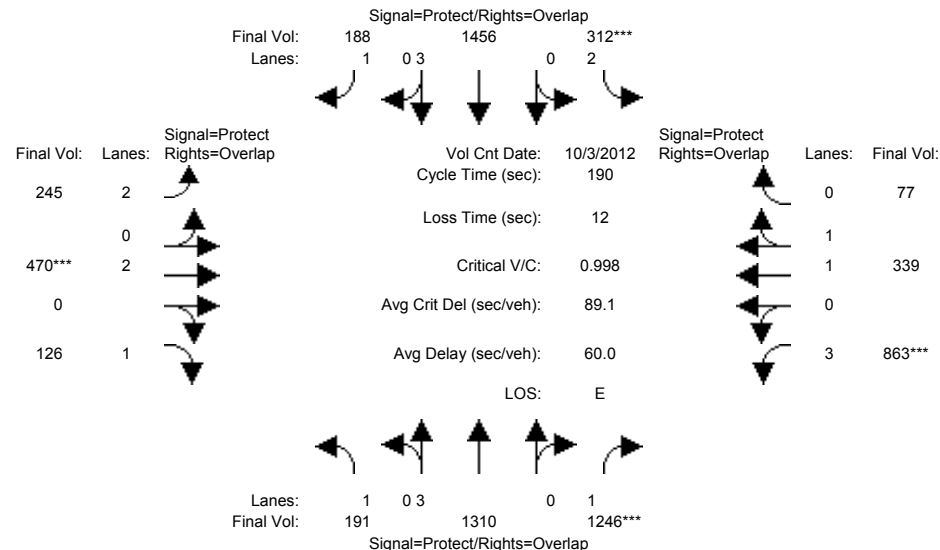
## Intersection #5724: ABORN/CAPITOL



| 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: 10 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 229         | 1418 | 647   | 251         | 1035 | 109  | 89         | 210  | 54   | 1245       | 699  | 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:                                         | 229         | 1418 | 647   | 251         | 1035 | 109  | 89         | 210  | 54   | 1245       | 699  | 134  |
| 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:                                         | 229         | 1418 | 647   | 251         | 1035 | 109  | 89         | 210  | 54   | 1245       | 699  | 134  |
| User Adj:                                            | 1.00        | 0.88 | 1.00  | 1.00        | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 229         | 1248 | 647   | 251         | 911  | 109  | 89         | 210  | 54   | 1245       | 699  | 134  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 229         | 1248 | 647   | 251         | 911  | 109  | 89         | 210  | 54   | 1245       | 699  | 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:                                        | 229         | 1248 | 647   | 251         | 911  | 109  | 89         | 210  | 54   | 1245       | 699  | 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 | 0.83       | 1.00 | 0.92 | 0.80       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00 | 3.00       | 1.67 | 0.33 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750 | 4551       | 3104 | 595  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.22 | 0.37  | 0.08        | 0.16 | 0.06 | 0.03       | 0.06 | 0.03 | 0.27       | 0.23 | 0.23 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 29.6        | 48.2 | 108.3 | 17.5        | 36.1 | 48.5 | 12.4       | 12.2 | 41.7 | 60.2       | 59.9 | 77.4 |
| Volume/Cap:                                          | 0.66        | 0.68 | 0.51  | 0.68        | 0.66 | 0.19 | 0.34       | 0.68 | 0.11 | 0.68       | 0.56 | 0.44 |
| Delay/Veh:                                           | 60.4        | 45.3 | 9.5   | 68.7        | 52.7 | 36.8 | 65.7       | 73.2 | 40.4 | 38.1       | 35.4 | 22.8 |
| 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:                                          | 60.4        | 45.3 | 9.5   | 68.7        | 52.7 | 36.8 | 65.7       | 73.2 | 40.4 | 38.1       | 35.4 | 22.8 |
| LOS by Move:                                         | E           | D    | A     | E           | D    | D    | E          | E    | D    | D          | D    | C    |
| HCM2kAvgQ:                                           | 11          | 16   | 14    | 7           | 13   | 4    | 2          | 5    | 2    | 19         | 15   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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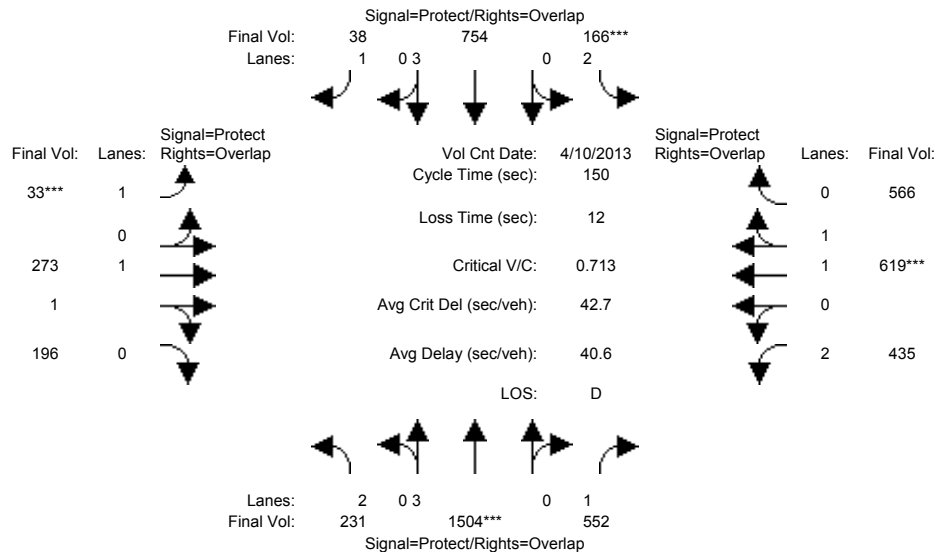
## Intersection #5724: ABORN/CAPITOL



| 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          | 77   | 10    | 14          | 72   | 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: 3 Oct 2012 <<          |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 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:                                         | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 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:                                         | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 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:                                          | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 77   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 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:                                        | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 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 | 0.80       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00  | 2.00       | 2.00 | 1.00 | 3.00       | 1.62 | 0.38 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 3150        | 5700 | 1750  | 3150       | 3800 | 1750 | 4551       | 3015 | 685  |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.23 | 0.71  | 0.10        | 0.26 | 0.11  | 0.08       | 0.12 | 0.07 | 0.19       | 0.11 | 0.11 |
| Crit Moves:                                          | ****        |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 26.5        | 99.5 | 135.6 | 18.9        | 91.9 | 116.3 | 24.4       | 23.6 | 50.0 | 36.1       | 35.3 | 54.1 |
| Volume/Cap:                                          | 0.78        | 0.44 | 1.00  | 1.00        | 0.53 | 0.18  | 0.61       | 1.00 | 0.27 | 1.00       | 0.61 | 0.39 |
| Delay/Veh:                                           | 94.2        | 28.1 | 51.9  | 135.8       | 27.1 | 8.8   | 80.9       | 124  | 55.9 | 106.9      | 72.5 | 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:                                          | 94.2        | 28.1 | 51.9  | 135.8       | 27.1 | 8.8   | 80.9       | 124  | 55.9 | 106.9      | 72.5 | 55.0 |
| LOS by Move:                                         | F           | C    | D     | F           | C    | A     | F          | F    | E    | F          | E    | D    |
| HCM2kAvgQ:                                           | 12          | 15   | 86    | 13          | 15   | 3     | 8          | 16   | 7    | 24         | 12   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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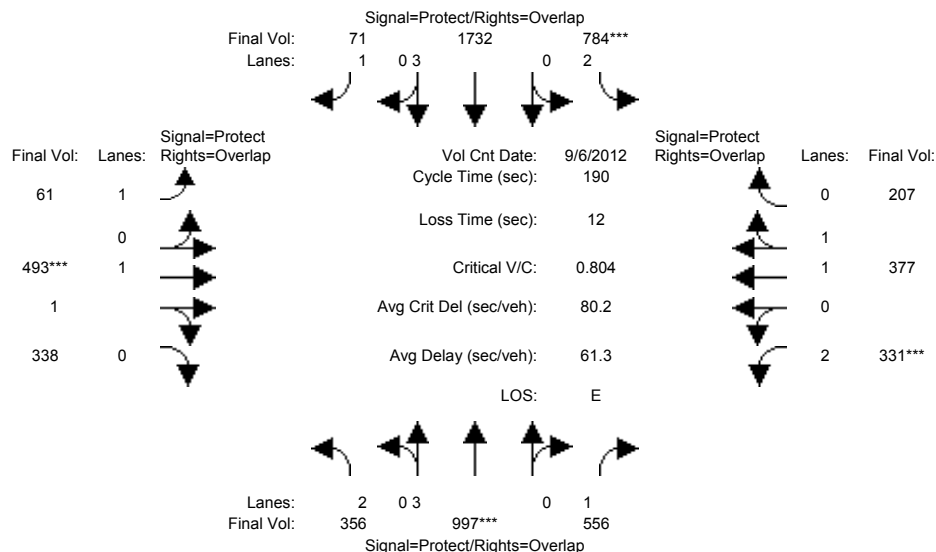
## Intersection #5725: CAPITOL/QUIMBY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 231         | 1709 | 552  | 166         | 857  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 231         | 1709 | 552  | 166         | 857  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| 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:                                         | 231         | 1709 | 552  | 166         | 857  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| User Adj:                                            | 1.00        | 0.88 | 1.00 | 1.00        | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 231         | 1504 | 552  | 166         | 754  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 231         | 1504 | 552  | 166         | 754  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 231         | 1504 | 552  | 166         | 754  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| 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       | 1.00 | 0.95 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 1.00       | 1.14 | 0.86 | 2.00       | 1.02 | 0.98 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 1750       | 2153 | 1545 | 3150       | 1931 | 1766 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.26 | 0.32 | 0.05        | 0.13 | 0.02 | 0.02       | 0.13 | 0.13 | 0.14       | 0.32 | 0.32 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 23.2        | 54.3 | 92.3 | 10.8        | 41.9 | 48.9 | 7.0        | 34.9 | 58.1 | 38.0       | 65.9 | 76.7 |
| Volume/Cap:                                          | 0.47        | 0.73 | 0.51 | 0.73        | 0.47 | 0.07 | 0.40       | 0.55 | 0.33 | 0.55       | 0.73 | 0.63 |
| Delay/Veh:                                           | 58.6        | 42.9 | 16.7 | 79.5        | 45.1 | 34.9 | 72.7       | 51.3 | 32.4 | 49.3       | 36.4 | 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:                                          | 58.6        | 42.9 | 16.7 | 79.5        | 45.1 | 34.9 | 72.7       | 51.3 | 32.4 | 49.3       | 36.4 | 27.0 |
| LOS by Move:                                         | E           | D    | B    | E           | D    | C    | E          | D    | C    | D          | D    | C    |
| HCM2kAvgQ:                                           | 6           | 19   | 15   | 5           | 9    | 1    | 2          | 9    | 7    | 10         | 22   | 19   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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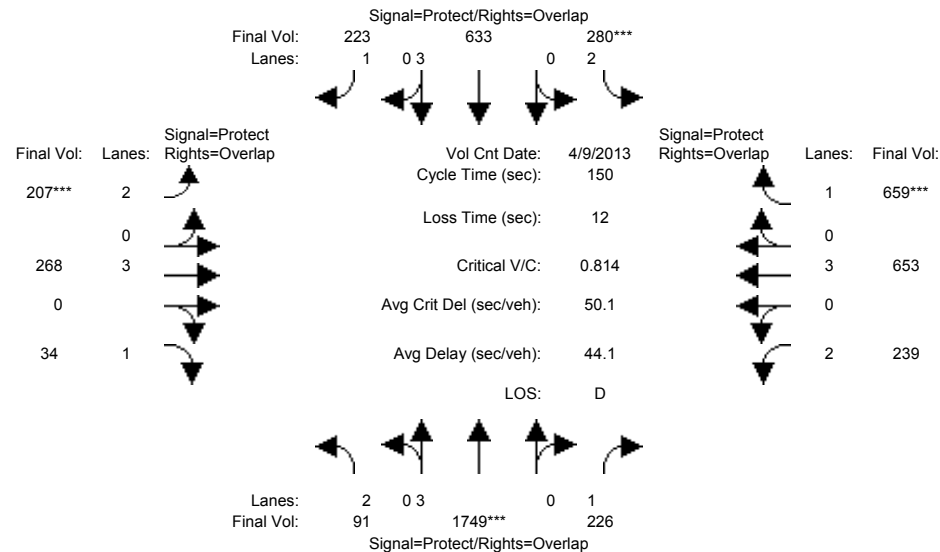
## Intersection #5725: CAPITOL/QUIMBY



| 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          | 62   | 10   | 14          | 90   | 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:                                            | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 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:                                         | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 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:                                         | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 207  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 207  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 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:                                        | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 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 | 0.83        | 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       | 1.16 | 0.84 | 2.00       | 1.27 | 0.73 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750  | 1750       | 2194 | 1504 | 3150       | 2388 | 1311 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.17 | 0.32 | 0.25        | 0.30 | 0.04  | 0.03       | 0.22 | 0.22 | 0.11       | 0.16 | 0.16 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 21.6        | 62.0 | 83.1 | 49.9        | 90.3 | 111.4 | 21.0       | 45.0 | 66.6 | 21.1       | 45.1 | 95.0 |
| Volume/Cap:                                          | 1.00        | 0.54 | 0.73 | 0.95        | 0.64 | 0.07  | 0.31       | 0.95 | 0.64 | 0.95       | 0.67 | 0.32 |
| Delay/Veh:                                           | 130.7       | 52.6 | 47.6 | 88.5        | 30.7 | 10.3  | 78.8       | 90.2 | 52.8 | 118.6      | 67.6 | 28.3 |
| 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:                                          | 130.7       | 52.6 | 47.6 | 88.5        | 30.7 | 10.3  | 78.8       | 90.2 | 52.8 | 118.6      | 67.6 | 28.3 |
| LOS by Move:                                         | F           | D    | D    | F           | C    | B     | E          | F    | D    | F          | E    | C    |
| HCM2kAvgQ:                                           | 14          | 15   | 28   | 29          | 20   | 1     | 4          | 27   | 23   | 13         | 16   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #5727: CAPITOL/TULLY

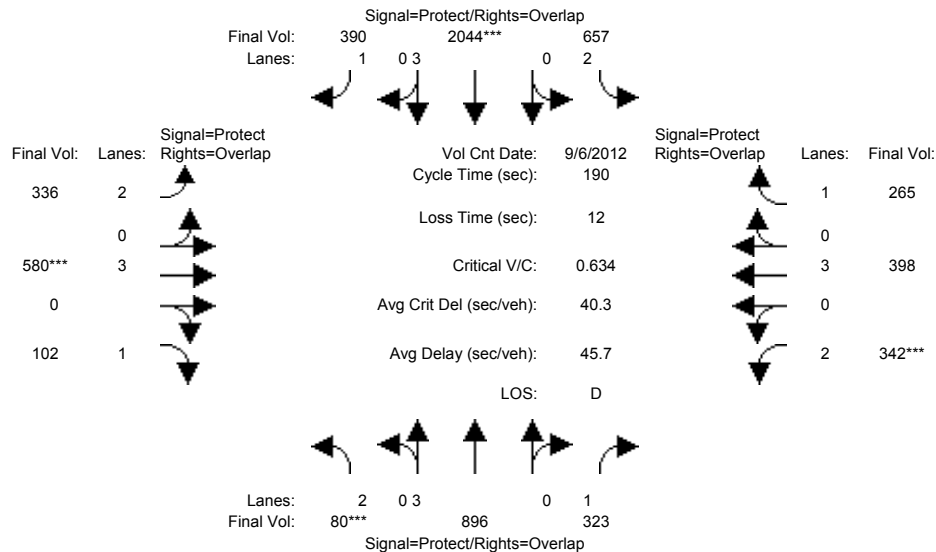


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 91          | 1988 | 226  | 280         | 719  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 91          | 1988 | 226  | 280         | 719  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| 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:                                         | 91          | 1988 | 226  | 280         | 719  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| User Adj:                                            | 1.00        | 0.88 | 1.00 | 1.00        | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 91          | 1749 | 226  | 280         | 633  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 91          | 1749 | 226  | 280         | 633  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 91          | 1749 | 226  | 280         | 633  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.31 | 0.13 | 0.09        | 0.11 | 0.13 | 0.07       | 0.05 | 0.02 | 0.08       | 0.11 | 0.38 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 21.6        | 56.5 | 91.2 | 16.4        | 51.3 | 63.4 | 12.1       | 30.4 | 52.0 | 34.6       | 53.0 | 69.4 |
| Volume/Cap:                                          | 0.20        | 0.81 | 0.21 | 0.81        | 0.32 | 0.30 | 0.81       | 0.23 | 0.06 | 0.33       | 0.32 | 0.81 |
| Delay/Veh:                                           | 56.8        | 44.5 | 13.3 | 79.2        | 36.6 | 28.9 | 85.8       | 50.1 | 32.7 | 48.3       | 35.5 | 41.1 |
| 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:                                          | 56.8        | 44.5 | 13.3 | 79.2        | 36.6 | 28.9 | 85.8       | 50.1 | 32.7 | 48.3       | 35.5 | 41.1 |
| LOS by Move:                                         | E           | D    | B    | E           | D    | C    | F          | D    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 24   | 5    | 8           | 7    | 7    | 6          | 3    | 1    | 5          | 7    | 29   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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Existing (PM)

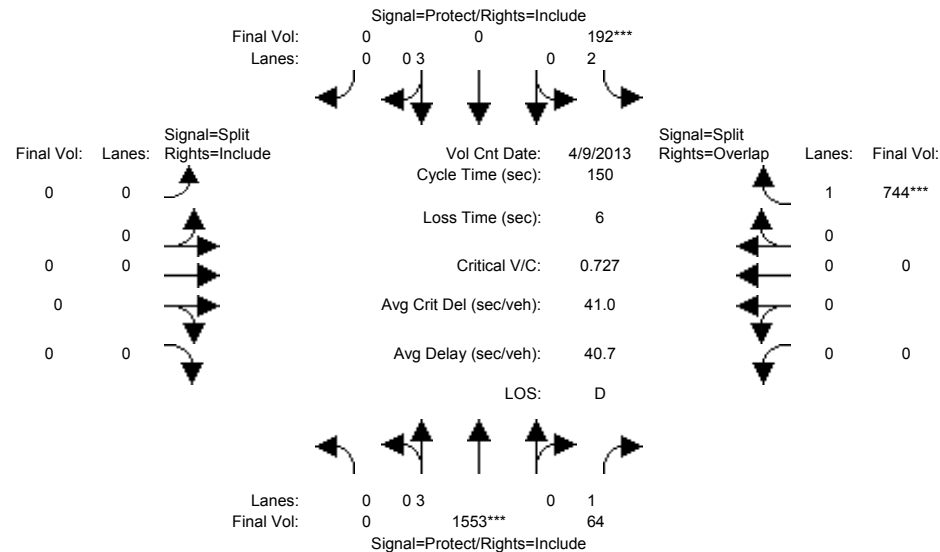
## Intersection #5727: CAPITOL/TULLY



| 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          | 55   | 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: 6 Sep 2012 <<          |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 80          | 896  | 323  | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 80          | 896  | 323  | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| 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:                                         | 80          | 896  | 323  | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 80          | 896  | 323  | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 80          | 896  | 323  | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 80          | 896  | 323  | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00  | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.16 | 0.18 | 0.21        | 0.36 | 0.22  | 0.11       | 0.10 | 0.06 | 0.11       | 0.07 | 0.15 |
| Crit Moves:                                          | ****        |      |      |             | **** |       |            | **** |      |            | **** |      |
| Green Time:                                          | 14.0        | 68.2 | 99.5 | 49.2        | 103  | 140.0 | 36.6       | 29.3 | 43.3 | 31.3       | 24.0 | 73.1 |
| Volume/Cap:                                          | 0.34        | 0.44 | 0.35 | 0.81        | 0.66 | 0.30  | 0.55       | 0.66 | 0.26 | 0.66       | 0.55 | 0.39 |
| Delay/Veh:                                           | 84.5        | 46.5 | 26.7 | 71.9        | 21.9 | 0.8   | 70.4       | 77.5 | 60.5 | 77.5       | 78.9 | 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:                                          | 84.5        | 46.5 | 26.7 | 71.9        | 21.9 | 0.8   | 70.4       | 77.5 | 60.5 | 77.5       | 78.9 | 42.7 |
| LOS by Move:                                         | F           | D    | C    | E           | C    | A     | E          | E    | E    | E          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 13   | 11   | 21          | 21   | 1     | 11         | 11   | 6    | 12         | 7    | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

City of San Jose  
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Existing (AM)

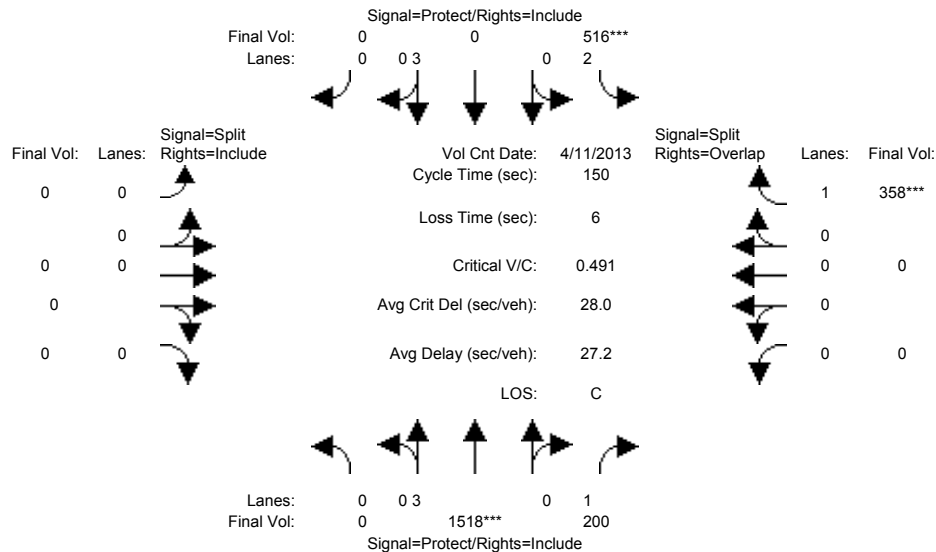
## Intersection #5735: CAPITOL/NIEMAN



| 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    | 0          | 0    | 0    | 0          | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1726 | 64   | 192         | 1248 | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| Growth Adj:                                          | 1.00        | 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           | 1726 | 64   | 192         | 1248 | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| 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           | 1726 | 64   | 192         | 1248 | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| User Adj:                                            | 1.00        | 0.90 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1553 | 64   | 192         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1553 | 64   | 192         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1553 | 64   | 192         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.27 | 0.04 | 0.06        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.43 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 56.2 | 56.2 | 12.6        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 87.8 |
| Volume/Cap:                                          | 0.00        | 0.73 | 0.10 | 0.73        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.73 |
| Delay/Veh:                                           | 0.0         | 42.5 | 30.7 | 83.1        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 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:                                          | 0.0         | 42.5 | 30.7 | 83.1        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 27.0 |
| LOS by Move:                                         | A           | D    | C    | F           | A    | A    | A          | A    | A    | A          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 21   | 2    | 6           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 28   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing (PM)

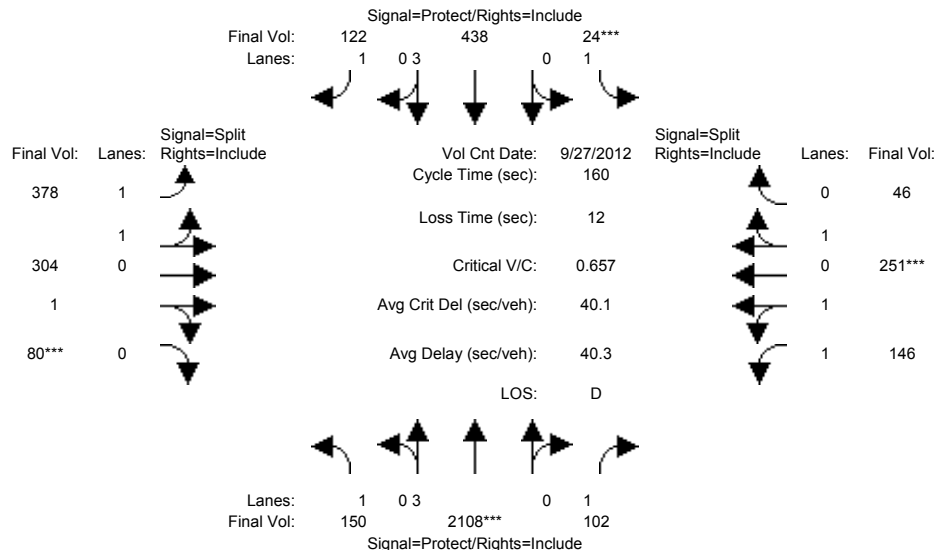
## Intersection #5735: CAPITOL/NIEMAN



| 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    | 0          | 0    | 0    | 0          | 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: 11 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1518 | 200  | 516         | 1565 | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| Growth Adj:                                          | 1.00        | 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           | 1518 | 200  | 516         | 1565 | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| 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           | 1518 | 200  | 516         | 1565 | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1518 | 200  | 516         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1518 | 200  | 516         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1518 | 200  | 516         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.27 | 0.11 | 0.16        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.20 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 81.4 | 81.4 | 50.1        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 62.6 |
| Volume/Cap:                                          | 0.00        | 0.49 | 0.21 | 0.49        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.49 |
| Delay/Veh:                                           | 0.0         | 21.9 | 18.2 | 41.4        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 34.4 |
| 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         | 21.9 | 18.2 | 41.4        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 34.4 |
| LOS by Move:                                         | A           | C    | B    | D           | A    | A    | A          | A    | A    | A          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 15   | 5    | 11          | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (AM)

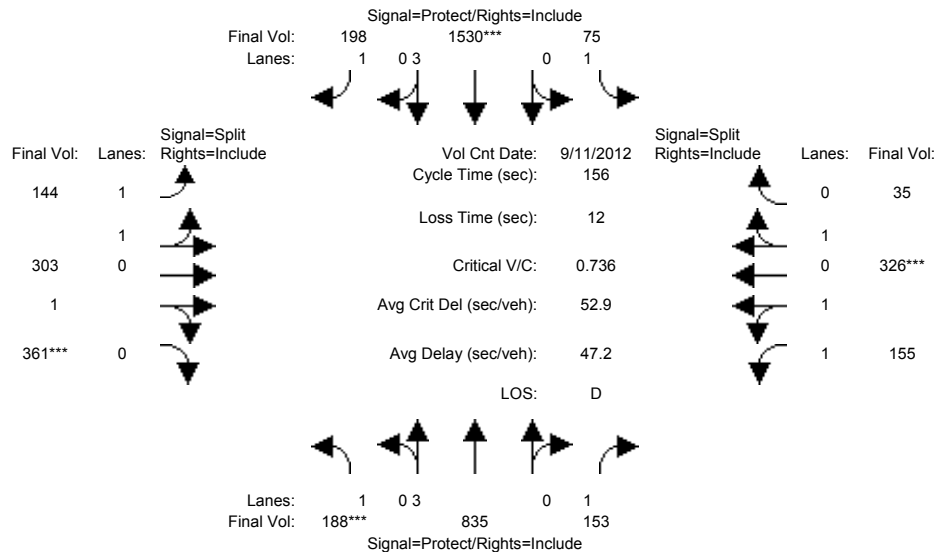
## Intersection #3060: ALMA/FIRST



| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 150         | 2108 | 102  | 24          | 438  | 122  | 378        | 304  | 80   | 146        | 251  | 46   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 150         | 2108 | 102  | 24          | 438  | 122  | 378        | 304  | 80   | 146        | 251  | 46   |
| 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:                                         | 150         | 2108 | 102  | 24          | 438  | 122  | 378        | 304  | 80   | 146        | 251  | 46   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 150         | 2108 | 102  | 24          | 438  | 122  | 378        | 304  | 80   | 146        | 251  | 46   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 150         | 2108 | 102  | 24          | 438  | 122  | 378        | 304  | 80   | 146        | 251  | 46   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 150         | 2108 | 102  | 24          | 438  | 122  | 378        | 304  | 80   | 146        | 251  | 46   |
| Saturation 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 | 0.93       | 0.95 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.50       | 1.19 | 0.31 | 1.03       | 1.66 | 0.31 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 2654       | 2134 | 562  | 1795       | 3086 | 566  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.37 | 0.06 | 0.01        | 0.08 | 0.07 | 0.14       | 0.14 | 0.14 | 0.08       | 0.08 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 50.0        | 87.8 | 87.8 | 7.0         | 44.8 | 44.8 | 33.8       | 33.8 | 33.8 | 19.3       | 19.3 | 19.3 |
| Volume/Cap:                                          | 0.27        | 0.67 | 0.11 | 0.31        | 0.27 | 0.25 | 0.67       | 0.67 | 0.67 | 0.67       | 0.67 | 0.67 |
| Delay/Veh:                                           | 41.6        | 26.4 | 17.3 | 76.5        | 45.0 | 44.8 | 59.6       | 59.6 | 59.6 | 70.1       | 70.1 | 70.1 |
| 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:                                          | 41.6        | 26.4 | 17.3 | 76.5        | 45.0 | 44.8 | 59.6       | 59.6 | 59.6 | 70.1       | 70.1 | 70.1 |
| LOS by Move:                                         | D           | C    | B    | E           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 6           | 24   | 2    | 1           | 5    | 5    | 12         | 12   | 12   | 7          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (PM)

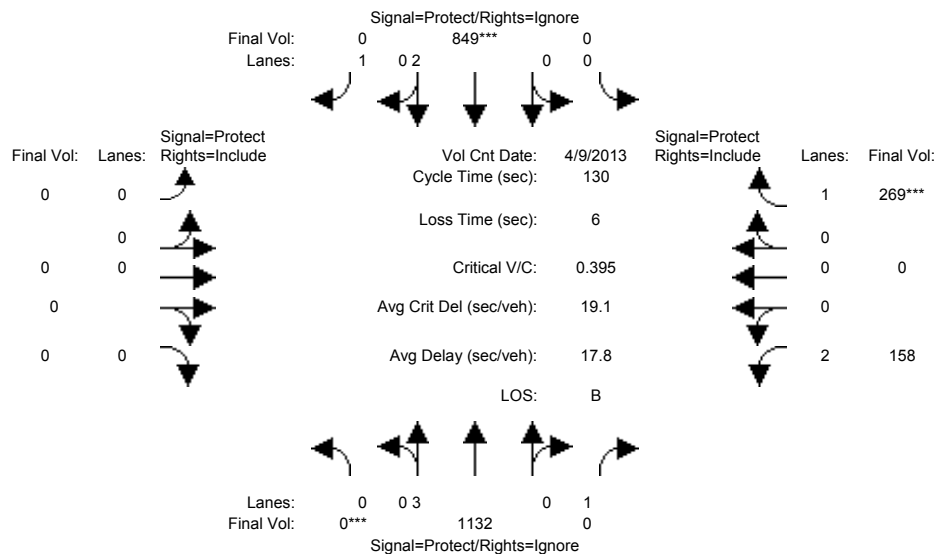
## Intersection #3060: ALMA/FIRST



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 188         | 835  | 153  | 75          | 1530 | 198  | 144        | 303  | 361  | 155        | 326  | 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:                                         | 188         | 835  | 153  | 75          | 1530 | 198  | 144        | 303  | 361  | 155        | 326  | 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:                                         | 188         | 835  | 153  | 75          | 1530 | 198  | 144        | 303  | 361  | 155        | 326  | 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:                                          | 188         | 835  | 153  | 75          | 1530 | 198  | 144        | 303  | 361  | 155        | 326  | 35   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 188         | 835  | 153  | 75          | 1530 | 198  | 144        | 303  | 361  | 155        | 326  | 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:                                        | 188         | 835  | 153  | 75          | 1530 | 198  | 144        | 303  | 361  | 155        | 326  | 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       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.80 | 0.20 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 1750       | 3341 | 359  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.15 | 0.09 | 0.04        | 0.27 | 0.11 | 0.08       | 0.16 | 0.21 | 0.09       | 0.10 | 0.10 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            | **** |      |
| Green Time:                                          | 22.8        | 61.0 | 61.0 | 18.7        | 56.9 | 56.9 | 43.7       | 43.7 | 43.7 | 20.7       | 20.7 | 20.7 |
| Volume/Cap:                                          | 0.74        | 0.37 | 0.22 | 0.36        | 0.74 | 0.31 | 0.29       | 0.57 | 0.74 | 0.67       | 0.74 | 0.74 |
| Delay/Veh:                                           | 74.4        | 34.0 | 31.9 | 64.2        | 44.5 | 35.8 | 44.1       | 48.6 | 53.6 | 66.7       | 69.1 | 69.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 74.4        | 34.0 | 31.9 | 64.2        | 44.5 | 35.8 | 44.1       | 48.6 | 53.6 | 66.7       | 69.1 | 69.1 |
| LOS by Move:                                         | E           | C    | C    | E           | D    | D    | D          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 9           | 9    | 5    | 3           | 21   | 7    | 6          | 12   | 17   | 8          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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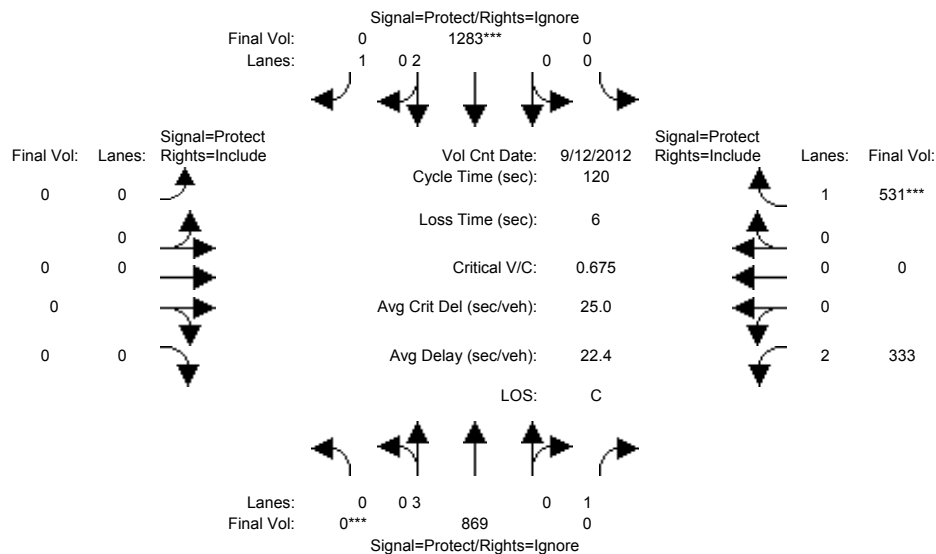
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1132 | 223  | 0           | 849  | 298  | 0          | 0    | 0    | 158        | 0    | 269  |
| Growth Adj:                                          | 1.00        | 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           | 1132 | 223  | 0           | 849  | 298  | 0          | 0    | 0    | 158        | 0    | 269  |
| 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           | 1132 | 223  | 0           | 849  | 298  | 0          | 0    | 0    | 158        | 0    | 269  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 1132 | 0    | 0           | 849  | 0    | 0          | 0    | 0    | 158        | 0    | 269  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1132 | 0    | 0           | 849  | 0    | 0          | 0    | 0    | 158        | 0    | 269  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 1132 | 0    | 0           | 849  | 0    | 0          | 0    | 0    | 158        | 0    | 269  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.20 | 0.00 | 0.00        | 0.22 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.15 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      |            |      | **** |
| Green Time:                                          | 0.0         | 73.5 | 0.0  | 0.0         | 73.5 | 0.0  | 0.0        | 0.0  | 0.0  | 50.5       | 0.0  | 50.5 |
| Volume/Cap:                                          | 0.00        | 0.35 | 0.00 | 0.00        | 0.40 | 0.00 | 0.00       | 0.00 | 0.00 | 0.13       | 0.00 | 0.40 |
| Delay/Veh:                                           | 0.0         | 15.4 | 0.0  | 0.0         | 16.0 | 0.0  | 0.0        | 0.0  | 0.0  | 25.6       | 0.0  | 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:                                          | 0.0         | 15.4 | 0.0  | 0.0         | 16.0 | 0.0  | 0.0        | 0.0  | 0.0  | 25.6       | 0.0  | 29.1 |
| LOS by Move:                                         | A           | B    | A    | A           | B    | A    | A          | A    | A    | C          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 8    | 0    | 0           | 9    | 0    | 0          | 0    | 0    | 2          | 0    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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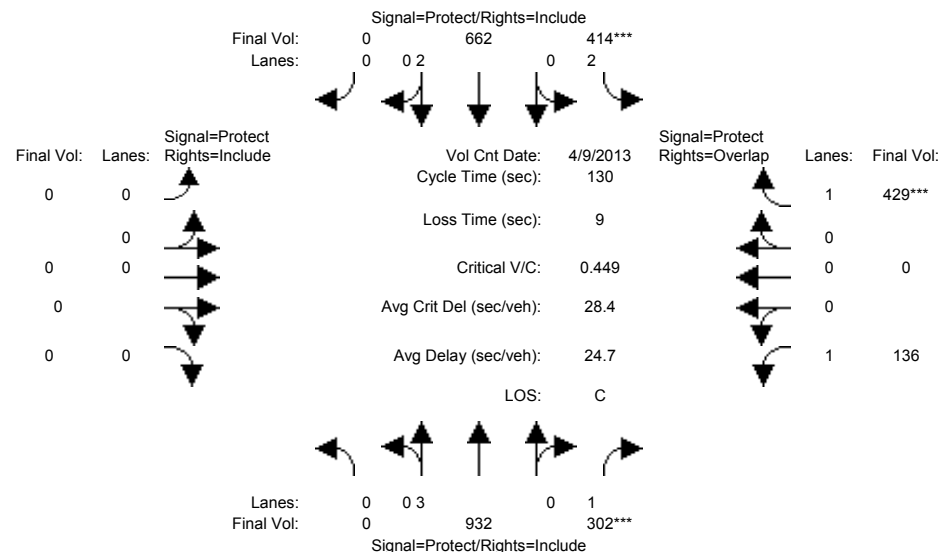
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 869  | 221  | 0           | 1283 | 37   | 0          | 0    | 0    | 333        | 0    | 531  |
| Growth Adj:                                          | 1.00        | 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           | 869  | 221  | 0           | 1283 | 37   | 0          | 0    | 0    | 333        | 0    | 531  |
| 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           | 869  | 221  | 0           | 1283 | 37   | 0          | 0    | 0    | 333        | 0    | 531  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 869  | 0    | 0           | 1283 | 0    | 0          | 0    | 0    | 333        | 0    | 531  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 869  | 0    | 0           | 1283 | 0    | 0          | 0    | 0    | 333        | 0    | 531  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 869  | 0    | 0           | 1283 | 0    | 0          | 0    | 0    | 333        | 0    | 531  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.15 | 0.00 | 0.00        | 0.34 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.30 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      |            |      | **** |
| Green Time:                                          | 0.0         | 60.0 | 0.0  | 0.0         | 60.0 | 0.0  | 0.0        | 0.0  | 0.0  | 54.0       | 0.0  | 54.0 |
| Volume/Cap:                                          | 0.00        | 0.30 | 0.00 | 0.00        | 0.67 | 0.00 | 0.00       | 0.00 | 0.00 | 0.24       | 0.00 | 0.67 |
| Delay/Veh:                                           | 0.0         | 17.7 | 0.0  | 0.0         | 23.6 | 0.0  | 0.0        | 0.0  | 0.0  | 20.4       | 0.0  | 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:                                          | 0.0         | 17.7 | 0.0  | 0.0         | 23.6 | 0.0  | 0.0        | 0.0  | 0.0  | 20.4       | 0.0  | 28.4 |
| LOS by Move:                                         | A           | B    | A    | A           | C    | A    | A          | A    | A    | C          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 6    | 0    | 0           | 18   | 0    | 0          | 0    | 0    | 4          | 0    | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3079: BLOSSOM HILL/MONTEREY (S)



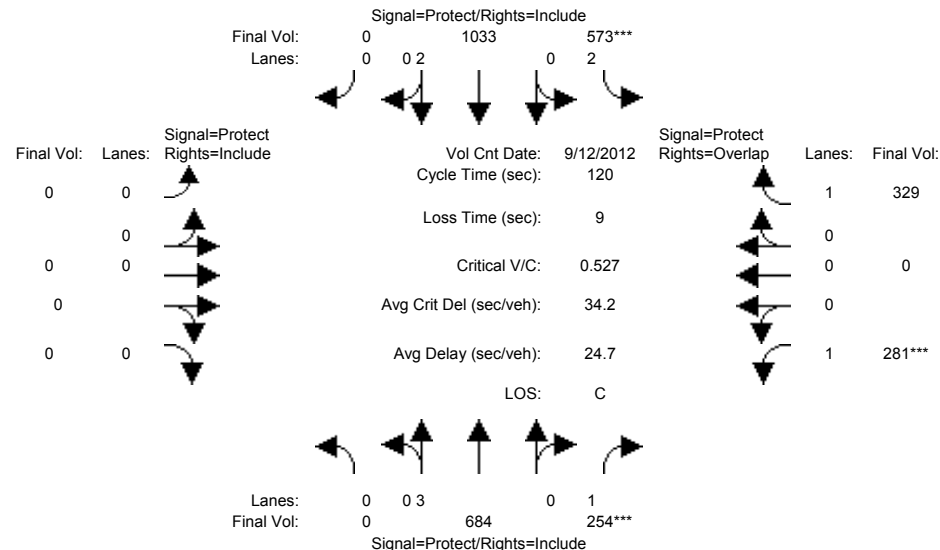
| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 7           | 10   | 0    | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 932  | 302  | 414         | 662  | 0    | 0          | 0    | 0    | 136        | 0    | 429  |
| Growth Adj:                                          | 1.00        | 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           | 932  | 302  | 414         | 662  | 0    | 0          | 0    | 0    | 136        | 0    | 429  |
| 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           | 932  | 302  | 414         | 662  | 0    | 0          | 0    | 0    | 136        | 0    | 429  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 932  | 302  | 414         | 662  | 0    | 0          | 0    | 0    | 136        | 0    | 429  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 932  | 302  | 414         | 662  | 0    | 0          | 0    | 0    | 136        | 0    | 429  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 932  | 302  | 414         | 662  | 0    | 0          | 0    | 0    | 136        | 0    | 429  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.16 | 0.17 | 0.13        | 0.17 | 0.00 | 0.00       | 0.00 | 0.00 | 0.08       | 0.00 | 0.25 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 50.0 | 50.0 | 38.1        | 88.1 | 0.0  | 0.0        | 0.0  | 0.0  | 32.9       | 0.0  | 71.0 |
| Volume/Cap:                                          | 0.00        | 0.43 | 0.45 | 0.45        | 0.26 | 0.00 | 0.00       | 0.00 | 0.00 | 0.31       | 0.00 | 0.45 |
| Delay/Veh:                                           | 0.0         | 29.6 | 30.2 | 37.8        | 8.2  | 0.0  | 0.0        | 0.0  | 0.0  | 39.7       | 0.0  | 18.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 29.6 | 30.2 | 37.8        | 8.2  | 0.0  | 0.0        | 0.0  | 0.0  | 39.7       | 0.0  | 18.1 |
| LOS by Move:                                         | A           | C    | C    | D           | A    | A    | A          | A    | A    | D          | A    | B    |
| HCM2kAvgQ:                                           | 0           | 9    | 9    | 8           | 5    | 0    | 0          | 0    | 0    | 5          | 0    | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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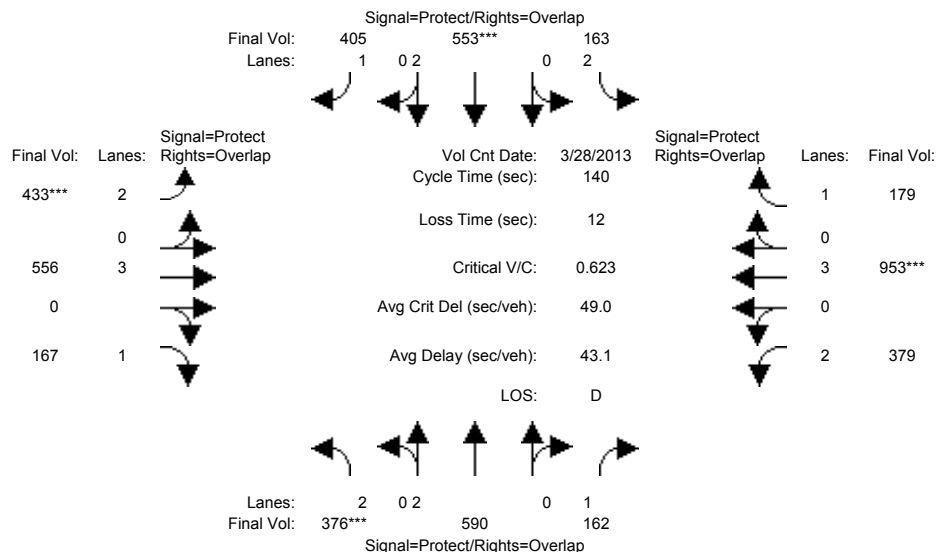
Intersection #3079: BLOSSOM HILL/MONTEREY (S)



| 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    | 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 684  | 254  | 573         | 1033 | 0    | 0          | 0    | 0    | 281        | 0    | 329  |
| Growth Adj:                                          | 1.00        | 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           | 684  | 254  | 573         | 1033 | 0    | 0          | 0    | 0    | 281        | 0    | 329  |
| 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           | 684  | 254  | 573         | 1033 | 0    | 0          | 0    | 0    | 281        | 0    | 329  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 684  | 254  | 573         | 1033 | 0    | 0          | 0    | 0    | 281        | 0    | 329  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 684  | 254  | 573         | 1033 | 0    | 0          | 0    | 0    | 281        | 0    | 329  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 684  | 254  | 573         | 1033 | 0    | 0          | 0    | 0    | 281        | 0    | 329  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.12 | 0.15 | 0.18        | 0.27 | 0.00 | 0.00       | 0.00 | 0.00 | 0.16       | 0.00 | 0.19 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 33.0 | 33.0 | 41.4        | 74.4 | 0.0  | 0.0        | 0.0  | 0.0  | 36.6       | 0.0  | 78.0 |
| Volume/Cap:                                          | 0.00        | 0.44 | 0.53 | 0.53        | 0.44 | 0.00 | 0.00       | 0.00 | 0.00 | 0.53       | 0.00 | 0.29 |
| Delay/Veh:                                           | 0.0         | 36.0 | 37.9 | 31.9        | 12.0 | 0.0  | 0.0        | 0.0  | 0.0  | 35.6       | 0.0  | 9.2  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 36.0 | 37.9 | 31.9        | 12.0 | 0.0  | 0.0        | 0.0  | 0.0  | 35.6       | 0.0  | 9.2  |
| LOS by Move:                                         | A           | D    | D    | C           | B    | A    | A          | A    | A    | D          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 7    | 8    | 10          | 9    | 0    | 0          | 0    | 0    | 10         | 0    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
Communication HillsLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing+Project Alt C (AM)

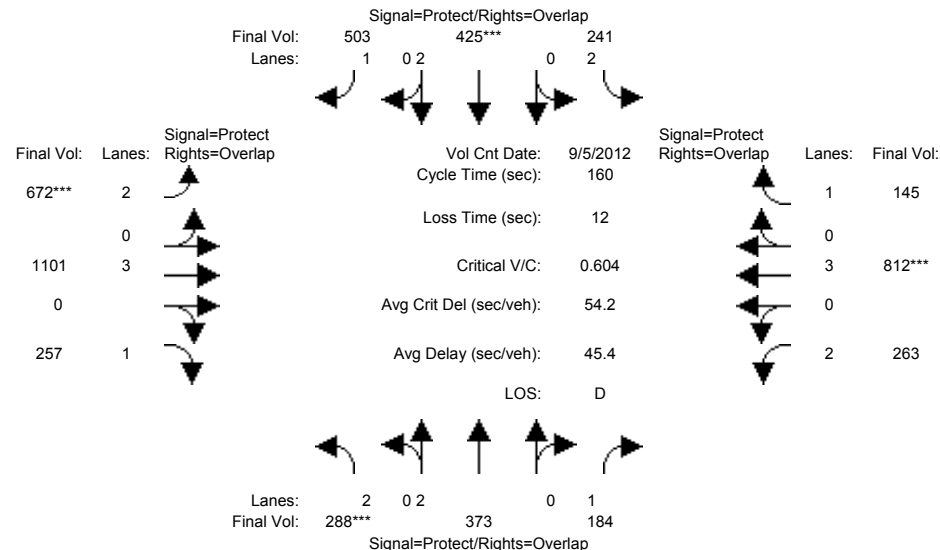
## Intersection #3081: BLOSSOM HILL/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 376         | 590  | 162  | 163         | 553  | 405  | 433        | 556  | 167  | 379        | 953  | 179  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 376         | 590  | 162  | 163         | 553  | 405  | 433        | 556  | 167  | 379        | 953  | 179  |
| 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:                                         | 376         | 590  | 162  | 163         | 553  | 405  | 433        | 556  | 167  | 379        | 953  | 179  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 376         | 590  | 162  | 163         | 553  | 405  | 433        | 556  | 167  | 379        | 953  | 179  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 376         | 590  | 162  | 163         | 553  | 405  | 433        | 556  | 167  | 379        | 953  | 179  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 376         | 590  | 162  | 163         | 553  | 405  | 433        | 556  | 167  | 379        | 953  | 179  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.12        | 0.16 | 0.09 | 0.05        | 0.15 | 0.23 | 0.14       | 0.10 | 0.10 | 0.12       | 0.17 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 26.8        | 44.7 | 82.5 | 14.9        | 32.7 | 63.6 | 30.9       | 30.7 | 57.5 | 37.8       | 37.6 | 52.5 |
| Volume/Cap:                                          | 0.62        | 0.49 | 0.16 | 0.49        | 0.62 | 0.51 | 0.62       | 0.45 | 0.23 | 0.45       | 0.62 | 0.27 |
| Delay/Veh:                                           | 54.0        | 38.7 | 13.1 | 60.1        | 49.5 | 27.7 | 51.1       | 47.6 | 27.1 | 42.8       | 45.8 | 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:                                          | 54.0        | 38.7 | 13.1 | 60.1        | 49.5 | 27.7 | 51.1       | 47.6 | 27.1 | 42.8       | 45.8 | 30.7 |
| LOS by Move:                                         | D           | D    | B    | E           | D    | C    | D          | D    | C    | D          | D    | C    |
| HCM2kAvgQ:                                           | 9           | 10   | 3    | 4           | 10   | 13   | 10         | 7    | 5    | 8          | 12   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (PM)

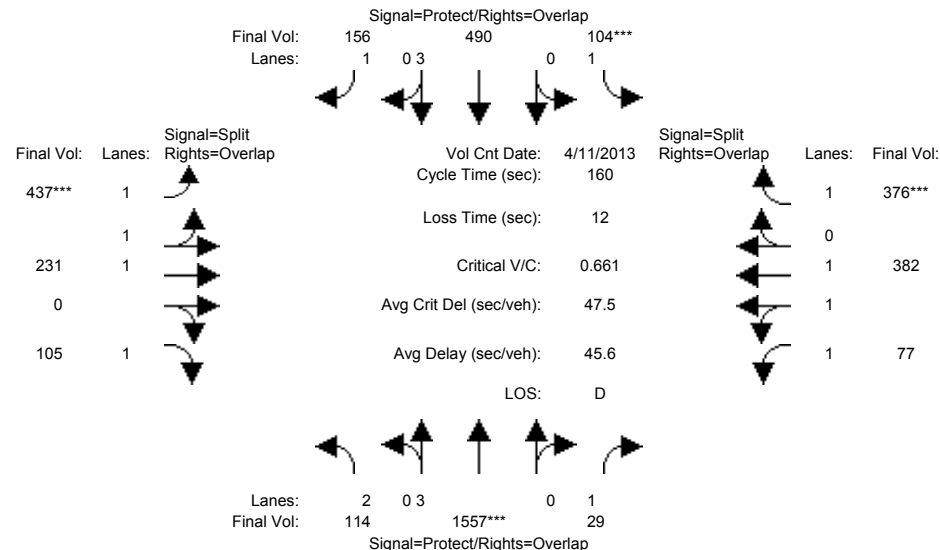
## Intersection #3081: BLOSSOM HILL/SNELL



| 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:                                            | 288         | 373  | 184  | 241         | 425  | 503  | 672        | 1101 | 257  | 263        | 812  | 145  |
| Growth Adj:                                          | 1.00        | 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         | 373  | 184  | 241         | 425  | 503  | 672        | 1101 | 257  | 263        | 812  | 145  |
| 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         | 373  | 184  | 241         | 425  | 503  | 672        | 1101 | 257  | 263        | 812  | 145  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 373  | 184  | 241         | 425  | 503  | 672        | 1101 | 257  | 263        | 812  | 145  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 288         | 373  | 184  | 241         | 425  | 503  | 672        | 1101 | 257  | 263        | 812  | 145  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 373  | 184  | 241         | 425  | 503  | 672        | 1101 | 257  | 263        | 812  | 145  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.10 | 0.11 | 0.08        | 0.11 | 0.29 | 0.21       | 0.19 | 0.15 | 0.08       | 0.14 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 24.2        | 30.2 | 58.7 | 23.6        | 29.6 | 86.1 | 56.5       | 65.8 | 90.0 | 28.4       | 37.7 | 61.3 |
| Volume/Cap:                                          | 0.60        | 0.52 | 0.29 | 0.52        | 0.60 | 0.53 | 0.60       | 0.47 | 0.26 | 0.47       | 0.60 | 0.22 |
| Delay/Veh:                                           | 65.6        | 59.0 | 36.1 | 64.0        | 61.3 | 24.6 | 43.5       | 34.5 | 18.1 | 59.7       | 55.3 | 33.4 |
| 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:                                          | 65.6        | 59.0 | 36.1 | 64.0        | 61.3 | 24.6 | 43.5       | 34.5 | 18.1 | 59.7       | 55.3 | 33.4 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | C    | D          | C    | B    | E          | E    | C    |
| HCM2kAvgQ:                                           | 8           | 8    | 7    | 6           | 9    | 17   | 16         | 13   | 7    | 7          | 12   | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Existing+Project Alt C (AM)

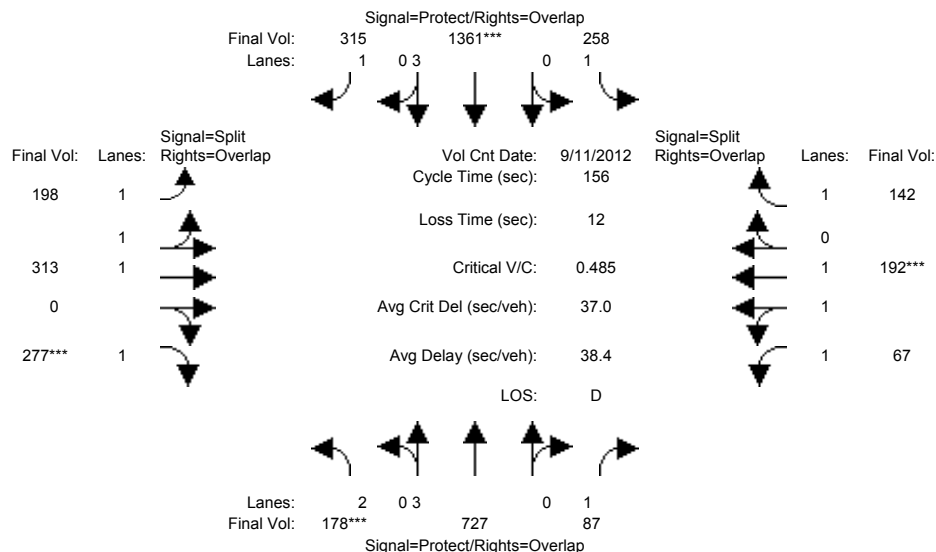
## Intersection #3082: BRANHAM/MONTEREY



| 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: 11 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 114         | 1557 | 29    | 104         | 490  | 156  | 437        | 231  | 105  | 77         | 382  | 376  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 114         | 1557 | 29    | 104         | 490  | 156  | 437        | 231  | 105  | 77         | 382  | 376  |
| 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:                                         | 114         | 1557 | 29    | 104         | 490  | 156  | 437        | 231  | 105  | 77         | 382  | 376  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 114         | 1557 | 29    | 104         | 490  | 156  | 437        | 231  | 105  | 77         | 382  | 376  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 114         | 1557 | 29    | 104         | 490  | 156  | 437        | 231  | 105  | 77         | 382  | 376  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 114         | 1557 | 29    | 104         | 490  | 156  | 437        | 231  | 105  | 77         | 382  | 376  |
| 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 | 0.93       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 2.00       | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 1750        | 5700 | 1750 | 3549       | 1896 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.27 | 0.02  | 0.06        | 0.09 | 0.09 | 0.12       | 0.12 | 0.06 | 0.04       | 0.10 | 0.21 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.2        | 66.2 | 103.8 | 14.4        | 53.4 | 83.2 | 29.8       | 29.8 | 57.0 | 37.6       | 37.6 | 52.0 |
| Volume/Cap:                                          | 0.21        | 0.66 | 0.03  | 0.66        | 0.26 | 0.17 | 0.66       | 0.65 | 0.17 | 0.19       | 0.43 | 0.66 |
| Delay/Veh:                                           | 57.4        | 38.6 | 10.0  | 80.4        | 38.9 | 20.3 | 62.0       | 61.8 | 35.4 | 49.0       | 52.3 | 49.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 57.4        | 38.6 | 10.0  | 80.4        | 38.9 | 20.3 | 62.0       | 61.8 | 35.4 | 49.0       | 52.3 | 49.3 |
| LOS by Move:                                         | E           | D    | B     | F           | D    | C    | E          | E    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 3           | 20   | 1     | 5           | 6    | 4    | 11         | 10   | 4    | 3          | 8    | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

City of San Jose  
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2000 HCM Operations (Future Volume Alternative)  
Existing+Project Alt C (PM)

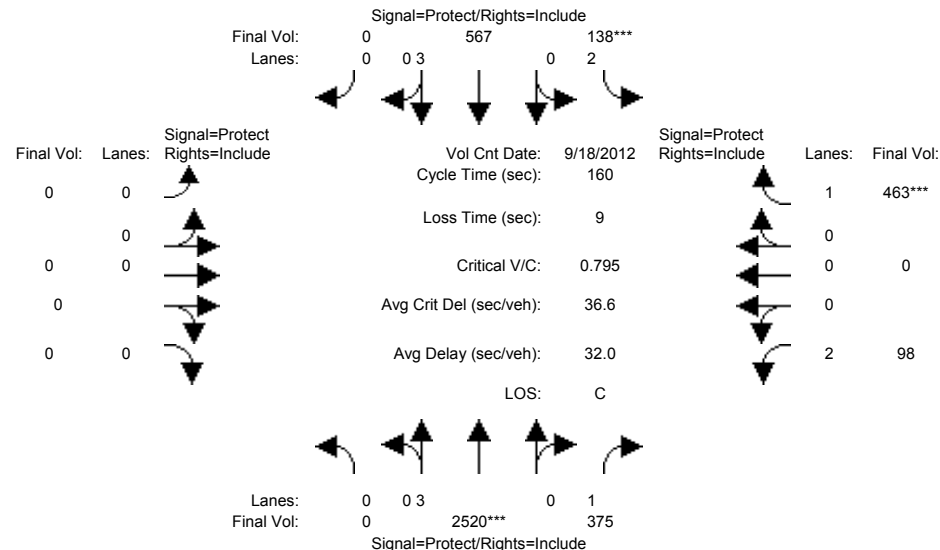
## Intersection #3082: BRANHAM/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 178         | 727  | 87   | 258         | 1361 | 315   | 198        | 313  | 277  | 67         | 192  | 142  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 178         | 727  | 87   | 258         | 1361 | 315   | 198        | 313  | 277  | 67         | 192  | 142  |
| 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:                                         | 178         | 727  | 87   | 258         | 1361 | 315   | 198        | 313  | 277  | 67         | 192  | 142  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 178         | 727  | 87   | 258         | 1361 | 315   | 198        | 313  | 277  | 67         | 192  | 142  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 178         | 727  | 87   | 258         | 1361 | 315   | 198        | 313  | 277  | 67         | 192  | 142  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 178         | 727  | 87   | 258         | 1361 | 315   | 198        | 313  | 277  | 67         | 192  | 142  |
| 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       | 0.98 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.20       | 1.80 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 1750        | 5700 | 1750  | 2110       | 3336 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.13 | 0.05 | 0.15        | 0.24 | 0.18  | 0.09       | 0.09 | 0.16 | 0.04       | 0.05 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       |            |      | **** | ****       |      |      |
| Green Time:                                          | 18.2        | 44.1 | 60.3 | 50.9        | 76.8 | 109.6 | 32.7       | 32.7 | 50.9 | 16.3       | 16.3 | 67.2 |
| Volume/Cap:                                          | 0.48        | 0.45 | 0.13 | 0.45        | 0.48 | 0.26  | 0.45       | 0.45 | 0.48 | 0.37       | 0.48 | 0.19 |
| Delay/Veh:                                           | 65.5        | 46.2 | 31.0 | 42.1        | 26.5 | 8.5   | 54.0       | 54.0 | 42.7 | 65.4       | 66.6 | 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:                                          | 65.5        | 46.2 | 31.0 | 42.1        | 26.5 | 8.5   | 54.0       | 54.0 | 42.7 | 65.4       | 66.6 | 27.6 |
| LOS by Move:                                         | E           | D    | C    | D           | C    | A     | D          | D    | D    | E          | E    | C    |
| HCM2kAvgQ:                                           | 5           | 9    | 3    | 10          | 14   | 6     | 7          | 7    | 11   | 3          | 5    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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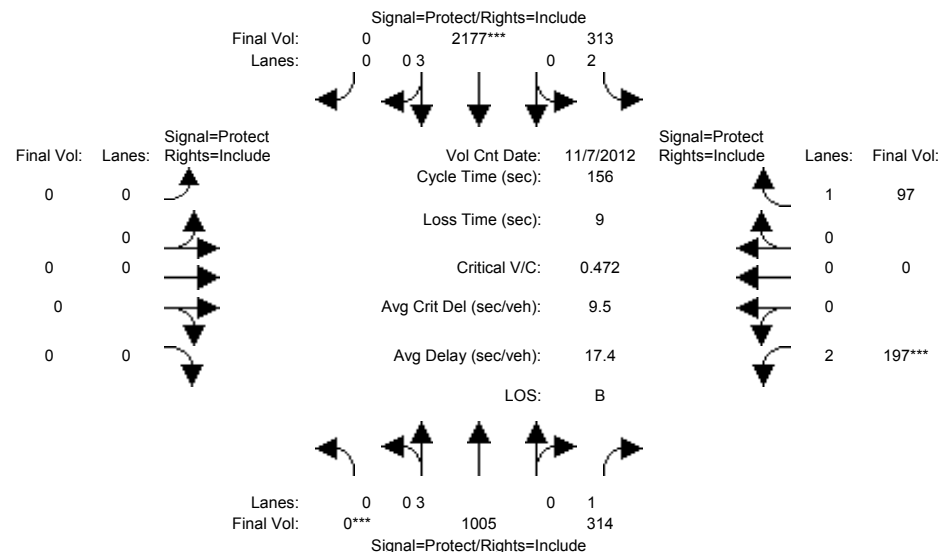
## Intersection #3091: CAPITOL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 2520 | 375  | 138         | 567  | 0    | 0          | 0    | 0    | 98         | 0    | 463  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 2520 | 375  | 138         | 567  | 0    | 0          | 0    | 0    | 98         | 0    | 463  |
| 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           | 2520 | 375  | 138         | 567  | 0    | 0          | 0    | 0    | 98         | 0    | 463  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2520 | 375  | 138         | 567  | 0    | 0          | 0    | 0    | 98         | 0    | 463  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2520 | 375  | 138         | 567  | 0    | 0          | 0    | 0    | 98         | 0    | 463  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2520 | 375  | 138         | 567  | 0    | 0          | 0    | 0    | 98         | 0    | 463  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.44 | 0.21 | 0.04        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.03       | 0.00 | 0.26 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 89.0 | 89.0 | 8.8         | 97.8 | 0.0  | 0.0        | 0.0  | 0.0  | 53.2       | 0.0  | 53.2 |
| Volume/Cap:                                          | 0.00        | 0.80 | 0.39 | 0.80        | 0.16 | 0.00 | 0.00       | 0.00 | 0.00 | 0.09       | 0.00 | 0.80 |
| Delay/Veh:                                           | 0.0         | 29.7 | 20.3 | 96.6        | 13.5 | 0.0  | 0.0        | 0.0  | 0.0  | 36.8       | 0.0  | 55.9 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 29.7 | 20.3 | 96.6        | 13.5 | 0.0  | 0.0        | 0.0  | 0.0  | 36.8       | 0.0  | 55.9 |
| LOS by Move:                                         | A           | C    | C    | F           | B    | A    | A          | A    | A    | D          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 32   | 11   | 4           | 4    | 0    | 0          | 0    | 0    | 2          | 0    | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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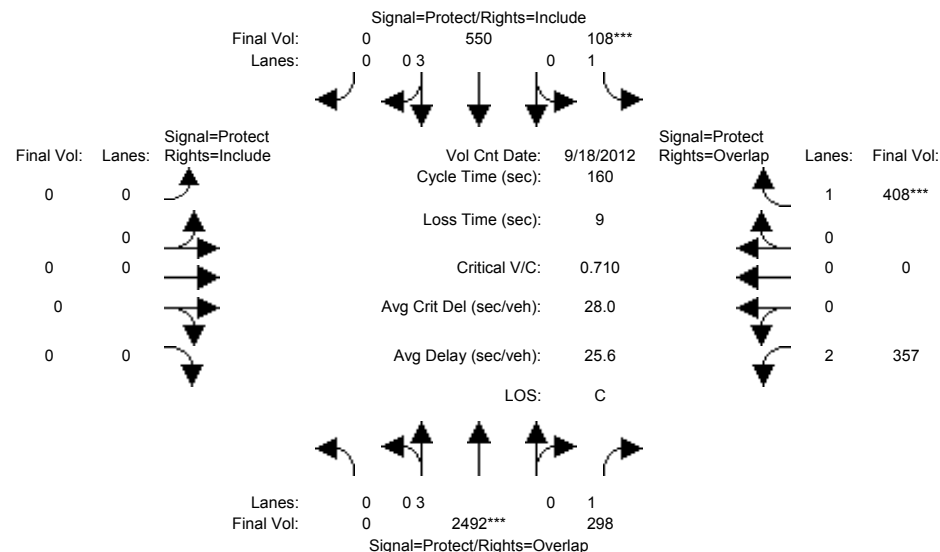
## Intersection #3091: CAPITOL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 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: 7 Nov 2012 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1005 | 314  | 313         | 2177 | 0    | 0          | 0    | 0    | 197        | 0    | 97   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 1005 | 314  | 313         | 2177 | 0    | 0          | 0    | 0    | 197        | 0    | 97   |
| 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           | 1005 | 314  | 313         | 2177 | 0    | 0          | 0    | 0    | 197        | 0    | 97   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1005 | 314  | 313         | 2177 | 0    | 0          | 0    | 0    | 197        | 0    | 97   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1005 | 314  | 313         | 2177 | 0    | 0          | 0    | 0    | 197        | 0    | 97   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1005 | 314  | 313         | 2177 | 0    | 0          | 0    | 0    | 197        | 0    | 97   |
| Saturation 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:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.18 | 0.18 | 0.10        | 0.38 | 0.00 | 0.00       | 0.00 | 0.00 | 0.06       | 0.00 | 0.06 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 0.0         | 81.3 | 81.3 | 45.0        | 126  | 0.0  | 0.0        | 0.0  | 0.0  | 20.7       | 0.0  | 20.7 |
| Volume/Cap:                                          | 0.00        | 0.34 | 0.34 | 0.34        | 0.47 | 0.00 | 0.00       | 0.00 | 0.00 | 0.47       | 0.00 | 0.42 |
| Delay/Veh:                                           | 0.0         | 21.8 | 22.0 | 44.1        | 4.6  | 0.0  | 0.0        | 0.0  | 0.0  | 63.4       | 0.0  | 63.4 |
| 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         | 21.8 | 22.0 | 44.1        | 4.6  | 0.0  | 0.0        | 0.0  | 0.0  | 63.4       | 0.0  | 63.4 |
| LOS by Move:                                         | A           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 9    | 9    | 7           | 11   | 0    | 0          | 0    | 0    | 6          | 0    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3092: CAPITOL/MONTEREY (S)



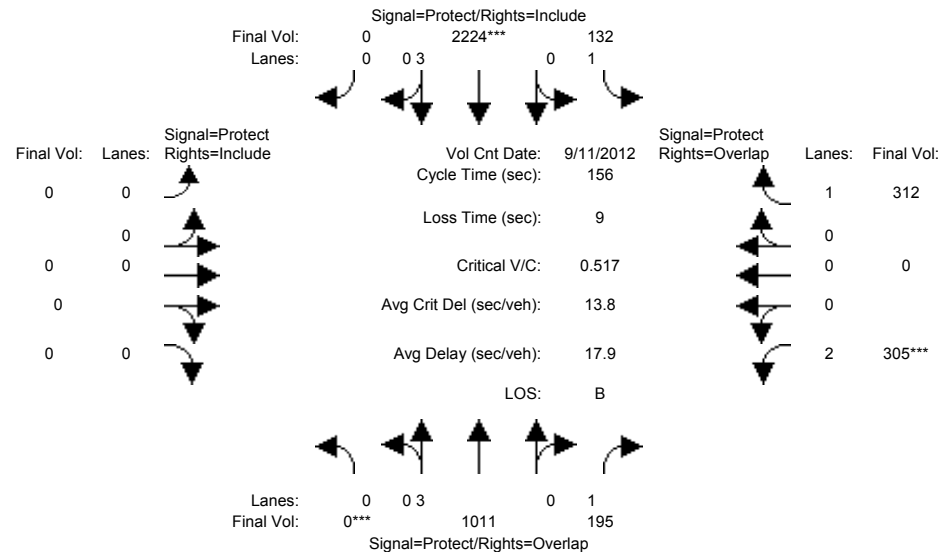
| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 10   | 10    | 7           | 10   | 0    | 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: 18 Sep 2012 << |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 2492 | 298   | 108         | 550  | 0    | 0          | 0    | 0    | 357        | 0    | 408  |
| Growth Adj:                                  | 1.00        | 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           | 2492 | 298   | 108         | 550  | 0    | 0          | 0    | 0    | 357        | 0    | 408  |
| 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           | 2492 | 298   | 108         | 550  | 0    | 0          | 0    | 0    | 357        | 0    | 408  |
| User Adj:                                    | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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           | 2492 | 298   | 108         | 550  | 0    | 0          | 0    | 0    | 357        | 0    | 408  |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 2492 | 298   | 108         | 550  | 0    | 0          | 0    | 0    | 357        | 0    | 408  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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           | 2492 | 298   | 108         | 550  | 0    | 0          | 0    | 0    | 357        | 0    | 408  |
| Saturation Flow Module:                      |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                       | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                  | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.44 | 0.17  | 0.06        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.23 |
| Crit Moves:                                  | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                  | 0.0         | 98.5 | 137.1 | 13.9        | 112  | 0.0  | 0.0        | 0.0  | 0.0  | 38.6       | 0.0  | 52.5 |
| Volume/Cap:                                  | 0.00        | 0.71 | 0.20  | 0.71        | 0.14 | 0.00 | 0.00       | 0.00 | 0.00 | 0.47       | 0.00 | 0.71 |
| Delay/Veh:                                   | 0.0         | 21.7 | 2.0   | 85.6        | 7.9  | 0.0  | 0.0        | 0.0  | 0.0  | 52.4       | 0.0  | 51.2 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 0.0         | 21.7 | 2.0   | 85.6        | 7.9  | 0.0  | 0.0        | 0.0  | 0.0  | 52.4       | 0.0  | 51.2 |
| LOS by Move:                                 | A           | C    | A     | F           | A    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                   | 0           | 27   | 3     | 6           | 3    | 0    | 0          | 0    | 0    | 9          | 0    | 19   |

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



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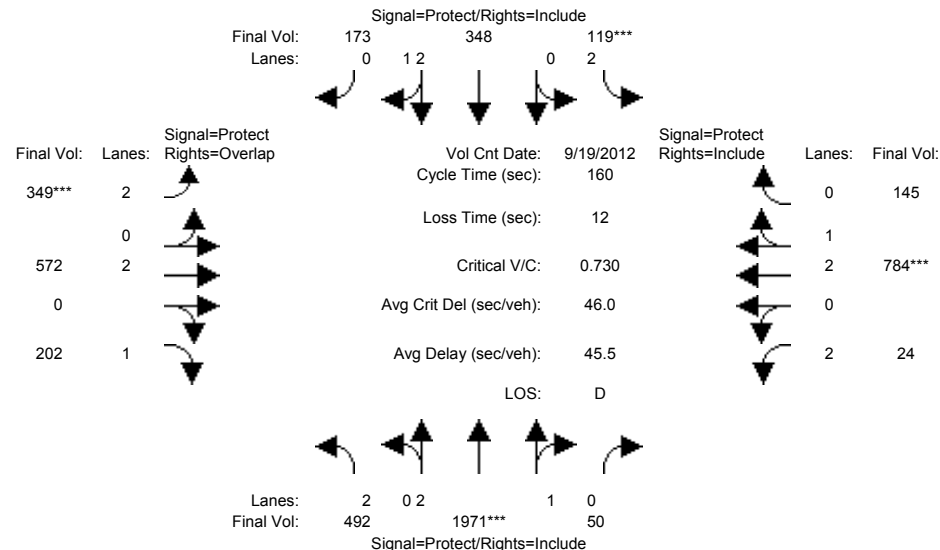
## Intersection #3092: CAPITOL/MONTEREY (S)



| 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    | 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: 11 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1011 | 195   | 132         | 2224 | 0    | 0          | 0    | 0    | 305        | 0    | 312  |
| Growth Adj:                                          | 1.00        | 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           | 1011 | 195   | 132         | 2224 | 0    | 0          | 0    | 0    | 305        | 0    | 312  |
| 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           | 1011 | 195   | 132         | 2224 | 0    | 0          | 0    | 0    | 305        | 0    | 312  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1011 | 195   | 132         | 2224 | 0    | 0          | 0    | 0    | 305        | 0    | 312  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1011 | 195   | 132         | 2224 | 0    | 0          | 0    | 0    | 305        | 0    | 312  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1011 | 195   | 132         | 2224 | 0    | 0          | 0    | 0    | 305        | 0    | 312  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.18 | 0.11  | 0.08        | 0.39 | 0.00 | 0.00       | 0.00 | 0.00 | 0.10       | 0.00 | 0.18 |
| Crit Moves:                                          | ***         |      |       |             | ***  |      |            |      |      | ***        |      |      |
| Green Time:                                          | 0.0         | 82.6 | 111.9 | 35.1        | 118  | 0.0  | 0.0        | 0.0  | 0.0  | 29.2       | 0.0  | 64.4 |
| Volume/Cap:                                          | 0.00        | 0.33 | 0.16  | 0.33        | 0.52 | 0.00 | 0.00       | 0.00 | 0.00 | 0.52       | 0.00 | 0.43 |
| Delay/Veh:                                           | 0.0         | 21.0 | 7.1   | 51.1        | 7.8  | 0.0  | 0.0        | 0.0  | 0.0  | 57.8       | 0.0  | 33.2 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 21.0 | 7.1   | 51.1        | 7.8  | 0.0  | 0.0        | 0.0  | 0.0  | 57.8       | 0.0  | 33.2 |
| LOS by Move:                                         | A           | C    | A     | D           | A    | A    | A          | A    | A    | E          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 9    | 3     | 5           | 14   | 0    | 0          | 0    | 0    | 8          | 0    | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #3095: CURTNER/MONTEREY

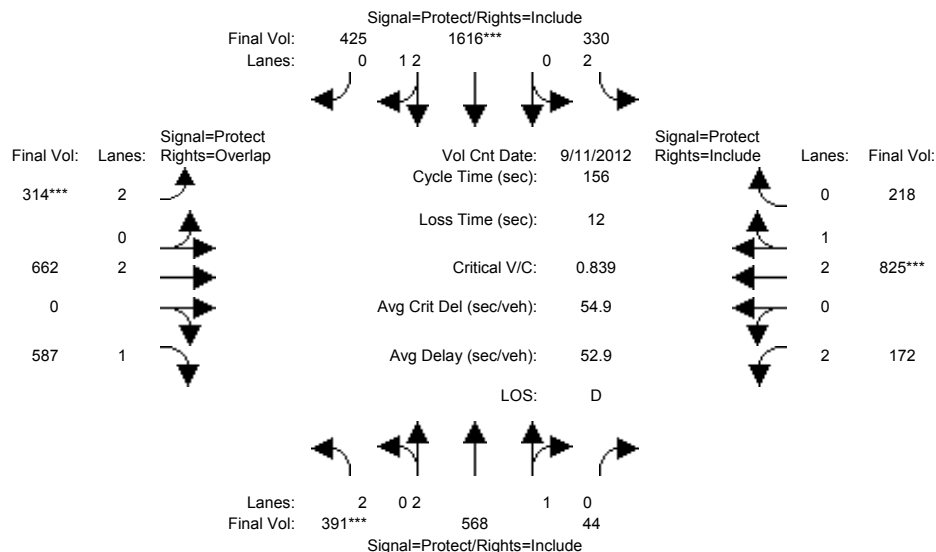


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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:                                    | 492         | 1971 | 50   | 119         | 348  | 173  | 349        | 572  | 202   | 24         | 784  | 145  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 492         | 1971 | 50   | 119         | 348  | 173  | 349        | 572  | 202   | 24         | 784  | 145  |
| 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:                                 | 492         | 1971 | 50   | 119         | 348  | 173  | 349        | 572  | 202   | 24         | 784  | 145  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 492         | 1971 | 50   | 119         | 348  | 173  | 349        | 572  | 202   | 24         | 784  | 145  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                 | 492         | 1971 | 50   | 119         | 348  | 173  | 349        | 572  | 202   | 24         | 784  | 145  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 492         | 1971 | 50   | 119         | 348  | 173  | 349        | 572  | 202   | 24         | 784  | 145  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.95 | 0.83       | 1.00 | 0.92  | 0.83       | 0.99 | 0.95 |
| Lanes:                                       | 2.00        | 2.92 | 0.08 | 2.00        | 2.00 | 1.00 | 2.00       | 2.00 | 1.00  | 2.00       | 2.51 | 0.49 |
| Final Sat.:                                  | 3150        | 5461 | 139  | 3150        | 3800 | 1800 | 3150       | 3800 | 1750  | 3150       | 4725 | 874  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                     | 0.16        | 0.36 | 0.36 | 0.04        | 0.09 | 0.10 | 0.11       | 0.15 | 0.12  | 0.01       | 0.17 | 0.17 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |       |            |      |      |
| Green Time:                                  | 54.1        | 79.1 | 79.1 | 8.3         | 33.3 | 33.3 | 24.3       | 47.0 | 101.1 | 13.7       | 36.4 | 36.4 |
| Volume/Cap:                                  | 0.46        | 0.73 | 0.73 | 0.73        | 0.44 | 0.46 | 0.73       | 0.51 | 0.18  | 0.09       | 0.73 | 0.73 |
| Delay/Veh:                                   | 41.9        | 33.0 | 33.0 | 90.2        | 55.5 | 55.8 | 70.4       | 47.4 | 12.4  | 67.6       | 59.5 | 59.5 |
| 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:                                  | 41.9        | 33.0 | 33.0 | 90.2        | 55.5 | 55.8 | 70.4       | 47.4 | 12.4  | 67.6       | 59.5 | 59.5 |
| LOS by Move:                                 | D           | C    | C    | F           | E    | E    | E          | D    | B     | E          | E    | E    |
| HCM2kAvgQ:                                   | 11          | 26   | 26   | 4           | 7    | 8    | 10         | 11   | 4     | 1          | 14   | 14   |

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

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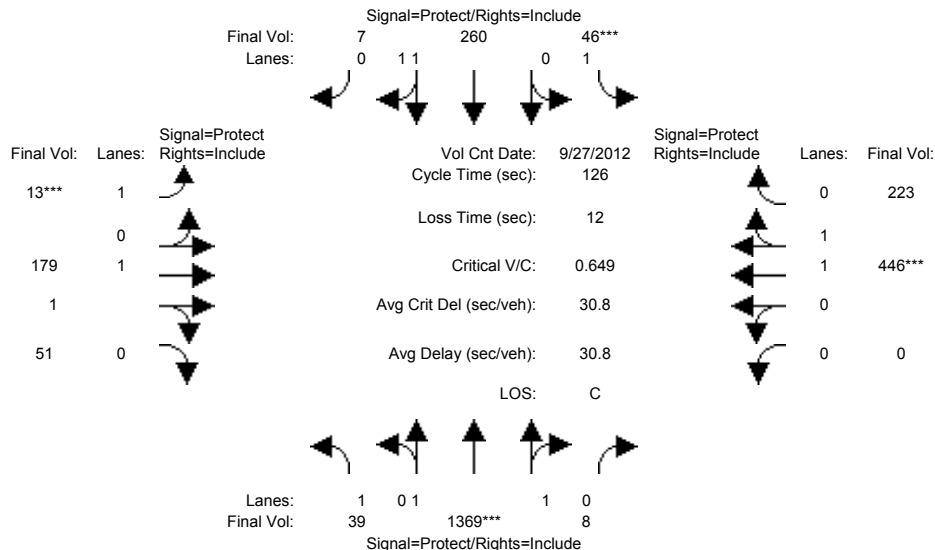
## Intersection #3095: CURTNER/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 391         | 568  | 44   | 330         | 1616 | 425  | 314        | 662  | 587  | 172        | 825  | 218  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 391         | 568  | 44   | 330         | 1616 | 425  | 314        | 662  | 587  | 172        | 825  | 218  |
| 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:                                         | 391         | 568  | 44   | 330         | 1616 | 425  | 314        | 662  | 587  | 172        | 825  | 218  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 391         | 568  | 44   | 330         | 1616 | 425  | 314        | 662  | 587  | 172        | 825  | 218  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 391         | 568  | 44   | 330         | 1616 | 425  | 314        | 662  | 587  | 172        | 825  | 218  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 391         | 568  | 44   | 330         | 1616 | 425  | 314        | 662  | 587  | 172        | 825  | 218  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 2.78 | 0.22 | 2.00        | 2.35 | 0.65 | 2.00       | 2.00 | 1.00 | 2.00       | 2.35 | 0.65 |
| Final Sat.:                                          | 3150        | 5197 | 403  | 3150        | 4432 | 1166 | 3150       | 3800 | 1750 | 3150       | 4428 | 1170 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.12        | 0.11 | 0.11 | 0.10        | 0.36 | 0.36 | 0.10       | 0.17 | 0.34 | 0.05       | 0.19 | 0.19 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 23.1        | 46.4 | 46.4 | 44.5        | 67.8 | 67.8 | 18.5       | 42.2 | 65.3 | 10.9       | 34.6 | 34.6 |
| Volume/Cap:                                          | 0.84        | 0.37 | 0.37 | 0.37        | 0.84 | 0.84 | 0.84       | 0.64 | 0.80 | 0.78       | 0.84 | 0.84 |
| Delay/Veh:                                           | 77.4        | 43.4 | 43.4 | 44.8        | 42.0 | 42.0 | 82.7       | 51.6 | 46.0 | 87.6       | 63.3 | 63.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 77.4        | 43.4 | 43.4 | 44.8        | 42.0 | 42.0 | 82.7       | 51.6 | 46.0 | 87.6       | 63.3 | 63.3 |
| LOS by Move:                                         | E           | D    | D    | D           | D    | D    | F          | D    | D    | F          | E    | E    |
| HCM2kAvgQ:                                           | 12          | 7    | 7    | 7           | 30   | 30   | 10         | 14   | 27   | 5          | 17   | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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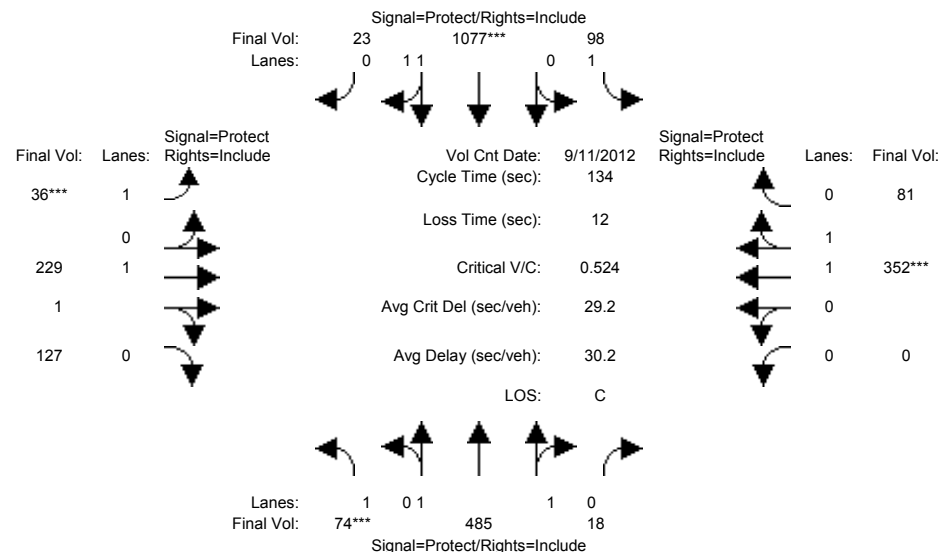
## Intersection #3097: FIRST/KEYES



| 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   | 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 39          | 1369 | 8    | 46          | 260  | 7    | 13         | 179  | 51   | 0          | 446  | 223  |
| Growth Adj:                                          | 1.00        | 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          | 1369 | 8    | 46          | 260  | 7    | 13         | 179  | 51   | 0          | 446  | 223  |
| 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          | 1369 | 8    | 46          | 260  | 7    | 13         | 179  | 51   | 0          | 446  | 223  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 1369 | 8    | 46          | 260  | 7    | 13         | 179  | 51   | 0          | 446  | 223  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 39          | 1369 | 8    | 46          | 260  | 7    | 13         | 179  | 51   | 0          | 446  | 223  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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          | 1369 | 8    | 46          | 260  | 7    | 13         | 179  | 51   | 0          | 446  | 223  |
| 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        | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.99 | 0.01 | 1.00        | 1.95 | 0.05 | 1.00       | 1.54 | 0.46 | 0.00       | 1.32 | 0.68 |
| Final Sat.:                                          | 1750        | 3678 | 21   | 1750        | 3603 | 97   | 1750       | 2879 | 820  | 0          | 2466 | 1233 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.37 | 0.37 | 0.03        | 0.07 | 0.07 | 0.01       | 0.06 | 0.06 | 0.00       | 0.18 | 0.18 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 30.6        | 67.3 | 67.3 | 7.0         | 43.7 | 43.7 | 7.0        | 39.7 | 39.7 | 0.0        | 32.7 | 32.7 |
| Volume/Cap:                                          | 0.09        | 0.70 | 0.70 | 0.47        | 0.21 | 0.21 | 0.13       | 0.20 | 0.20 | 0.00       | 0.70 | 0.70 |
| Delay/Veh:                                           | 37.0        | 22.9 | 22.9 | 61.3        | 29.0 | 29.0 | 57.2       | 31.6 | 31.6 | 0.0        | 44.4 | 44.4 |
| 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        | 22.9 | 22.9 | 61.3        | 29.0 | 29.0 | 57.2       | 31.6 | 31.6 | 0.0        | 44.4 | 44.4 |
| LOS by Move:                                         | D           | C    | C    | E           | C    | C    | E          | C    | C    | A          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 20   | 20   | 2           | 4    | 4    | 1          | 3    | 3    | 0          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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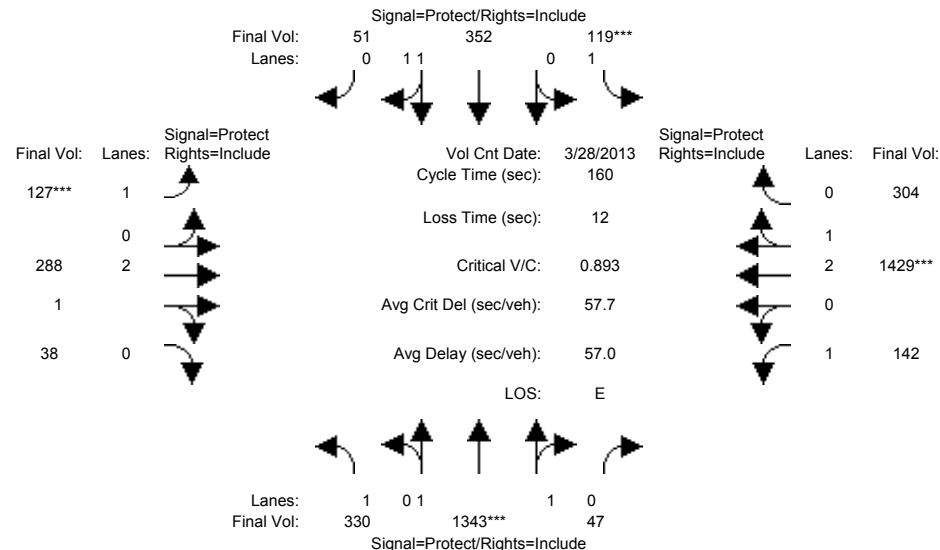
## Intersection #3097: FIRST/KEYES



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 74          | 485  | 18   | 98          | 1077 | 23   | 36         | 229  | 127  | 0          | 352  | 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:                                         | 74          | 485  | 18   | 98          | 1077 | 23   | 36         | 229  | 127  | 0          | 352  | 81   |
| 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:                                         | 74          | 485  | 18   | 98          | 1077 | 23   | 36         | 229  | 127  | 0          | 352  | 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:                                          | 74          | 485  | 18   | 98          | 1077 | 23   | 36         | 229  | 127  | 0          | 352  | 81   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 74          | 485  | 18   | 98          | 1077 | 23   | 36         | 229  | 127  | 0          | 352  | 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:                                        | 74          | 485  | 18   | 98          | 1077 | 23   | 36         | 229  | 127  | 0          | 352  | 81   |
| 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        | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.93 | 0.07 | 1.00        | 1.96 | 0.04 | 1.00       | 1.27 | 0.73 | 0.00       | 1.62 | 0.38 |
| Final Sat.:                                          | 1750        | 3567 | 132  | 1750        | 3623 | 77   | 1750       | 2379 | 1319 | 0          | 3007 | 692  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.14 | 0.14 | 0.06        | 0.30 | 0.30 | 0.02       | 0.10 | 0.10 | 0.00       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.6        | 60.6 | 60.6 | 25.0        | 74.9 | 74.9 | 7.0        | 36.5 | 36.5 | 0.0        | 29.5 | 29.5 |
| Volume/Cap:                                          | 0.53        | 0.30 | 0.30 | 0.30        | 0.53 | 0.53 | 0.39       | 0.35 | 0.35 | 0.00       | 0.53 | 0.53 |
| Delay/Veh:                                           | 63.2        | 23.4 | 23.4 | 47.5        | 18.8 | 18.8 | 64.2       | 39.5 | 39.5 | 0.0        | 46.8 | 46.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 63.2        | 23.4 | 23.4 | 47.5        | 18.8 | 18.8 | 64.2       | 39.5 | 39.5 | 0.0        | 46.8 | 46.8 |
| LOS by Move:                                         | E           | C    | C    | D           | B    | B    | E          | D    | D    | A          | D    | D    |
| HCM2kAvgQ:                                           | 3           | 6    | 6    | 4           | 14   | 14   | 2          | 6    | 6    | 0          | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3102: HILLSDALE/MERIDIAN

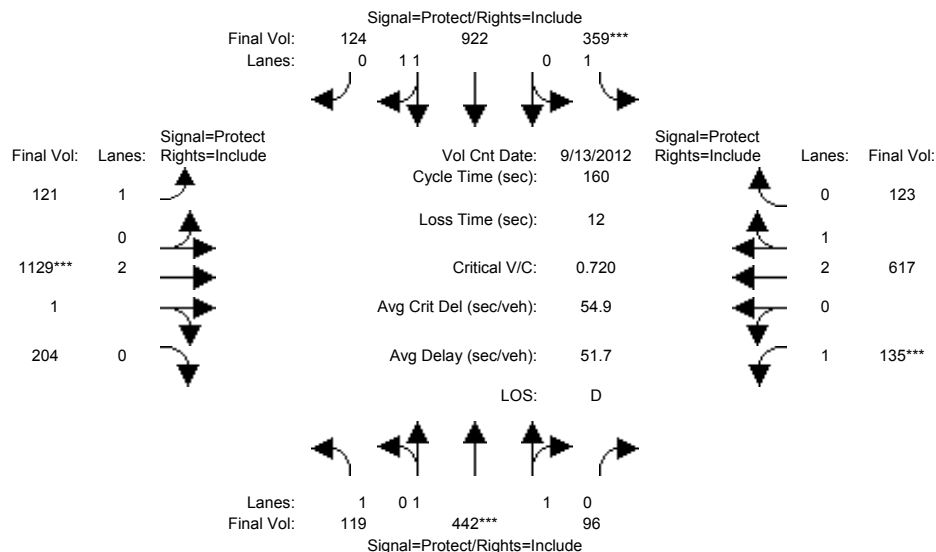


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 330         | 1343 | 47   | 119         | 352  | 51   | 127        | 288  | 38   | 142        | 1429 | 304  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 330         | 1343 | 47   | 119         | 352  | 51   | 127        | 288  | 38   | 142        | 1429 | 304  |
| 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:                                 | 330         | 1343 | 47   | 119         | 352  | 51   | 127        | 288  | 38   | 142        | 1429 | 304  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 330         | 1343 | 47   | 119         | 352  | 51   | 127        | 288  | 38   | 142        | 1429 | 304  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 330         | 1343 | 47   | 119         | 352  | 51   | 127        | 288  | 38   | 142        | 1429 | 304  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 330         | 1343 | 47   | 119         | 352  | 51   | 127        | 288  | 38   | 142        | 1429 | 304  |
| 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       | 0.99 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                       | 1.00        | 1.93 | 0.07 | 1.00        | 1.74 | 0.26 | 1.00       | 2.64 | 0.36 | 1.00       | 2.45 | 0.55 |
| Final Sat.:                                  | 1750        | 3575 | 125  | 1750        | 3231 | 468  | 1750       | 4946 | 653  | 1750       | 4616 | 982  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.19        | 0.38 | 0.38 | 0.07        | 0.11 | 0.11 | 0.07       | 0.06 | 0.06 | 0.08       | 0.31 | 0.31 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 50.4        | 67.3 | 67.3 | 12.2        | 29.1 | 29.1 | 13.0       | 29.8 | 29.8 | 38.7       | 55.5 | 55.5 |
| Volume/Cap:                                  | 0.60        | 0.89 | 0.89 | 0.89        | 0.60 | 0.60 | 0.89       | 0.31 | 0.31 | 0.34       | 0.89 | 0.89 |
| Delay/Veh:                                   | 48.1        | 50.0 | 50.0 | 120.4       | 61.6 | 61.6 | 117.9      | 56.4 | 56.4 | 50.5       | 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:                                  | 48.1        | 50.0 | 50.0 | 120.4       | 61.6 | 61.6 | 117.9      | 56.4 | 56.4 | 50.5       | 55.2 | 55.2 |
| LOS by Move:                                 | D           | D    | D    | F           | E    | E    | F          | E    | E    | D          | E    | E    |
| HCM2kAvgQ:                                   | 14          | 34   | 34   | 7           | 9    | 9    | 8          | 4    | 4    | 6          | 29   | 29   |

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

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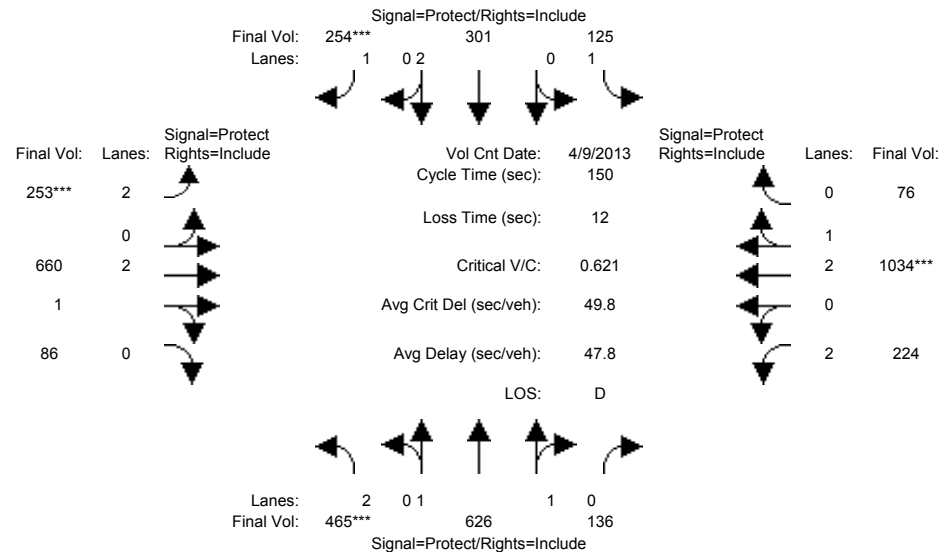
## Intersection #3102: HILLSDALE/MERIDIAN



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 119         | 442  | 96   | 359         | 922  | 124  | 121        | 1129 | 204  | 135        | 617  | 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:                                         | 119         | 442  | 96   | 359         | 922  | 124  | 121        | 1129 | 204  | 135        | 617  | 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:                                         | 119         | 442  | 96   | 359         | 922  | 124  | 121        | 1129 | 204  | 135        | 617  | 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:                                          | 119         | 442  | 96   | 359         | 922  | 124  | 121        | 1129 | 204  | 135        | 617  | 123  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 119         | 442  | 96   | 359         | 922  | 124  | 121        | 1129 | 204  | 135        | 617  | 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:                                        | 119         | 442  | 96   | 359         | 922  | 124  | 121        | 1129 | 204  | 135        | 617  | 123  |
| 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       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.63 | 0.37 | 1.00        | 1.76 | 0.24 | 1.00       | 2.52 | 0.48 | 1.00       | 2.48 | 0.52 |
| Final Sat.:                                          | 1750        | 3039 | 660  | 1750        | 3261 | 439  | 1750       | 4742 | 857  | 1750       | 4668 | 931  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.15 | 0.15 | 0.21        | 0.28 | 0.28 | 0.07       | 0.24 | 0.24 | 0.08       | 0.13 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.1        | 32.3 | 32.3 | 45.6        | 62.8 | 62.8 | 24.1       | 52.9 | 52.9 | 17.1       | 46.0 | 46.0 |
| Volume/Cap:                                          | 0.72        | 0.72 | 0.72 | 0.72        | 0.72 | 0.72 | 0.46       | 0.72 | 0.72 | 0.72       | 0.46 | 0.46 |
| Delay/Veh:                                           | 84.7        | 63.0 | 63.0 | 56.5        | 42.9 | 42.9 | 63.3       | 48.4 | 48.4 | 81.8       | 47.0 | 47.0 |
| 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:                                          | 84.7        | 63.0 | 63.0 | 56.5        | 42.9 | 42.9 | 63.3       | 48.4 | 48.4 | 81.8       | 47.0 | 47.0 |
| LOS by Move:                                         | F           | E    | E    | E           | D    | D    | E          | D    | D    | F          | D    | D    |
| HCM2kAvgQ:                                           | 6           | 13   | 13   | 17          | 22   | 22   | 6          | 19   | 19   | 7          | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3105: KING/TULLY

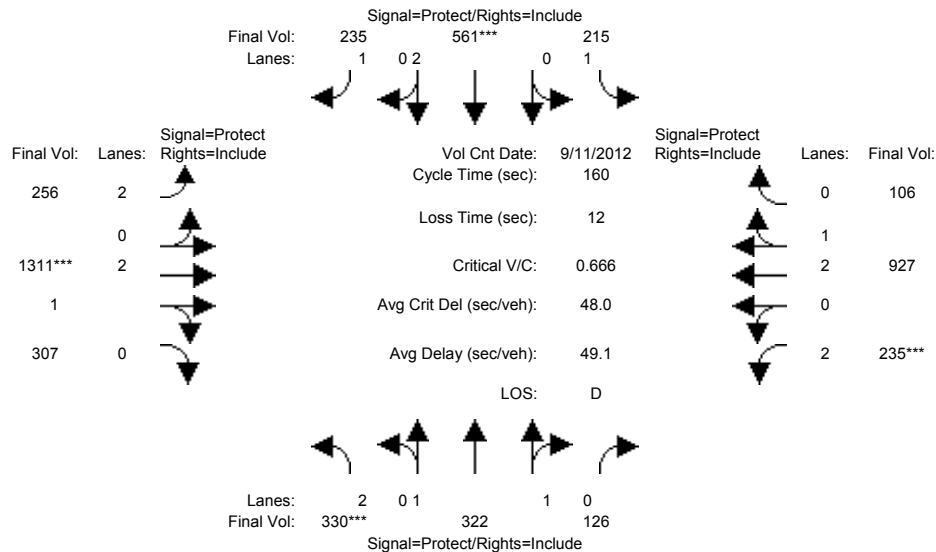


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 465         | 626  | 136  | 125         | 301  | 254  | 253        | 660  | 86   | 224        | 1034 | 76   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 465         | 626  | 136  | 125         | 301  | 254  | 253        | 660  | 86   | 224        | 1034 | 76   |
| 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:                                         | 465         | 626  | 136  | 125         | 301  | 254  | 253        | 660  | 86   | 224        | 1034 | 76   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 465         | 626  | 136  | 125         | 301  | 254  | 253        | 660  | 86   | 224        | 1034 | 76   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 465         | 626  | 136  | 125         | 301  | 254  | 253        | 660  | 86   | 224        | 1034 | 76   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 465         | 626  | 136  | 125         | 301  | 254  | 253        | 660  | 86   | 224        | 1034 | 76   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.92        | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.63 | 0.37 | 1.00        | 2.00 | 1.00 | 2.00       | 2.64 | 0.36 | 2.00       | 2.79 | 0.21 |
| Final Sat.:                                          | 3150        | 3039 | 660  | 1750        | 3800 | 1750 | 3150       | 4954 | 645  | 3150       | 5216 | 383  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.21 | 0.21 | 0.07        | 0.08 | 0.15 | 0.08       | 0.13 | 0.13 | 0.07       | 0.20 | 0.20 |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      | ****       |      |      |
| Green Time:                                          | 35.7        | 52.5 | 52.5 | 18.2        | 35.1 | 35.1 | 19.4       | 43.9 | 43.9 | 23.4       | 47.9 | 47.9 |
| Volume/Cap:                                          | 0.62        | 0.59 | 0.59 | 0.59        | 0.34 | 0.62 | 0.62       | 0.46 | 0.46 | 0.46       | 0.62 | 0.62 |
| Delay/Veh:                                           | 52.7        | 40.6 | 40.6 | 66.6        | 48.1 | 54.4 | 64.8       | 43.5 | 43.5 | 58.2       | 44.0 | 44.0 |
| 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:                                          | 52.7        | 40.6 | 40.6 | 66.6        | 48.1 | 54.4 | 64.8       | 43.5 | 43.5 | 58.2       | 44.0 | 44.0 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 11          | 14   | 14   | 6           | 6    | 11   | 7          | 9    | 9    | 5          | 14   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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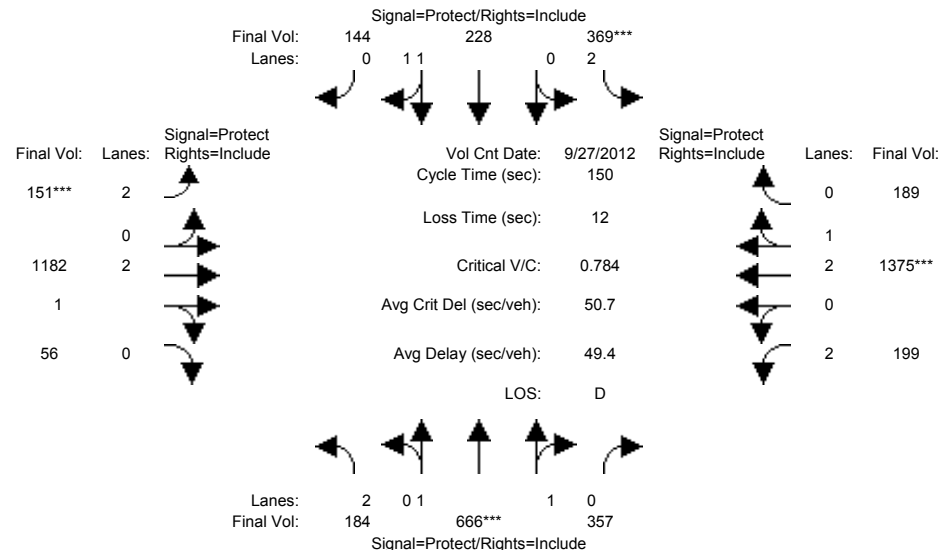
## Intersection #3105: KING/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 330         | 322  | 126  | 215         | 561  | 235  | 256        | 1311 | 307  | 235        | 927  | 106  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 330         | 322  | 126  | 215         | 561  | 235  | 256        | 1311 | 307  | 235        | 927  | 106  |
| 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:                                         | 330         | 322  | 126  | 215         | 561  | 235  | 256        | 1311 | 307  | 235        | 927  | 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:                                          | 330         | 322  | 126  | 215         | 561  | 235  | 256        | 1311 | 307  | 235        | 927  | 106  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 330         | 322  | 126  | 215         | 561  | 235  | 256        | 1311 | 307  | 235        | 927  | 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:                                        | 330         | 322  | 126  | 215         | 561  | 235  | 256        | 1311 | 307  | 235        | 927  | 106  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.92        | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.42 | 0.58 | 1.00        | 2.00 | 1.00 | 2.00       | 2.41 | 0.59 | 2.00       | 2.68 | 0.32 |
| Final Sat.:                                          | 3150        | 2659 | 1040 | 1750        | 3800 | 1750 | 3150       | 4536 | 1062 | 3150       | 5025 | 575  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.12 | 0.12 | 0.12        | 0.15 | 0.13 | 0.08       | 0.29 | 0.29 | 0.07       | 0.18 | 0.18 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 25.2        | 30.1 | 30.1 | 30.5        | 35.5 | 35.5 | 26.7       | 69.4 | 69.4 | 17.9       | 60.6 | 60.6 |
| Volume/Cap:                                          | 0.67        | 0.64 | 0.64 | 0.64        | 0.67 | 0.61 | 0.49       | 0.67 | 0.67 | 0.67       | 0.49 | 0.49 |
| Delay/Veh:                                           | 66.9        | 62.1 | 62.1 | 64.0        | 58.9 | 58.7 | 61.1       | 36.8 | 36.8 | 73.0       | 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:                                          | 66.9        | 62.1 | 62.1 | 64.0        | 58.9 | 58.7 | 61.1       | 36.8 | 36.8 | 73.0       | 38.0 | 38.0 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 9           | 10   | 10   | 10          | 12   | 11   | 7          | 21   | 21   | 7          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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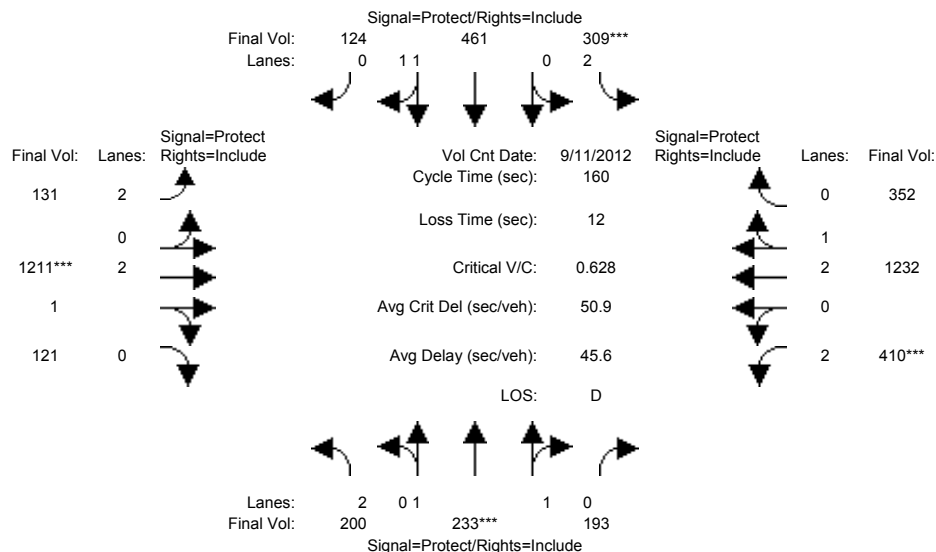
## Intersection #3108: McLAUGHLIN/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 184         | 666  | 357  | 369         | 228  | 144  | 151        | 1182 | 56   | 199        | 1375 | 189  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 184         | 666  | 357  | 369         | 228  | 144  | 151        | 1182 | 56   | 199        | 1375 | 189  |
| 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:                                         | 184         | 666  | 357  | 369         | 228  | 144  | 151        | 1182 | 56   | 199        | 1375 | 189  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 184         | 666  | 357  | 369         | 228  | 144  | 151        | 1182 | 56   | 199        | 1375 | 189  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 184         | 666  | 357  | 369         | 228  | 144  | 151        | 1182 | 56   | 199        | 1375 | 189  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 184         | 666  | 357  | 369         | 228  | 144  | 151        | 1182 | 56   | 199        | 1375 | 189  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.28 | 0.72 | 2.00        | 1.20 | 0.80 | 2.00       | 2.86 | 0.14 | 2.00       | 2.62 | 0.38 |
| Final Sat.:                                          | 3150        | 2408 | 1291 | 3150        | 2267 | 1432 | 3150       | 5346 | 253  | 3150       | 4922 | 677  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.28 | 0.28 | 0.12        | 0.10 | 0.10 | 0.05       | 0.22 | 0.22 | 0.06       | 0.28 | 0.28 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.7        | 52.9 | 52.9 | 22.4        | 47.7 | 47.7 | 9.2        | 48.7 | 48.7 | 13.9       | 53.5 | 53.5 |
| Volume/Cap:                                          | 0.32        | 0.78 | 0.78 | 0.78        | 0.32 | 0.32 | 0.78       | 0.68 | 0.68 | 0.68       | 0.78 | 0.78 |
| Delay/Veh:                                           | 53.3        | 46.6 | 46.6 | 69.8        | 39.0 | 39.0 | 88.1       | 45.0 | 45.0 | 72.3       | 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:                                          | 53.3        | 46.6 | 46.6 | 69.8        | 39.0 | 39.0 | 88.1       | 45.0 | 45.0 | 72.3       | 45.2 | 45.2 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | F          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 4           | 22   | 22   | 10          | 6    | 6    | 4          | 17   | 17   | 5          | 22   | 22   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3108: McLAUGHLIN/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 200         | 233  | 193  | 309         | 461  | 124  | 131        | 1211 | 121  | 410        | 1232 | 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:                                         | 200         | 233  | 193  | 309         | 461  | 124  | 131        | 1211 | 121  | 410        | 1232 | 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:                                         | 200         | 233  | 193  | 309         | 461  | 124  | 131        | 1211 | 121  | 410        | 1232 | 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:                                          | 200         | 233  | 193  | 309         | 461  | 124  | 131        | 1211 | 121  | 410        | 1232 | 352  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 200         | 233  | 193  | 309         | 461  | 124  | 131        | 1211 | 121  | 410        | 1232 | 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:                                        | 200         | 233  | 193  | 309         | 461  | 124  | 131        | 1211 | 121  | 410        | 1232 | 352  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.95 | 0.83        | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.07 | 0.93 | 2.00        | 1.56 | 0.44 | 2.00       | 2.72 | 0.28 | 2.00       | 2.31 | 0.69 |
| Final Sat.:                                          | 3150        | 2022 | 1675 | 3150        | 2915 | 784  | 3150       | 5091 | 509  | 3150       | 4354 | 1244 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.12 | 0.12 | 0.10        | 0.16 | 0.16 | 0.04       | 0.24 | 0.24 | 0.13       | 0.28 | 0.28 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.6        | 29.3 | 29.3 | 25.0        | 38.7 | 38.7 | 12.5       | 60.6 | 60.6 | 33.1       | 81.2 | 81.2 |
| Volume/Cap:                                          | 0.65        | 0.63 | 0.63 | 0.63        | 0.65 | 0.65 | 0.53       | 0.63 | 0.63 | 0.63       | 0.56 | 0.56 |
| Delay/Veh:                                           | 74.6        | 62.2 | 62.2 | 65.8        | 56.3 | 56.3 | 73.1       | 41.2 | 41.2 | 59.8       | 27.3 | 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:                                          | 74.6        | 62.2 | 62.2 | 65.8        | 56.3 | 56.3 | 73.1       | 41.2 | 41.2 | 59.8       | 27.3 | 27.3 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                           | 6           | 10   | 10   | 8           | 13   | 13   | 4          | 18   | 18   | 11         | 18   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

Level Of Service Computation Report  
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Existing+Project Alt C (AM)

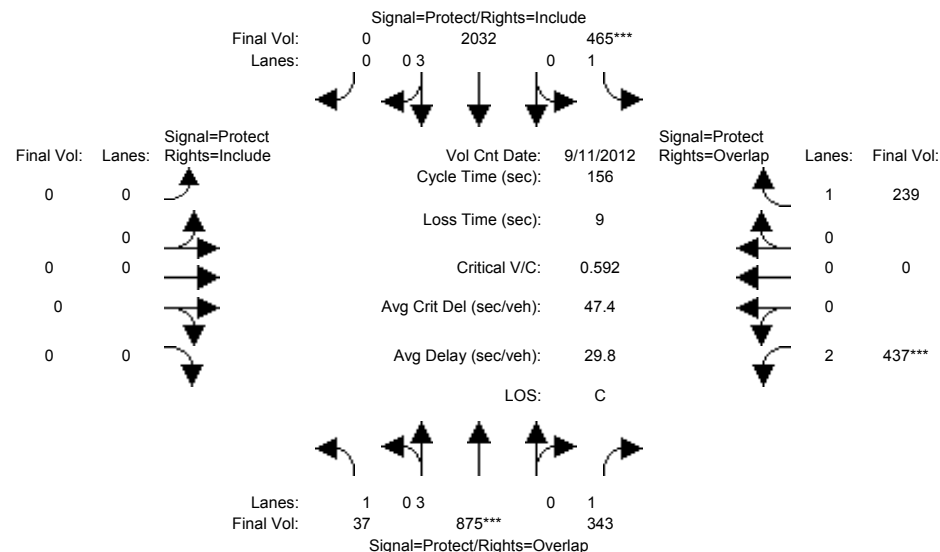
| Signal=Protect/Rights=Include                                                                                                                                        |        |   | Signal=Protect/Rights=Include                                  |        |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|---|----------------------------------------------------------------|--------|---|
| Final Vol:                                                                                                                                                           | Lanes: |   | Final Vol:                                                     | Lanes: |   |
| 0                                                                                                                                                                    | 0      | ↖ | 0                                                              | 0      | ↖ |
| 0                                                                                                                                                                    | 0      | ↗ | 0                                                              | 0      | ↗ |
| 0                                                                                                                                                                    | 0      | → | 0                                                              | 0      | → |
| 0                                                                                                                                                                    | 0      | ↘ | 0                                                              | 0      | ↘ |
| 0                                                                                                                                                                    | 0      | ↙ | 0                                                              | 0      | ↙ |
| Vol Cnt Date: 4/10/2013<br>Cycle Time (sec): 160<br>Loss Time (sec): 9<br>Critical V/C: 0.701<br>Avg Crit Del (sec/veh): 31.5<br>Avg Delay (sec/veh): 30.1<br>LOS: C |        |   | Signal=Protect/Rights=Overlap<br>Lanes: 1<br>Final Vol: 461*** |        |   |
| Lanes: 1<br>Final Vol: 17                                                                                                                                            |        |   | Lanes: 1<br>Final Vol: 222                                     |        |   |
| Signal=Protect/Rights=Overlap                                                                                                                                        |        |   | Signal=Protect/Rights=Overlap                                  |        |   |

| 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   | 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: 10 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 17          | 2269 | 222   | 151         | 603  | 0    | 0          | 0    | 0    | 290        | 0    | 461  |
| Growth Adj:                                          | 1.00        | 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          | 2269 | 222   | 151         | 603  | 0    | 0          | 0    | 0    | 290        | 0    | 461  |
| 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          | 2269 | 222   | 151         | 603  | 0    | 0          | 0    | 0    | 290        | 0    | 461  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 2269 | 222   | 151         | 603  | 0    | 0          | 0    | 0    | 290        | 0    | 461  |
| Reduced Vol:                                         | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 17          | 2269 | 222   | 151         | 603  | 0    | 0          | 0    | 0    | 290        | 0    | 461  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| FinalVolume:                                         | 17          | 2269 | 222   | 151         | 603  | 0    | 0          | 0    | 0    | 290        | 0    | 461  |
| ----- ----- ----- ----- -----                        |             |      |       |             |      |      |            |      |      |            |      |      |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| ----- ----- ----- ----- -----                        |             |      |       |             |      |      |            |      |      |            |      |      |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.40 | 0.13  | 0.09        | 0.11 | 0.00 | 0.00       | 0.00 | 0.00 | 0.09       | 0.00 | 0.26 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      |            |      |      |
| Green Time:                                          | 32.3        | 90.9 | 131.3 | 19.7        | 78.2 | 0.0  | 0.0        | 0.0  | 0.0  | 40.4       | 0.0  | 60.1 |
| Volume/Cap:                                          | 0.05        | 0.70 | 0.15  | 0.70        | 0.22 | 0.00 | 0.00       | 0.00 | 0.00 | 0.36       | 0.00 | 0.70 |
| Delay/Veh:                                           | 51.5        | 25.5 | 3.0   | 77.2        | 23.4 | 0.0  | 0.0        | 0.0  | 0.0  | 49.5       | 0.0  | 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:                                          | 51.5        | 25.5 | 3.0   | 77.2        | 23.4 | 0.0  | 0.0        | 0.0  | 0.0  | 49.5       | 0.0  | 45.7 |
| LOS by Move:                                         | D           | C    | A     | E           | C    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 1           | 26   | 2     | 8           | 5    | 0    | 0          | 0    | 0    | 7          | 0    | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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

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Existing+Project Alt C (PM)

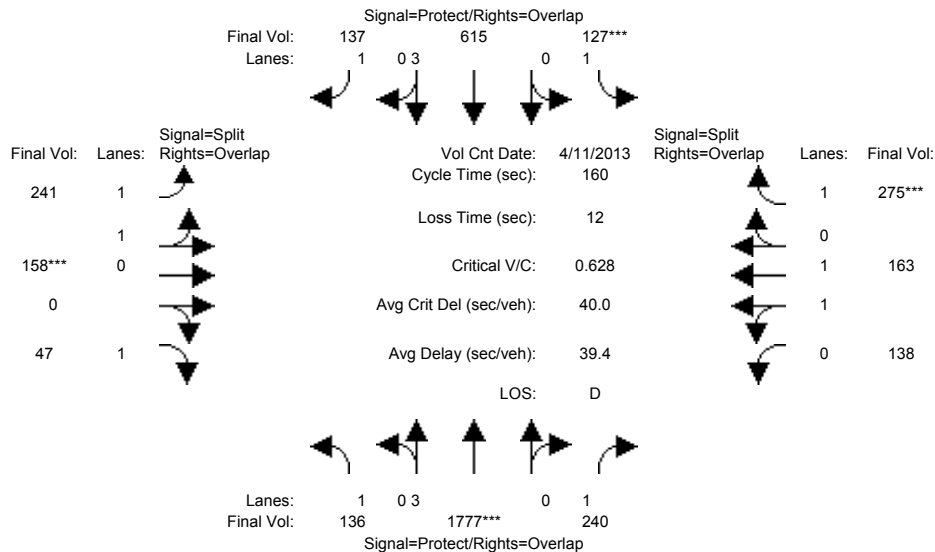
## Intersection #3109: MONTEREY/SENTER



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 37          | 875  | 343  | 465         | 2032 | 0    | 0          | 0    | 0    | 437        | 0    | 239   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 37          | 875  | 343  | 465         | 2032 | 0    | 0          | 0    | 0    | 437        | 0    | 239   |
| 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:                                         | 37          | 875  | 343  | 465         | 2032 | 0    | 0          | 0    | 0    | 437        | 0    | 239   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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          | 875  | 343  | 465         | 2032 | 0    | 0          | 0    | 0    | 437        | 0    | 239   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 37          | 875  | 343  | 465         | 2032 | 0    | 0          | 0    | 0    | 437        | 0    | 239   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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          | 875  | 343  | 465         | 2032 | 0    | 0          | 0    | 0    | 437        | 0    | 239   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00  |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.02        | 0.15 | 0.20 | 0.27        | 0.36 | 0.00 | 0.00       | 0.00 | 0.00 | 0.14       | 0.00 | 0.14  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 12.3        | 40.4 | 77.0 | 70.0        | 98.1 | 0.0  | 0.0        | 0.0  | 0.0  | 36.6       | 0.0  | 106.6 |
| Volume/Cap:                                          | 0.27        | 0.59 | 0.40 | 0.59        | 0.57 | 0.00 | 0.00       | 0.00 | 0.00 | 0.59       | 0.00 | 0.20  |
| Delay/Veh:                                           | 68.6        | 51.2 | 25.2 | 33.5        | 16.9 | 0.0  | 0.0        | 0.0  | 0.0  | 54.4       | 0.0  | 9.2   |
| 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:                                          | 68.6        | 51.2 | 25.2 | 33.5        | 16.9 | 0.0  | 0.0        | 0.0  | 0.0  | 54.4       | 0.0  | 9.2   |
| LOS by Move:                                         | E           | D    | C    | C           | B    | A    | A          | A    | A    | D          | A    | A     |
| HCM2kAvgQ:                                           | 2           | 12   | 11   | 17          | 18   | 0    | 0          | 0    | 0    | 12         | 0    | 4     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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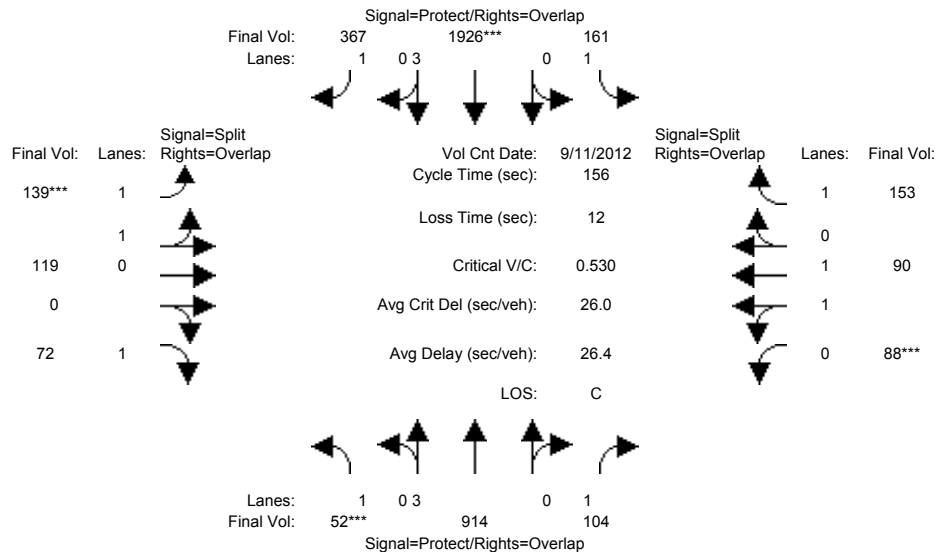
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 136         | 1777 | 240   | 127         | 615  | 137  | 241        | 158  | 47   | 138        | 163  | 275  |
| Growth Adj:                                          | 1.00        | 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         | 1777 | 240   | 127         | 615  | 137  | 241        | 158  | 47   | 138        | 163  | 275  |
| 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         | 1777 | 240   | 127         | 615  | 137  | 241        | 158  | 47   | 138        | 163  | 275  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 1777 | 240   | 127         | 615  | 137  | 241        | 158  | 47   | 138        | 163  | 275  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 136         | 1777 | 240   | 127         | 615  | 137  | 241        | 158  | 47   | 138        | 163  | 275  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 1777 | 240   | 127         | 615  | 137  | 241        | 158  | 47   | 138        | 163  | 275  |
| Saturation 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 | 0.93       | 0.95 | 0.92 | 0.95       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 1.22       | 0.78 | 1.00 | 0.94       | 1.06 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750 | 2144       | 1406 | 1750 | 1695       | 2002 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.31 | 0.14  | 0.07        | 0.11 | 0.08 | 0.11       | 0.11 | 0.03 | 0.08       | 0.08 | 0.16 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 41.0        | 79.4 | 100.9 | 18.5        | 56.9 | 85.5 | 28.6       | 28.6 | 69.6 | 21.5       | 21.5 | 40.0 |
| Volume/Cap:                                          | 0.30        | 0.63 | 0.22  | 0.63        | 0.30 | 0.15 | 0.63       | 0.63 | 0.06 | 0.60       | 0.60 | 0.63 |
| Delay/Veh:                                           | 48.4        | 30.0 | 12.7  | 73.7        | 37.3 | 18.9 | 62.8       | 62.8 | 26.3 | 67.3       | 67.3 | 56.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 48.4        | 30.0 | 12.7  | 73.7        | 37.3 | 18.9 | 62.8       | 62.8 | 26.3 | 67.3       | 67.3 | 56.3 |
| LOS by Move:                                         | D           | C    | B     | E           | D    | B    | E          | E    | C    | E          | E    | E    |
| HCM2kAvgQ:                                           | 5           | 20   | 5     | 6           | 7    | 4    | 10         | 10   | 1    | 8          | 8    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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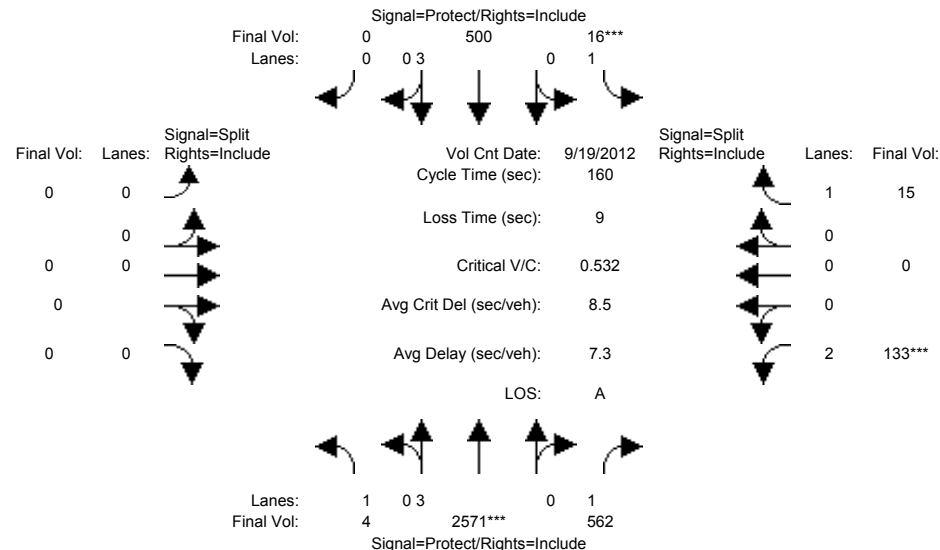
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 52          | 914  | 104  | 161         | 1926 | 367   | 139        | 119  | 72   | 88         | 90   | 153  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 52          | 914  | 104  | 161         | 1926 | 367   | 139        | 119  | 72   | 88         | 90   | 153  |
| 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:                                         | 52          | 914  | 104  | 161         | 1926 | 367   | 139        | 119  | 72   | 88         | 90   | 153  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 914  | 104  | 161         | 1926 | 367   | 139        | 119  | 72   | 88         | 90   | 153  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 52          | 914  | 104  | 161         | 1926 | 367   | 139        | 119  | 72   | 88         | 90   | 153  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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          | 914  | 104  | 161         | 1926 | 367   | 139        | 119  | 72   | 88         | 90   | 153  |
| Saturation 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       | 0.95 | 0.92 | 0.95       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.09       | 0.91 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750  | 1912       | 1637 | 1750 | 1800       | 1899 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.16 | 0.06 | 0.09        | 0.34 | 0.21  | 0.07       | 0.07 | 0.04 | 0.05       | 0.05 | 0.09 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 8.7         | 68.8 | 83.2 | 39.5        | 99.5 | 120.9 | 21.4       | 21.4 | 30.1 | 14.4       | 14.4 | 53.8 |
| Volume/Cap:                                          | 0.53        | 0.36 | 0.11 | 0.36        | 0.53 | 0.27  | 0.53       | 0.53 | 0.21 | 0.53       | 0.51 | 0.25 |
| Delay/Veh:                                           | 77.0        | 29.1 | 18.1 | 48.5        | 15.6 | 5.1   | 63.7       | 63.7 | 53.3 | 69.2       | 68.8 | 36.9 |
| 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:                                          | 77.0        | 29.1 | 18.1 | 48.5        | 15.6 | 5.1   | 63.7       | 63.7 | 53.3 | 69.2       | 68.8 | 36.9 |
| LOS by Move:                                         | E           | C    | B    | D           | B    | A     | E          | E    | D    | E          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 9    | 3    | 7           | 16   | 5     | 6          | 6    | 3    | 5          | 5    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #3111: MONTEREY/OLD TULLY



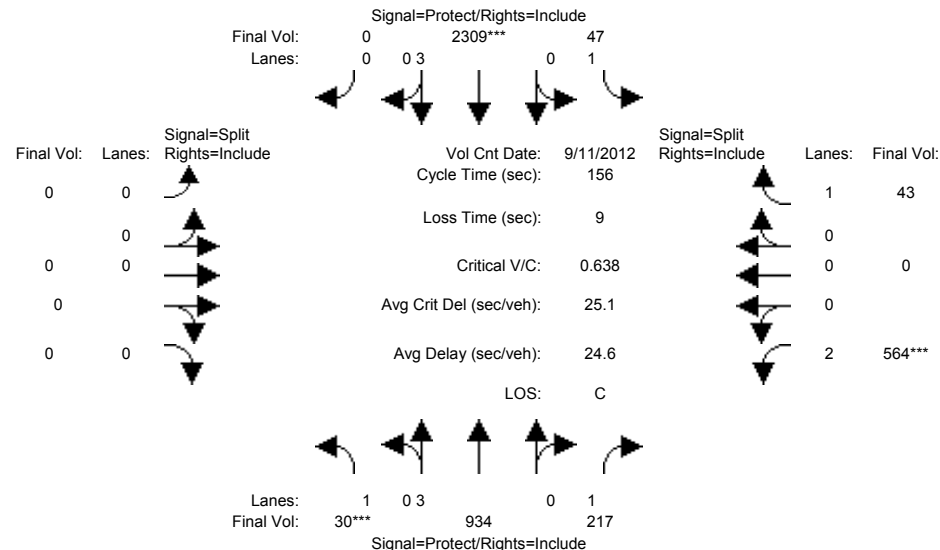
| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 10   | 10    | 7           | 10   | 0    | 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: 19 Sep 2012 << |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 4           | 2571 | 562   | 16          | 500  | 0    | 0          | 0    | 0    | 133        | 0    | 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:                                 | 4           | 2571 | 562   | 16          | 500  | 0    | 0          | 0    | 0    | 133        | 0    | 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:                                 | 4           | 2571 | 562   | 16          | 500  | 0    | 0          | 0    | 0    | 133        | 0    | 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:                                  | 4           | 2571 | 562   | 16          | 500  | 0    | 0          | 0    | 0    | 133        | 0    | 15   |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 4           | 2571 | 562   | 16          | 500  | 0    | 0          | 0    | 0    | 133        | 0    | 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:                                | 4           | 2571 | 562   | 16          | 500  | 0    | 0          | 0    | 0    | 133        | 0    | 15   |
| Saturation Flow Module:                      |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                  | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.45 | 0.32  | 0.01        | 0.09 | 0.00 | 0.00       | 0.00 | 0.00 | 0.04       | 0.00 | 0.01 |
| Crit Moves:                                  |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 3.5         | 132  | 131.7 | 7.0         | 135  | 0.0  | 0.0        | 0.0  | 0.0  | 12.3       | 0.0  | 12.3 |
| Volume/Cap:                                  | 0.10        | 0.55 | 0.39  | 0.21        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.55       | 0.00 | 0.11 |
| Delay/Veh:                                   | 77.9        | 4.7  | 3.9   | 75.2        | 2.1  | 0.0  | 0.0        | 0.0  | 0.0  | 73.8       | 0.0  | 69.1 |
| 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:                                  | 77.9        | 4.7  | 3.9   | 75.2        | 2.1  | 0.0  | 0.0        | 0.0  | 0.0  | 73.8       | 0.0  | 69.1 |
| LOS by Move:                                 | E           | A    | A     | E           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                   | 0           | 13   | 7     | 1           | 1    | 0    | 0          | 0    | 0    | 4          | 0    | 1    |

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



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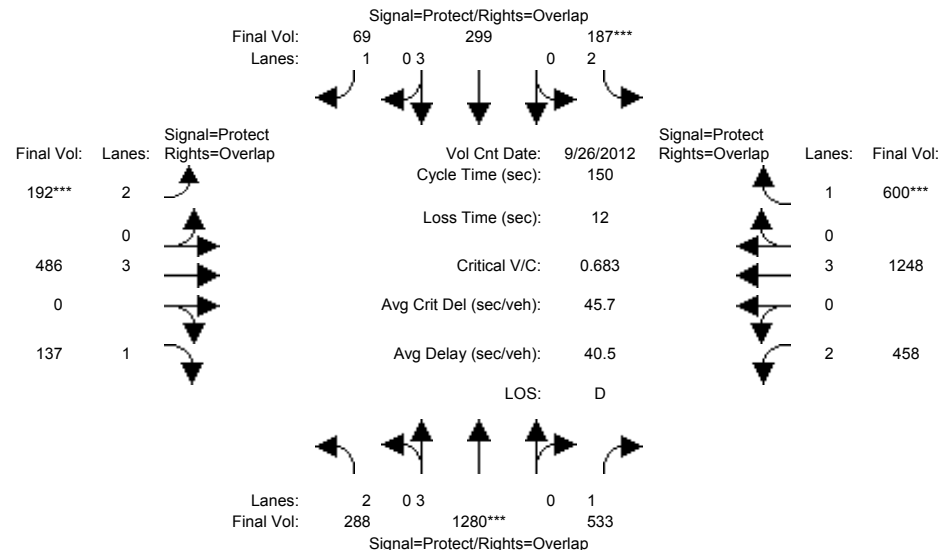
## Intersection #3111: MONTEREY/OLD TULLY



| 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    | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 30          | 934  | 217  | 47          | 2309 | 0    | 0          | 0    | 0    | 564        | 0    | 43   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 30          | 934  | 217  | 47          | 2309 | 0    | 0          | 0    | 0    | 564        | 0    | 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:                                         | 30          | 934  | 217  | 47          | 2309 | 0    | 0          | 0    | 0    | 564        | 0    | 43   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 934  | 217  | 47          | 2309 | 0    | 0          | 0    | 0    | 564        | 0    | 43   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 30          | 934  | 217  | 47          | 2309 | 0    | 0          | 0    | 0    | 564        | 0    | 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:                                        | 30          | 934  | 217  | 47          | 2309 | 0    | 0          | 0    | 0    | 564        | 0    | 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       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.16 | 0.12 | 0.03        | 0.41 | 0.00 | 0.00       | 0.00 | 0.00 | 0.18       | 0.00 | 0.02 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 4.2         | 81.0 | 81.0 | 22.2        | 99.0 | 0.0  | 0.0        | 0.0  | 0.0  | 43.8       | 0.0  | 43.8 |
| Volume/Cap:                                          | 0.64        | 0.32 | 0.24 | 0.19        | 0.64 | 0.00 | 0.00       | 0.00 | 0.00 | 0.64       | 0.00 | 0.09 |
| Delay/Veh:                                           | 100.9       | 21.6 | 20.7 | 59.3        | 17.9 | 0.0  | 0.0        | 0.0  | 0.0  | 50.7       | 0.0  | 41.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 100.9       | 21.6 | 20.7 | 59.3        | 17.9 | 0.0  | 0.0        | 0.0  | 0.0  | 50.7       | 0.0  | 41.5 |
| LOS by Move:                                         | F           | C    | C    | E           | B    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 2           | 8    | 6    | 2           | 21   | 0    | 0          | 0    | 0    | 14         | 0    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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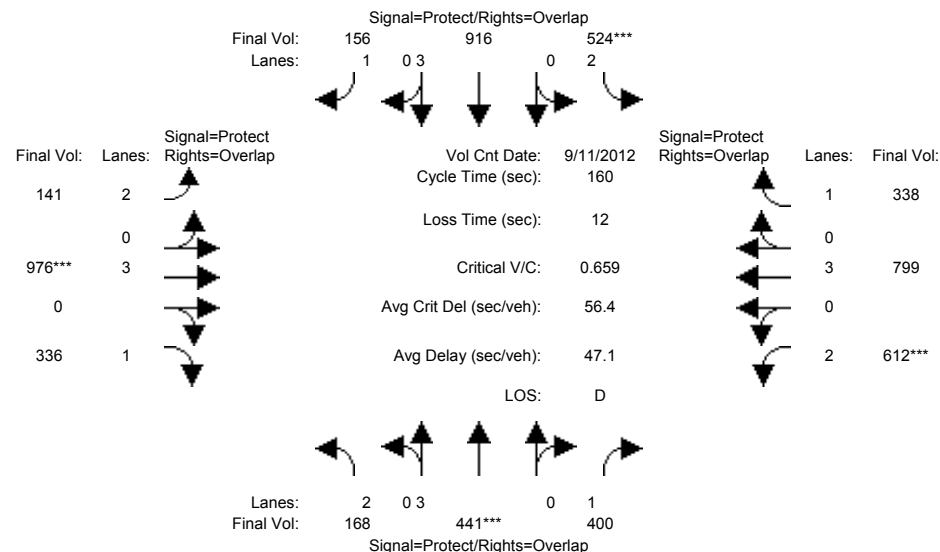
## Intersection #3117: SENTER/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 288         | 1280 | 533  | 187         | 299  | 69   | 192        | 486  | 137  | 458        | 1248 | 600  |
| Growth Adj:                                          | 1.00        | 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         | 1280 | 533  | 187         | 299  | 69   | 192        | 486  | 137  | 458        | 1248 | 600  |
| 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         | 1280 | 533  | 187         | 299  | 69   | 192        | 486  | 137  | 458        | 1248 | 600  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 1280 | 533  | 187         | 299  | 69   | 192        | 486  | 137  | 458        | 1248 | 600  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 288         | 1280 | 533  | 187         | 299  | 69   | 192        | 486  | 137  | 458        | 1248 | 600  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 1280 | 533  | 187         | 299  | 69   | 192        | 486  | 137  | 458        | 1248 | 600  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.22 | 0.30 | 0.06        | 0.05 | 0.04 | 0.06       | 0.09 | 0.08 | 0.15       | 0.22 | 0.34 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 36.1        | 49.3 | 97.0 | 13.0        | 26.3 | 39.7 | 13.4       | 28.0 | 64.0 | 47.7       | 62.3 | 75.3 |
| Volume/Cap:                                          | 0.38        | 0.68 | 0.47 | 0.68        | 0.30 | 0.15 | 0.68       | 0.46 | 0.18 | 0.46       | 0.53 | 0.68 |
| Delay/Veh:                                           | 47.9        | 44.6 | 13.8 | 73.4        | 54.0 | 42.4 | 73.0       | 54.6 | 26.9 | 41.2       | 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:                                          | 47.9        | 44.6 | 13.8 | 73.4        | 54.0 | 42.4 | 73.0       | 54.6 | 26.9 | 41.2       | 33.1 | 30.5 |
| LOS by Move:                                         | D           | D    | B    | E           | D    | D    | E          | D    | C    | D          | C    | C    |
| HCM2kAvgQ:                                           | 6           | 17   | 13   | 5           | 4    | 2    | 5          | 6    | 4    | 10         | 14   | 22   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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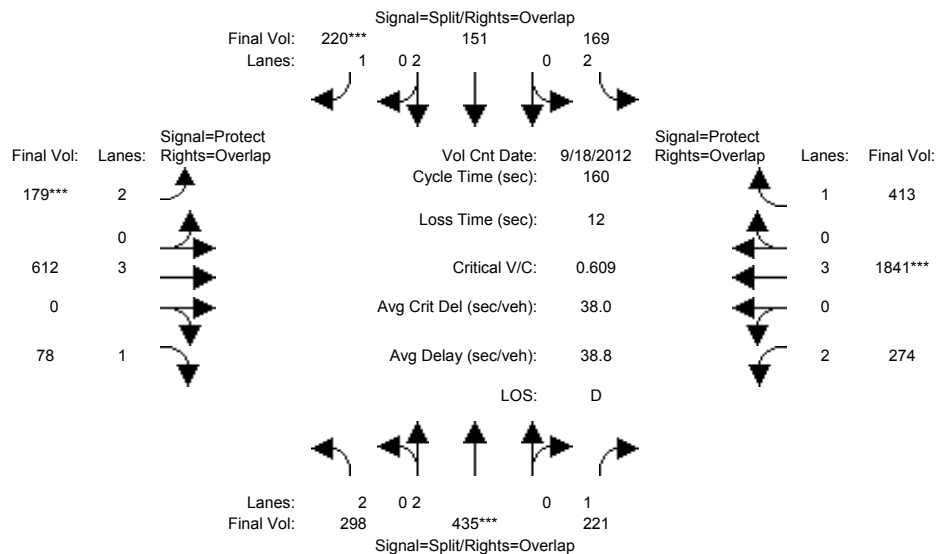
## Intersection #3117: SENTER/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 168         | 441  | 400  | 524         | 916  | 156  | 141        | 976  | 336  | 612        | 799  | 338   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 168         | 441  | 400  | 524         | 916  | 156  | 141        | 976  | 336  | 612        | 799  | 338   |
| 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:                                         | 168         | 441  | 400  | 524         | 916  | 156  | 141        | 976  | 336  | 612        | 799  | 338   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 441  | 400  | 524         | 916  | 156  | 141        | 976  | 336  | 612        | 799  | 338   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 168         | 441  | 400  | 524         | 916  | 156  | 141        | 976  | 336  | 612        | 799  | 338   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 441  | 400  | 524         | 916  | 156  | 141        | 976  | 336  | 612        | 799  | 338   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.08 | 0.23 | 0.17        | 0.16 | 0.09 | 0.04       | 0.17 | 0.19 | 0.19       | 0.14 | 0.19  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.8        | 18.8 | 66.0 | 40.4        | 44.5 | 65.9 | 21.5       | 41.6 | 56.3 | 47.2       | 67.3 | 107.7 |
| Volume/Cap:                                          | 0.58        | 0.66 | 0.55 | 0.66        | 0.58 | 0.22 | 0.33       | 0.66 | 0.55 | 0.66       | 0.33 | 0.29  |
| Delay/Veh:                                           | 72.5        | 70.0 | 36.7 | 55.7        | 50.2 | 30.5 | 63.2       | 54.0 | 42.6 | 51.1       | 31.3 | 10.7  |
| 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:                                          | 72.5        | 70.0 | 36.7 | 55.7        | 50.2 | 30.5 | 63.2       | 54.0 | 42.6 | 51.1       | 31.3 | 10.7  |
| LOS by Move:                                         | E           | E    | D    | E           | D    | C    | E          | D    | D    | D          | C    | B     |
| HCM2kAvgQ:                                           | 5           | 7    | 16   | 14          | 13   | 5    | 4          | 14   | 14   | 15         | 8    | 7     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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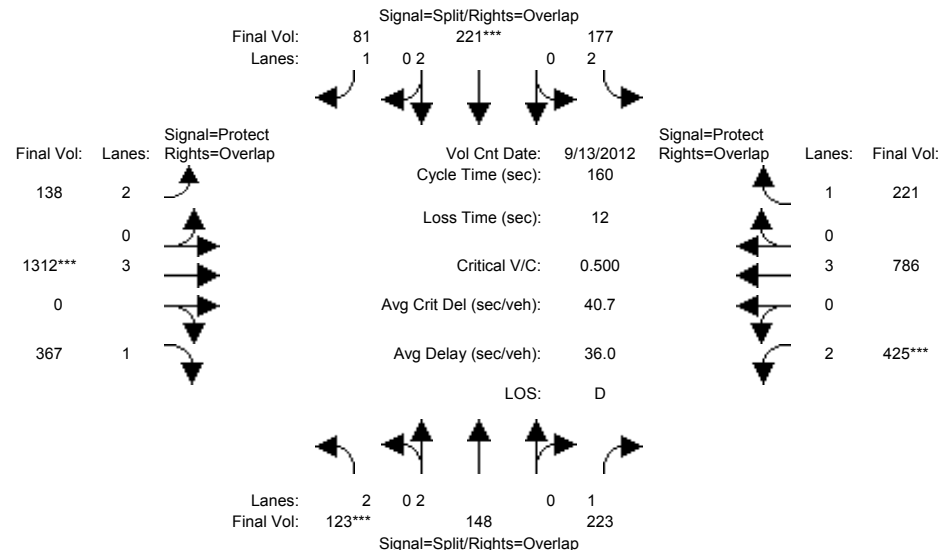
## Intersection #3120: CAPITOL/PEARL



| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| 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:                                         | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.09        | 0.11 | 0.13 | 0.05        | 0.04 | 0.13 | 0.06       | 0.11 | 0.04 | 0.09       | 0.32 | 0.24  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 30.1        | 30.1 | 74.8 | 18.1        | 18.1 | 33.0 | 14.9       | 55.1 | 85.2 | 44.7       | 84.9 | 103.0 |
| Volume/Cap:                                          | 0.50        | 0.61 | 0.27 | 0.47        | 0.35 | 0.61 | 0.61       | 0.31 | 0.08 | 0.31       | 0.61 | 0.37  |
| Delay/Veh:                                           | 58.9        | 61.1 | 26.2 | 67.5        | 66.0 | 60.6 | 73.4       | 38.6 | 18.3 | 45.7       | 26.4 | 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:                                          | 58.9        | 61.1 | 26.2 | 67.5        | 66.0 | 60.6 | 73.4       | 38.6 | 18.3 | 45.7       | 26.4 | 13.5  |
| LOS by Move:                                         | E           | E    | C    | E           | E    | E    | E          | D    | B    | D          | C    | B     |
| HCM2kAvgQ:                                           | 8           | 10   | 7    | 5           | 3    | 10   | 5          | 7    | 2    | 6          | 20   | 10    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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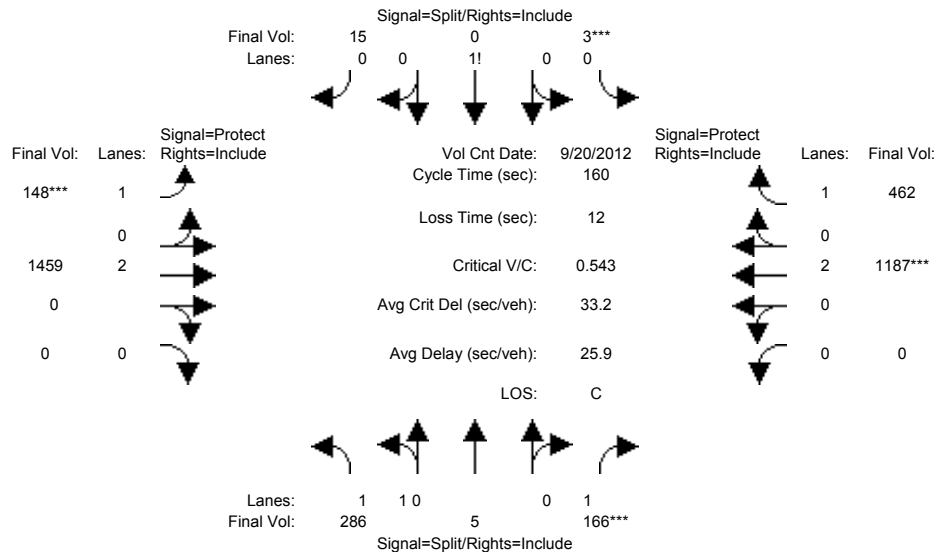
## Intersection #3120: CAPITOL/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| 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:                                         | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.04        | 0.04 | 0.13 | 0.06        | 0.06 | 0.05 | 0.04       | 0.23 | 0.21 | 0.13       | 0.14 | 0.13  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 12.5        | 12.5 | 55.7 | 18.6        | 18.6 | 46.8 | 28.2       | 73.7 | 86.2 | 43.2       | 88.7 | 107.3 |
| Volume/Cap:                                          | 0.50        | 0.50 | 0.37 | 0.48        | 0.50 | 0.16 | 0.25       | 0.50 | 0.39 | 0.50       | 0.25 | 0.19  |
| Delay/Veh:                                           | 72.3        | 72.1 | 39.3 | 67.2        | 67.2 | 42.1 | 57.0       | 30.4 | 21.8 | 49.8       | 18.5 | 10.0  |
| 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:                                          | 72.3        | 72.1 | 39.3 | 67.2        | 67.2 | 42.1 | 57.0       | 30.4 | 21.8 | 49.8       | 18.5 | 10.0  |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | C    | D          | B    | B     |
| HCM2kAvgQ:                                           | 3           | 3    | 8    | 5           | 5    | 3    | 3          | 14   | 11   | 10         | 6    | 4     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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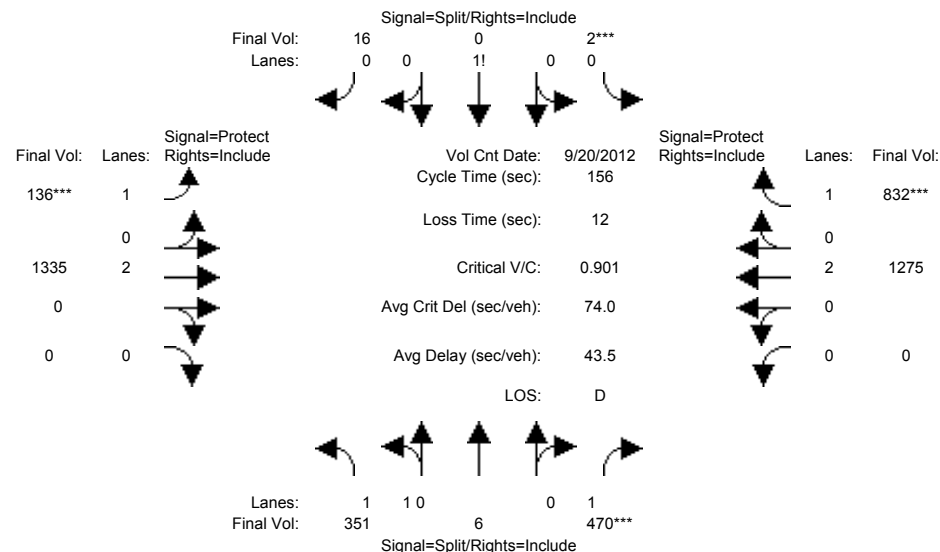
## Intersection #3206: 87/CURTNER(E)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 286         | 5    | 166  | 3           | 0    | 15   | 148        | 1459 | 0    | 0          | 1187 | 462  |
| Growth Adj:                                          | 1.00        | 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         | 5    | 166  | 3           | 0    | 15   | 148        | 1459 | 0    | 0          | 1187 | 462  |
| 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:                                         | 286         | 5    | 166  | 3           | 0    | 15   | 148        | 1459 | 0    | 0          | 1187 | 462  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 5    | 166  | 3           | 0    | 15   | 148        | 1459 | 0    | 0          | 1187 | 462  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 286         | 5    | 166  | 3           | 0    | 15   | 148        | 1459 | 0    | 0          | 1187 | 462  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 286         | 5    | 166  | 3           | 0    | 15   | 148        | 1459 | 0    | 0          | 1187 | 462  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.97        | 0.03 | 1.00 | 0.17        | 0.00 | 0.83 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3489        | 61   | 1750 | 292         | 0    | 1458 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.08 | 0.09 | 0.01        | 0.00 | 0.01 | 0.08       | 0.38 | 0.00 | 0.00       | 0.31 | 0.26 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 26.6        | 26.6 | 26.6 | 10.0        | 0.0  | 10.0 | 23.7       | 111  | 0.0  | 0.0        | 87.7 | 87.7 |
| Volume/Cap:                                          | 0.49        | 0.49 | 0.57 | 0.16        | 0.00 | 0.16 | 0.57       | 0.55 | 0.00 | 0.00       | 0.57 | 0.48 |
| Delay/Veh:                                           | 61.2        | 61.2 | 64.1 | 71.8        | 0.0  | 71.8 | 66.4       | 12.2 | 0.0  | 0.0        | 24.2 | 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:                                          | 61.2        | 61.2 | 64.1 | 71.8        | 0.0  | 71.8 | 66.4       | 12.2 | 0.0  | 0.0        | 24.2 | 22.6 |
| LOS by Move:                                         | E           | E    | E    | E           | A    | E    | E          | B    | A    | A          | C    | C    |
| HCM2kAvgQ:                                           | 7           | 7    | 9    | 1           | 0    | 1    | 8          | 17   | 0    | 0          | 18   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3206: 87/CURTNER(E)

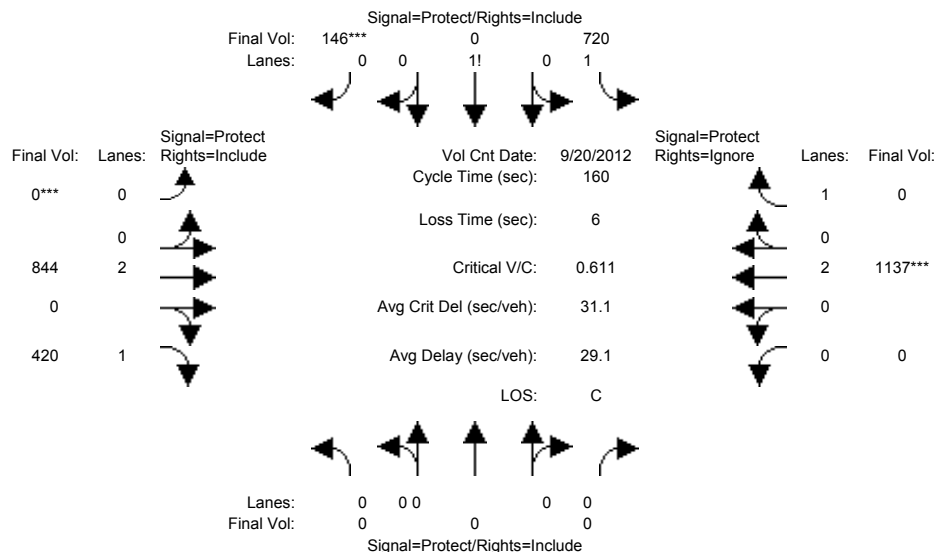


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 10          | 10   | 10   | 7          | 10   | 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 351         | 6    | 470  | 2           | 0    | 16   | 136        | 1335 | 0    | 0          | 1275 | 832  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 351         | 6    | 470  | 2           | 0    | 16   | 136        | 1335 | 0    | 0          | 1275 | 832  |
| 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:                                 | 351         | 6    | 470  | 2           | 0    | 16   | 136        | 1335 | 0    | 0          | 1275 | 832  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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         | 6    | 470  | 2           | 0    | 16   | 136        | 1335 | 0    | 0          | 1275 | 832  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 351         | 6    | 470  | 2           | 0    | 16   | 136        | 1335 | 0    | 0          | 1275 | 832  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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         | 6    | 470  | 2           | 0    | 16   | 136        | 1335 | 0    | 0          | 1275 | 832  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.97        | 0.03 | 1.00 | 0.11        | 0.00 | 0.89 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 3490        | 60   | 1750 | 194         | 0    | 1556 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.10        | 0.10 | 0.27 | 0.01        | 0.00 | 0.01 | 0.08       | 0.35 | 0.00 | 0.00       | 0.34 | 0.48 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 43.8        | 43.8 | 43.8 | 10.0        | 0.0  | 10.0 | 12.7       | 90.2 | 0.0  | 0.0        | 77.5 | 77.5 |
| Volume/Cap:                                  | 0.36        | 0.36 | 0.96 | 0.16        | 0.00 | 0.16 | 0.96       | 0.61 | 0.00 | 0.00       | 0.68 | 0.96 |
| Delay/Veh:                                   | 45.1        | 45.1 | 84.9 | 69.7        | 0.0  | 69.7 | 133.5      | 21.9 | 0.0  | 0.0        | 30.7 | 58.3 |
| 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:                                  | 45.1        | 45.1 | 84.9 | 69.7        | 0.0  | 69.7 | 133.5      | 21.9 | 0.0  | 0.0        | 30.7 | 58.3 |
| LOS by Move:                                 | D           | D    | F    | E           | A    | E    | F          | C    | A    | A          | C    | E    |
| HCM2kAvgQ:                                   | 7           | 7    | 28   | 1           | 0    | 1    | 10         | 20   | 0    | 0          | 22   | 44   |

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

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## Intersection #3207: 87/CURTNER(W)

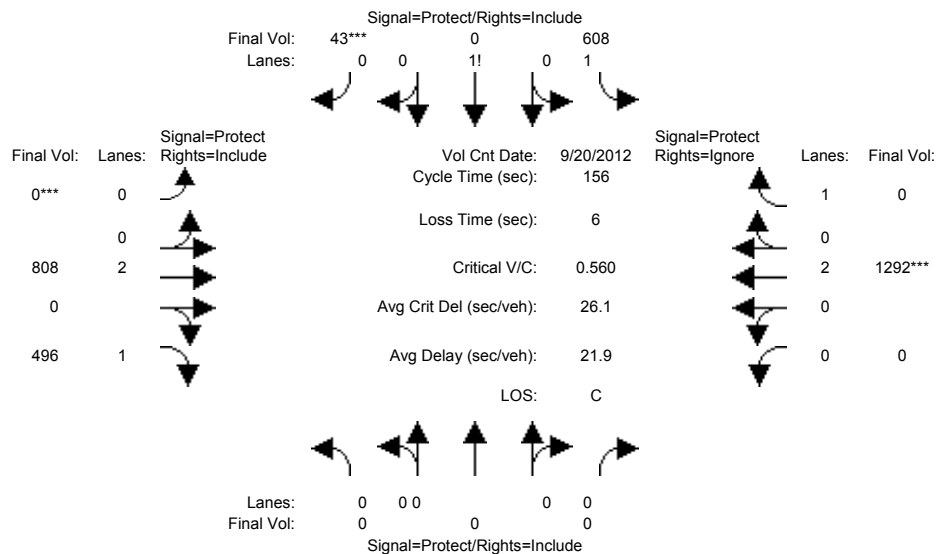


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 0    | 0    | 10          | 10   | 10   | 0          | 10   | 10   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 720         | 0    | 146  | 0          | 844  | 420  | 0          | 1137 | 296  |
| Growth Adj:                                          | 1.00        | 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    | 720         | 0    | 146  | 0          | 844  | 420  | 0          | 1137 | 296  |
| 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    | 720         | 0    | 146  | 0          | 844  | 420  | 0          | 1137 | 296  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 720         | 0    | 146  | 0          | 844  | 420  | 0          | 1137 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 720         | 0    | 146  | 0          | 844  | 420  | 0          | 1137 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 720         | 0    | 146  | 0          | 844  | 420  | 0          | 1137 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.71        | 0.00 | 0.29 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2995        | 0    | 505  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.24        | 0.00 | 0.29 | 0.00       | 0.22 | 0.24 | 0.00       | 0.30 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 75.7        | 0.0  | 75.7 | 0.0        | 78.3 | 78.3 | 0.0        | 78.3 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.51        | 0.00 | 0.61 | 0.00       | 0.45 | 0.49 | 0.00       | 0.61 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 29.5        | 0.0  | 32.0 | 0.0        | 27.0 | 27.9 | 0.0        | 30.4 | 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  | 29.5        | 0.0  | 32.0 | 0.0        | 27.0 | 27.9 | 0.0        | 30.4 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | C    | C    | A          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 15          | 0    | 20   | 0          | 13   | 14   | 0          | 20   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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Existing+Project Alt C (PM)

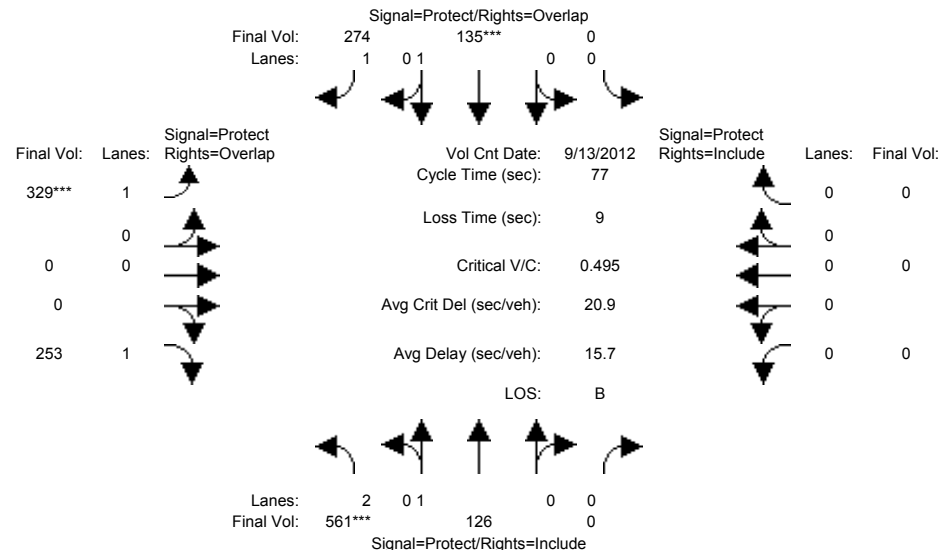
## Intersection #3207: 87/CURTNER(W)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 608         | 0    | 43   | 0          | 808  | 496  | 0          | 1292 | 399  |
| Growth Adj:                                          | 1.00        | 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    | 608         | 0    | 43   | 0          | 808  | 496  | 0          | 1292 | 399  |
| 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    | 608         | 0    | 43   | 0          | 808  | 496  | 0          | 1292 | 399  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 608         | 0    | 43   | 0          | 808  | 496  | 0          | 1292 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 608         | 0    | 43   | 0          | 808  | 496  | 0          | 1292 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 608         | 0    | 43   | 0          | 808  | 496  | 0          | 1292 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.88        | 0.00 | 0.12 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 3283        | 0    | 217  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.19        | 0.00 | 0.20 | 0.00       | 0.21 | 0.28 | 0.00       | 0.34 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 55.3        | 0.0  | 55.3 | 0.0        | 94.7 | 94.7 | 0.0        | 94.7 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.52        | 0.00 | 0.56 | 0.00       | 0.35 | 0.47 | 0.00       | 0.56 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 40.3        | 0.0  | 41.2 | 0.0        | 15.4 | 17.1 | 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  | 40.3        | 0.0  | 41.2 | 0.0        | 15.4 | 17.1 | 0.0        | 18.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 13          | 0    | 14   | 0          | 9    | 13   | 0          | 18   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Existing+Project Alt C (AM)

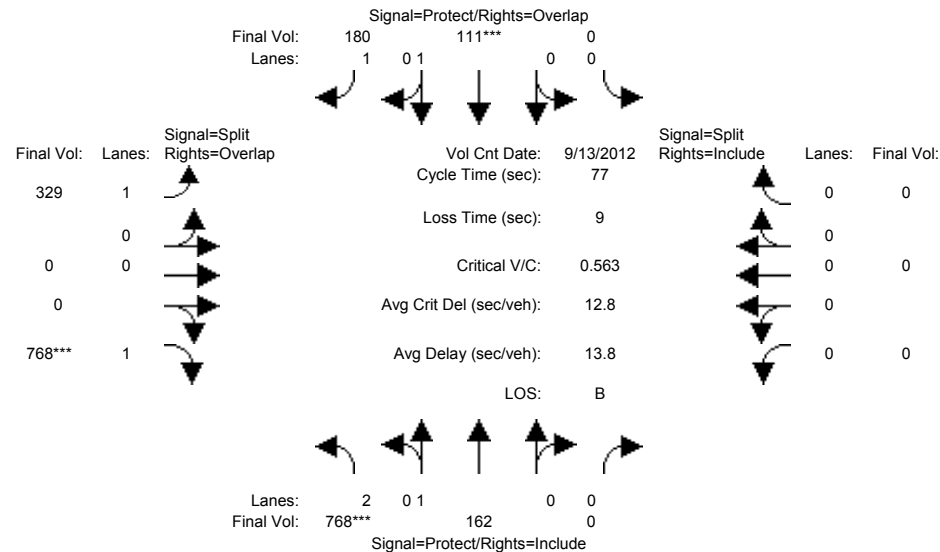
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                         | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                         | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                          | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                        | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.07 | 0.00 | 0.00        | 0.07 | 0.16 | 0.19       | 0.00 | 0.14 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      |            |      |      |
| Green Time:                                          | 27.7        | 38.8 | 0.0  | 0.0         | 11.1 | 40.3 | 29.2       | 0.0  | 56.9 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.50        | 0.13 | 0.00 | 0.00        | 0.50 | 0.30 | 0.50       | 0.00 | 0.20 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 19.5        | 10.2 | 0.0  | 0.0         | 31.8 | 10.6 | 18.8       | 0.0  | 3.1  | 0.0        | 0.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 19.5        | 10.2 | 0.0  | 0.0         | 31.8 | 10.6 | 18.8       | 0.0  | 3.1  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | B    | A    | A           | C    | B    | B          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 6           | 1    | 0    | 0           | 3    | 4    | 7          | 0    | 2    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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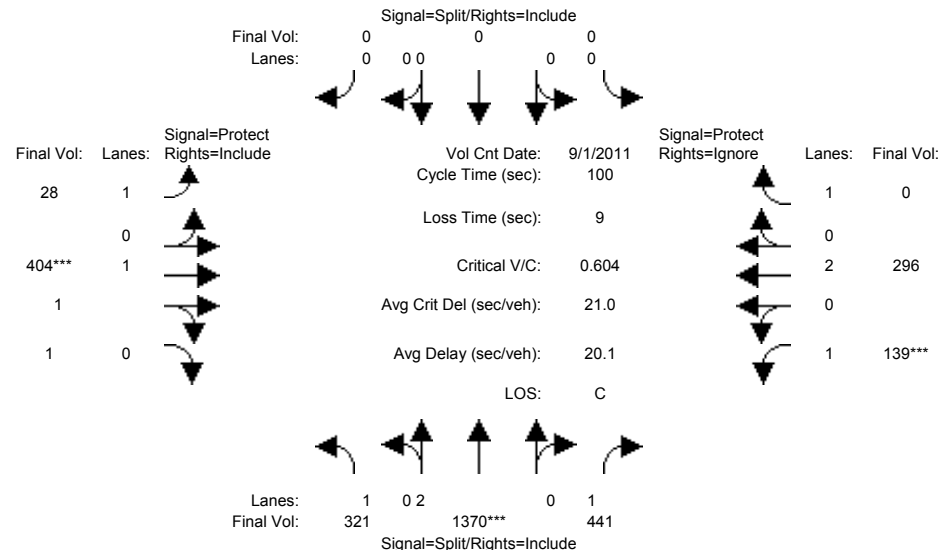
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                         | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                         | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                          | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                        | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.09 | 0.00 | 0.00        | 0.06 | 0.10 | 0.19       | 0.00 | 0.44 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            |      |      |
| Green Time:                                          | 32.2        | 42.2 | 0.0  | 0.0         | 10.0 | 35.8 | 25.8       | 0.0  | 58.0 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.58        | 0.16 | 0.00 | 0.00        | 0.45 | 0.22 | 0.56       | 0.00 | 0.58 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 17.9        | 8.7  | 0.0  | 0.0         | 32.3 | 12.4 | 22.2       | 0.0  | 4.8  | 0.0        | 0.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 17.9        | 8.7  | 0.0  | 0.0         | 32.3 | 12.4 | 22.2       | 0.0  | 4.8  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | A    | A    | A           | C    | B    | C          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 8           | 2    | 0    | 0           | 2    | 3    | 7          | 0    | 9    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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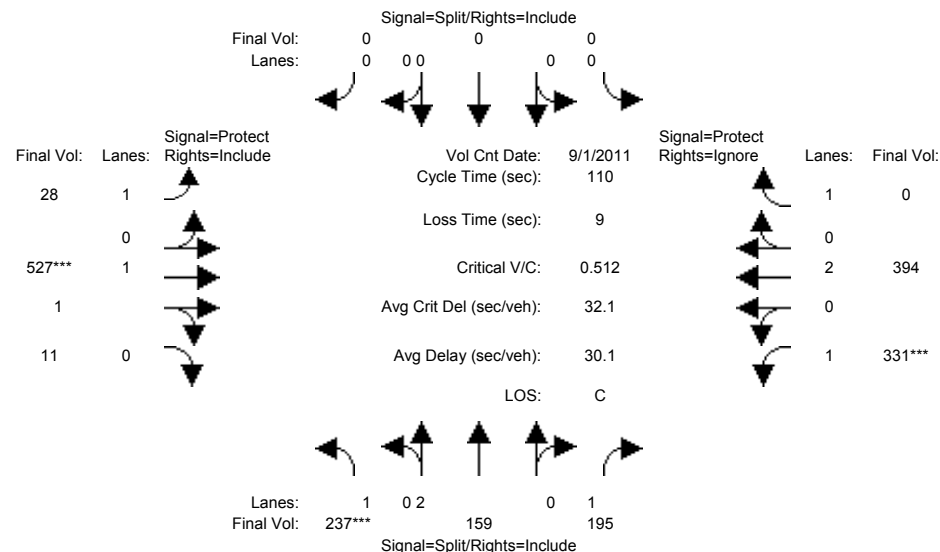
## Intersection #3234: ALMA/ALMADEN



| 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   | 0           | 0    | 0    | 7          | 10   | 10   | 7          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 321         | 1370 | 441  | 0           | 0    | 0    | 28         | 404  | 1    | 139        | 296  | 2    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 321         | 1370 | 441  | 0           | 0    | 0    | 28         | 404  | 1    | 139        | 296  | 2    |
| 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:                                         | 321         | 1370 | 441  | 0           | 0    | 0    | 28         | 404  | 1    | 139        | 296  | 2    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 321         | 1370 | 441  | 0           | 0    | 0    | 28         | 404  | 1    | 139        | 296  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 321         | 1370 | 441  | 0           | 0    | 0    | 28         | 404  | 1    | 139        | 296  | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 321         | 1370 | 441  | 0           | 0    | 0    | 28         | 404  | 1    | 139        | 296  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 1.99 | 0.01 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 0           | 0    | 0    | 1750       | 3691 | 9    | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.36 | 0.25 | 0.00        | 0.00 | 0.00 | 0.02       | 0.11 | 0.11 | 0.08       | 0.08 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 59.7        | 59.7 | 59.7 | 0.0         | 0.0  | 0.0  | 12.9       | 18.1 | 18.1 | 13.2       | 18.4 | 0.0  |
| Volume/Cap:                                          | 0.31        | 0.60 | 0.42 | 0.00        | 0.00 | 0.00 | 0.12       | 0.60 | 0.60 | 0.60       | 0.42 | 0.00 |
| Delay/Veh:                                           | 10.1        | 13.2 | 11.1 | 0.0         | 0.0  | 0.0  | 38.8       | 39.2 | 39.2 | 45.4       | 36.5 | 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:                                          | 10.1        | 13.2 | 11.1 | 0.0         | 0.0  | 0.0  | 38.8       | 39.2 | 39.2 | 45.4       | 36.5 | 0.0  |
| LOS by Move:                                         | B           | B    | B    | A           | A    | A    | D          | D    | D    | D          | D    | A    |
| HCM2kAvgQ:                                           | 5           | 13   | 8    | 0           | 0    | 0    | 1          | 6    | 6    | 4          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (PM)

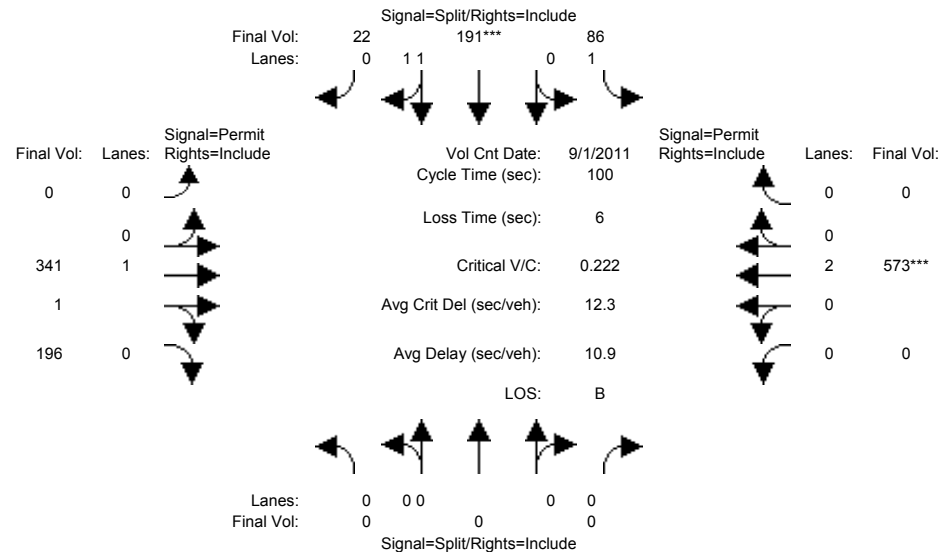
## Intersection #3234: ALMA/ALMADEN



| 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   | 0           | 0    | 0    | 7          | 10   | 10   | 7          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 237         | 159  | 195  | 0           | 0    | 0    | 28         | 527  | 11   | 331        | 394  | 2    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 237         | 159  | 195  | 0           | 0    | 0    | 28         | 527  | 11   | 331        | 394  | 2    |
| 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:                                         | 237         | 159  | 195  | 0           | 0    | 0    | 28         | 527  | 11   | 331        | 394  | 2    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 237         | 159  | 195  | 0           | 0    | 0    | 28         | 527  | 11   | 331        | 394  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 237         | 159  | 195  | 0           | 0    | 0    | 28         | 527  | 11   | 331        | 394  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 237         | 159  | 195  | 0           | 0    | 0    | 28         | 527  | 11   | 331        | 394  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 1.96 | 0.04 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 0           | 0    | 0    | 1750       | 3624 | 76   | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.04 | 0.11 | 0.00        | 0.00 | 0.00 | 0.02       | 0.15 | 0.15 | 0.19       | 0.10 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 29.1        | 29.1 | 29.1 | 0.0         | 0.0  | 0.0  | 27.3       | 31.2 | 31.2 | 40.6       | 44.6 | 0.0  |
| Volume/Cap:                                          | 0.51        | 0.16 | 0.42 | 0.00        | 0.00 | 0.00 | 0.06       | 0.51 | 0.51 | 0.51       | 0.26 | 0.00 |
| Delay/Veh:                                           | 35.4        | 31.1 | 34.1 | 0.0         | 0.0  | 0.0  | 31.6       | 33.4 | 33.4 | 27.7       | 21.8 | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 35.4        | 31.1 | 34.1 | 0.0         | 0.0  | 0.0  | 31.6       | 33.4 | 33.4 | 27.7       | 21.8 | 0.0  |
| LOS by Move:                                         | D           | C    | C    | A           | A    | A    | C          | C    | C    | C          | C    | A    |
| HCM2kAvgQ:                                           | 7           | 2    | 6    | 0           | 0    | 0    | 1          | 8    | 8    | 9          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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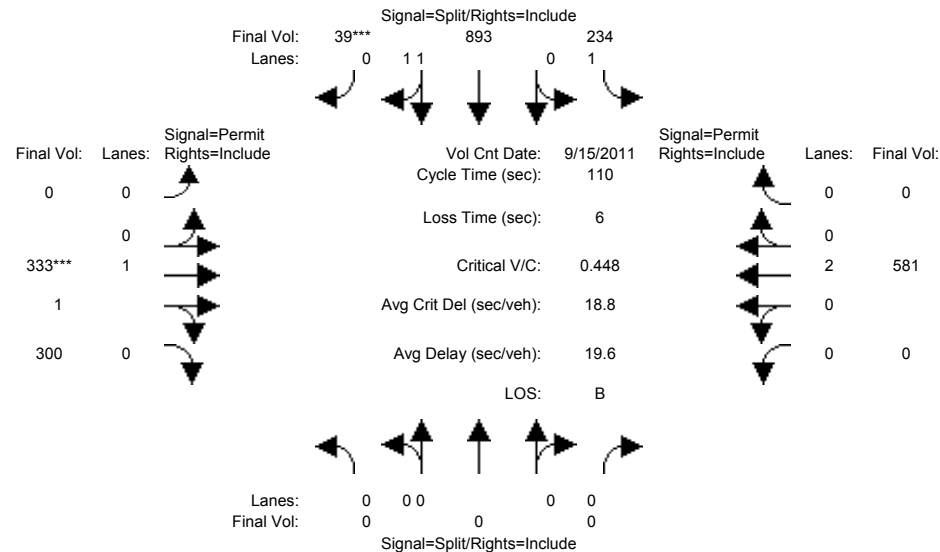
## Intersection #3240: ALMA/VINE



| 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   | 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: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 86          | 191  | 22   | 0          | 341  | 196  | 0          | 573  | 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    | 86          | 191  | 22   | 0          | 341  | 196  | 0          | 573  | 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    | 86          | 191  | 22   | 0          | 341  | 196  | 0          | 573  | 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    | 86          | 191  | 22   | 0          | 341  | 196  | 0          | 573  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 86          | 191  | 22   | 0          | 341  | 196  | 0          | 573  | 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           | 0    | 0    | 86          | 191  | 22   | 0          | 341  | 196  | 0          | 573  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.98 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 1.79 | 0.21 | 0.00       | 1.25 | 0.75 | 0.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 3318 | 382  | 0          | 2349 | 1350 | 0          | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.05        | 0.06 | 0.06 | 0.00       | 0.15 | 0.15 | 0.00       | 0.15 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 26.0        | 26.0 | 26.0 | 0.0        | 68.0 | 68.0 | 0.0        | 68.0 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.19        | 0.22 | 0.22 | 0.00       | 0.21 | 0.21 | 0.00       | 0.22 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 29.0        | 29.2 | 29.2 | 0.0        | 6.0  | 6.0  | 0.0        | 6.1  | 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  | 29.0        | 29.2 | 29.2 | 0.0        | 6.0  | 6.0  | 0.0        | 6.1  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 3    | 3    | 0          | 3    | 3    | 0          | 3    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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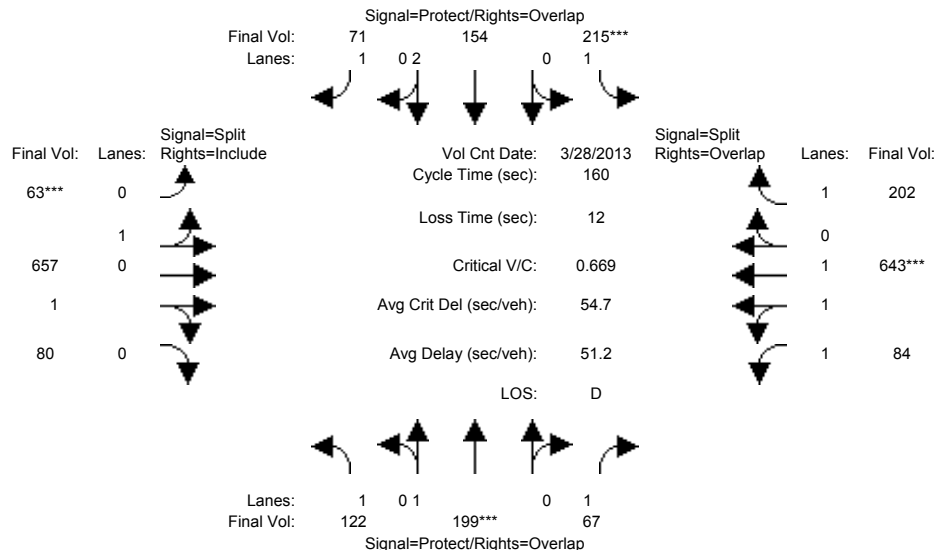
## Intersection #3240: ALMA/VINE



| 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   | 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: 15 Sep 2011 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 234         | 893  | 39   | 0          | 333  | 300  | 0          | 581  | 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    | 234         | 893  | 39   | 0          | 333  | 300  | 0          | 581  | 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    | 234         | 893  | 39   | 0          | 333  | 300  | 0          | 581  | 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    | 234         | 893  | 39   | 0          | 333  | 300  | 0          | 581  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 234         | 893  | 39   | 0          | 333  | 300  | 0          | 581  | 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           | 0    | 0    | 234         | 893  | 39   | 0          | 333  | 300  | 0          | 581  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.97 | 0.95 | 0.92       | 1.00 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 1.91 | 0.09 | 0.00       | 1.03 | 0.97 | 0.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 3545 | 155  | 0          | 1945 | 1752 | 0          | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.13        | 0.25 | 0.25 | 0.00       | 0.17 | 0.17 | 0.00       | 0.15 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 61.9        | 61.9 | 61.9 | 0.0        | 42.1 | 42.1 | 0.0        | 42.1 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.24        | 0.45 | 0.45 | 0.00       | 0.45 | 0.45 | 0.00       | 0.40 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 12.3        | 14.2 | 14.2 | 0.0        | 25.5 | 25.5 | 0.0        | 24.9 | 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  | 12.3        | 14.2 | 14.2 | 0.0        | 25.5 | 25.5 | 0.0        | 24.9 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | B    | B    | A          | C    | C    | A          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 4           | 9    | 9    | 0          | 8    | 8    | 0          | 7    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3255: ALMADEN/CURTNER

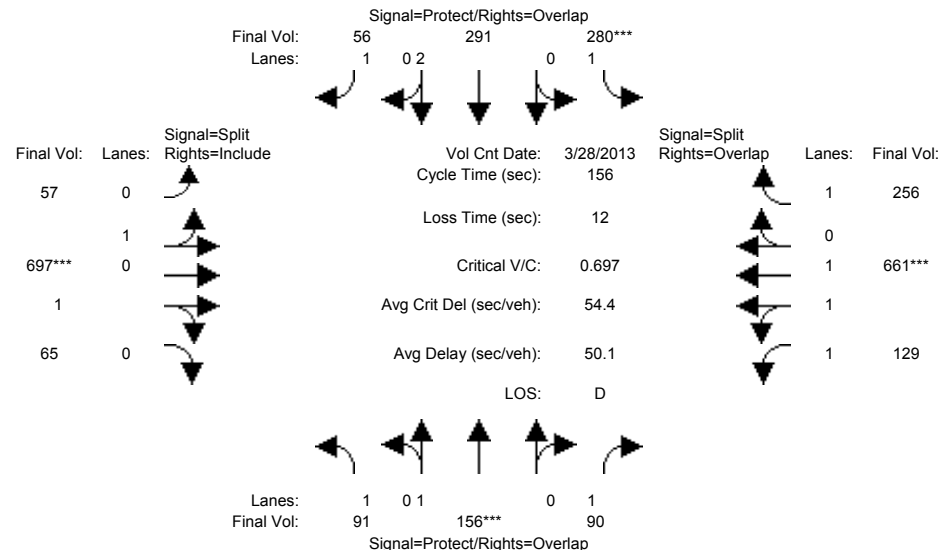


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 657  | 80   | 84         | 643  | 202  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 657  | 80   | 84         | 643  | 202  |
| 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:                                         | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 657  | 80   | 84         | 643  | 202  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 657  | 80   | 84         | 643  | 202  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 657  | 80   | 84         | 643  | 202  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 657  | 80   | 84         | 643  | 202  |
| Saturation 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 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.16       | 1.64 | 0.20 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 283        | 2956 | 360  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.10 | 0.04 | 0.12        | 0.04 | 0.04 | 0.22       | 0.22 | 0.22 | 0.05       | 0.17 | 0.12 |
| Crit Moves:                                          | *****       |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 28.7        | 25.0 | 65.5 | 29.4        | 25.7 | 78.9 | 53.1       | 53.1 | 53.1 | 40.5       | 40.5 | 69.8 |
| Volume/Cap:                                          | 0.39        | 0.67 | 0.09 | 0.67        | 0.25 | 0.08 | 0.67       | 0.67 | 0.67 | 0.19       | 0.67 | 0.26 |
| Delay/Veh:                                           | 58.7        | 69.4 | 29.1 | 66.2        | 58.9 | 21.5 | 47.4       | 47.4 | 47.4 | 46.9       | 55.4 | 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:                                          | 58.7        | 69.4 | 29.1 | 66.2        | 58.9 | 21.5 | 47.4       | 47.4 | 47.4 | 46.9       | 55.4 | 28.9 |
| LOS by Move:                                         | E           | E    | C    | E           | E    | C    | D          | D    | D    | D          | E    | C    |
| HCM2kAvgQ:                                           | 5           | 9    | 2    | 11          | 3    | 2    | 17         | 17   | 17   | 3          | 14   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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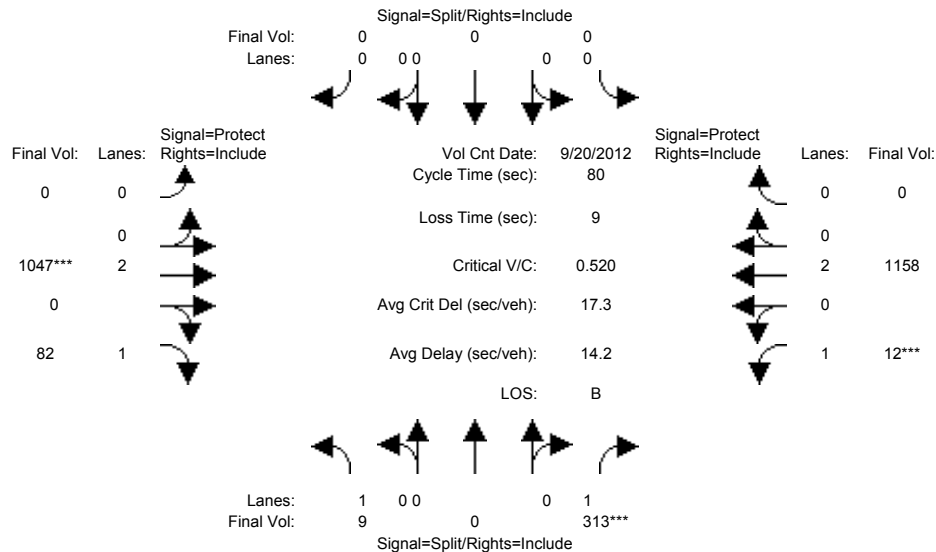
## Intersection #3255: ALMADEN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 697  | 65   | 129        | 661  | 256  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 697  | 65   | 129        | 661  | 256  |
| 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:                                         | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 697  | 65   | 129        | 661  | 256  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 697  | 65   | 129        | 661  | 256  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 697  | 65   | 129        | 661  | 256  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 697  | 65   | 129        | 661  | 256  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.95       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.14       | 1.70 | 0.16 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 251        | 3064 | 286  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.08 | 0.05 | 0.16        | 0.08 | 0.03 | 0.23       | 0.23 | 0.23 | 0.07       | 0.17 | 0.15 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 21.9        | 18.4 | 57.3 | 35.8        | 32.3 | 83.2 | 50.9       | 50.9 | 50.9 | 38.9       | 38.9 | 74.7 |
| Volume/Cap:                                          | 0.37        | 0.70 | 0.14 | 0.70        | 0.37 | 0.06 | 0.70       | 0.70 | 0.70 | 0.30       | 0.70 | 0.31 |
| Delay/Veh:                                           | 61.7        | 75.4 | 33.0 | 60.4        | 53.4 | 17.6 | 47.7       | 47.7 | 47.7 | 47.5       | 55.1 | 25.0 |
| 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:                                          | 61.7        | 75.4 | 33.0 | 60.4        | 53.4 | 17.6 | 47.7       | 47.7 | 47.7 | 47.5       | 55.1 | 25.0 |
| LOS by Move:                                         | E           | E    | C    | E           | D    | B    | D          | D    | D    | D          | E    | C    |
| HCM2kAvgQ:                                           | 4           | 7    | 3    | 13          | 6    | 1    | 18         | 18   | 18   | 5          | 14   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3256: ALMADEN EXP/CURTNER (E)

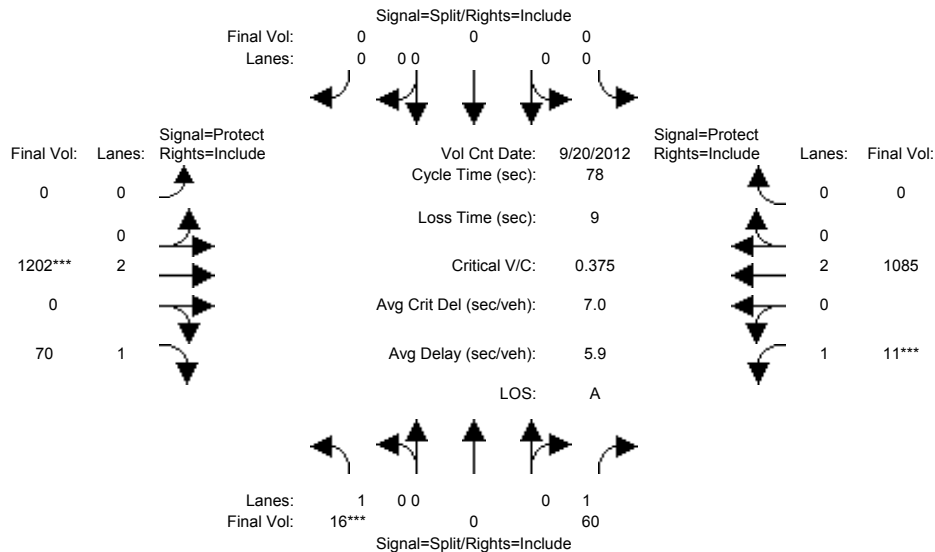


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 0    | 10   | 0           | 0    | 0    | 0          | 10   | 10   | 7          | 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1047 | 82   | 12         | 1158 | 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:                                 | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1047 | 82   | 12         | 1158 | 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:                                 | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1047 | 82   | 12         | 1158 | 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:                                  | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1047 | 82   | 12         | 1158 | 0    |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1047 | 82   | 12         | 1158 | 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:                                | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1047 | 82   | 12         | 1158 | 0    |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                  | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.01        | 0.00 | 0.18 | 0.00        | 0.00 | 0.00 | 0.00       | 0.28 | 0.05 | 0.01       | 0.30 | 0.00 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 25.2        | 0.0  | 25.2 | 0.0         | 0.0  | 0.0  | 0.0        | 38.8 | 38.8 | 7.0        | 45.8 | 0.0  |
| Volume/Cap:                                  | 0.02        | 0.00 | 0.57 | 0.00        | 0.00 | 0.00 | 0.00       | 0.57 | 0.10 | 0.08       | 0.53 | 0.00 |
| Delay/Veh:                                   | 18.9        | 0.0  | 24.3 | 0.0         | 0.0  | 0.0  | 0.0        | 15.1 | 11.2 | 33.8       | 10.8 | 0.0  |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 18.9        | 0.0  | 24.3 | 0.0         | 0.0  | 0.0  | 0.0        | 15.1 | 11.2 | 33.8       | 10.8 | 0.0  |
| LOS by Move:                                 | B           | A    | C    | A           | A    | A    | A          | B    | B    | C          | B    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 8    | 0           | 0    | 0    | 0          | 9    | 1    | 0          | 9    | 0    |

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

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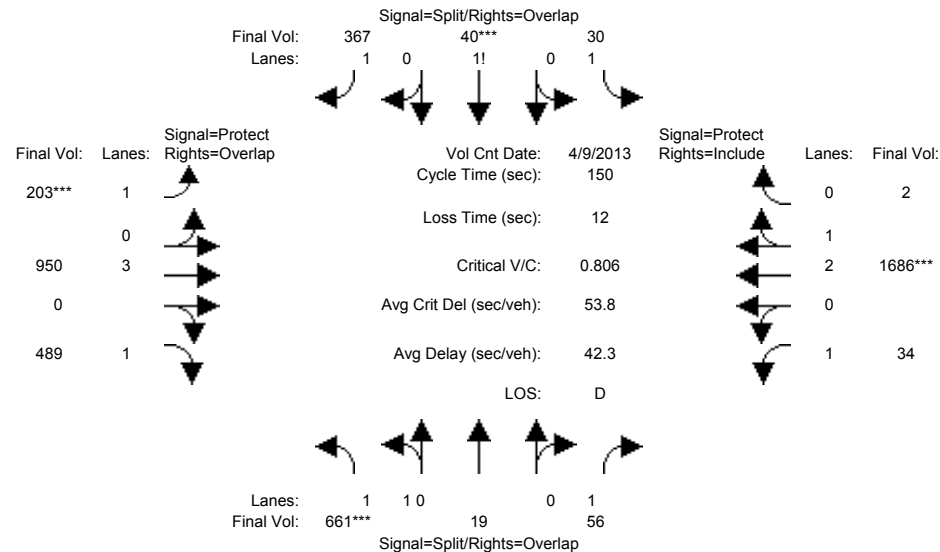
## Intersection #3256: ALMADEN EXP/CURTNER (E)



| 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   | 7          | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1202 | 70   | 11         | 1085 | 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:                                         | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1202 | 70   | 11         | 1085 | 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:                                         | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1202 | 70   | 11         | 1085 | 0    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1202 | 70   | 11         | 1085 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1202 | 70   | 11         | 1085 | 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:                                        | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1202 | 70   | 11         | 1085 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.00 | 0.03 | 0.00        | 0.00 | 0.00 | 0.00       | 0.32 | 0.04 | 0.01       | 0.29 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            | **** |      | ****       |      |      |
| Green Time:                                          | 10.0        | 0.0  | 10.0 | 0.0         | 0.0  | 0.0  | 0.0        | 52.0 | 52.0 | 7.0        | 59.0 | 0.0  |
| Volume/Cap:                                          | 0.07        | 0.00 | 0.27 | 0.00        | 0.00 | 0.00 | 0.00       | 0.47 | 0.06 | 0.07       | 0.38 | 0.00 |
| Delay/Veh:                                           | 30.1        | 0.0  | 31.3 | 0.0         | 0.0  | 0.0  | 0.0        | 6.5  | 4.5  | 32.7       | 3.3  | 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:                                          | 30.1        | 0.0  | 31.3 | 0.0         | 0.0  | 0.0  | 0.0        | 6.5  | 4.5  | 32.7       | 3.3  | 0.0  |
| LOS by Move:                                         | C           | A    | C    | A           | A    | A    | A          | A    | A    | C          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 2    | 0           | 0    | 0    | 0          | 7    | 1    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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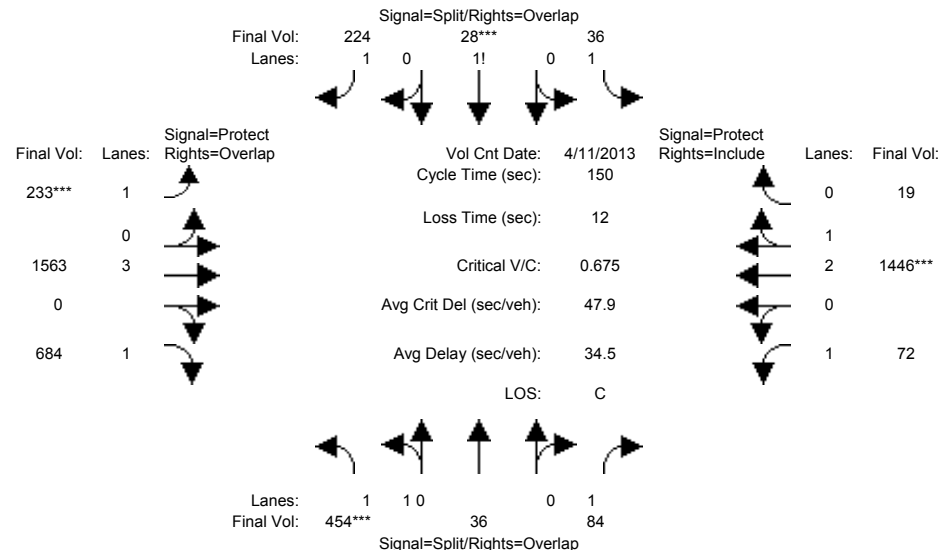
## Intersection #3261: ALVIN/TULLY



| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 661         | 19   | 56   | 30          | 40   | 367  | 203        | 950  | 489  | 34         | 1686 | 2    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 661         | 19   | 56   | 30          | 40   | 367  | 203        | 950  | 489  | 34         | 1686 | 2    |
| 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:                                         | 661         | 19   | 56   | 30          | 40   | 367  | 203        | 950  | 489  | 34         | 1686 | 2    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 661         | 19   | 56   | 30          | 40   | 367  | 203        | 950  | 489  | 34         | 1686 | 2    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 661         | 19   | 56   | 30          | 40   | 367  | 203        | 950  | 489  | 34         | 1686 | 2    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 661         | 19   | 56   | 30          | 40   | 367  | 203        | 950  | 489  | 34         | 1686 | 2    |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.94        | 0.06 | 1.00 | 1.06        | 0.17 | 1.77 | 1.00       | 3.00 | 1.00 | 1.00       | 2.99 | 0.01 |
| Final Sat.:                                          | 3451        | 99   | 1750 | 1863        | 301  | 3182 | 1750       | 5700 | 1750 | 1750       | 5593 | 7    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.19 | 0.03 | 0.02        | 0.13 | 0.12 | 0.12       | 0.17 | 0.28 | 0.02       | 0.30 | 0.30 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      |            | **** |      |
| Green Time:                                          | 35.6        | 35.6 | 52.6 | 24.7        | 24.7 | 46.3 | 21.6       | 60.7 | 96.3 | 17.0       | 56.1 | 56.1 |
| Volume/Cap:                                          | 0.81        | 0.81 | 0.09 | 0.10        | 0.81 | 0.37 | 0.81       | 0.41 | 0.44 | 0.17       | 0.81 | 0.81 |
| Delay/Veh:                                           | 59.7        | 59.7 | 32.7 | 53.2        | 69.0 | 40.7 | 79.3       | 32.0 | 13.6 | 60.6       | 44.5 | 44.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 59.7        | 59.7 | 32.7 | 53.2        | 69.0 | 40.7 | 79.3       | 32.0 | 13.6 | 60.6       | 44.5 | 44.5 |
| LOS by Move:                                         | E           | E    | C    | D           | E    | D    | E          | C    | B    | E          | D    | D    |
| HCM2kAvgQ:                                           | 16          | 16   | 2    | 1           | 13   | 8    | 10         | 10   | 12   | 1          | 23   | 23   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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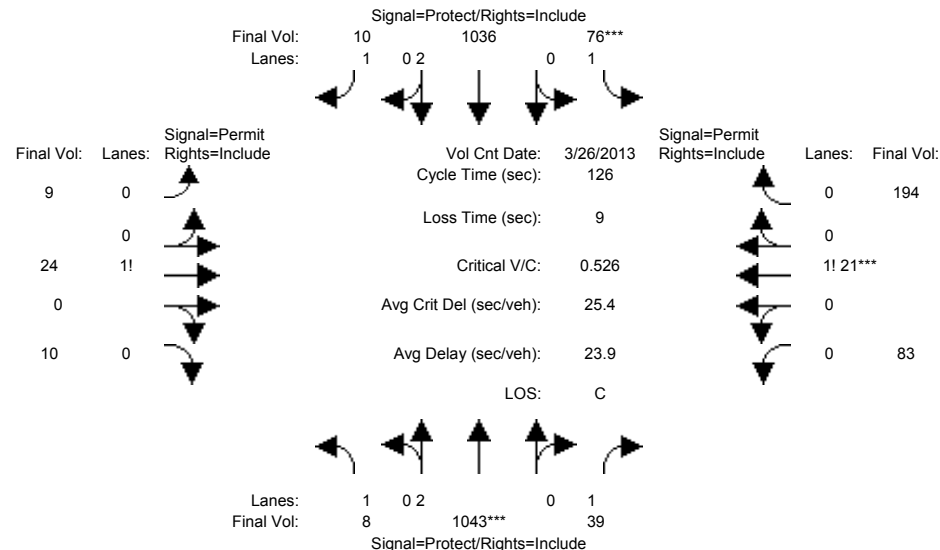
## Intersection #3261: ALVIN/TULLY



| 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: 11 Apr 2013 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 454         | 36   | 84   | 36          | 28   | 224  | 233        | 1563 | 684   | 72         | 1446 | 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:                                         | 454         | 36   | 84   | 36          | 28   | 224  | 233        | 1563 | 684   | 72         | 1446 | 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:                                         | 454         | 36   | 84   | 36          | 28   | 224  | 233        | 1563 | 684   | 72         | 1446 | 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:                                          | 454         | 36   | 84   | 36          | 28   | 224  | 233        | 1563 | 684   | 72         | 1446 | 19   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 454         | 36   | 84   | 36          | 28   | 224  | 233        | 1563 | 684   | 72         | 1446 | 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:                                        | 454         | 36   | 84   | 36          | 28   | 224  | 233        | 1563 | 684   | 72         | 1446 | 19   |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92  | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.86        | 0.14 | 1.00 | 1.12        | 0.18 | 1.70 | 1.00       | 3.00 | 1.00  | 1.00       | 2.96 | 0.04 |
| Final Sat.:                                          | 3289        | 261  | 1750 | 1954        | 318  | 3072 | 1750       | 5700 | 1750  | 1750       | 5527 | 73   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.14 | 0.05 | 0.02        | 0.09 | 0.07 | 0.13       | 0.27 | 0.39  | 0.04       | 0.26 | 0.26 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |       |            | **** |      |
| Green Time:                                          | 30.7        | 30.7 | 43.4 | 19.6        | 19.6 | 49.2 | 29.6       | 75.0 | 105.7 | 12.8       | 58.2 | 58.2 |
| Volume/Cap:                                          | 0.67        | 0.67 | 0.17 | 0.14        | 0.67 | 0.22 | 0.67       | 0.55 | 0.55  | 0.48       | 0.67 | 0.67 |
| Delay/Veh:                                           | 57.6        | 57.6 | 39.9 | 57.8        | 66.4 | 36.6 | 61.0       | 26.1 | 11.3  | 67.9       | 38.9 | 38.9 |
| 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        | 57.6 | 39.9 | 57.8        | 66.4 | 36.6 | 61.0       | 26.1 | 11.3  | 67.9       | 38.9 | 38.9 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | B     | E          | D    | D    |
| HCM2kAvgQ:                                           | 11          | 11   | 3    | 1           | 8    | 4    | 11         | 16   | 16    | 3          | 19   | 19   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

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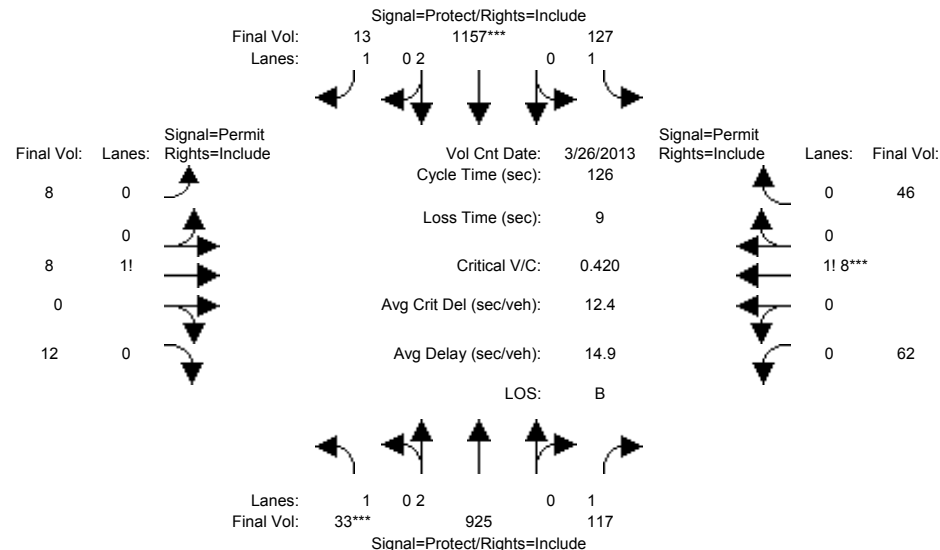
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| 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:                                         | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| Saturation 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       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.21       | 0.56 | 0.23 | 0.28       | 0.07 | 0.65 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 366        | 977  | 407  | 487        | 123  | 1139 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.27 | 0.02 | 0.04        | 0.27 | 0.01 | 0.02       | 0.02 | 0.02 | 0.17       | 0.17 | 0.17 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 12.9        | 65.8 | 65.8 | 10.4        | 63.3 | 63.3 | 40.8       | 40.8 | 40.8 | 40.8       | 40.8 | 40.8 |
| Volume/Cap:                                          | 0.04        | 0.53 | 0.04 | 0.53        | 0.54 | 0.01 | 0.08       | 0.08 | 0.08 | 0.53       | 0.53 | 0.53 |
| Delay/Veh:                                           | 51.1        | 20.1 | 14.7 | 59.0        | 21.8 | 15.7 | 29.6       | 29.6 | 29.6 | 35.6       | 35.6 | 35.6 |
| 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:                                          | 51.1        | 20.1 | 14.7 | 59.0        | 21.8 | 15.7 | 29.6       | 29.6 | 29.6 | 35.6       | 35.6 | 35.6 |
| LOS by Move:                                         | D           | C    | B    | E           | C    | B    | C          | C    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 13   | 1    | 3           | 13   | 0    | 1          | 1    | 1    | 10         | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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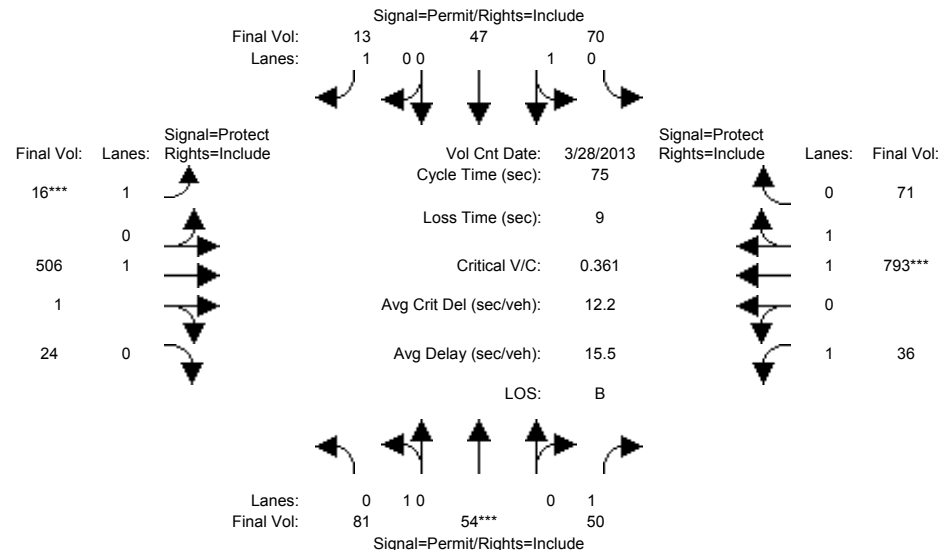
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| 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:                                         | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| Saturation 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       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.28       | 0.29 | 0.43 | 0.53       | 0.07 | 0.40 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 500        | 500  | 750  | 935        | 121  | 694  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.24 | 0.07 | 0.07        | 0.30 | 0.01 | 0.02       | 0.02 | 0.02 | 0.07       | 0.07 | 0.07 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 7.0         | 75.0 | 75.0 | 22.4        | 90.3 | 90.3 | 19.7       | 19.7 | 19.7 | 19.7       | 19.7 | 19.7 |
| Volume/Cap:                                          | 0.34        | 0.41 | 0.11 | 0.41        | 0.42 | 0.01 | 0.10       | 0.10 | 0.10 | 0.42       | 0.42 | 0.42 |
| Delay/Veh:                                           | 59.4        | 13.8 | 11.1 | 46.8        | 7.4  | 5.1  | 45.8       | 45.8 | 45.8 | 49.1       | 49.1 | 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:                                          | 59.4        | 13.8 | 11.1 | 46.8        | 7.4  | 5.1  | 45.8       | 45.8 | 45.8 | 49.1       | 49.1 | 49.1 |
| LOS by Move:                                         | E           | B    | B    | D           | A    | A    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 9    | 2    | 5           | 9    | 0    | 1          | 1    | 1    | 5          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3341: BOOKSIN/CURTNER

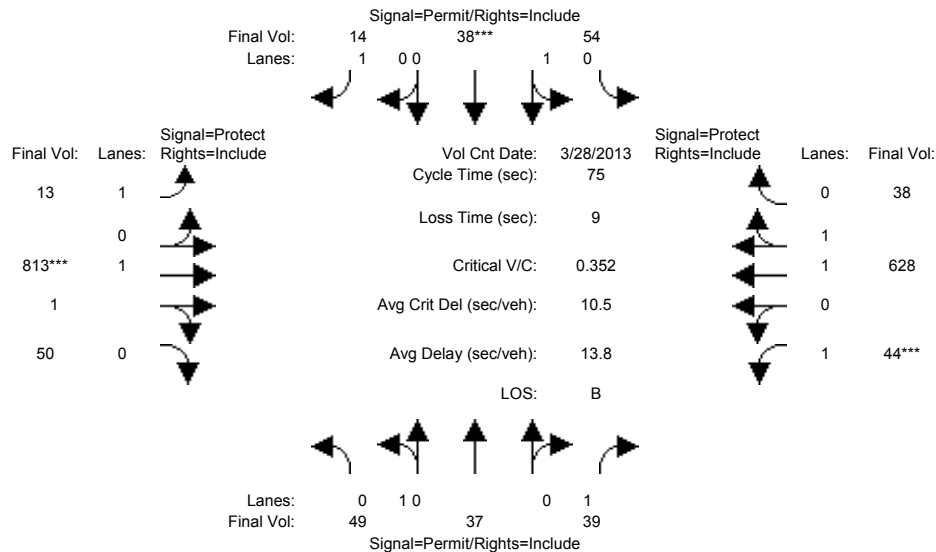


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| Growth Adj:                                          | 1.00        | 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          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| 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          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.60        | 0.40 | 1.00 | 0.60        | 0.40 | 1.00 | 1.00       | 1.91 | 0.09 | 1.00       | 1.83 | 0.17 |
| Final Sat.:                                          | 1080        | 720  | 1750 | 1077        | 723  | 1750 | 1750       | 3532 | 168  | 1750       | 3396 | 304  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.08 | 0.03 | 0.07        | 0.07 | 0.01 | 0.01       | 0.14 | 0.14 | 0.02       | 0.23 | 0.23 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 13.6        | 13.6 | 13.6 | 13.6        | 13.6 | 13.6 | 10.0       | 27.1 | 27.1 | 25.3       | 42.4 | 42.4 |
| Volume/Cap:                                          | 0.41        | 0.41 | 0.16 | 0.36        | 0.36 | 0.04 | 0.07       | 0.40 | 0.40 | 0.06       | 0.41 | 0.41 |
| Delay/Veh:                                           | 28.0        | 28.0 | 26.1 | 27.5        | 27.5 | 25.4 | 28.6       | 18.0 | 18.0 | 16.9       | 9.4  | 9.4  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 28.0        | 28.0 | 26.1 | 27.5        | 27.5 | 25.4 | 28.6       | 18.0 | 18.0 | 16.9       | 9.4  | 9.4  |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | C          | B    | B    | B          | A    | A    |
| HCM2kAvgQ:                                           | 3           | 3    | 1    | 3           | 3    | 0    | 0          | 4    | 4    | 1          | 6    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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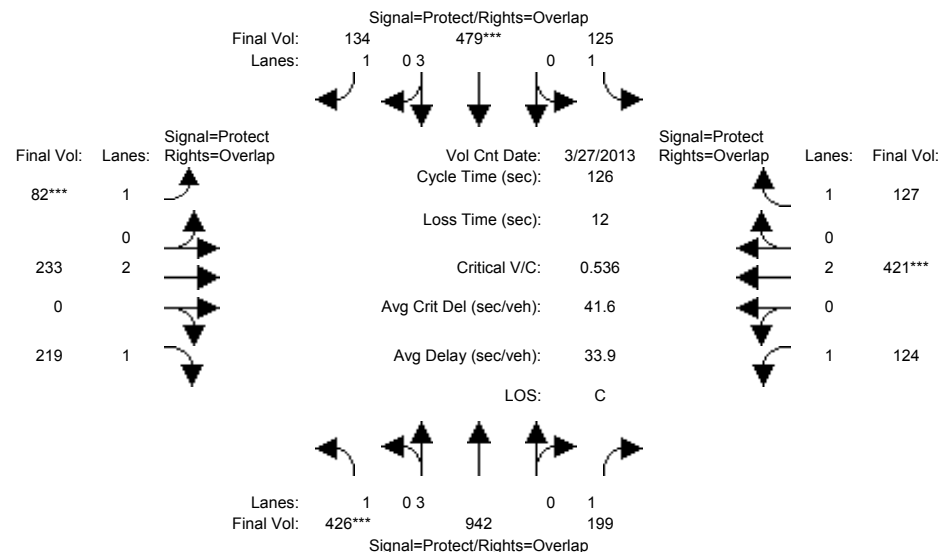
## Intersection #3341: BOOKSIN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| 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:                                         | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.57        | 0.43 | 1.00 | 0.59        | 0.41 | 1.00 | 1.00       | 1.88 | 0.12 | 1.00       | 1.88 | 0.12 |
| Final Sat.:                                          | 1026        | 774  | 1750 | 1057        | 743  | 1750 | 1750       | 3485 | 214  | 1750       | 3489 | 211  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.05 | 0.02 | 0.05        | 0.05 | 0.01 | 0.01       | 0.23 | 0.23 | 0.03       | 0.18 | 0.18 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 10.1        | 10.1 | 10.1 | 10.1        | 10.1 | 10.1 | 23.8       | 45.9 | 45.9 | 10.0       | 32.1 | 32.1 |
| Volume/Cap:                                          | 0.36        | 0.36 | 0.17 | 0.38        | 0.38 | 0.06 | 0.02       | 0.38 | 0.38 | 0.19       | 0.42 | 0.42 |
| Delay/Veh:                                           | 30.4        | 30.4 | 29.1 | 30.6        | 30.6 | 28.4 | 17.6       | 7.5  | 7.5  | 29.3       | 15.1 | 15.1 |
| 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:                                          | 30.4        | 30.4 | 29.1 | 30.6        | 30.6 | 28.4 | 17.6       | 7.5  | 7.5  | 29.3       | 15.1 | 15.1 |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 1    | 2           | 2    | 0    | 0          | 5    | 5    | 1          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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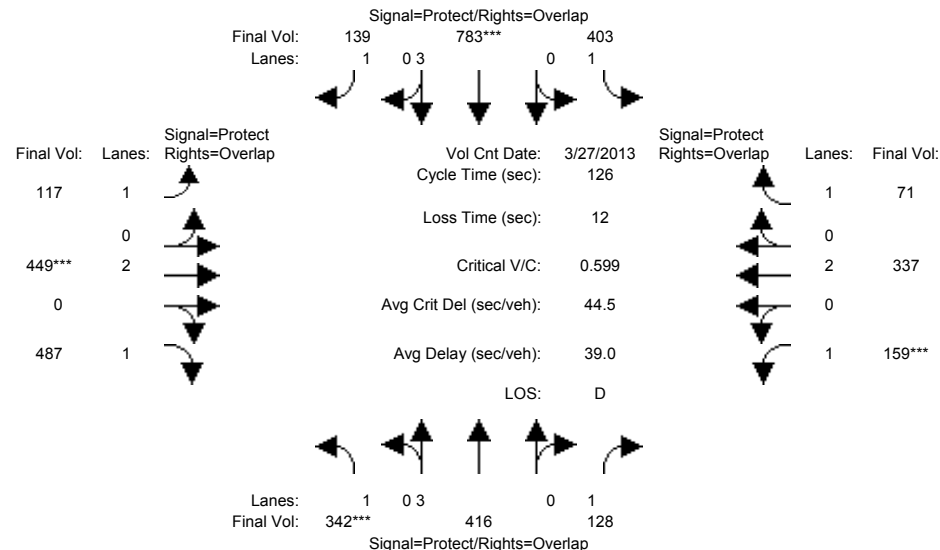
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| 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:                                         | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.17 | 0.11 | 0.07        | 0.08 | 0.08 | 0.05       | 0.06 | 0.13 | 0.07       | 0.11 | 0.07 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 57.2        | 53.7 | 71.2 | 23.2        | 19.7 | 30.8 | 11.0       | 19.6 | 76.8 | 17.5       | 26.0 | 49.3 |
| Volume/Cap:                                          | 0.54        | 0.39 | 0.20 | 0.39        | 0.54 | 0.31 | 0.54       | 0.39 | 0.21 | 0.51       | 0.54 | 0.19 |
| Delay/Veh:                                           | 25.5        | 24.9 | 13.5 | 45.9        | 49.6 | 39.4 | 58.8       | 48.3 | 11.1 | 52.1       | 45.3 | 25.3 |
| 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:                                          | 25.5        | 24.9 | 13.5 | 45.9        | 49.6 | 39.4 | 58.8       | 48.3 | 11.1 | 52.1       | 45.3 | 25.3 |
| LOS by Move:                                         | C           | C    | B    | D           | D    | D    | E          | D    | B    | D          | D    | C    |
| HCM2kAvgQ:                                           | 12          | 8    | 4    | 4           | 6    | 4    | 3          | 4    | 4    | 5          | 7    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Existing+Project Alt C (PM)

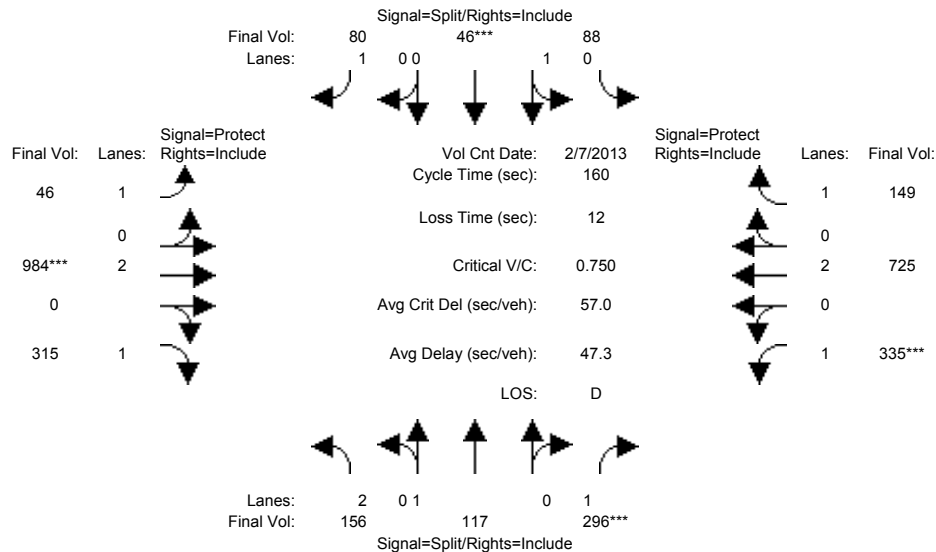
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| 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:                                         | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| Saturation 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        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.20        | 0.07 | 0.07 | 0.23        | 0.14 | 0.08 | 0.07       | 0.12 | 0.28 | 0.09       | 0.09 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 41.1        | 17.9 | 37.1 | 52.1        | 28.9 | 47.8 | 18.9       | 24.9 | 66.0 | 19.1       | 25.1 | 77.1 |
| Volume/Cap:                                          | 0.60        | 0.51 | 0.25 | 0.56        | 0.60 | 0.21 | 0.45       | 0.60 | 0.53 | 0.60       | 0.45 | 0.07 |
| Delay/Veh:                                           | 37.3        | 50.5 | 34.1 | 29.1        | 44.1 | 26.5 | 50.0       | 47.4 | 20.4 | 53.6       | 44.8 | 9.9  |
| 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:                                          | 37.3        | 50.5 | 34.1 | 29.1        | 44.1 | 26.5 | 50.0       | 47.4 | 20.4 | 53.6       | 44.8 | 9.9  |
| LOS by Move:                                         | D           | D    | C    | C           | D    | C    | D          | D    | C    | D          | D    | A    |
| HCM2kAvgQ:                                           | 12          | 5    | 4    | 13          | 9    | 4    | 4          | 8    | 13   | 6          | 6    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (AM)

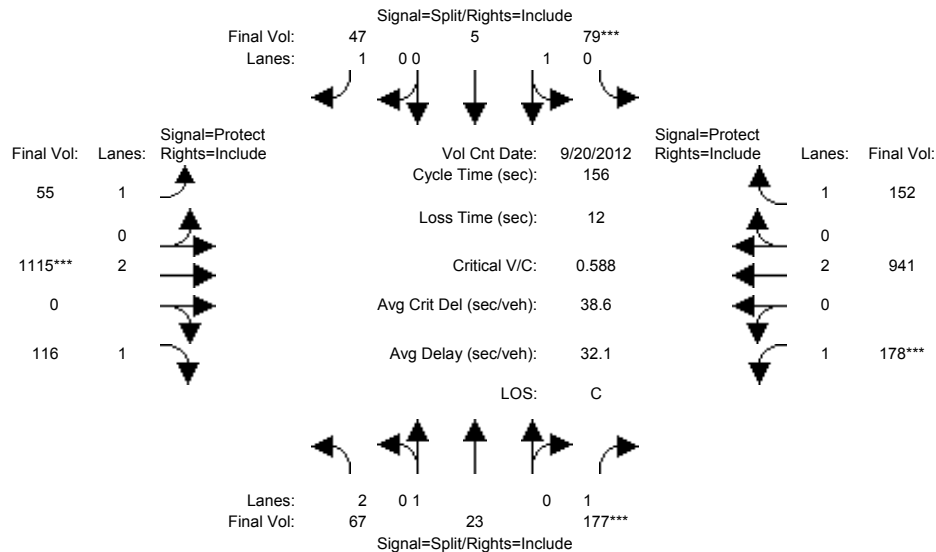
## Intersection #3377: CANOAS GARDEN/CURTNER



| 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: 7 Feb 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 984  | 315  | 335        | 725  | 149  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 984  | 315  | 335        | 725  | 149  |
| 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:                                         | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 984  | 315  | 335        | 725  | 149  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 984  | 315  | 335        | 725  | 149  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 984  | 315  | 335        | 725  | 149  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 984  | 315  | 335        | 725  | 149  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 0.66        | 0.34 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1182        | 618  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.06 | 0.17 | 0.07        | 0.07 | 0.05 | 0.03       | 0.26 | 0.18 | 0.19       | 0.19 | 0.09 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 36.1        | 36.1 | 36.1 | 15.9        | 15.9 | 15.9 | 17.9       | 55.2 | 55.2 | 40.8       | 78.1 | 78.1 |
| Volume/Cap:                                          | 0.22        | 0.27 | 0.75 | 0.75        | 0.75 | 0.46 | 0.23       | 0.75 | 0.52 | 0.75       | 0.39 | 0.17 |
| Delay/Veh:                                           | 50.7        | 51.5 | 65.6 | 86.3        | 86.3 | 70.0 | 65.4       | 48.8 | 42.7 | 61.8       | 26.0 | 23.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 50.7        | 51.5 | 65.6 | 86.3        | 86.3 | 70.0 | 65.4       | 48.8 | 42.7 | 61.8       | 26.0 | 23.0 |
| LOS by Move:                                         | D           | D    | E    | F           | F    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                           | 4           | 5    | 16   | 8           | 8    | 4    | 2          | 21   | 13   | 16         | 11   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (PM)

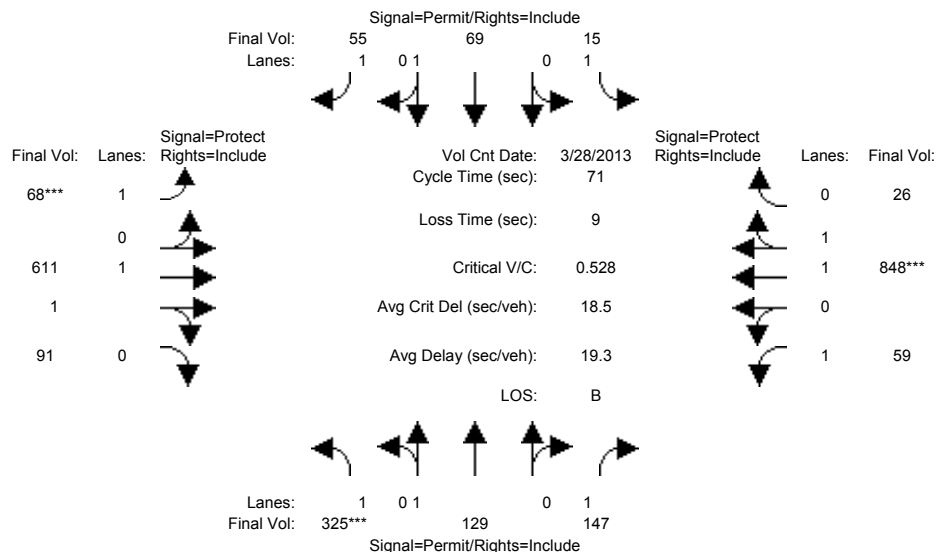
## Intersection #3377: CANOAS GARDEN/CURTNER



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1115 | 116  | 178        | 941  | 152  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1115 | 116  | 178        | 941  | 152  |
| 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:                                         | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1115 | 116  | 178        | 941  | 152  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1115 | 116  | 178        | 941  | 152  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1115 | 116  | 178        | 941  | 152  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1115 | 116  | 178        | 941  | 152  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 0.94        | 0.06 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1693        | 107  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.01 | 0.10 | 0.05        | 0.05 | 0.03 | 0.03       | 0.29 | 0.07 | 0.10       | 0.25 | 0.09 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 26.8        | 26.8 | 26.8 | 12.4        | 12.4 | 12.4 | 16.1       | 77.8 | 77.8 | 27.0       | 88.7 | 88.7 |
| Volume/Cap:                                          | 0.12        | 0.07 | 0.59 | 0.59        | 0.59 | 0.34 | 0.30       | 0.59 | 0.13 | 0.59       | 0.44 | 0.15 |
| Delay/Veh:                                           | 54.7        | 54.2 | 62.5 | 75.6        | 75.6 | 69.4 | 65.7       | 28.2 | 21.0 | 62.4       | 19.4 | 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:                                          | 54.7        | 54.2 | 62.5 | 75.6        | 75.6 | 69.4 | 65.7       | 28.2 | 21.0 | 62.4       | 19.4 | 16.0 |
| LOS by Move:                                         | D           | D    | E    | E           | E    | E    | E          | C    | C    | E          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 9    | 5           | 5    | 3    | 3          | 18   | 3    | 8          | 12   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (AM)

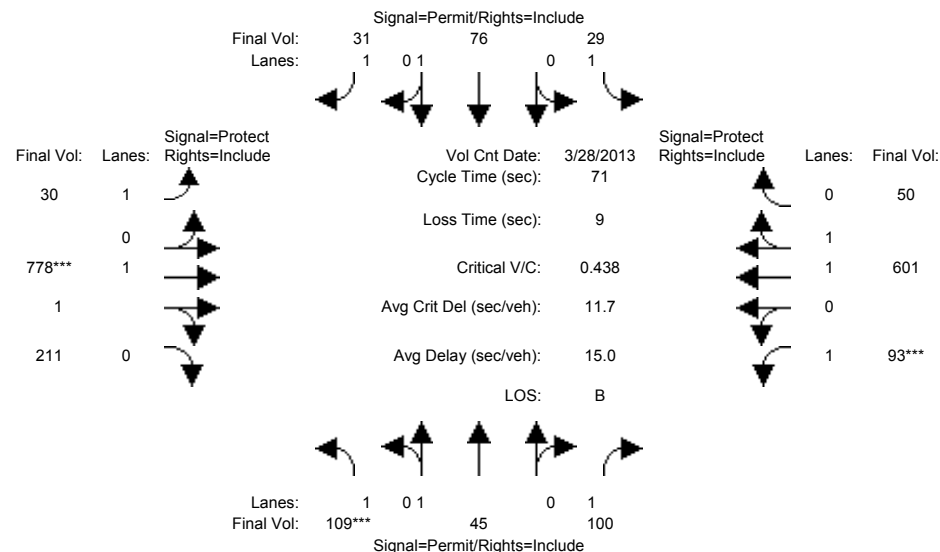
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| 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:                                         | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| Saturation 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       | 0.97 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.73 | 0.27 | 1.00       | 1.94 | 0.06 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 3220 | 480  | 1750       | 3590 | 110  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.07 | 0.08 | 0.01        | 0.04 | 0.03 | 0.04       | 0.19 | 0.19 | 0.03       | 0.24 | 0.24 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 22.9        | 22.9 | 22.9 | 22.9        | 22.9 | 22.9 | 10.0       | 22.4 | 22.4 | 16.7       | 29.1 | 29.1 |
| Volume/Cap:                                          | 0.58        | 0.21 | 0.26 | 0.03        | 0.11 | 0.10 | 0.28       | 0.60 | 0.60 | 0.14       | 0.58 | 0.58 |
| Delay/Veh:                                           | 21.5        | 17.7 | 18.0 | 16.5        | 17.0 | 16.9 | 27.9       | 21.4 | 21.4 | 21.7       | 16.7 | 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:                                          | 21.5        | 17.7 | 18.0 | 16.5        | 17.0 | 16.9 | 27.9       | 21.4 | 21.4 | 21.7       | 16.7 | 16.7 |
| LOS by Move:                                         | C           | B    | B    | B           | B    | B    | C          | C    | C    | C          | B    | B    |
| HCM2kAvgQ:                                           | 6           | 2    | 2    | 0           | 1    | 1    | 1          | 7    | 7    | 1          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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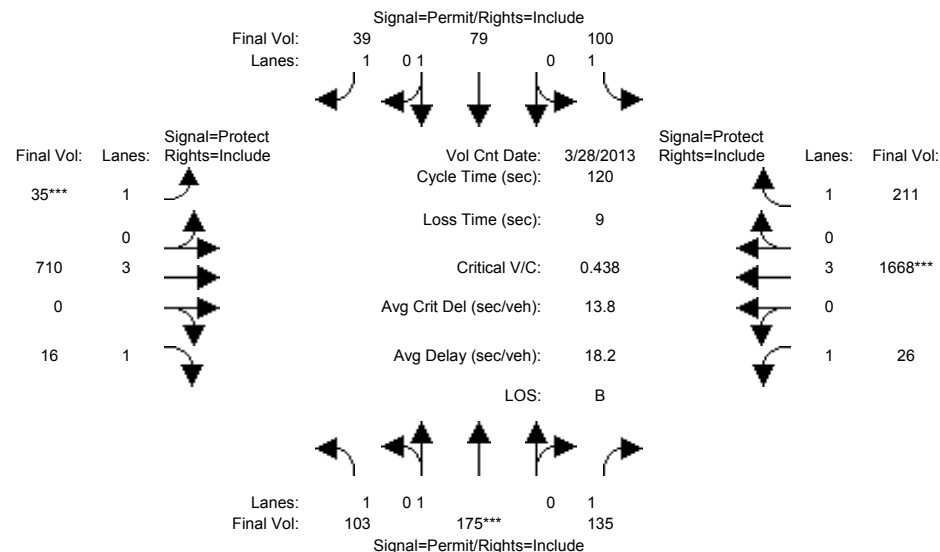
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| 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:                                         | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 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:                                          | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 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:                                        | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| Saturation 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       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.56 | 0.44 | 1.00       | 1.84 | 0.16 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 2910 | 789  | 1750       | 3416 | 284  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.02 | 0.06 | 0.02        | 0.04 | 0.02 | 0.02       | 0.27 | 0.27 | 0.05       | 0.18 | 0.18 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.0        | 10.0 | 10.0 | 10.0        | 10.0 | 10.0 | 23.1       | 42.0 | 42.0 | 10.0       | 28.9 | 28.9 |
| Volume/Cap:                                          | 0.44        | 0.17 | 0.41 | 0.12        | 0.28 | 0.13 | 0.05       | 0.45 | 0.45 | 0.38       | 0.43 | 0.43 |
| Delay/Veh:                                           | 29.2        | 27.1 | 28.9 | 26.9        | 27.9 | 26.9 | 16.5       | 8.2  | 8.2  | 28.6       | 15.4 | 15.4 |
| 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:                                          | 29.2        | 27.1 | 28.9 | 26.9        | 27.9 | 26.9 | 16.5       | 8.2  | 8.2  | 28.6       | 15.4 | 15.4 |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 2    | 1           | 2    | 1    | 0          | 6    | 6    | 2          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3399: CHERRY/HILLSDALE

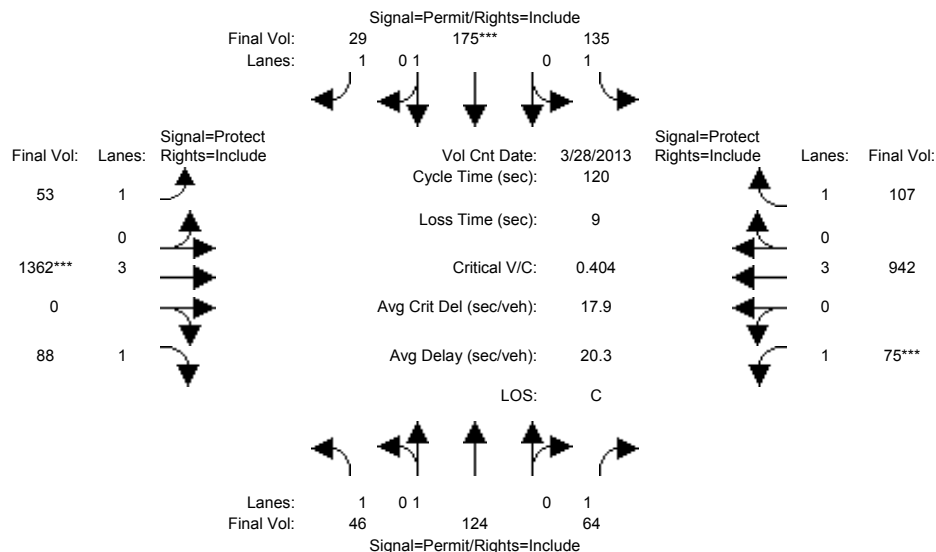


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 710  | 16   | 26         | 1668 | 211  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 710  | 16   | 26         | 1668 | 211  |
| 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:                                         | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 710  | 16   | 26         | 1668 | 211  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 710  | 16   | 26         | 1668 | 211  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 710  | 16   | 26         | 1668 | 211  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 710  | 16   | 26         | 1668 | 211  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.09 | 0.08 | 0.06        | 0.04 | 0.02 | 0.02       | 0.12 | 0.01 | 0.01       | 0.29 | 0.12 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 24.9        | 24.9 | 24.9 | 24.9        | 24.9 | 24.9 | 7.0        | 58.6 | 58.6 | 27.5       | 79.1 | 79.1 |
| Volume/Cap:                                          | 0.28        | 0.44 | 0.37 | 0.28        | 0.20 | 0.11 | 0.34       | 0.25 | 0.02 | 0.06       | 0.44 | 0.18 |
| Delay/Veh:                                           | 40.5        | 42.3 | 41.5 | 40.4        | 39.6 | 38.7 | 56.3       | 18.0 | 15.8 | 36.3       | 9.9  | 8.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 40.5        | 42.3 | 41.5 | 40.4        | 39.6 | 38.7 | 56.3       | 18.0 | 15.8 | 36.3       | 9.9  | 8.0  |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | E          | B    | B    | D          | A    | A    |
| HCM2kAvgQ:                                           | 3           | 5    | 4    | 3           | 2    | 1    | 1          | 5    | 0    | 1          | 10   | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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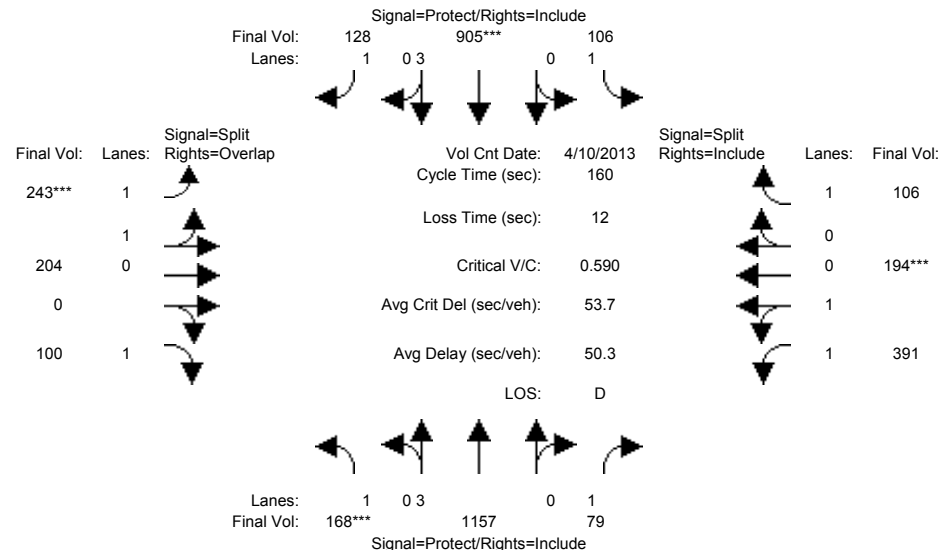
## Intersection #3399: CHERRY/HILLSDALE



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| 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:                                         | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.07 | 0.04 | 0.08        | 0.09 | 0.02 | 0.03       | 0.24 | 0.05 | 0.04       | 0.17 | 0.06 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.3        | 27.3 | 27.3 | 27.3        | 27.3 | 27.3 | 21.8       | 70.9 | 70.9 | 12.7       | 61.8 | 61.8 |
| Volume/Cap:                                          | 0.12        | 0.29 | 0.16 | 0.34        | 0.40 | 0.07 | 0.17       | 0.40 | 0.09 | 0.40       | 0.32 | 0.12 |
| Delay/Veh:                                           | 36.9        | 38.6 | 37.3 | 39.3        | 40.0 | 36.5 | 41.7       | 13.3 | 10.6 | 51.5       | 17.0 | 15.1 |
| 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:                                          | 36.9        | 38.6 | 37.3 | 39.3        | 40.0 | 36.5 | 41.7       | 13.3 | 10.6 | 51.5       | 17.0 | 15.1 |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | D          | B    | B    | D          | B    | B    |
| HCM2kAvgQ:                                           | 1           | 4    | 2    | 4           | 5    | 1    | 2          | 9    | 1    | 3          | 7    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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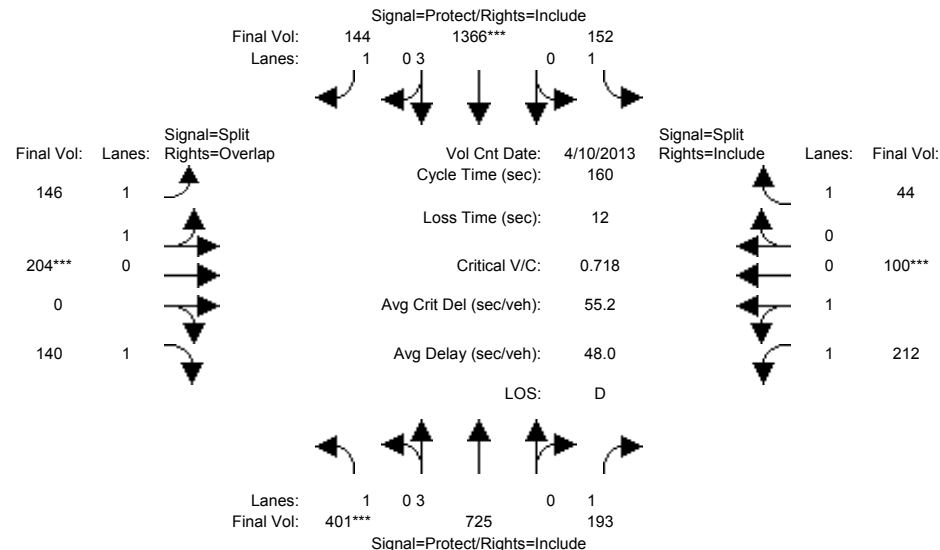
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 168         | 1157 | 79   | 106         | 905  | 128  | 243        | 204  | 100  | 391        | 194  | 106  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 168         | 1157 | 79   | 106         | 905  | 128  | 243        | 204  | 100  | 391        | 194  | 106  |
| 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:                                         | 168         | 1157 | 79   | 106         | 905  | 128  | 243        | 204  | 100  | 391        | 194  | 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:                                          | 168         | 1157 | 79   | 106         | 905  | 128  | 243        | 204  | 100  | 391        | 194  | 106  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 168         | 1157 | 79   | 106         | 905  | 128  | 243        | 204  | 100  | 391        | 194  | 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:                                        | 168         | 1157 | 79   | 106         | 905  | 128  | 243        | 204  | 100  | 391        | 194  | 106  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.10       | 0.90 | 1.00 | 1.35       | 0.65 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1930       | 1620 | 1750 | 2373       | 1177 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.20 | 0.05 | 0.06        | 0.16 | 0.07 | 0.13       | 0.13 | 0.06 | 0.16       | 0.16 | 0.06 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 26.0        | 53.2 | 53.2 | 15.9        | 43.1 | 43.1 | 34.2       | 34.2 | 60.2 | 44.7       | 44.7 | 44.7 |
| Volume/Cap:                                          | 0.59        | 0.61 | 0.14 | 0.61        | 0.59 | 0.27 | 0.59       | 0.59 | 0.15 | 0.59       | 0.59 | 0.22 |
| Delay/Veh:                                           | 65.3        | 45.3 | 37.4 | 75.3        | 51.4 | 46.4 | 57.8       | 57.8 | 33.1 | 50.7       | 50.7 | 44.4 |
| 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:                                          | 65.3        | 45.3 | 37.4 | 75.3        | 51.4 | 46.4 | 57.8       | 57.8 | 33.1 | 50.7       | 50.7 | 44.4 |
| LOS by Move:                                         | E           | D    | D    | E           | D    | D    | E          | E    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 9           | 16   | 3    | 5           | 13   | 5    | 10         | 10   | 3    | 13         | 13   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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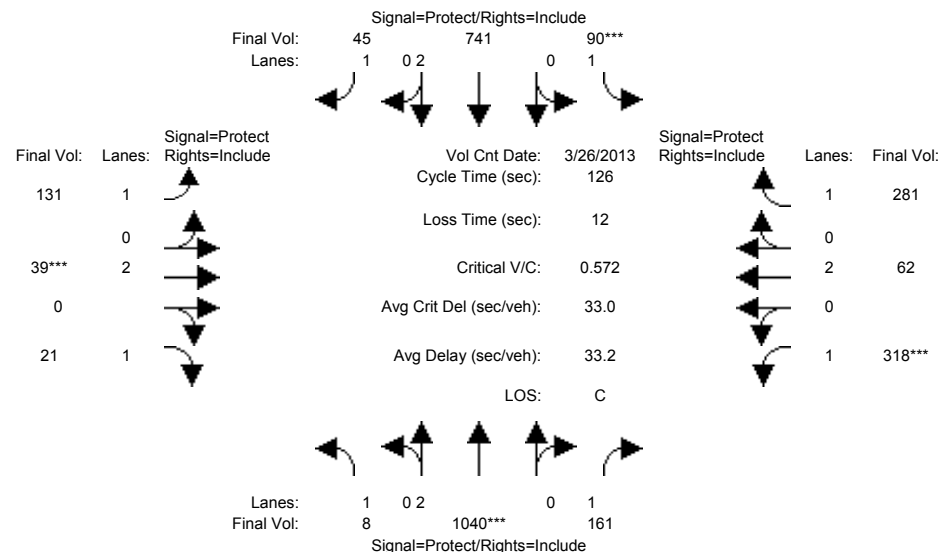
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 401         | 725  | 193  | 152         | 1366 | 144  | 146        | 204  | 140  | 212        | 100  | 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:                                         | 401         | 725  | 193  | 152         | 1366 | 144  | 146        | 204  | 140  | 212        | 100  | 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:                                         | 401         | 725  | 193  | 152         | 1366 | 144  | 146        | 204  | 140  | 212        | 100  | 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:                                          | 401         | 725  | 193  | 152         | 1366 | 144  | 146        | 204  | 140  | 212        | 100  | 44   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 401         | 725  | 193  | 152         | 1366 | 144  | 146        | 204  | 140  | 212        | 100  | 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:                                        | 401         | 725  | 193  | 152         | 1366 | 144  | 146        | 204  | 140  | 212        | 100  | 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 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.37       | 0.63 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 2412       | 1138 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.23        | 0.13 | 0.11 | 0.09        | 0.24 | 0.08 | 0.08       | 0.11 | 0.08 | 0.09       | 0.09 | 0.03 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            | **** |      |            | **** |      |
| Green Time:                                          | 51.1        | 62.1 | 62.1 | 42.4        | 53.4 | 53.4 | 23.9       | 23.9 | 75.0 | 19.6       | 19.6 | 19.6 |
| Volume/Cap:                                          | 0.72        | 0.33 | 0.28 | 0.33        | 0.72 | 0.25 | 0.56       | 0.72 | 0.17 | 0.72       | 0.72 | 0.21 |
| Delay/Veh:                                           | 52.6        | 34.4 | 33.9 | 47.7        | 48.0 | 38.9 | 64.3       | 69.9 | 24.6 | 73.2       | 73.2 | 63.7 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 52.6        | 34.4 | 33.9 | 47.7        | 48.0 | 38.9 | 64.3       | 69.9 | 24.6 | 73.2       | 73.2 | 63.7 |
| LOS by Move:                                         | D           | C    | C    | D           | D    | D    | E          | E    | C    | E          | E    | E    |
| HCM2kAvgQ:                                           | 19          | 8    | 7    | 6           | 19   | 5    | 7          | 10   | 4    | 9          | 9    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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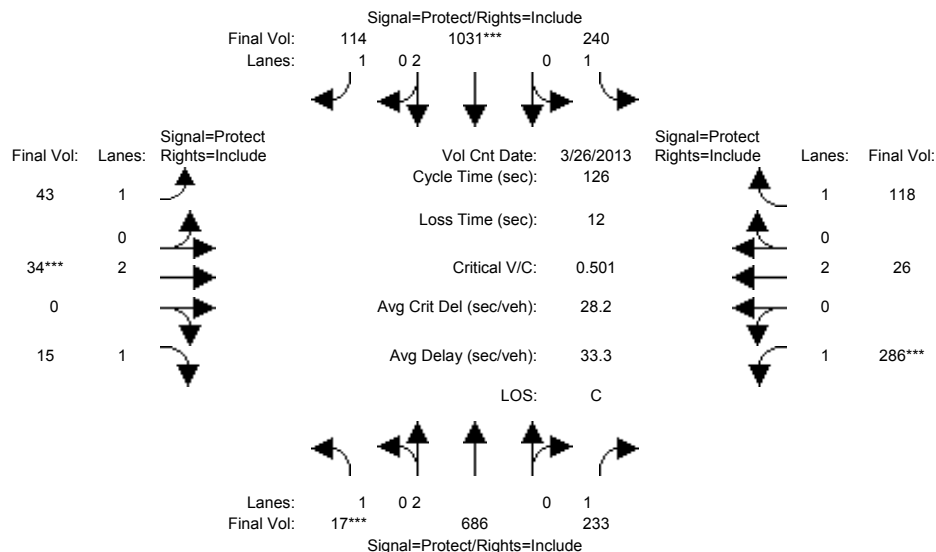
## Intersection #3404: CHYNOWETH/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| 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:                                         | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| Saturation 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       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.27 | 0.09 | 0.05        | 0.20 | 0.03 | 0.07       | 0.01 | 0.01 | 0.18       | 0.02 | 0.16 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 14.8        | 56.2 | 56.2 | 10.6        | 51.9 | 51.9 | 15.0       | 10.0 | 10.0 | 37.3       | 32.3 | 32.3 |
| Volume/Cap:                                          | 0.04        | 0.61 | 0.21 | 0.61        | 0.47 | 0.06 | 0.63       | 0.13 | 0.15 | 0.61       | 0.06 | 0.63 |
| Delay/Veh:                                           | 49.4        | 27.3 | 21.4 | 63.3        | 27.3 | 22.4 | 58.8       | 54.1 | 54.6 | 40.4       | 35.5 | 44.4 |
| 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:                                          | 49.4        | 27.3 | 21.4 | 63.3        | 27.3 | 22.4 | 58.8       | 54.1 | 54.6 | 40.4       | 35.5 | 44.4 |
| LOS by Move:                                         | D           | C    | C    | E           | C    | C    | E          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 15   | 4    | 4           | 10   | 1    | 6          | 1    | 1    | 11         | 1    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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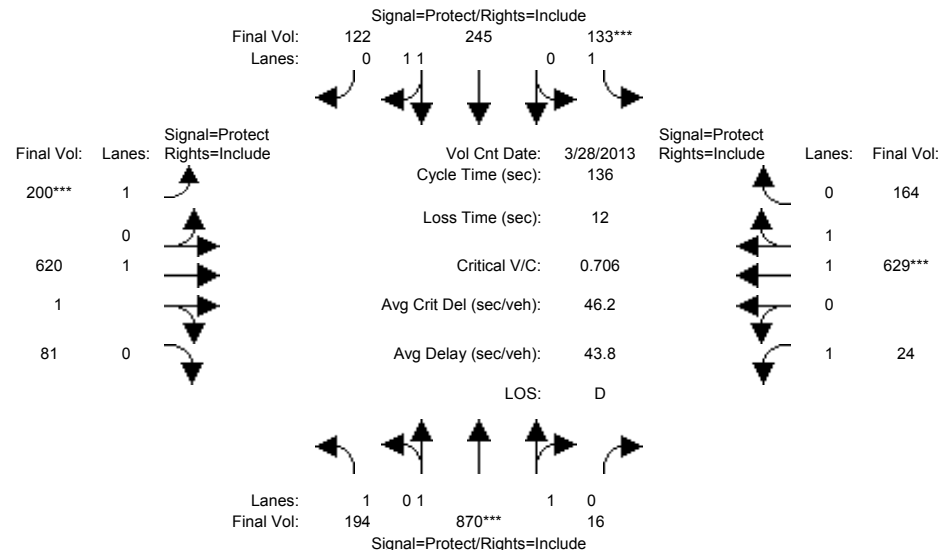
## Intersection #3404: CHYNOWETH/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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:                                         | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 118  |
| 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          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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:                                          | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 118  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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:                                        | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.18 | 0.13 | 0.14        | 0.27 | 0.07 | 0.02       | 0.01 | 0.01 | 0.16       | 0.01 | 0.07 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 38.4 | 38.4 | 29.2        | 60.5 | 60.5 | 19.1       | 10.0 | 10.0 | 36.5       | 27.3 | 27.3 |
| Volume/Cap:                                          | 0.17        | 0.59 | 0.44 | 0.59        | 0.56 | 0.14 | 0.16       | 0.11 | 0.11 | 0.56       | 0.03 | 0.31 |
| Delay/Veh:                                           | 57.6        | 38.0 | 35.7 | 45.5        | 23.8 | 18.3 | 46.7       | 54.0 | 54.2 | 39.5       | 38.9 | 41.9 |
| 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        | 38.0 | 35.7 | 45.5        | 23.8 | 18.3 | 46.7       | 54.0 | 54.2 | 39.5       | 38.9 | 41.9 |
| LOS by Move:                                         | E           | D    | D    | D           | C    | B    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 11   | 8    | 9           | 14   | 3    | 2          | 1    | 1    | 10         | 0    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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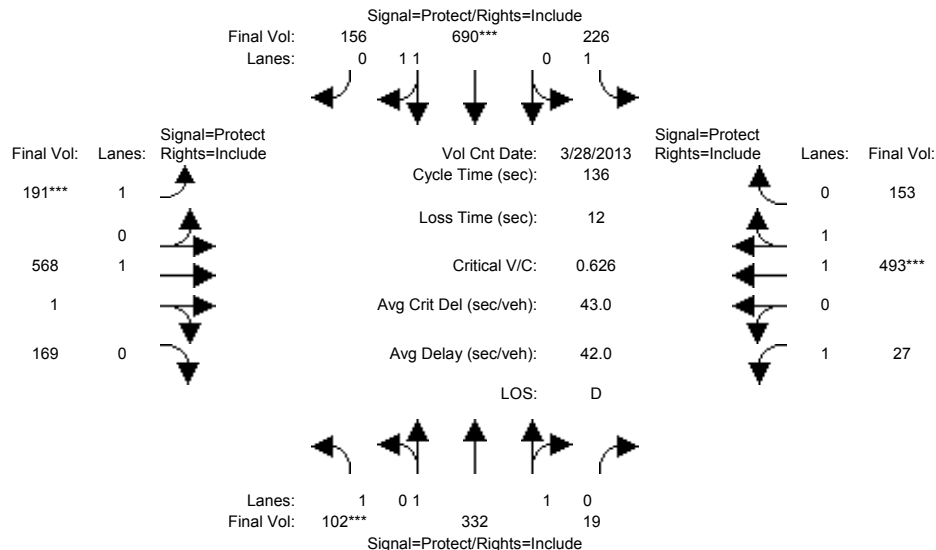
## Intersection #3435: CURTNER/LINCOLN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 194         | 870  | 16   | 133         | 245  | 122  | 200        | 620  | 81   | 24         | 629  | 164  |
| Growth Adj:                                          | 1.00        | 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         | 870  | 16   | 133         | 245  | 122  | 200        | 620  | 81   | 24         | 629  | 164  |
| 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         | 870  | 16   | 133         | 245  | 122  | 200        | 620  | 81   | 24         | 629  | 164  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 870  | 16   | 133         | 245  | 122  | 200        | 620  | 81   | 24         | 629  | 164  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 194         | 870  | 16   | 133         | 245  | 122  | 200        | 620  | 81   | 24         | 629  | 164  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 870  | 16   | 133         | 245  | 122  | 200        | 620  | 81   | 24         | 629  | 164  |
| 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        | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.96 | 0.04 | 1.00        | 1.32 | 0.68 | 1.00       | 1.76 | 0.24 | 1.00       | 1.57 | 0.43 |
| Final Sat.:                                          | 1750        | 3633 | 67   | 1750        | 2469 | 1230 | 1750       | 3272 | 427  | 1750       | 2934 | 765  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.24 | 0.24 | 0.08        | 0.10 | 0.10 | 0.11       | 0.19 | 0.19 | 0.01       | 0.21 | 0.21 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 32.0        | 46.1 | 46.1 | 14.6        | 28.7 | 28.7 | 22.0       | 49.8 | 49.8 | 13.5       | 41.3 | 41.3 |
| Volume/Cap:                                          | 0.47        | 0.71 | 0.71 | 0.71        | 0.47 | 0.47 | 0.71       | 0.52 | 0.52 | 0.14       | 0.71 | 0.71 |
| Delay/Veh:                                           | 45.5        | 40.9 | 40.9 | 70.2        | 47.5 | 47.5 | 61.9       | 34.1 | 34.1 | 56.3       | 44.1 | 44.1 |
| 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:                                          | 45.5        | 40.9 | 40.9 | 70.2        | 47.5 | 47.5 | 61.9       | 34.1 | 34.1 | 56.3       | 44.1 | 44.1 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | E          | C    | C    | E          | D    | D    |
| HCM2kAvgQ:                                           | 8           | 17   | 17   | 6           | 7    | 7    | 9          | 11   | 11   | 1          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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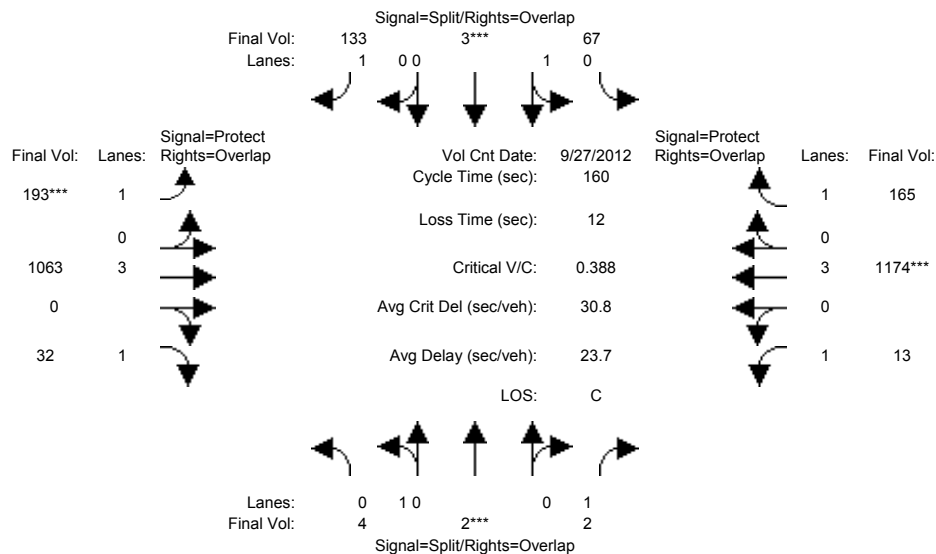
## Intersection #3435: CURTNER/LINCOLN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 568  | 169  | 27         | 493  | 153  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 568  | 169  | 27         | 493  | 153  |
| 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:                                         | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 568  | 169  | 27         | 493  | 153  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 332  | 19   | 226         | 690  | 156  | 191        | 568  | 169  | 27         | 493  | 153  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 568  | 169  | 27         | 493  | 153  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 332  | 19   | 226         | 690  | 156  | 191        | 568  | 169  | 27         | 493  | 153  |
| 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        | 1.89 | 0.11 | 1.00        | 1.62 | 0.38 | 1.00       | 1.53 | 0.47 | 1.00       | 1.51 | 0.49 |
| Final Sat.:                                          | 1750        | 3500 | 200  | 1750        | 3017 | 682  | 1750       | 2851 | 848  | 1750       | 2823 | 876  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.09 | 0.09 | 0.13        | 0.23 | 0.23 | 0.11       | 0.20 | 0.20 | 0.02       | 0.17 | 0.17 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.7        | 26.4 | 26.4 | 35.9        | 49.7 | 49.7 | 23.7       | 49.0 | 49.0 | 12.7       | 37.9 | 37.9 |
| Volume/Cap:                                          | 0.63        | 0.49 | 0.49 | 0.49        | 0.63 | 0.63 | 0.63       | 0.55 | 0.55 | 0.17       | 0.63 | 0.63 |
| Delay/Veh:                                           | 66.9        | 49.3 | 49.3 | 43.1        | 36.4 | 36.4 | 56.1       | 35.3 | 35.3 | 57.3       | 44.1 | 44.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 66.9        | 49.3 | 49.3 | 43.1        | 36.4 | 36.4 | 56.1       | 35.3 | 35.3 | 57.3       | 44.1 | 44.1 |
| LOS by Move:                                         | E           | D    | D    | D           | D    | D    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 5           | 7    | 7    | 8           | 15   | 15   | 8          | 12   | 12   | 1          | 12   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3436: CURTNER/LITTLE ORCHARD

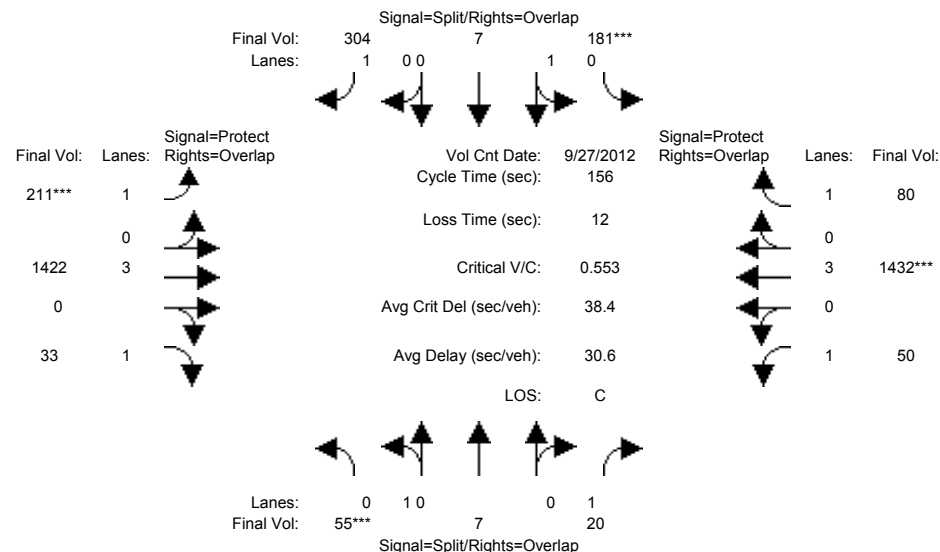


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1063 | 32    | 13         | 1174 | 165  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1063 | 32    | 13         | 1174 | 165  |
| 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:                                         | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1063 | 32    | 13         | 1174 | 165  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 2    | 67          | 3    | 133  | 193        | 1063 | 32    | 13         | 1174 | 165  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1063 | 32    | 13         | 1174 | 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:                                        | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1063 | 32    | 13         | 1174 | 165  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92  | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.67        | 0.33 | 1.00 | 0.96        | 0.04 | 1.00 | 1.00       | 3.00 | 1.00  | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1200        | 600  | 1750 | 1723        | 77   | 1750 | 1750       | 5700 | 1750  | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.04        | 0.04 | 0.08 | 0.11       | 0.19 | 0.02  | 0.01       | 0.21 | 0.09 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |       |            |      |      |
| Green Time:                                          | 10.0        | 10.0 | 33.4 | 15.1        | 15.1 | 58.0 | 42.9       | 99.5 | 109.5 | 23.4       | 80.0 | 95.1 |
| Volume/Cap:                                          | 0.05        | 0.05 | 0.01 | 0.41        | 0.41 | 0.21 | 0.41       | 0.30 | 0.03  | 0.05       | 0.41 | 0.16 |
| Delay/Veh:                                           | 70.7        | 70.7 | 50.2 | 69.9        | 69.9 | 35.4 | 48.8       | 14.1 | 8.1   | 58.9       | 25.3 | 14.6 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 70.7        | 70.7 | 50.2 | 69.9        | 69.9 | 35.4 | 48.8       | 14.1 | 8.1   | 58.9       | 25.3 | 14.6 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | D          | B    | A     | E          | C    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 4           | 4    | 5    | 8          | 8    | 1     | 1          | 12   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |



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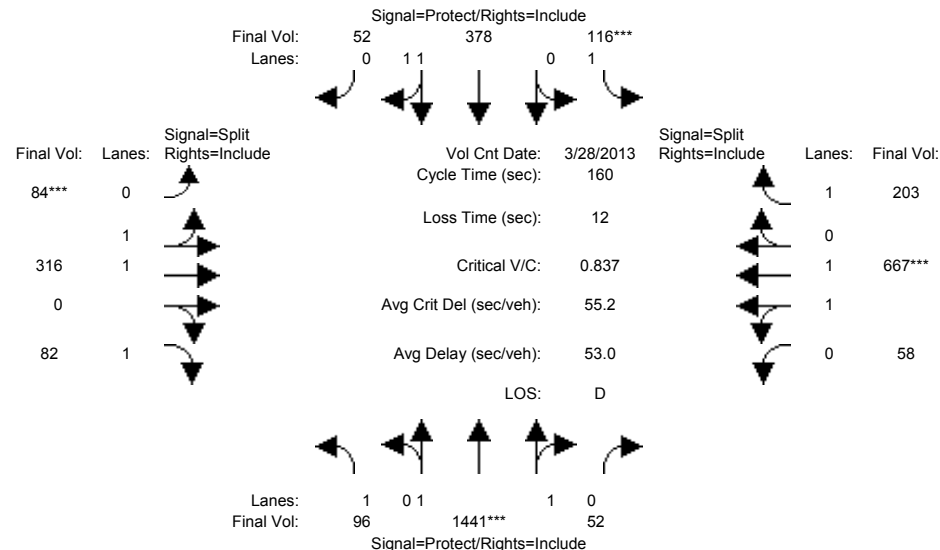
## Intersection #3436: CURTNER/LITTLE ORCHARD



| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1422 | 33   | 50         | 1432 | 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:                                         | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1422 | 33   | 50         | 1432 | 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:                                         | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1422 | 33   | 50         | 1432 | 80    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1422 | 33   | 50         | 1432 | 80    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1422 | 33   | 50         | 1432 | 80    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1422 | 33   | 50         | 1432 | 80    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 0.89        | 0.11 | 1.00 | 0.96        | 0.04 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 1597        | 203  | 1750 | 1733        | 67   | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.03        | 0.03 | 0.01 | 0.10        | 0.10 | 0.17 | 0.12       | 0.25 | 0.02 | 0.03       | 0.25 | 0.05  |
| Crit Moves:                                          | ***         | ***  | ***  | ***         | ***  | ***  | ***        | ***  | ***  | ***        | ***  | ***   |
| Green Time:                                          | 10.0        | 10.0 | 25.9 | 29.4        | 29.4 | 63.3 | 33.9       | 88.7 | 98.7 | 15.9       | 70.7 | 100.1 |
| Volume/Cap:                                          | 0.54        | 0.54 | 0.07 | 0.55        | 0.55 | 0.43 | 0.55       | 0.44 | 0.03 | 0.28       | 0.55 | 0.07  |
| Delay/Veh:                                           | 75.7        | 75.7 | 54.9 | 59.4        | 59.4 | 33.7 | 56.1       | 19.5 | 10.7 | 65.6       | 31.4 | 10.5  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 75.7        | 75.7 | 54.9 | 59.4        | 59.4 | 33.7 | 56.1       | 19.5 | 10.7 | 65.6       | 31.4 | 10.5  |
| LOS by Move:                                         | E           | E    | D    | E           | E    | C    | E          | B    | B    | E          | C    | B     |
| HCM2kAvgQ:                                           | 4           | 4    | 1    | 9           | 9    | 11   | 9          | 12   | 1    | 2          | 16   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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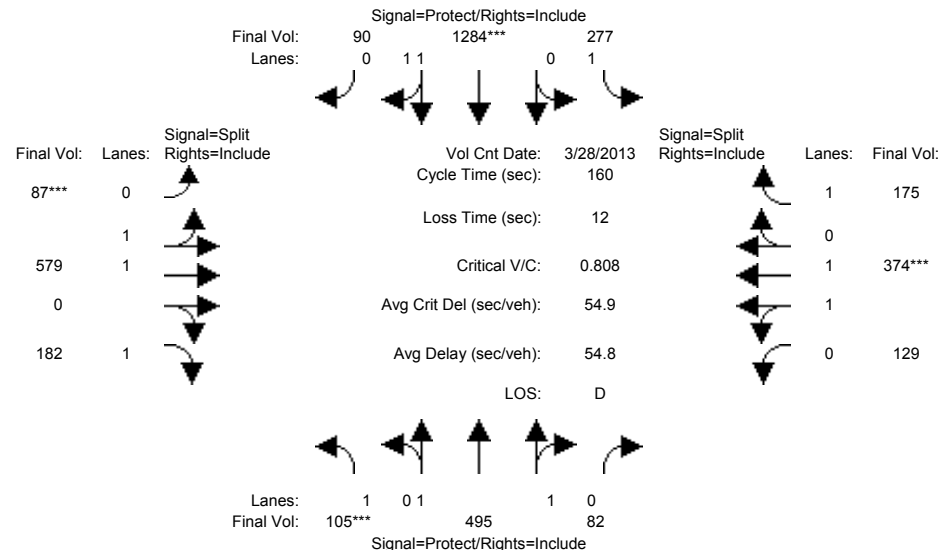
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 96          | 1441 | 52   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 96          | 1441 | 52   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| 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:                                         | 96          | 1441 | 52   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 96          | 1441 | 52   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 96          | 1441 | 52   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 96          | 1441 | 52   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.93 | 0.07 | 1.00        | 1.75 | 0.25 | 0.43       | 1.57 | 1.00 | 0.16       | 1.84 | 1.00 |
| Final Sat.:                                          | 1750        | 3571 | 129  | 1750        | 3252 | 447  | 777        | 2922 | 1750 | 296        | 3404 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.40 | 0.40 | 0.07        | 0.12 | 0.12 | 0.11       | 0.11 | 0.05 | 0.20       | 0.20 | 0.12 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 28.8        | 77.2 | 77.2 | 12.7        | 61.0 | 61.0 | 20.7       | 20.7 | 20.7 | 37.5       | 37.5 | 37.5 |
| Volume/Cap:                                          | 0.30        | 0.84 | 0.84 | 0.84        | 0.30 | 0.30 | 0.84       | 0.84 | 0.36 | 0.84       | 0.84 | 0.50 |
| Delay/Veh:                                           | 57.5        | 39.6 | 39.6 | 106.3       | 34.8 | 34.8 | 80.2       | 80.2 | 64.6 | 65.5       | 65.5 | 54.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 57.5        | 39.6 | 39.6 | 106.3       | 34.8 | 34.8 | 80.2       | 80.2 | 64.6 | 65.5       | 65.5 | 54.0 |
| LOS by Move:                                         | E           | D    | D    | F           | C    | C    | F          | F    | E    | E          | E    | D    |
| HCM2kAvgQ:                                           | 4           | 34   | 34   | 7           | 7    | 7    | 10         | 10   | 4    | 18         | 18   | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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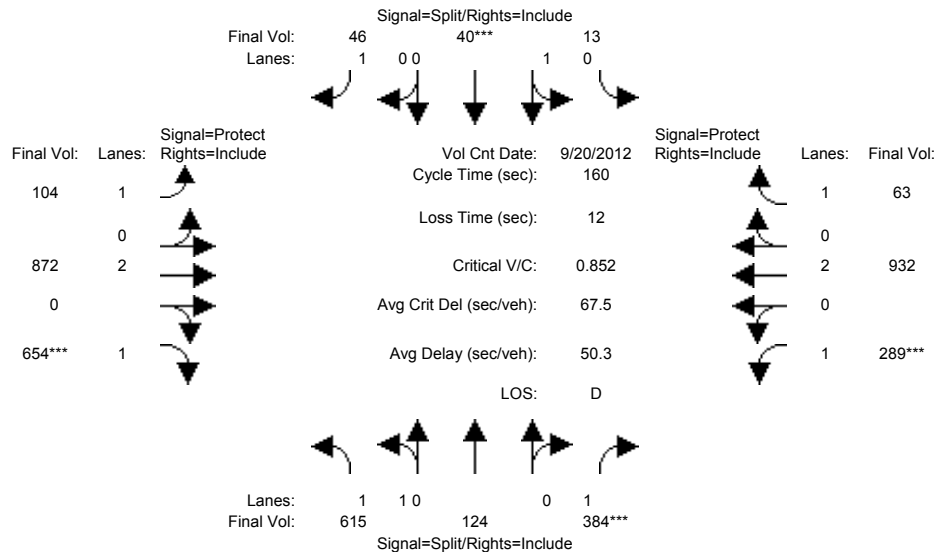
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 129        | 374  | 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:                                         | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 129        | 374  | 175  |
| 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:                                         | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 129        | 374  | 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:                                          | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 129        | 374  | 175  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 129        | 374  | 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:                                        | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 129        | 374  | 175  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.71 | 0.29 | 1.00        | 1.87 | 0.13 | 0.27       | 1.73 | 1.00 | 0.53       | 1.47 | 1.00 |
| Final Sat.:                                          | 1750        | 3174 | 526  | 1750        | 3457 | 242  | 483        | 3216 | 1750 | 949        | 2750 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.16 | 0.16 | 0.16        | 0.37 | 0.37 | 0.18       | 0.18 | 0.10 | 0.14       | 0.14 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 11.9        | 42.4 | 42.4 | 43.0        | 73.5 | 73.5 | 35.6       | 35.6 | 35.6 | 26.9       | 26.9 | 26.9 |
| Volume/Cap:                                          | 0.81        | 0.59 | 0.59 | 0.59        | 0.81 | 0.81 | 0.81       | 0.81 | 0.47 | 0.81       | 0.81 | 0.59 |
| Delay/Veh:                                           | 102.9       | 52.2 | 52.2 | 52.8        | 40.1 | 40.1 | 64.9       | 64.9 | 54.8 | 71.8       | 71.8 | 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:                                          | 102.9       | 52.2 | 52.2 | 52.8        | 40.1 | 40.1 | 64.9       | 64.9 | 54.8 | 71.8       | 71.8 | 64.7 |
| LOS by Move:                                         | F           | D    | D    | D           | D    | D    | E          | E    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 13   | 13   | 12          | 30   | 30   | 16         | 16   | 8    | 13         | 13   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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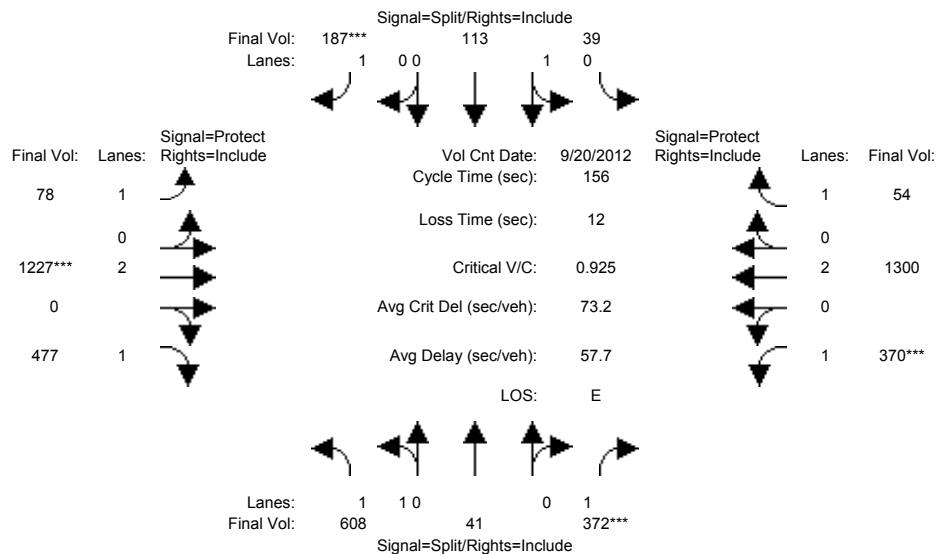
## Intersection #3439: CURTNER/STONE



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 872  | 654  | 289        | 932  | 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:                                         | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 872  | 654  | 289        | 932  | 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:                                         | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 872  | 654  | 289        | 932  | 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:                                          | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 872  | 654  | 289        | 932  | 63   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 872  | 654  | 289        | 932  | 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:                                        | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 872  | 654  | 289        | 932  | 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 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.67        | 0.33 | 1.00 | 0.25        | 0.75 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 2954        | 596  | 1750 | 442         | 1358 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.21        | 0.21 | 0.22 | 0.03        | 0.03 | 0.03 | 0.06       | 0.23 | 0.37 | 0.17       | 0.25 | 0.04 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 39.9        | 39.9 | 39.9 | 10.0        | 10.0 | 10.0 | 19.1       | 68.0 | 68.0 | 30.1       | 78.9 | 78.9 |
| Volume/Cap:                                          | 0.83        | 0.83 | 0.88 | 0.47        | 0.47 | 0.42 | 0.50       | 0.54 | 0.88 | 0.88       | 0.50 | 0.07 |
| Delay/Veh:                                           | 63.8        | 63.8 | 75.9 | 75.5        | 75.5 | 74.8 | 67.8       | 34.7 | 53.9 | 85.9       | 27.4 | 21.3 |
| 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:                                          | 63.8        | 63.8 | 75.9 | 75.5        | 75.5 | 74.8 | 67.8       | 34.7 | 53.9 | 85.9       | 27.4 | 21.3 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | C    | D    | F          | C    | C    |
| HCM2kAvgQ:                                           | 20          | 20   | 22   | 3           | 3    | 3    | 5          | 15   | 33   | 16         | 15   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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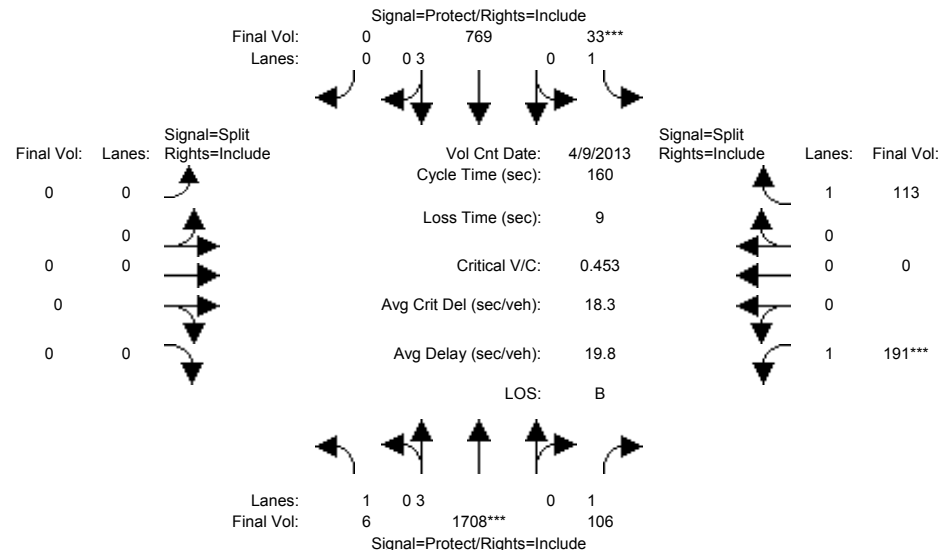
## Intersection #3439: CURTNER/STONE



| 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: 20 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1227 | 477  | 370        | 1300 | 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:                                         | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1227 | 477  | 370        | 1300 | 54   |
| 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:                                         | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1227 | 477  | 370        | 1300 | 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:                                          | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1227 | 477  | 370        | 1300 | 54   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1227 | 477  | 370        | 1300 | 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:                                        | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1227 | 477  | 370        | 1300 | 54   |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92  | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.88        | 0.12 | 1.00 | 0.26        | 0.74 | 1.00  | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3326        | 224  | 1750 | 462         | 1338 | 1750  | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.18 | 0.21 | 0.08        | 0.08 | 0.11  | 0.04       | 0.32 | 0.27 | 0.21       | 0.34 | 0.03 |
| Crit Moves:                                          |             |      |      |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 35.9        | 35.9 | 35.9 | 18.0        | 18.0 | 18.0  | 10.5       | 54.5 | 54.5 | 35.7       | 79.7 | 79.7 |
| Volume/Cap:                                          | 0.80        | 0.80 | 0.92 | 0.73        | 0.73 | 0.92  | 0.67       | 0.92 | 0.78 | 0.92       | 0.67 | 0.06 |
| Delay/Veh:                                           | 62.1        | 62.1 | 85.7 | 79.1        | 79.1 | 111.0 | 84.6       | 59.9 | 51.9 | 85.9       | 29.3 | 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:                                          | 62.1        | 62.1 | 85.7 | 79.1        | 79.1 | 111.0 | 84.6       | 59.9 | 51.9 | 85.9       | 29.3 | 19.3 |
| LOS by Move:                                         | E           | E    | F    | E           | E    | F     | F          | E    | D    | F          | C    | B    |
| HCM2kAvgQ:                                           | 17          | 17   | 22   | 9           | 9    | 13    | 4          | 30   | 22   | 20         | 22   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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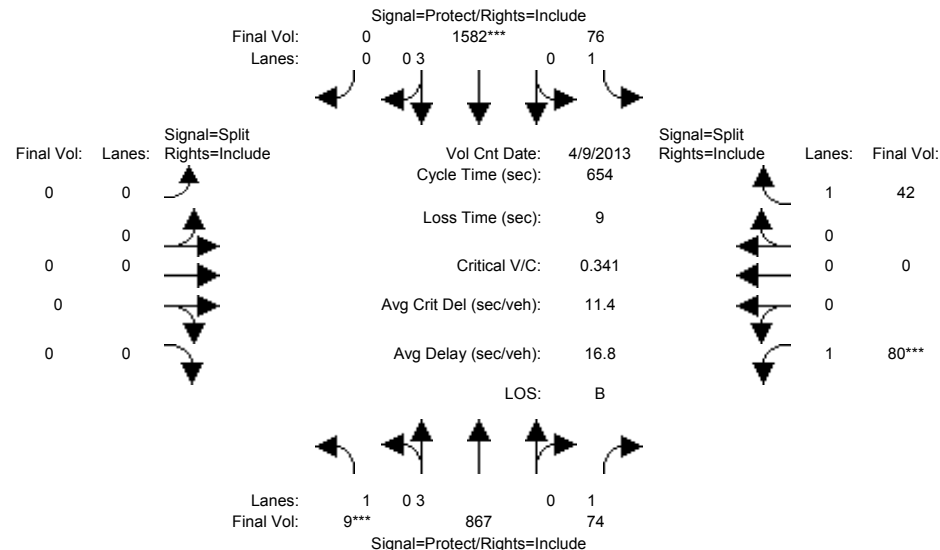
## Intersection #3462: EDENVIEW/MONTEREY



| 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   | 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: 9 Apr 2013 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 6           | 1708 | 106   | 33          | 769  | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| Growth Adj:                                          | 1.00        | 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           | 1708 | 106   | 33          | 769  | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| 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           | 1708 | 106   | 33          | 769  | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1708 | 106   | 33          | 769  | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 6           | 1708 | 106   | 33          | 769  | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 6           | 1708 | 106   | 33          | 769  | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| Saturation 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.30 | 0.06  | 0.02        | 0.13 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.06 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.6        | 106  | 105.6 | 7.0         | 85.0 | 0.0  | 0.0        | 0.0  | 0.0  | 38.4       | 0.0  | 38.4 |
| Volume/Cap:                                          | 0.02        | 0.45 | 0.09  | 0.43        | 0.25 | 0.00 | 0.00       | 0.00 | 0.00 | 0.45       | 0.00 | 0.27 |
| Delay/Veh:                                           | 55.0        | 13.3 | 9.9   | 78.4        | 20.4 | 0.0  | 0.0        | 0.0  | 0.0  | 52.6       | 0.0  | 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:                                          | 55.0        | 13.3 | 9.9   | 78.4        | 20.4 | 0.0  | 0.0        | 0.0  | 0.0  | 52.6       | 0.0  | 49.7 |
| LOS by Move:                                         | E           | B    | A     | E           | C    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 13   | 2     | 2           | 6    | 0    | 0          | 0    | 0    | 9          | 0    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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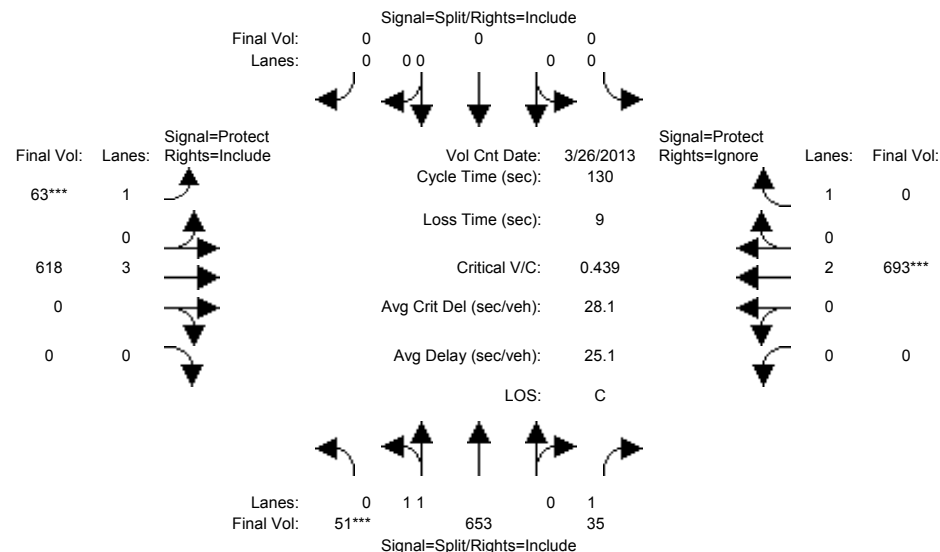
## Intersection #3462: EDENVIEW/MONTEREY



| 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   | 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: 9 Apr 2013 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 9           | 867  | 74    | 76          | 1582 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                         | 9           | 867  | 74    | 76          | 1582 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                         | 9           | 867  | 74    | 76          | 1582 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                          | 9           | 867  | 74    | 76          | 1582 | 0    | 0          | 0    | 0    | 80         | 0    | 42   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 867  | 74    | 76          | 1582 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                        | 9           | 867  | 74    | 76          | 1582 | 0    | 0          | 0    | 0    | 80         | 0    | 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.15 | 0.04  | 0.04        | 0.28 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.02 |
| Crit Moves:                                          | ****        |      |       |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 19.1        | 423  | 422.5 | 120.6       | 524  | 0.0  | 0.0        | 0.0  | 0.0  | 86.3       | 0.0  | 86.3 |
| Volume/Cap:                                          | 0.18        | 0.24 | 0.07  | 0.24        | 0.35 | 0.00 | 0.00       | 0.00 | 0.00 | 0.35       | 0.00 | 0.18 |
| Delay/Veh:                                           | 115.3       | 17.8 | 15.7  | 83.8        | 6.6  | 0.0  | 0.0        | 0.0  | 0.0  | 95.6       | 0.0  | 93.0 |
| 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:                                          | 115.3       | 17.8 | 15.7  | 83.8        | 6.6  | 0.0  | 0.0        | 0.0  | 0.0  | 95.6       | 0.0  | 93.0 |
| LOS by Move:                                         | F           | B    | B     | F           | A    | A    | A          | A    | A    | F          | A    | F    |
| HCM2kAvgQ:                                           | 1           | 8    | 2     | 5           | 10   | 0    | 0          | 0    | 0    | 6          | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #3472: 11TH/KEYES

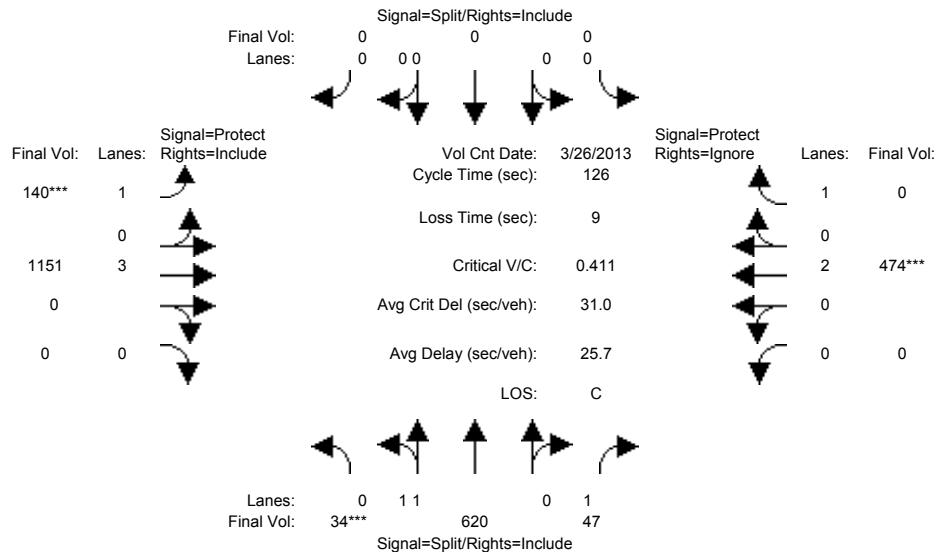


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 10          | 10   | 10   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 51          | 653  | 35   | 0           | 0    | 0    | 63         | 618  | 0    | 0          | 693  | 1027 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 51          | 653  | 35   | 0           | 0    | 0    | 63         | 618  | 0    | 0          | 693  | 1027 |
| 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:                                         | 51          | 653  | 35   | 0           | 0    | 0    | 63         | 618  | 0    | 0          | 693  | 1027 |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 51          | 653  | 35   | 0           | 0    | 0    | 63         | 618  | 0    | 0          | 693  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 51          | 653  | 35   | 0           | 0    | 0    | 63         | 618  | 0    | 0          | 693  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 51          | 653  | 35   | 0           | 0    | 0    | 63         | 618  | 0    | 0          | 693  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.15        | 1.85 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 268         | 3432 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.19 | 0.02 | 0.00        | 0.00 | 0.00 | 0.04       | 0.11 | 0.00 | 0.00       | 0.18 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 56.3        | 56.3 | 56.3 | 0.0         | 0.0  | 0.0  | 10.7       | 64.7 | 0.0  | 0.0        | 54.0 | 0.0  |
| Volume/Cap:                                          | 0.44        | 0.44 | 0.05 | 0.00        | 0.00 | 0.00 | 0.44       | 0.22 | 0.00 | 0.00       | 0.44 | 0.00 |
| Delay/Veh:                                           | 26.0        | 26.0 | 21.3 | 0.0         | 0.0  | 0.0  | 59.0       | 18.5 | 0.0  | 0.0        | 27.4 | 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:                                          | 26.0        | 26.0 | 21.3 | 0.0         | 0.0  | 0.0  | 59.0       | 18.5 | 0.0  | 0.0        | 27.4 | 0.0  |
| LOS by Move:                                         | C           | C    | C    | A           | A    | A    | E          | B    | A    | A          | C    | A    |
| HCM2kAvgQ:                                           | 10          | 10   | 1    | 0           | 0    | 0    | 3          | 4    | 0    | 0          | 9    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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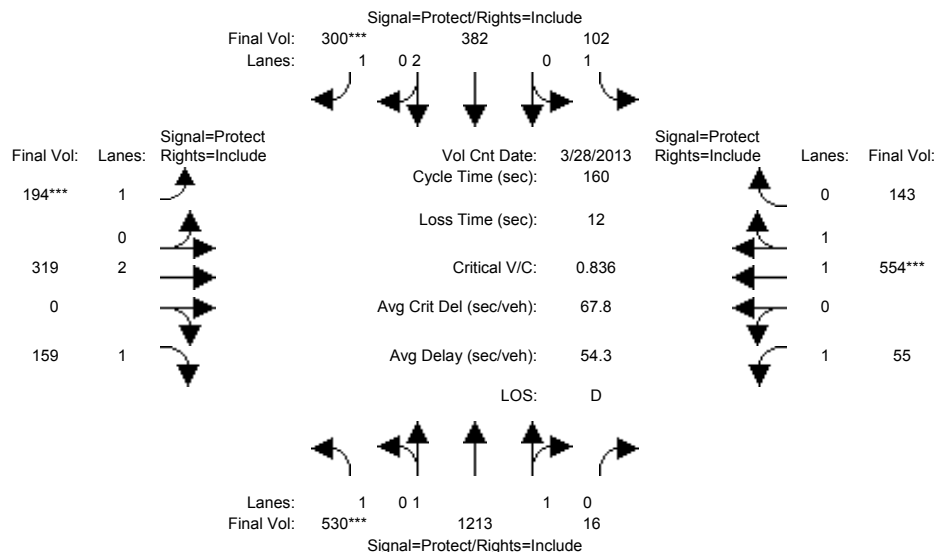
## Intersection #3472: 11TH/KEYES



| 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   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 34          | 620  | 47   | 0           | 0    | 0    | 140        | 1151 | 0    | 0          | 474  | 738  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 34          | 620  | 47   | 0           | 0    | 0    | 140        | 1151 | 0    | 0          | 474  | 738  |
| 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:                                         | 34          | 620  | 47   | 0           | 0    | 0    | 140        | 1151 | 0    | 0          | 474  | 738  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 34          | 620  | 47   | 0           | 0    | 0    | 140        | 1151 | 0    | 0          | 474  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 34          | 620  | 47   | 0           | 0    | 0    | 140        | 1151 | 0    | 0          | 474  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 34          | 620  | 47   | 0           | 0    | 0    | 140        | 1151 | 0    | 0          | 474  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.11        | 1.89 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 192         | 3508 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.18 | 0.03 | 0.00        | 0.00 | 0.00 | 0.08       | 0.20 | 0.00 | 0.00       | 0.12 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 54.2        | 54.2 | 54.2 | 0.0         | 0.0  | 0.0  | 24.5       | 62.8 | 0.0  | 0.0        | 38.3 | 0.0  |
| Volume/Cap:                                          | 0.41        | 0.41 | 0.06 | 0.00        | 0.00 | 0.00 | 0.41       | 0.41 | 0.00 | 0.00       | 0.41 | 0.00 |
| Delay/Veh:                                           | 25.0        | 25.0 | 21.1 | 0.0         | 0.0  | 0.0  | 45.2       | 20.0 | 0.0  | 0.0        | 35.1 | 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:                                          | 25.0        | 25.0 | 21.1 | 0.0         | 0.0  | 0.0  | 45.2       | 20.0 | 0.0  | 0.0        | 35.1 | 0.0  |
| LOS by Move:                                         | C           | C    | C    | A           | A    | A    | D          | B    | A    | A          | D    | A    |
| HCM2kAvgQ:                                           | 9           | 9    | 1    | 0           | 0    | 0    | 5          | 9    | 0    | 0          | 7    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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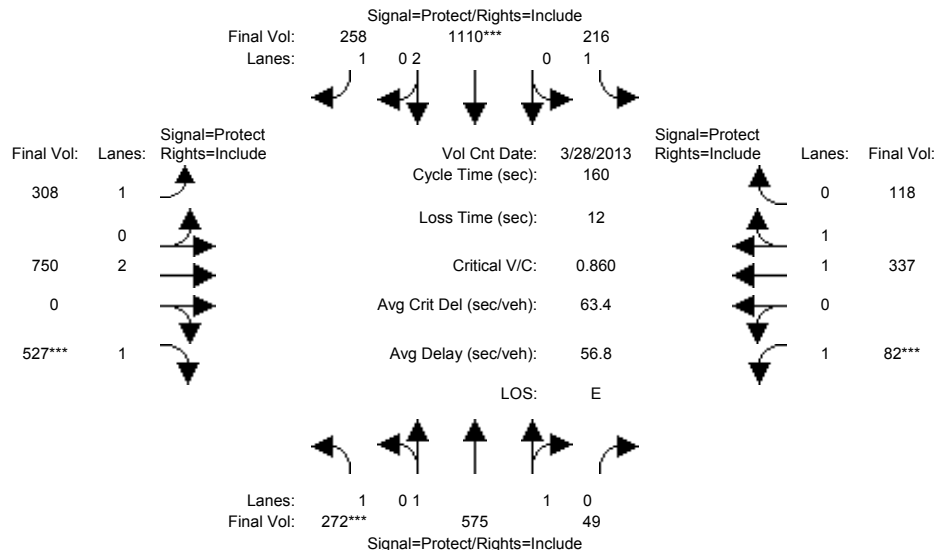
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| 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:                                         | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 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:                                          | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 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:                                        | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| 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        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.97 | 0.03 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.58 | 0.42 |
| Final Sat.:                                          | 1750        | 3652 | 48   | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2940 | 759  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.30        | 0.33 | 0.33 | 0.06        | 0.10 | 0.17 | 0.11       | 0.08 | 0.09 | 0.03       | 0.19 | 0.19 |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      |            | **** |      |
| Green Time:                                          | 57.9        | 77.2 | 77.2 | 13.5        | 32.8 | 32.8 | 21.2       | 38.6 | 38.6 | 18.6       | 36.0 | 36.0 |
| Volume/Cap:                                          | 0.84        | 0.69 | 0.69 | 0.69        | 0.49 | 0.84 | 0.84       | 0.35 | 0.38 | 0.27       | 0.84 | 0.84 |
| Delay/Veh:                                           | 56.2        | 33.2 | 33.2 | 84.0        | 56.7 | 76.6 | 90.1       | 50.5 | 51.2 | 65.2       | 66.6 | 66.6 |
| 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:                                          | 56.2        | 33.2 | 33.2 | 84.0        | 56.7 | 76.6 | 90.1       | 50.5 | 51.2 | 65.2       | 66.6 | 66.6 |
| LOS by Move:                                         | E           | C    | C    | F           | E    | E    | F          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 26          | 23   | 23   | 5           | 8    | 16   | 11         | 6    | 7    | 3          | 17   | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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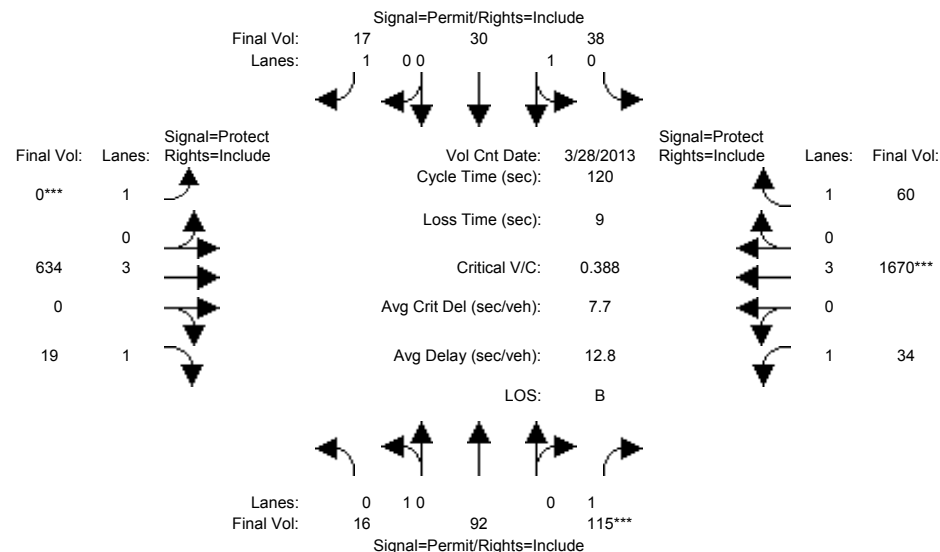
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 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:                                         | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 118  |
| 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:                                         | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 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:                                          | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 118  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 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:                                        | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 118  |
| 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.84 | 0.16 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.47 | 0.53 |
| Final Sat.:                                          | 1750        | 3409 | 291  | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2740 | 959  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.17 | 0.17 | 0.12        | 0.29 | 0.15 | 0.18       | 0.20 | 0.30 | 0.05       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      | **** |            |      |      |
| Green Time:                                          | 28.9        | 48.1 | 48.1 | 35.2        | 54.3 | 54.3 | 38.1       | 56.0 | 56.0 | 8.7        | 26.6 | 26.6 |
| Volume/Cap:                                          | 0.86        | 0.56 | 0.56 | 0.56        | 0.86 | 0.43 | 0.74       | 0.56 | 0.86 | 0.86       | 0.74 | 0.74 |
| Delay/Veh:                                           | 84.1        | 47.7 | 47.7 | 57.4        | 55.3 | 41.4 | 63.2       | 42.7 | 60.1 | 125.2      | 68.1 | 68.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 84.1        | 47.7 | 47.7 | 57.4        | 55.3 | 41.4 | 63.2       | 42.7 | 60.1 | 125.2      | 68.1 | 68.1 |
| LOS by Move:                                         | F           | D    | D    | E           | E    | D    | E          | D    | E    | F          | E    | E    |
| HCM2kAvgQ:                                           | 15          | 13   | 13   | 10          | 26   | 10   | 15         | 14   | 27   | 5          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3586: HILLSDALE/JARVIS

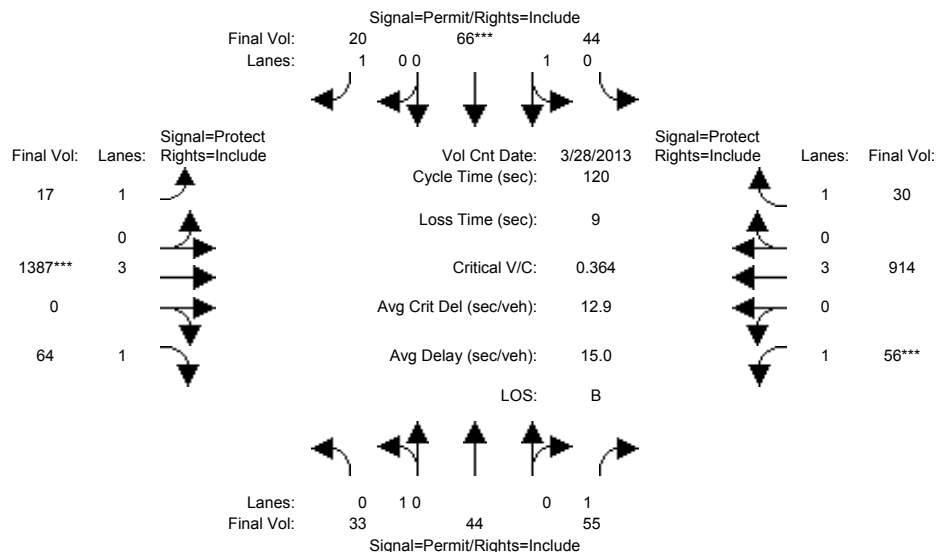


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 634  | 19   | 34         | 1670 | 60   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 634  | 19   | 34         | 1670 | 60   |
| 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:                                 | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 634  | 19   | 34         | 1670 | 60   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 634  | 19   | 34         | 1670 | 60   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 634  | 19   | 34         | 1670 | 60   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 634  | 19   | 34         | 1670 | 60   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.15        | 0.85 | 1.00 | 0.56        | 0.44 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 267         | 1533 | 1750 | 1006        | 794  | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.06        | 0.06 | 0.07 | 0.04        | 0.04 | 0.01 | 0.00       | 0.11 | 0.01 | 0.02       | 0.29 | 0.03 |
| Crit Moves:                                  | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                  | 20.3        | 20.3 | 20.3 | 20.3        | 20.3 | 20.3 | 0.0        | 59.5 | 59.5 | 31.2       | 90.7 | 90.7 |
| Volume/Cap:                                  | 0.35        | 0.35 | 0.39 | 0.22        | 0.22 | 0.06 | 0.00       | 0.22 | 0.02 | 0.07       | 0.39 | 0.05 |
| Delay/Veh:                                   | 44.7        | 44.7 | 45.1 | 43.4        | 43.4 | 41.9 | 0.0        | 17.2 | 15.4 | 33.6       | 5.1  | 3.7  |
| 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:                                  | 44.7        | 44.7 | 45.1 | 43.4        | 43.4 | 41.9 | 0.0        | 17.2 | 15.4 | 33.6       | 5.1  | 3.7  |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | A          | B    | B    | C          | A    | A    |
| HCM2kAvgQ:                                   | 4           | 4    | 4    | 2           | 2    | 1    | 0          | 4    | 0    | 1          | 7    | 1    |

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

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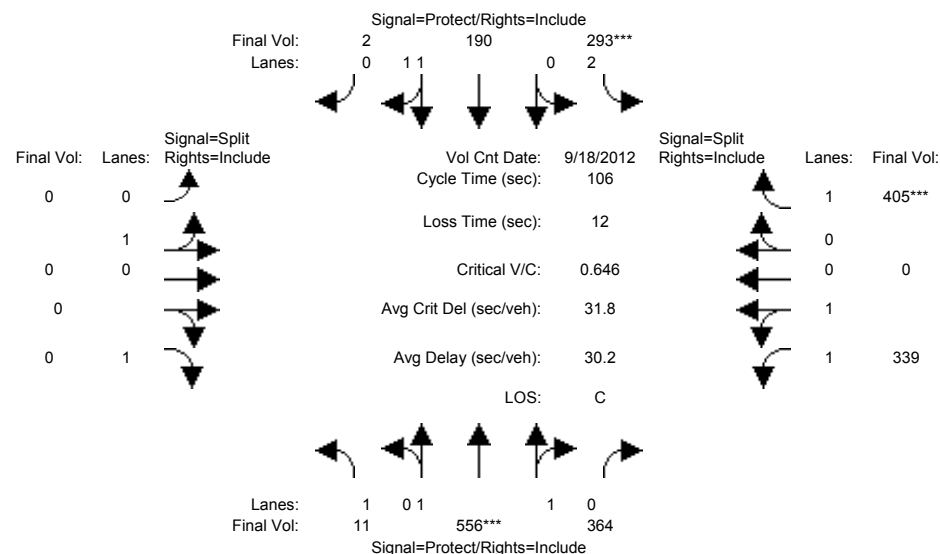
## Intersection #3586: HILLSDALE/JARVIS



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| 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:                                         | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.43        | 0.57 | 1.00 | 0.40        | 0.60 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 771         | 1029 | 1750 | 720         | 1080 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.04 | 0.03 | 0.06        | 0.06 | 0.01 | 0.01       | 0.24 | 0.04 | 0.03       | 0.16 | 0.02 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 20.2        | 20.2 | 20.2 | 20.2        | 20.2 | 20.2 | 24.2       | 80.3 | 80.3 | 10.6       | 66.6 | 66.6 |
| Volume/Cap:                                          | 0.25        | 0.25 | 0.19 | 0.36        | 0.36 | 0.07 | 0.05       | 0.36 | 0.05 | 0.36       | 0.29 | 0.03 |
| Delay/Veh:                                           | 43.8        | 43.8 | 43.2 | 45.0        | 45.0 | 42.1 | 38.6       | 8.7  | 6.8  | 53.0       | 14.2 | 12.1 |
| 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:                                          | 43.8        | 43.8 | 43.2 | 45.0        | 45.0 | 42.1 | 38.6       | 8.7  | 6.8  | 53.0       | 14.2 | 12.1 |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | D          | A    | A    | D          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 2    | 4           | 4    | 1    | 1          | 7    | 1    | 2          | 6    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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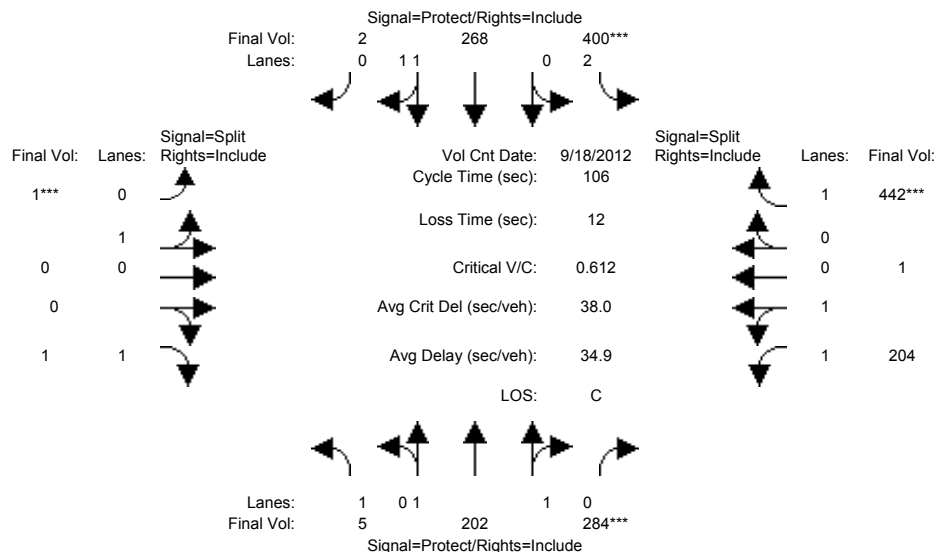
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| 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:                                         | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.19 | 0.81 | 2.00        | 1.98 | 0.02 | 0.00       | 1.00 | 1.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 2235 | 1463 | 3150        | 3661 | 39   | 0          | 1800 | 1750 | 3550       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.25 | 0.25 | 0.09        | 0.05 | 0.05 | 0.00       | 0.00 | 0.00 | 0.10       | 0.00 | 0.23 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 23.1        | 40.8 | 40.8 | 15.3        | 33.0 | 33.0 | 0.0        | 0.0  | 0.0  | 38.0       | 0.0  | 38.0 |
| Volume/Cap:                                          | 0.03        | 0.65 | 0.65 | 0.65        | 0.17 | 0.17 | 0.00       | 0.00 | 0.00 | 0.27       | 0.00 | 0.65 |
| Delay/Veh:                                           | 32.7        | 27.7 | 27.7 | 46.1        | 26.6 | 26.6 | 0.0        | 0.0  | 0.0  | 24.3       | 0.0  | 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:                                          | 32.7        | 27.7 | 27.7 | 46.1        | 26.6 | 26.6 | 0.0        | 0.0  | 0.0  | 24.3       | 0.0  | 30.8 |
| LOS by Move:                                         | C           | C    | C    | D           | C    | C    | A          | A    | A    | C          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 13   | 13   | 7           | 2    | 2    | 0          | 0    | 0    | 4          | 0    | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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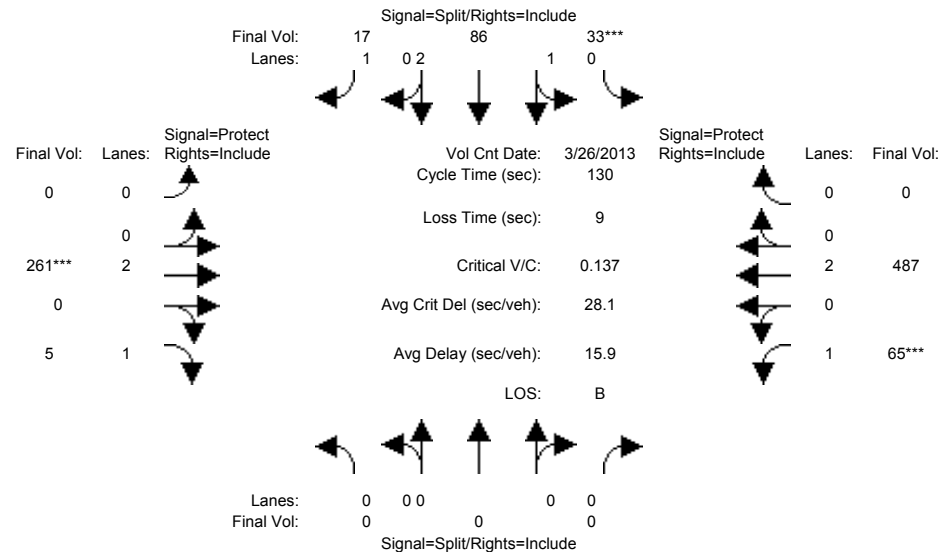
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| 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:                                         | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| Saturation 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 2.00        | 1.98 | 0.02 | 1.00       | 0.00 | 1.00 | 1.99       | 0.01 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 3150        | 3673 | 27   | 1800       | 0    | 1750 | 3533       | 17   | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.11 | 0.16 | 0.13        | 0.07 | 0.07 | 0.00       | 0.00 | 0.00 | 0.06       | 0.06 | 0.25 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 18.5        | 25.2 | 25.2 | 19.7        | 26.4 | 26.4 | 10.0       | 0.0  | 10.0 | 39.2       | 39.2 | 39.2 |
| Volume/Cap:                                          | 0.02        | 0.45 | 0.68 | 0.68        | 0.29 | 0.29 | 0.01       | 0.00 | 0.01 | 0.16       | 0.16 | 0.68 |
| Delay/Veh:                                           | 36.3        | 34.8 | 39.6 | 43.6        | 32.4 | 32.4 | 43.5       | 0.0  | 43.5 | 22.4       | 22.4 | 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:                                          | 36.3        | 34.8 | 39.6 | 43.6        | 32.4 | 32.4 | 43.5       | 0.0  | 43.5 | 22.4       | 22.4 | 31.2 |
| LOS by Move:                                         | D           | C    | D    | D           | C    | C    | D          | A    | D    | C          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 5    | 9    | 9           | 4    | 4    | 0          | 0    | 0    | 2          | 2    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3616: KEYES/SECOND



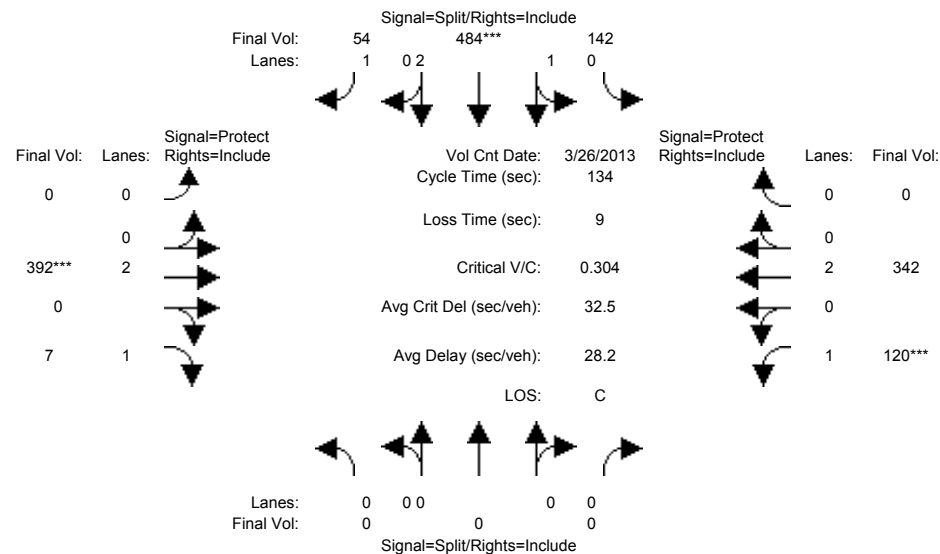
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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   | 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 0    | 33          | 86   | 17   | 0          | 261  | 5    | 65         | 487  | 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    | 33          | 86   | 17   | 0          | 261  | 5    | 65         | 487  | 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    | 33          | 86   | 17   | 0          | 261  | 5    | 65         | 487  | 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    | 33          | 86   | 17   | 0          | 261  | 5    | 65         | 487  | 0    |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 33          | 86   | 17   | 0          | 261  | 5    | 65         | 487  | 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           | 0    | 0    | 33          | 86   | 17   | 0          | 261  | 5    | 65         | 487  | 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 | 0.95        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.00        | 0.00 | 0.00 | 0.86        | 2.14 | 1.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                  | 0           | 0    | 0    | 1552        | 4045 | 1750 | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.02        | 0.02 | 0.01 | 0.00       | 0.07 | 0.00 | 0.04       | 0.13 | 0.00 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 20.2        | 20.2 | 20.2 | 0.0        | 65.4 | 65.4 | 35.4       | 101  | 0.0  |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.14        | 0.14 | 0.06 | 0.00       | 0.14 | 0.01 | 0.14       | 0.17 | 0.00 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 47.4        | 47.4 | 46.9 | 0.0        | 17.3 | 16.1 | 35.9       | 3.8  | 0.0  |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 0.0         | 0.0  | 0.0  | 47.4        | 47.4 | 46.9 | 0.0        | 17.3 | 16.1 | 35.9       | 3.8  | 0.0  |
| LOS by Move:                                 | A           | A    | A    | D           | D    | D    | A          | B    | B    | D          | A    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 1           | 1    | 1    | 0          | 3    | 0    | 2          | 2    | 0    |

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



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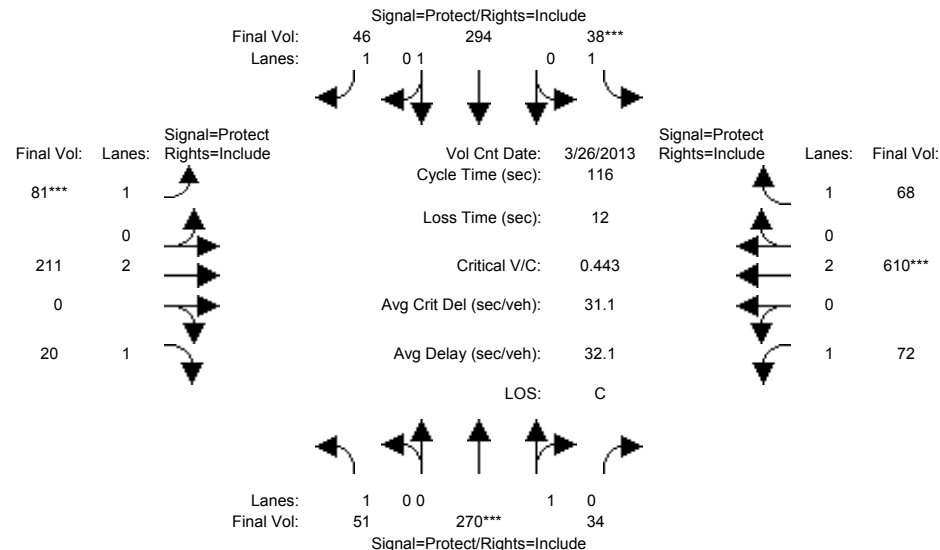
## Intersection #3616: KEYES/SECOND



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 142         | 484  | 54   | 0          | 392  | 7    | 120        | 342  | 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    | 142         | 484  | 54   | 0          | 392  | 7    | 120        | 342  | 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    | 142         | 484  | 54   | 0          | 392  | 7    | 120        | 342  | 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    | 142         | 484  | 54   | 0          | 392  | 7    | 120        | 342  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 142         | 484  | 54   | 0          | 392  | 7    | 120        | 342  | 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           | 0    | 0    | 142         | 484  | 54   | 0          | 392  | 7    | 120        | 342  | 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 | 0.95        | 0.99 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 0.71        | 2.29 | 1.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1270        | 4328 | 1750 | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.11        | 0.11 | 0.03 | 0.00       | 0.10 | 0.00 | 0.07       | 0.09 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 49.3        | 49.3 | 49.3 | 0.0        | 45.5 | 45.5 | 30.2       | 75.7 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.30        | 0.30 | 0.08 | 0.00       | 0.30 | 0.01 | 0.30       | 0.16 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 30.2        | 30.2 | 27.7 | 0.0        | 32.7 | 29.4 | 43.6       | 14.0 | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 30.2        | 30.2 | 27.7 | 0.0        | 32.7 | 29.4 | 43.6       | 14.0 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | C    | C    | D          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 6           | 6    | 1    | 0          | 6    | 0    | 4          | 3    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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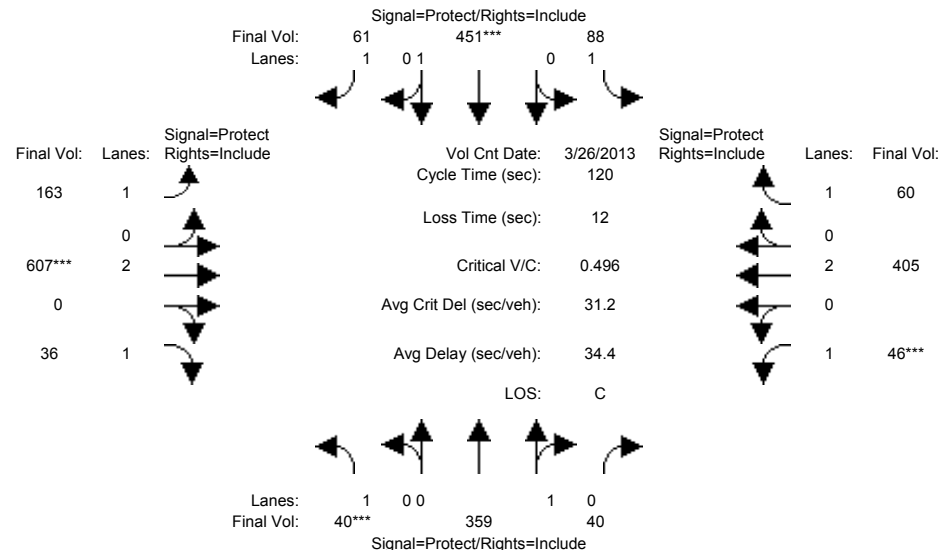
## Intersection #3618: KEYES/SEVENTH



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 51          | 270  | 34   | 38          | 294  | 46   | 81         | 211  | 20   | 72         | 610  | 68   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 51          | 270  | 34   | 38          | 294  | 46   | 81         | 211  | 20   | 72         | 610  | 68   |
| 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:                                         | 51          | 270  | 34   | 38          | 294  | 46   | 81         | 211  | 20   | 72         | 610  | 68   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 51          | 270  | 34   | 38          | 294  | 46   | 81         | 211  | 20   | 72         | 610  | 68   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 51          | 270  | 34   | 38          | 294  | 46   | 81         | 211  | 20   | 72         | 610  | 68   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 51          | 270  | 34   | 38          | 294  | 46   | 81         | 211  | 20   | 72         | 610  | 68   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.89 | 0.11 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1599 | 201  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.17 | 0.17 | 0.02        | 0.15 | 0.03 | 0.05       | 0.06 | 0.01 | 0.04       | 0.16 | 0.04 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 14.2        | 43.6 | 43.6 | 7.0         | 36.4 | 36.4 | 12.0       | 31.4 | 31.4 | 22.0       | 41.4 | 41.4 |
| Volume/Cap:                                          | 0.24        | 0.45 | 0.45 | 0.36        | 0.49 | 0.08 | 0.45       | 0.21 | 0.04 | 0.22       | 0.45 | 0.11 |
| Delay/Veh:                                           | 46.6        | 27.7 | 27.7 | 54.4        | 32.9 | 28.1 | 50.7       | 32.8 | 31.2 | 40.1       | 28.8 | 25.0 |
| 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        | 27.7 | 27.7 | 54.4        | 32.9 | 28.1 | 50.7       | 32.8 | 31.2 | 40.1       | 28.8 | 25.0 |
| LOS by Move:                                         | D           | C    | C    | D           | C    | C    | D          | C    | C    | D          | C    | C    |
| HCM2kAvgQ:                                           | 2           | 8    | 8    | 1           | 8    | 1    | 3          | 3    | 1    | 2          | 8    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (PM)

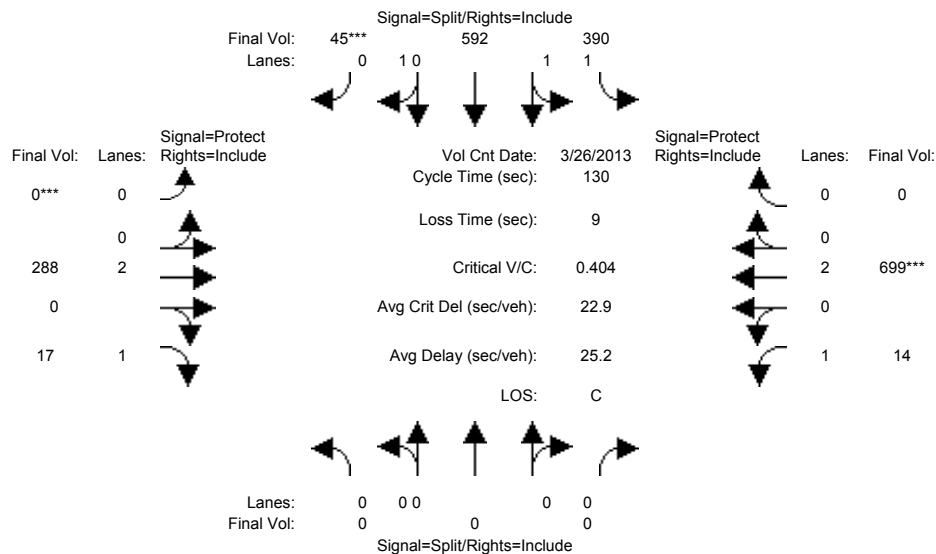
## Intersection #3618: KEYES/SEVENTH



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 40          | 359  | 40   | 88          | 451  | 61   | 163        | 607  | 36   | 46         | 405  | 60   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 40          | 359  | 40   | 88          | 451  | 61   | 163        | 607  | 36   | 46         | 405  | 60   |
| 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:                                         | 40          | 359  | 40   | 88          | 451  | 61   | 163        | 607  | 36   | 46         | 405  | 60   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 40          | 359  | 40   | 88          | 451  | 61   | 163        | 607  | 36   | 46         | 405  | 60   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 40          | 359  | 40   | 88          | 451  | 61   | 163        | 607  | 36   | 46         | 405  | 60   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 40          | 359  | 40   | 88          | 451  | 61   | 163        | 607  | 36   | 46         | 405  | 60   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.90 | 0.10 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1620 | 180  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.22 | 0.22 | 0.05        | 0.24 | 0.03 | 0.09       | 0.16 | 0.02 | 0.03       | 0.11 | 0.03 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 50.0 | 50.0 | 13.2        | 56.2 | 56.2 | 20.9       | 37.8 | 37.8 | 7.0        | 23.9 | 23.9 |
| Volume/Cap:                                          | 0.39        | 0.53 | 0.53 | 0.46        | 0.51 | 0.07 | 0.53       | 0.51 | 0.07 | 0.45       | 0.53 | 0.17 |
| Delay/Veh:                                           | 56.9        | 26.9 | 26.9 | 51.8        | 22.7 | 17.6 | 47.0       | 33.9 | 28.8 | 57.8       | 43.8 | 40.1 |
| 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:                                          | 56.9        | 26.9 | 26.9 | 51.8        | 22.7 | 17.6 | 47.0       | 33.9 | 28.8 | 57.8       | 43.8 | 40.1 |
| LOS by Move:                                         | E           | C    | C    | D           | C    | B    | D          | C    | C    | E          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 11   | 11   | 3           | 11   | 1    | 6          | 9    | 1    | 2          | 7    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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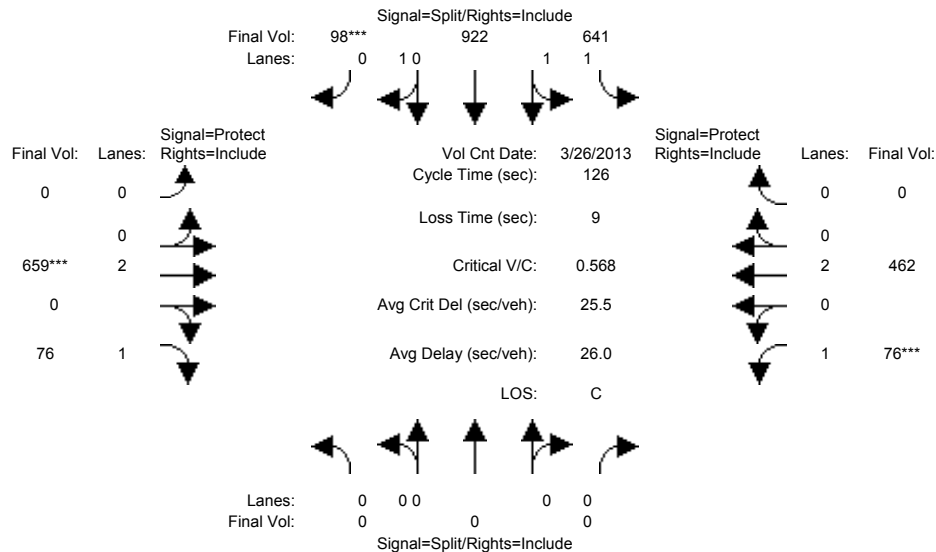
## Intersection #3619: KEYES/10TH



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 390         | 592  | 45   | 0          | 288  | 17   | 14         | 699  | 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    | 390         | 592  | 45   | 0          | 288  | 17   | 14         | 699  | 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    | 390         | 592  | 45   | 0          | 288  | 17   | 14         | 699  | 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    | 390         | 592  | 45   | 0          | 288  | 17   | 14         | 699  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 390         | 592  | 45   | 0          | 288  | 17   | 14         | 699  | 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           | 0    | 0    | 390         | 592  | 45   | 0          | 288  | 17   | 14         | 699  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.16        | 1.71 | 0.13 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2031        | 3083 | 234  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.19        | 0.19 | 0.19 | 0.00       | 0.08 | 0.01 | 0.01       | 0.18 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 61.8        | 61.8 | 61.8 | 0.0        | 34.8 | 34.8 | 24.4       | 59.2 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.40        | 0.40 | 0.40 | 0.00       | 0.28 | 0.04 | 0.04       | 0.40 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 22.2        | 22.2 | 22.2 | 0.0        | 37.8 | 35.2 | 43.3       | 23.8 | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 22.2        | 22.2 | 22.2 | 0.0        | 37.8 | 35.2 | 43.3       | 23.8 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | D    | D    | D          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 9           | 9    | 9    | 0          | 4    | 1    | 0          | 9    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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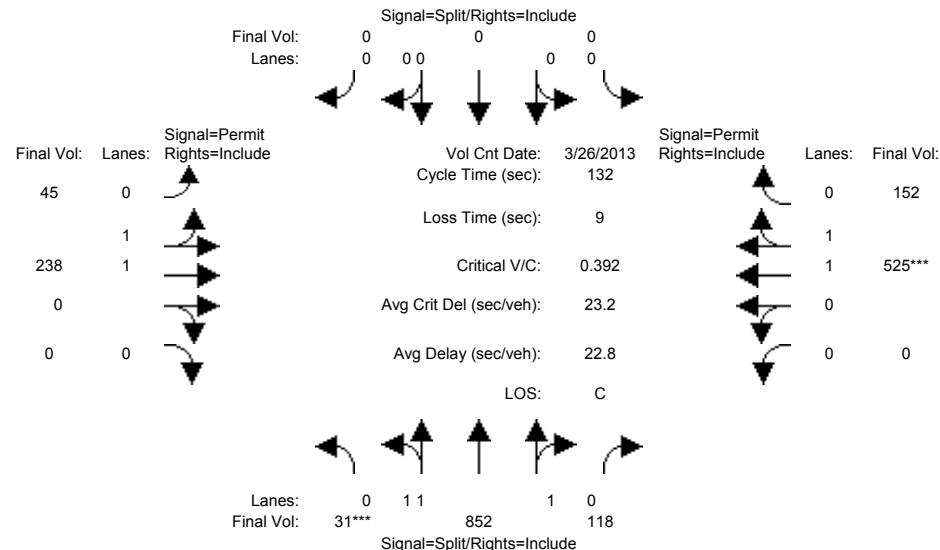
## Intersection #3619: KEYES/10TH



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 641         | 922  | 98   | 0          | 659  | 76   | 76         | 462  | 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    | 641         | 922  | 98   | 0          | 659  | 76   | 76         | 462  | 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    | 641         | 922  | 98   | 0          | 659  | 76   | 76         | 462  | 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    | 641         | 922  | 98   | 0          | 659  | 76   | 76         | 462  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 641         | 922  | 98   | 0          | 659  | 76   | 76         | 462  | 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           | 0    | 0    | 641         | 922  | 98   | 0          | 659  | 76   | 76         | 462  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.17        | 1.65 | 0.18 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2064        | 2969 | 316  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.31        | 0.31 | 0.31 | 0.00       | 0.17 | 0.04 | 0.04       | 0.12 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 68.9        | 68.9 | 68.9 | 0.0        | 38.5 | 38.5 | 9.6        | 48.1 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.57        | 0.57 | 0.57 | 0.00       | 0.57 | 0.14 | 0.57       | 0.32 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 19.0        | 19.0 | 19.0 | 0.0        | 37.4 | 31.9 | 61.8       | 27.5 | 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  | 19.0        | 19.0 | 19.0 | 0.0        | 37.4 | 31.9 | 61.8       | 27.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | B    | B    | A          | D    | C    | E          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 15          | 15   | 15   | 0          | 10   | 2    | 3          | 6    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3620: KEYES/THIRD

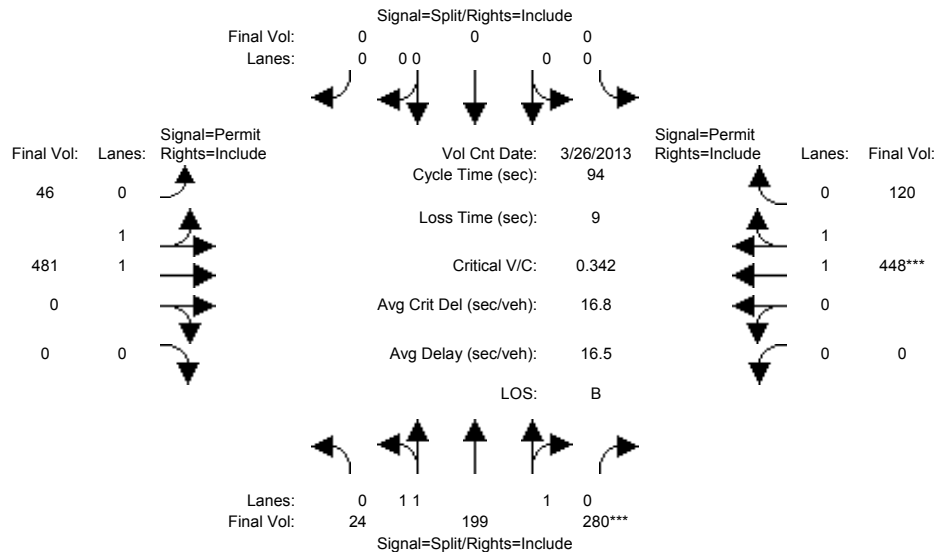


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 0           | 0    | 0    | 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 31          | 852  | 118  | 0           | 0    | 0    | 45         | 238  | 0    | 0          | 525  | 152  |
| Growth Adj:                                  | 1.00        | 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          | 852  | 118  | 0           | 0    | 0    | 45         | 238  | 0    | 0          | 525  | 152  |
| 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          | 852  | 118  | 0           | 0    | 0    | 45         | 238  | 0    | 0          | 525  | 152  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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          | 852  | 118  | 0           | 0    | 0    | 45         | 238  | 0    | 0          | 525  | 152  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 31          | 852  | 118  | 0           | 0    | 0    | 45         | 238  | 0    | 0          | 525  | 152  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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          | 852  | 118  | 0           | 0    | 0    | 45         | 238  | 0    | 0          | 525  | 152  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.97 | 0.95 | 0.92        | 1.00 | 0.92 | 0.95       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.09        | 2.55 | 0.36 | 0.00        | 0.00 | 0.00 | 0.33       | 1.67 | 0.00 | 0.00       | 1.54 | 0.46 |
| Final Sat.:                                  | 170         | 4681 | 648  | 0           | 0    | 0    | 588        | 3111 | 0    | 0          | 2869 | 831  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.18        | 0.18 | 0.18 | 0.00        | 0.00 | 0.00 | 0.08       | 0.08 | 0.00 | 0.00       | 0.18 | 0.18 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 61.3        | 61.3 | 61.3 | 0.0         | 0.0  | 0.0  | 61.7       | 61.7 | 0.0  | 0.0        | 61.7 | 61.7 |
| Volume/Cap:                                  | 0.39        | 0.39 | 0.39 | 0.00        | 0.00 | 0.00 | 0.16       | 0.16 | 0.00 | 0.00       | 0.39 | 0.39 |
| Delay/Veh:                                   | 23.2        | 23.2 | 23.2 | 0.0         | 0.0  | 0.0  | 20.3       | 20.3 | 0.0  | 0.0        | 23.1 | 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:                                  | 23.2        | 23.2 | 23.2 | 0.0         | 0.0  | 0.0  | 20.3       | 20.3 | 0.0  | 0.0        | 23.1 | 23.1 |
| LOS by Move:                                 | C           | C    | C    | A           | A    | A    | C          | C    | A    | A          | C    | C    |
| HCM2kAvgQ:                                   | 9           | 9    | 9    | 0           | 0    | 0    | 3          | 3    | 0    | 0          | 9    | 9    |

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

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## Intersection #3620: KEYES/THIRD

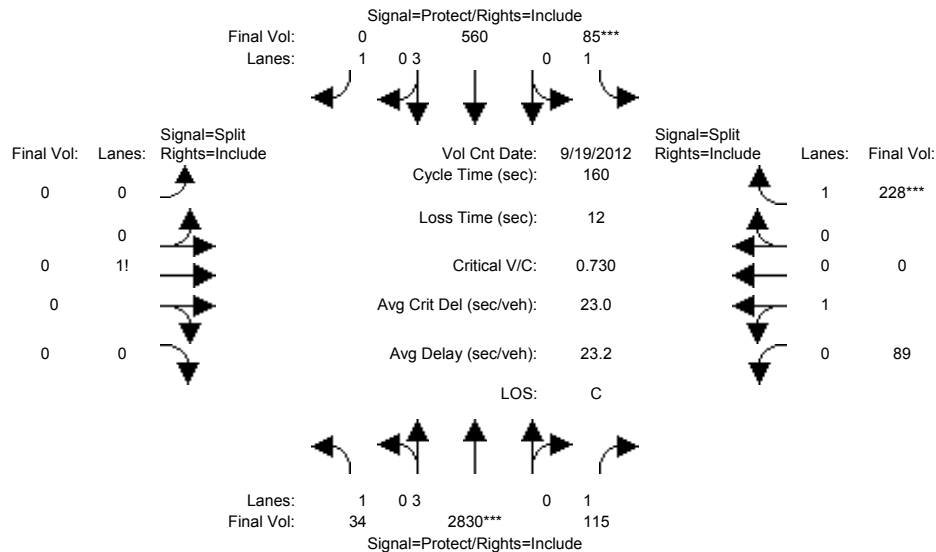


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 0           | 0    | 0    | 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 24          | 199  | 280  | 0           | 0    | 0    | 46         | 481  | 0    | 0          | 448  | 120  |
| Growth Adj:                                  | 1.00        | 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          | 199  | 280  | 0           | 0    | 0    | 46         | 481  | 0    | 0          | 448  | 120  |
| 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          | 199  | 280  | 0           | 0    | 0    | 46         | 481  | 0    | 0          | 448  | 120  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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          | 199  | 280  | 0           | 0    | 0    | 46         | 481  | 0    | 0          | 448  | 120  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 24          | 199  | 280  | 0           | 0    | 0    | 46         | 481  | 0    | 0          | 448  | 120  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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          | 199  | 280  | 0           | 0    | 0    | 46         | 481  | 0    | 0          | 448  | 120  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.99 | 0.95 | 0.92        | 1.00 | 0.92 | 0.95       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.22        | 1.78 | 1.00 | 0.00        | 0.00 | 0.00 | 0.18       | 1.82 | 0.00 | 0.00       | 1.57 | 0.43 |
| Final Sat.:                                  | 404         | 3346 | 1800 | 0           | 0    | 0    | 323        | 3377 | 0    | 0          | 2918 | 782  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.06        | 0.06 | 0.16 | 0.00        | 0.00 | 0.00 | 0.14       | 0.14 | 0.00 | 0.00       | 0.15 | 0.15 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 42.8        | 42.8 | 42.8 | 0.0         | 0.0  | 0.0  | 42.2       | 42.2 | 0.0  | 0.0        | 42.2 | 42.2 |
| Volume/Cap:                                  | 0.13        | 0.13 | 0.34 | 0.00        | 0.00 | 0.00 | 0.32       | 0.32 | 0.00 | 0.00       | 0.34 | 0.34 |
| Delay/Veh:                                   | 14.9        | 14.9 | 16.7 | 0.0         | 0.0  | 0.0  | 16.7       | 16.7 | 0.0  | 0.0        | 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:                                  | 14.9        | 14.9 | 16.7 | 0.0         | 0.0  | 0.0  | 16.7       | 16.7 | 0.0  | 0.0        | 17.0 | 17.0 |
| LOS by Move:                                 | B           | B    | B    | A           | A    | A    | B          | B    | A    | A          | B    | B    |
| HCM2kAvgQ:                                   | 2           | 2    | 5    | 0           | 0    | 0    | 5          | 5    | 0    | 0          | 5    | 5    |

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

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## Intersection #3646: LEWIS/MONTEREY

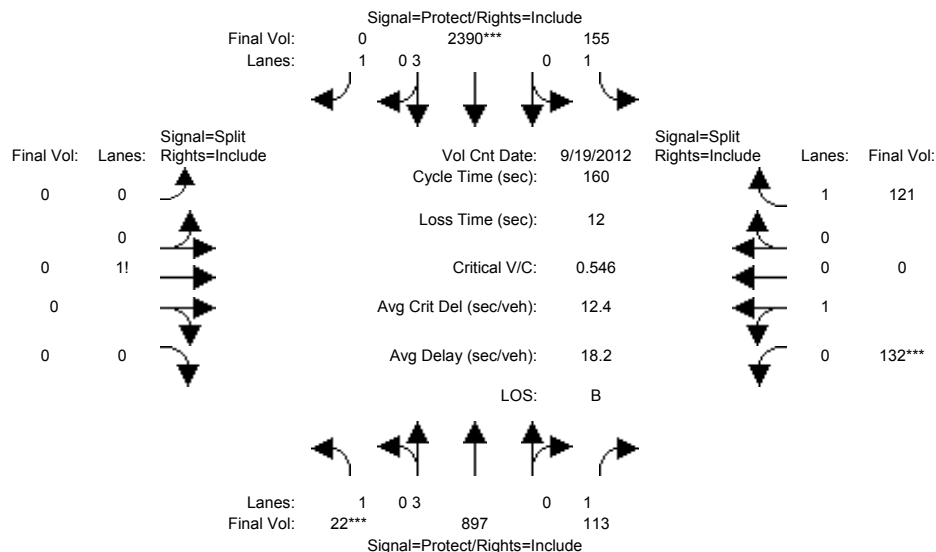


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                            | 34          | 2830 | 115   | 85          | 560  | 0    | 0          | 0    | 0    | 89         | 0    | 228  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 34          | 2830 | 115   | 85          | 560  | 0    | 0          | 0    | 0    | 89         | 0    | 228  |
| 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:                                         | 34          | 2830 | 115   | 85          | 560  | 0    | 0          | 0    | 0    | 89         | 0    | 228  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 34          | 2830 | 115   | 85          | 560  | 0    | 0          | 0    | 0    | 89         | 0    | 228  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 34          | 2830 | 115   | 85          | 560  | 0    | 0          | 0    | 0    | 89         | 0    | 228  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 34          | 2830 | 115   | 85          | 560  | 0    | 0          | 0    | 0    | 89         | 0    | 228  |
| Saturation 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       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.50 | 0.07  | 0.05        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.13 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 36.8        | 109  | 108.8 | 10.6        | 82.6 | 0.0  | 0.0        | 0.0  | 0.0  | 28.6       | 0.0  | 28.6 |
| Volume/Cap:                                          | 0.08        | 0.73 | 0.10  | 0.73        | 0.19 | 0.00 | 0.00       | 0.00 | 0.00 | 0.28       | 0.00 | 0.73 |
| Delay/Veh:                                           | 48.5        | 17.0 | 8.8   | 94.1        | 20.8 | 0.0  | 0.0        | 0.0  | 0.0  | 57.3       | 0.0  | 70.6 |
| 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        | 17.0 | 8.8   | 94.1        | 20.8 | 0.0  | 0.0        | 0.0  | 0.0  | 57.3       | 0.0  | 70.6 |
| LOS by Move:                                         | D           | B    | A     | F           | C    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 29   | 2     | 5           | 5    | 0    | 0          | 0    | 0    | 4          | 0    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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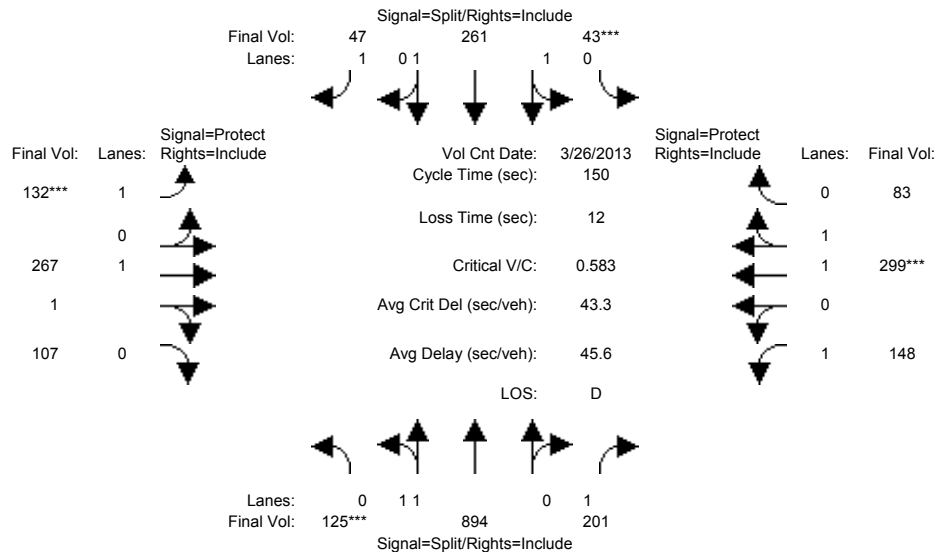
## Intersection #3646: LEWIS/MONTEREY



| 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:                                            | 22          | 897  | 113  | 155         | 2390 | 0    | 0          | 0    | 0    | 132        | 0    | 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:                                         | 22          | 897  | 113  | 155         | 2390 | 0    | 0          | 0    | 0    | 132        | 0    | 121  |
| 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:                                         | 22          | 897  | 113  | 155         | 2390 | 0    | 0          | 0    | 0    | 132        | 0    | 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:                                          | 22          | 897  | 113  | 155         | 2390 | 0    | 0          | 0    | 0    | 132        | 0    | 121  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 22          | 897  | 113  | 155         | 2390 | 0    | 0          | 0    | 0    | 132        | 0    | 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:                                        | 22          | 897  | 113  | 155         | 2390 | 0    | 0          | 0    | 0    | 132        | 0    | 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 | 0.92        | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.16 | 0.06 | 0.09        | 0.42 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.07 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 7.0         | 81.3 | 81.3 | 45.7        | 120  | 0.0  | 0.0        | 0.0  | 0.0  | 21.0       | 0.0  | 21.0 |
| Volume/Cap:                                          | 0.29        | 0.31 | 0.13 | 0.31        | 0.56 | 0.00 | 0.00       | 0.00 | 0.00 | 0.56       | 0.00 | 0.53 |
| Delay/Veh:                                           | 76.2        | 23.0 | 20.8 | 45.1        | 8.8  | 0.0  | 0.0        | 0.0  | 0.0  | 68.2       | 0.0  | 67.1 |
| 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:                                          | 76.2        | 23.0 | 20.8 | 45.1        | 8.8  | 0.0  | 0.0        | 0.0  | 0.0  | 68.2       | 0.0  | 67.1 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 8    | 3    | 6           | 16   | 0    | 0          | 0    | 0    | 7          | 0    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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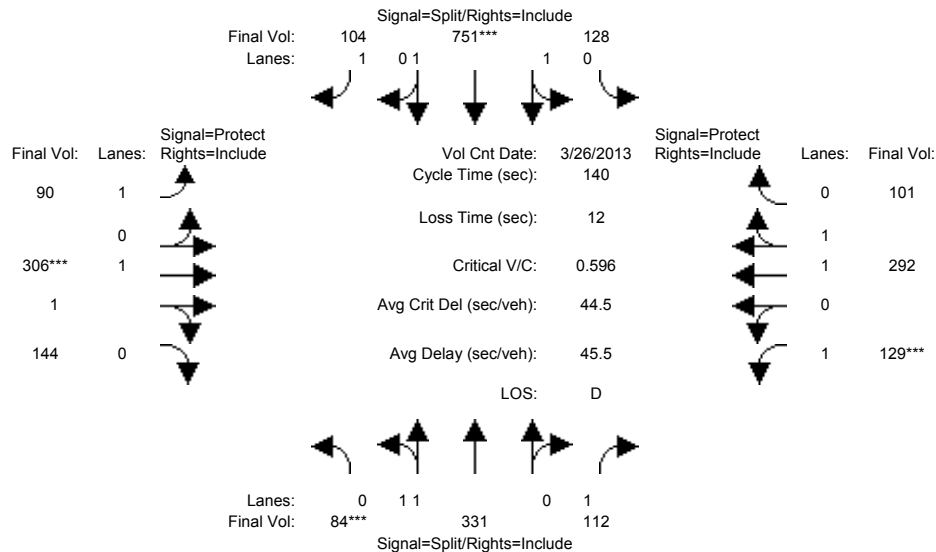
## Intersection #3650: LINCOLN/MINNESOTA



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 125         | 894  | 201  | 43          | 261  | 47   | 132        | 267  | 107  | 148        | 299  | 83   |
| Growth Adj:                                          | 1.00        | 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         | 894  | 201  | 43          | 261  | 47   | 132        | 267  | 107  | 148        | 299  | 83   |
| 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         | 894  | 201  | 43          | 261  | 47   | 132        | 267  | 107  | 148        | 299  | 83   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 125         | 894  | 201  | 43          | 261  | 47   | 132        | 267  | 107  | 148        | 299  | 83   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 125         | 894  | 201  | 43          | 261  | 47   | 132        | 267  | 107  | 148        | 299  | 83   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 125         | 894  | 201  | 43          | 261  | 47   | 132        | 267  | 107  | 148        | 299  | 83   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.25        | 1.75 | 1.00 | 0.29        | 1.71 | 1.00 | 1.00       | 1.41 | 0.59 | 1.00       | 1.55 | 0.45 |
| Final Sat.:                                          | 454         | 3246 | 1750 | 523         | 3176 | 1750 | 1750       | 2641 | 1058 | 1750       | 2895 | 804  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.28        | 0.28 | 0.11 | 0.08        | 0.08 | 0.03 | 0.08       | 0.10 | 0.10 | 0.08       | 0.10 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 70.9        | 70.9 | 70.9 | 21.1        | 21.1 | 21.1 | 19.4       | 25.0 | 25.0 | 20.9       | 26.6 | 26.6 |
| Volume/Cap:                                          | 0.58        | 0.58 | 0.24 | 0.58        | 0.58 | 0.19 | 0.58       | 0.61 | 0.61 | 0.61       | 0.58 | 0.58 |
| Delay/Veh:                                           | 29.3        | 29.3 | 23.7 | 62.0        | 62.0 | 57.3 | 65.3       | 59.6 | 59.6 | 64.9       | 58.0 | 58.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 29.3        | 29.3 | 23.7 | 62.0        | 62.0 | 57.3 | 65.3       | 59.6 | 59.6 | 64.9       | 58.0 | 58.0 |
| LOS by Move:                                         | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 17          | 17   | 6    | 7           | 7    | 2    | 6          | 8    | 8    | 7          | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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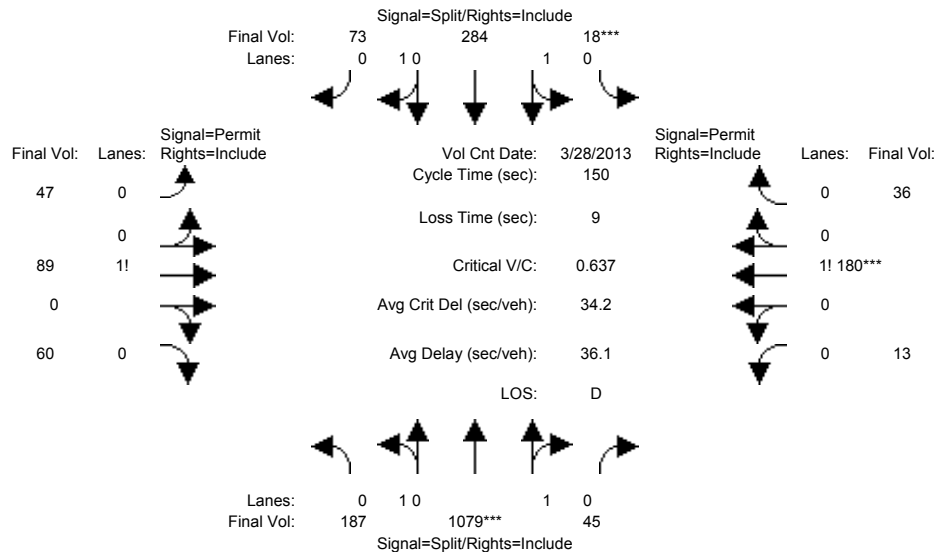
## Intersection #3650: LINCOLN/MINNESOTA



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 84          | 331  | 112  | 128         | 751  | 104  | 90         | 306  | 144  | 129        | 292  | 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:                                         | 84          | 331  | 112  | 128         | 751  | 104  | 90         | 306  | 144  | 129        | 292  | 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:                                         | 84          | 331  | 112  | 128         | 751  | 104  | 90         | 306  | 144  | 129        | 292  | 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:                                          | 84          | 331  | 112  | 128         | 751  | 104  | 90         | 306  | 144  | 129        | 292  | 101  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 84          | 331  | 112  | 128         | 751  | 104  | 90         | 306  | 144  | 129        | 292  | 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:                                        | 84          | 331  | 112  | 128         | 751  | 104  | 90         | 306  | 144  | 129        | 292  | 101  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.42        | 1.58 | 1.00 | 0.30        | 1.70 | 1.00 | 1.00       | 1.34 | 0.66 | 1.00       | 1.47 | 0.53 |
| Final Sat.:                                          | 749         | 2951 | 1750 | 539         | 3161 | 1750 | 1750       | 2515 | 1184 | 1750       | 2748 | 951  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.11 | 0.06 | 0.24        | 0.24 | 0.06 | 0.05       | 0.12 | 0.12 | 0.07       | 0.11 | 0.11 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 26.3        | 26.3 | 26.3 | 55.8        | 55.8 | 55.8 | 18.4       | 28.6 | 28.6 | 17.3       | 27.4 | 27.4 |
| Volume/Cap:                                          | 0.60        | 0.60 | 0.34 | 0.60        | 0.60 | 0.15 | 0.39       | 0.60 | 0.60 | 0.60       | 0.54 | 0.54 |
| Delay/Veh:                                           | 53.4        | 53.4 | 49.9 | 33.9        | 33.9 | 27.0 | 56.7       | 51.8 | 51.8 | 62.5       | 51.5 | 51.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 53.4        | 53.4 | 49.9 | 33.9        | 33.9 | 27.0 | 56.7       | 51.8 | 51.8 | 62.5       | 51.5 | 51.5 |
| LOS by Move:                                         | D           | D    | D    | C           | C    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 8           | 8    | 4    | 15          | 15   | 3    | 4          | 9    | 9    | 6          | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (AM)

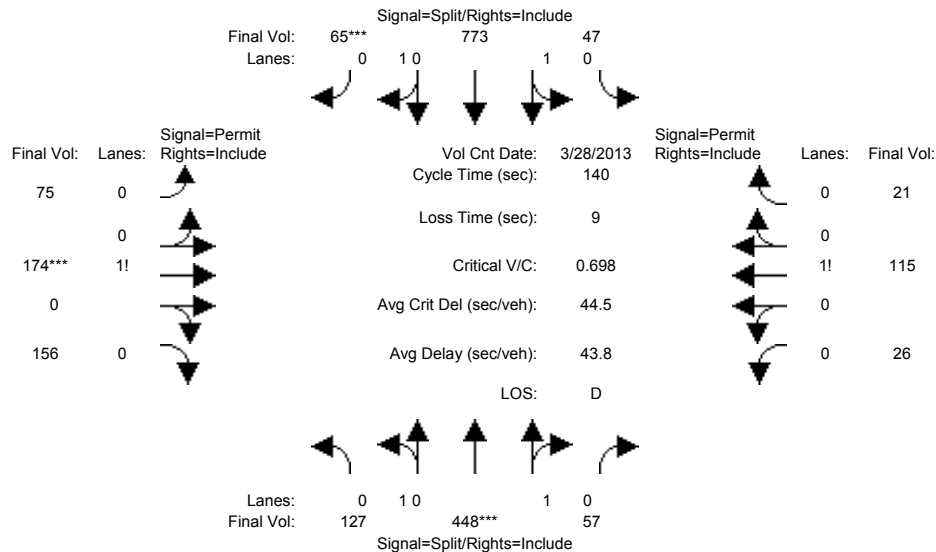
## Intersection #3652: LINCOLN/PINE



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 187         | 1079 | 45   | 18          | 284  | 73   | 47         | 89   | 60   | 13         | 180  | 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:                                         | 187         | 1079 | 45   | 18          | 284  | 73   | 47         | 89   | 60   | 13         | 180  | 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:                                         | 187         | 1079 | 45   | 18          | 284  | 73   | 47         | 89   | 60   | 13         | 180  | 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:                                          | 187         | 1079 | 45   | 18          | 284  | 73   | 47         | 89   | 60   | 13         | 180  | 36   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 187         | 1079 | 45   | 18          | 284  | 73   | 47         | 89   | 60   | 13         | 180  | 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:                                        | 187         | 1079 | 45   | 18          | 284  | 73   | 47         | 89   | 60   | 13         | 180  | 36   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 0.28        | 1.65 | 0.07 | 0.10        | 1.51 | 0.39 | 0.24       | 0.45 | 0.31 | 0.06       | 0.78 | 0.16 |
| Final Sat.:                                          | 514         | 2963 | 124  | 173         | 2726 | 701  | 420        | 795  | 536  | 99         | 1376 | 275  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.36        | 0.36 | 0.36 | 0.10        | 0.10 | 0.10 | 0.11       | 0.11 | 0.11 | 0.13       | 0.13 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 85.7        | 85.7 | 85.7 | 24.5        | 24.5 | 24.5 | 30.8       | 30.8 | 30.8 | 30.8       | 30.8 | 30.8 |
| Volume/Cap:                                          | 0.64        | 0.64 | 0.64 | 0.64        | 0.64 | 0.64 | 0.55       | 0.55 | 0.55 | 0.64       | 0.64 | 0.64 |
| Delay/Veh:                                           | 22.4        | 22.4 | 22.4 | 60.9        | 60.9 | 60.9 | 55.1       | 55.1 | 55.1 | 58.3       | 58.3 | 58.3 |
| 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:                                          | 22.4        | 22.4 | 22.4 | 60.9        | 60.9 | 60.9 | 55.1       | 55.1 | 55.1 | 58.3       | 58.3 | 58.3 |
| LOS by Move:                                         | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 21          | 21   | 21   | 8           | 8    | 8    | 9          | 9    | 9    | 11         | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3652: LINCOLN/PINE

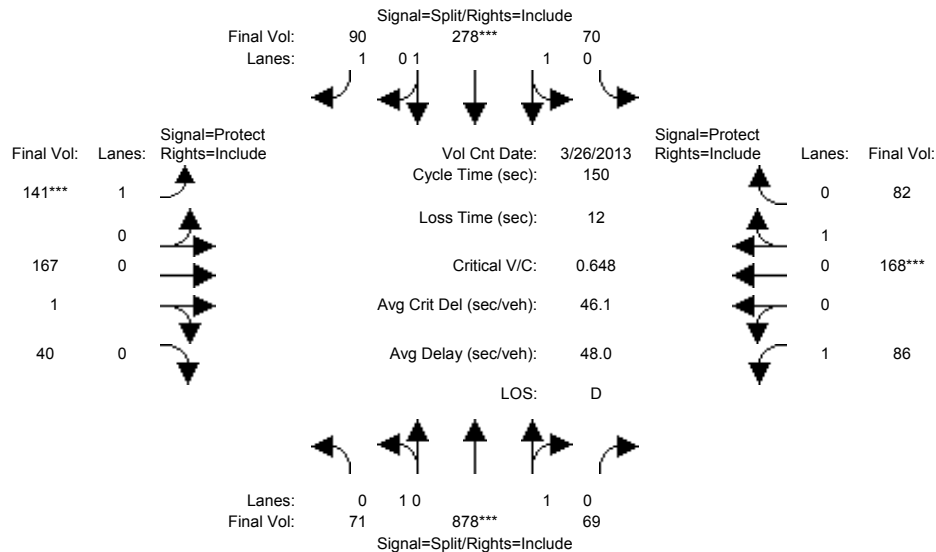


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 127         | 448  | 57   | 47          | 773  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                 | 127         | 448  | 57   | 47          | 773  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                 | 127         | 448  | 57   | 47          | 773  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                  | 127         | 448  | 57   | 47          | 773  | 65   | 75         | 174  | 156  | 26         | 115  | 21   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 127         | 448  | 57   | 47          | 773  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                | 127         | 448  | 57   | 47          | 773  | 65   | 75         | 174  | 156  | 26         | 115  | 21   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                       | 0.40        | 1.42 | 0.18 | 0.10        | 1.75 | 0.15 | 0.18       | 0.43 | 0.39 | 0.16       | 0.71 | 0.13 |
| Final Sat.:                                  | 723         | 2552 | 325  | 191         | 3144 | 264  | 324        | 752  | 674  | 281        | 1242 | 227  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.18        | 0.18 | 0.18 | 0.25        | 0.25 | 0.25 | 0.23       | 0.23 | 0.23 | 0.09       | 0.09 | 0.09 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 35.2        | 35.2 | 35.2 | 49.3        | 49.3 | 49.3 | 46.4       | 46.4 | 46.4 | 46.4       | 46.4 | 46.4 |
| Volume/Cap:                                  | 0.70        | 0.70 | 0.70 | 0.70        | 0.70 | 0.70 | 0.70       | 0.70 | 0.70 | 0.28       | 0.28 | 0.28 |
| Delay/Veh:                                   | 50.0        | 50.0 | 50.0 | 40.7        | 40.7 | 40.7 | 44.4       | 44.4 | 44.4 | 34.7       | 34.7 | 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:                                  | 50.0        | 50.0 | 50.0 | 40.7        | 40.7 | 40.7 | 44.4       | 44.4 | 44.4 | 34.7       | 34.7 | 34.7 |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | D    | D    | C          | C    | C    |
| HCM2kAvgQ:                                   | 14          | 14   | 14   | 17          | 17   | 17   | 16         | 16   | 16   | 5          | 5    | 5    |

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

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Existing+Project Alt C (AM)

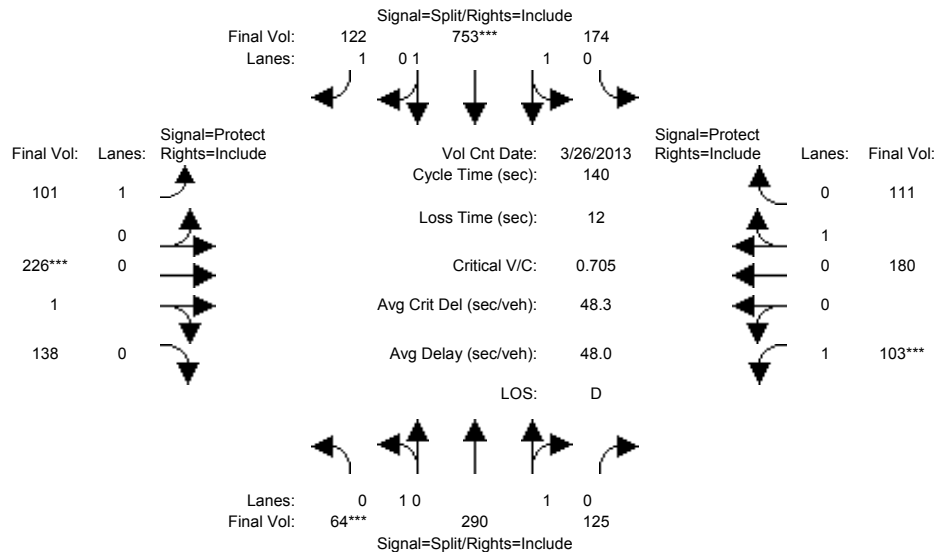
## Intersection #3654: LINCOLN/WILLOW



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 71          | 878  | 69   | 70          | 278  | 90   | 141        | 167  | 40   | 86         | 168  | 82   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 71          | 878  | 69   | 70          | 278  | 90   | 141        | 167  | 40   | 86         | 168  | 82   |
| 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:                                         | 71          | 878  | 69   | 70          | 278  | 90   | 141        | 167  | 40   | 86         | 168  | 82   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 71          | 878  | 69   | 70          | 278  | 90   | 141        | 167  | 40   | 86         | 168  | 82   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 71          | 878  | 69   | 70          | 278  | 90   | 141        | 167  | 40   | 86         | 168  | 82   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 71          | 878  | 69   | 70          | 278  | 90   | 141        | 167  | 40   | 86         | 168  | 82   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                               | 0.14        | 1.72 | 0.14 | 0.41        | 1.59 | 1.00 | 1.00       | 0.81 | 0.19 | 1.00       | 0.67 | 0.33 |
| Final Sat.:                                          | 251         | 3105 | 244  | 744         | 2955 | 1750 | 1750       | 1452 | 348  | 1750       | 1210 | 590  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.28        | 0.28 | 0.28 | 0.09        | 0.09 | 0.05 | 0.08       | 0.12 | 0.12 | 0.05       | 0.14 | 0.14 |
| Crit Moves:                                          | ***         | ***  | ***  | ***         | ***  | ***  | ***        | ***  | ***  | ***        | ***  | ***  |
| Green Time:                                          | 65.4        | 65.4 | 65.4 | 21.8        | 21.8 | 21.8 | 18.6       | 32.2 | 32.2 | 18.6       | 32.1 | 32.1 |
| Volume/Cap:                                          | 0.65        | 0.65 | 0.65 | 0.65        | 0.65 | 0.35 | 0.65       | 0.54 | 0.54 | 0.40       | 0.65 | 0.65 |
| Delay/Veh:                                           | 34.2        | 34.2 | 34.2 | 63.3        | 63.3 | 58.6 | 69.2       | 53.8 | 53.8 | 61.7       | 57.6 | 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:                                          | 34.2        | 34.2 | 34.2 | 63.3        | 63.3 | 58.6 | 69.2       | 53.8 | 53.8 | 61.7       | 57.6 | 57.6 |
| LOS by Move:                                         | C           | C    | C    | E           | E    | E    | E          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 19          | 19   | 19   | 9           | 9    | 4    | 7          | 9    | 9    | 4          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3654: LINCOLN/WILLOW

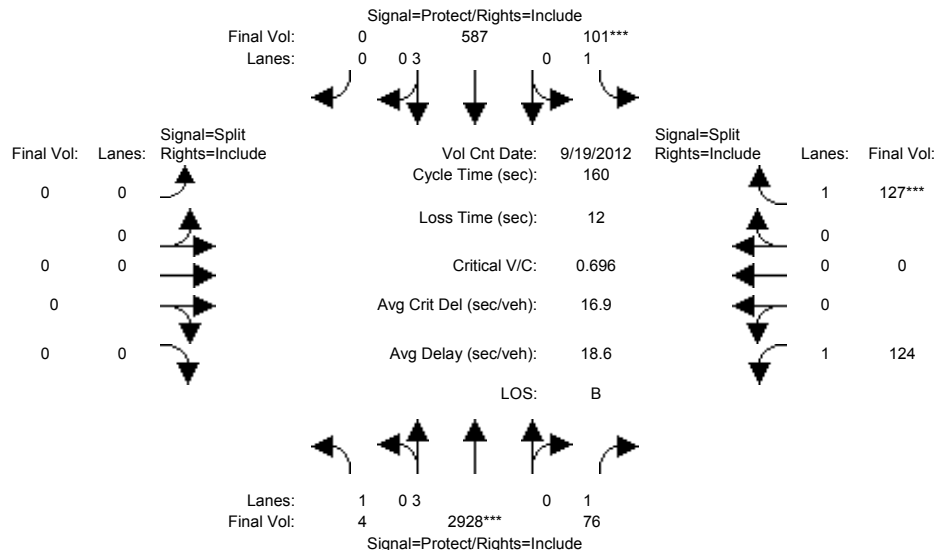


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 64          | 290  | 125  | 174         | 753  | 122  | 101        | 226  | 138  | 103        | 180  | 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:                                 | 64          | 290  | 125  | 174         | 753  | 122  | 101        | 226  | 138  | 103        | 180  | 111  |
| 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:                                 | 64          | 290  | 125  | 174         | 753  | 122  | 101        | 226  | 138  | 103        | 180  | 111  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 64          | 290  | 125  | 174         | 753  | 122  | 101        | 226  | 138  | 103        | 180  | 111  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 64          | 290  | 125  | 174         | 753  | 122  | 101        | 226  | 138  | 103        | 180  | 111  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 64          | 290  | 125  | 174         | 753  | 122  | 101        | 226  | 138  | 103        | 180  | 111  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                       | 0.27        | 1.21 | 0.52 | 0.39        | 1.61 | 1.00 | 1.00       | 0.62 | 0.38 | 1.00       | 0.62 | 0.38 |
| Final Sat.:                                  | 481         | 2180 | 939  | 694         | 3005 | 1750 | 1750       | 1118 | 682  | 1750       | 1113 | 687  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.13        | 0.13 | 0.13 | 0.25        | 0.25 | 0.07 | 0.06       | 0.20 | 0.20 | 0.06       | 0.16 | 0.16 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 26.4        | 26.4 | 26.4 | 49.7        | 49.7 | 49.7 | 15.9       | 40.1 | 40.1 | 11.7       | 36.0 | 36.0 |
| Volume/Cap:                                  | 0.71        | 0.71 | 0.71 | 0.71        | 0.71 | 0.20 | 0.51       | 0.71 | 0.71 | 0.71       | 0.63 | 0.63 |
| Delay/Veh:                                   | 56.5        | 56.5 | 56.5 | 40.6        | 40.6 | 31.4 | 60.6       | 49.1 | 49.1 | 77.0       | 48.9 | 48.9 |
| 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:                                  | 56.5        | 56.5 | 56.5 | 40.6        | 40.6 | 31.4 | 60.6       | 49.1 | 49.1 | 77.0       | 48.9 | 48.9 |
| LOS by Move:                                 | E           | E    | E    | D           | D    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                   | 10          | 10   | 10   | 18          | 18   | 4    | 4          | 15   | 15   | 5          | 11   | 11   |

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

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## Intersection #3706: MONTEREY/SOUTHSIDE

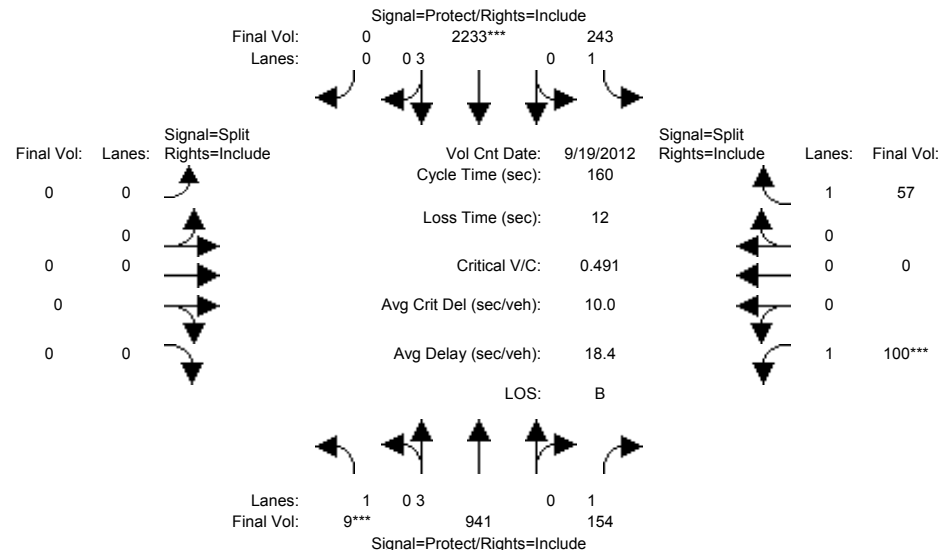


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10    | 7           | 10   | 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: 19 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| 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:                                         | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.51 | 0.04  | 0.06        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.07 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 39.2        | 118  | 118.1 | 13.3        | 92.2 | 0.0  | 0.0        | 0.0  | 0.0  | 16.7       | 0.0  | 16.7 |
| Volume/Cap:                                          | 0.01        | 0.70 | 0.06  | 0.70        | 0.18 | 0.00 | 0.00       | 0.00 | 0.00 | 0.68       | 0.00 | 0.70 |
| Delay/Veh:                                           | 45.7        | 11.8 | 5.8   | 85.2        | 16.1 | 0.0  | 0.0        | 0.0  | 0.0  | 79.0       | 0.0  | 80.4 |
| 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:                                          | 45.7        | 11.8 | 5.8   | 85.2        | 16.1 | 0.0  | 0.0        | 0.0  | 0.0  | 79.0       | 0.0  | 80.4 |
| LOS by Move:                                         | D           | B    | A     | F           | B    | A    | A          | A    | A    | E          | A    | F    |
| HCM2kAvgQ:                                           | 0           | 26   | 1     | 5           | 4    | 0    | 0          | 0    | 0    | 6          | 0    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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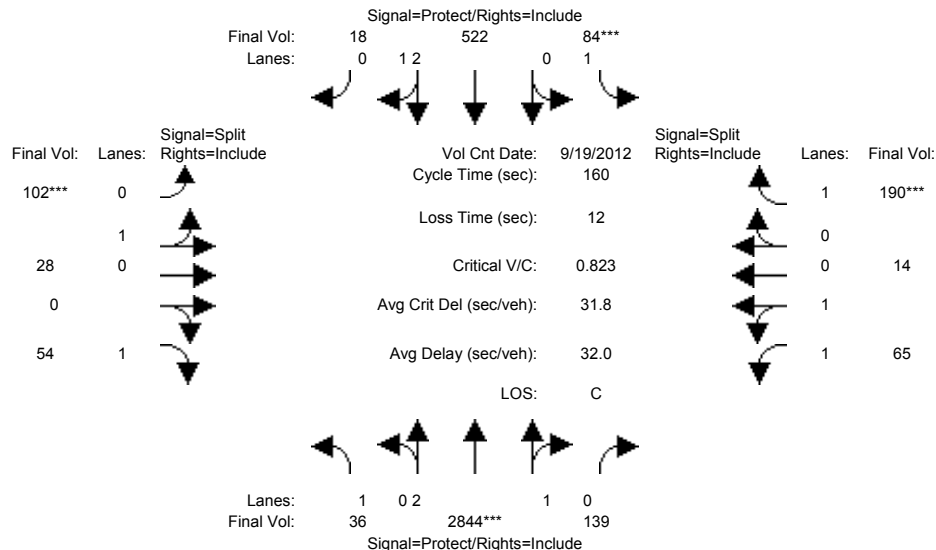
## Intersection #3706: MONTEREY/SOUTHSIDE



| 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   | 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: 19 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| Growth Adj:                                          | 1.00        | 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           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| 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:                                         | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| Saturation 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        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.17 | 0.09 | 0.14        | 0.39 | 0.00 | 0.00       | 0.00 | 0.00 | 0.06       | 0.00 | 0.03 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 7.0         | 70.6 | 70.6 | 59.4        | 123  | 0.0  | 0.0        | 0.0  | 0.0  | 17.9       | 0.0  | 17.9 |
| Volume/Cap:                                          | 0.12        | 0.37 | 0.20 | 0.37        | 0.51 | 0.00 | 0.00       | 0.00 | 0.00 | 0.51       | 0.00 | 0.29 |
| Delay/Veh:                                           | 74.2        | 30.0 | 27.5 | 37.1        | 7.1  | 0.0  | 0.0        | 0.0  | 0.0  | 69.1       | 0.0  | 66.0 |
| 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:                                          | 74.2        | 30.0 | 27.5 | 37.1        | 7.1  | 0.0  | 0.0        | 0.0  | 0.0  | 69.1       | 0.0  | 66.0 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 10   | 5    | 9           | 14   | 0    | 0          | 0    | 0    | 5          | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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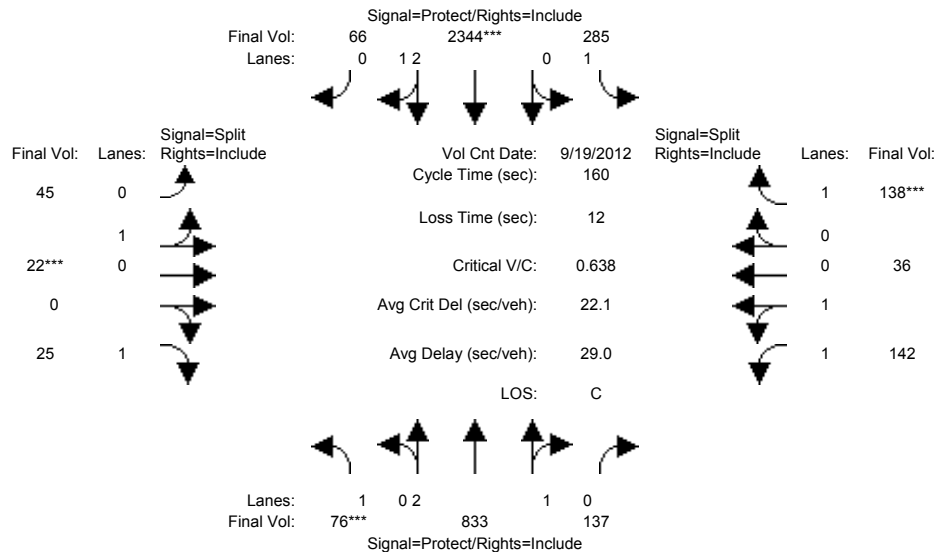
## Intersection #3707: MONTEREY/UMBARGER



| 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:                                            | 36          | 2844 | 139   | 84          | 522  | 18   | 102        | 28   | 54   | 65         | 14   | 190  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 36          | 2844 | 139   | 84          | 522  | 18   | 102        | 28   | 54   | 65         | 14   | 190  |
| 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:                                         | 36          | 2844 | 139   | 84          | 522  | 18   | 102        | 28   | 54   | 65         | 14   | 190  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 36          | 2844 | 139   | 84          | 522  | 18   | 102        | 28   | 54   | 65         | 14   | 190  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 36          | 2844 | 139   | 84          | 522  | 18   | 102        | 28   | 54   | 65         | 14   | 190  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 36          | 2844 | 139   | 84          | 522  | 18   | 102        | 28   | 54   | 65         | 14   | 190  |
| 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 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 2.86 | 0.14  | 1.00        | 2.90 | 0.10 | 0.78       | 0.22 | 1.00 | 1.65       | 0.35 | 1.00 |
| Final Sat.:                                          | 1750        | 5339 | 261   | 1750        | 5413 | 187  | 1412       | 388  | 1750 | 2921       | 629  | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.53 | 0.53  | 0.05        | 0.10 | 0.10 | 0.07       | 0.07 | 0.03 | 0.02       | 0.02 | 0.11 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 35.2        | 104  | 103.5 | 9.3         | 77.6 | 77.6 | 14.0       | 14.0 | 14.0 | 21.1       | 21.1 | 21.1 |
| Volume/Cap:                                          | 0.09        | 0.82 | 0.82  | 0.82        | 0.20 | 0.20 | 0.82       | 0.82 | 0.35 | 0.17       | 0.17 | 0.82 |
| Delay/Veh:                                           | 49.8        | 22.9 | 22.9  | 113.9       | 23.5 | 23.5 | 99.9       | 99.9 | 70.1 | 61.8       | 61.8 | 88.3 |
| 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:                                          | 49.8        | 22.9 | 22.9  | 113.9       | 23.5 | 23.5 | 99.9       | 99.9 | 70.1 | 61.8       | 61.8 | 88.3 |
| LOS by Move:                                         | D           | C    | C     | F           | C    | C    | F          | F    | E    | E          | E    | F    |
| HCM2kAvgQ:                                           | 1           | 37   | 37    | 5           | 5    | 5    | 9          | 9    | 3    | 2          | 2    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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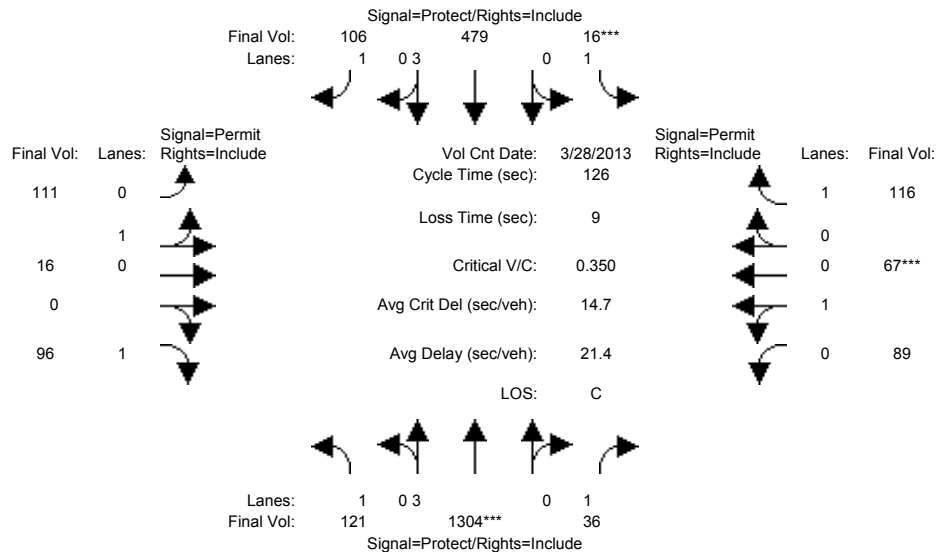
## Intersection #3707: MONTEREY/UMBARGER



| 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:                                            | 76          | 833  | 137  | 285         | 2344 | 66    | 45         | 22   | 25   | 142        | 36   | 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:                                         | 76          | 833  | 137  | 285         | 2344 | 66    | 45         | 22   | 25   | 142        | 36   | 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:                                         | 76          | 833  | 137  | 285         | 2344 | 66    | 45         | 22   | 25   | 142        | 36   | 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:                                          | 76          | 833  | 137  | 285         | 2344 | 66    | 45         | 22   | 25   | 142        | 36   | 138  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 76          | 833  | 137  | 285         | 2344 | 66    | 45         | 22   | 25   | 142        | 36   | 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:                                        | 76          | 833  | 137  | 285         | 2344 | 66    | 45         | 22   | 25   | 142        | 36   | 138  |
| 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  | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 2.56 | 0.44 | 1.00        | 2.91 | 0.09  | 0.67       | 0.33 | 1.00 | 1.60       | 0.40 | 1.00 |
| Final Sat.:                                          | 1750        | 4808 | 791  | 1750        | 5446 | 153   | 1209       | 591  | 1750 | 2832       | 718  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.17 | 0.17 | 0.16        | 0.43 | 0.43  | 0.04       | 0.04 | 0.01 | 0.05       | 0.05 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      |            |      | **** |
| Green Time:                                          | 10.8        | 61.0 | 61.0 | 57.3        | 107  | 107.5 | 10.0       | 10.0 | 10.0 | 19.7       | 19.7 | 19.7 |
| Volume/Cap:                                          | 0.64        | 0.45 | 0.45 | 0.45        | 0.64 | 0.64  | 0.60       | 0.60 | 0.23 | 0.41       | 0.41 | 0.64 |
| Delay/Veh:                                           | 83.9        | 37.2 | 37.2 | 39.9        | 15.5 | 15.5  | 81.4       | 81.4 | 72.4 | 65.4       | 65.4 | 73.2 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 83.9        | 37.2 | 37.2 | 39.9        | 15.5 | 15.5  | 81.4       | 81.4 | 72.4 | 65.4       | 65.4 | 73.2 |
| LOS by Move:                                         | F           | D    | D    | D           | B    | B     | F          | F    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 4           | 12   | 12   | 11          | 22   | 22    | 4          | 4    | 1    | 4          | 4    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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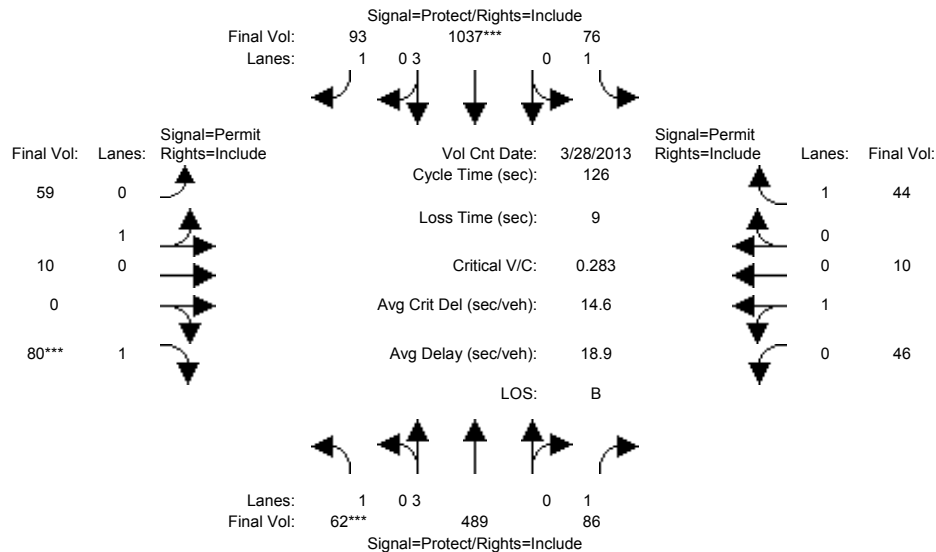
## Intersection #3759: ROSENBAUM/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| 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:                                         | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 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:                                          | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 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 |
| Final Volume:                                        | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| Saturation 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        | 3.00 | 1.00 | 0.87       | 0.13 | 1.00 | 0.57       | 0.43 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1573       | 227  | 1750 | 1027       | 773  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.23 | 0.02 | 0.01        | 0.08 | 0.06 | 0.07       | 0.07 | 0.05 | 0.09       | 0.09 | 0.07 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 39.2        | 79.8 | 79.8 | 7.0         | 47.6 | 47.6 | 30.2       | 30.2 | 30.2 | 30.2       | 30.2 | 30.2 |
| Volume/Cap:                                          | 0.22        | 0.36 | 0.03 | 0.16        | 0.22 | 0.16 | 0.29       | 0.29 | 0.23 | 0.36       | 0.36 | 0.28 |
| Delay/Veh:                                           | 32.3        | 11.1 | 8.7  | 57.5        | 26.7 | 26.1 | 39.5       | 39.5 | 38.8 | 40.4       | 40.4 | 39.3 |
| 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:                                          | 32.3        | 11.1 | 8.7  | 57.5        | 26.7 | 26.1 | 39.5       | 39.5 | 38.8 | 40.4       | 40.4 | 39.3 |
| LOS by Move:                                         | C           | B    | A    | E           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 4           | 8    | 1    | 1           | 4    | 3    | 4          | 4    | 3    | 5          | 5    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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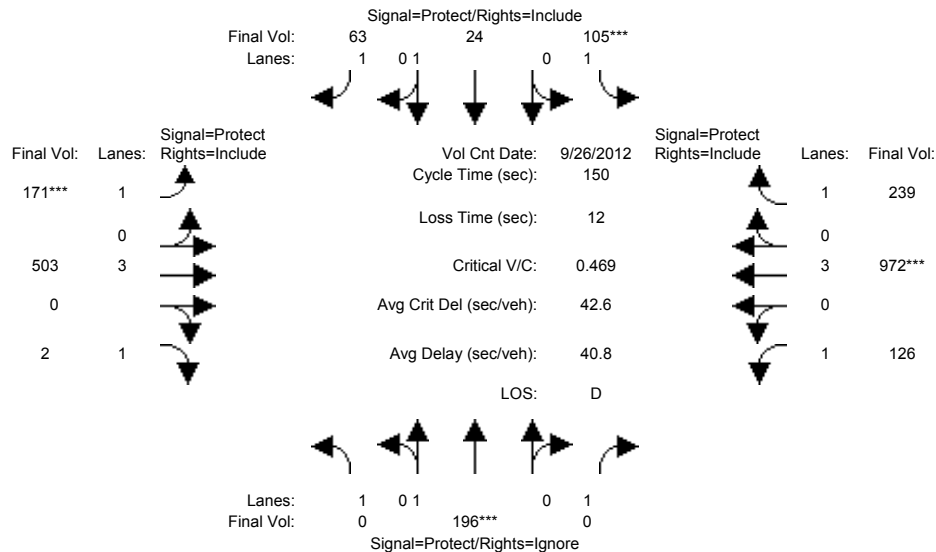
## Intersection #3759: ROSENBAUM/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                         | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                         | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                          | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 44   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                        | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.86       | 0.14 | 1.00 | 0.82       | 0.18 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1539       | 261  | 1750 | 1479       | 321  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.09 | 0.05 | 0.04        | 0.18 | 0.05 | 0.04       | 0.04 | 0.05 | 0.03       | 0.03 | 0.03 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.8        | 58.7 | 58.7 | 38.0        | 80.9 | 80.9 | 20.3       | 20.3 | 20.3 | 20.3       | 20.3 | 20.3 |
| Volume/Cap:                                          | 0.28        | 0.18 | 0.11 | 0.14        | 0.28 | 0.08 | 0.24       | 0.24 | 0.28 | 0.19       | 0.19 | 0.16 |
| Delay/Veh:                                           | 50.7        | 19.7 | 19.0 | 32.3        | 9.9  | 8.6  | 46.5       | 46.5 | 47.0 | 46.1       | 46.1 | 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:                                          | 50.7        | 19.7 | 19.0 | 32.3        | 9.9  | 8.6  | 46.5       | 46.5 | 47.0 | 46.1       | 46.1 | 45.7 |
| LOS by Move:                                         | D           | B    | B    | C           | A    | A    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 4    | 2    | 2           | 6    | 1    | 3          | 3    | 3    | 2          | 2    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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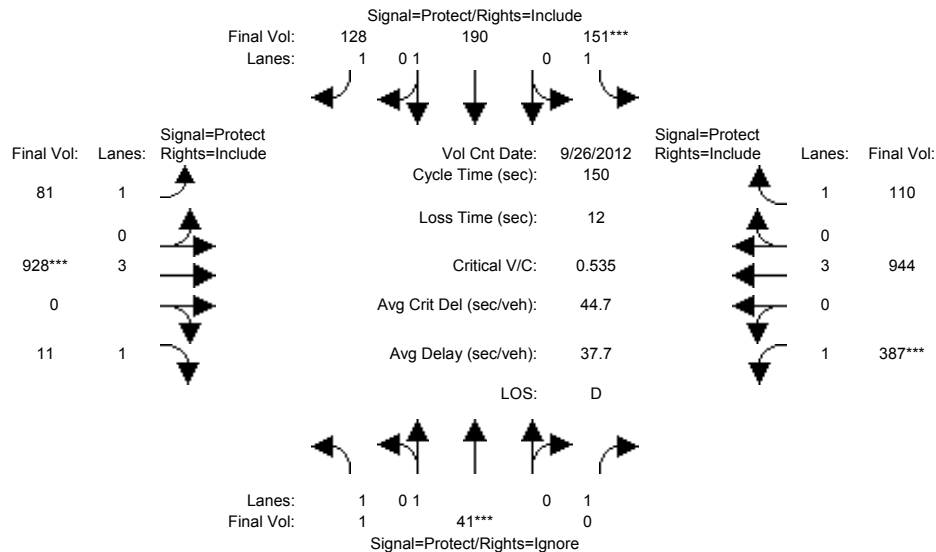
## Intersection #3803: SEVENTH/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 196  | 364  | 105         | 24   | 63   | 171        | 503  | 2    | 126        | 972  | 239  |
| Growth Adj:                                          | 1.00        | 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           | 196  | 364  | 105         | 24   | 63   | 171        | 503  | 2    | 126        | 972  | 239  |
| 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           | 196  | 364  | 105         | 24   | 63   | 171        | 503  | 2    | 126        | 972  | 239  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 196  | 0    | 105         | 24   | 63   | 171        | 503  | 2    | 126        | 972  | 239  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 196  | 0    | 105         | 24   | 63   | 171        | 503  | 2    | 126        | 972  | 239  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 196  | 0    | 105         | 24   | 63   | 171        | 503  | 2    | 126        | 972  | 239  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.10 | 0.00 | 0.06        | 0.01 | 0.04 | 0.10       | 0.09 | 0.00 | 0.07       | 0.17 | 0.14 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 33.0 | 0.0  | 19.2        | 52.2 | 52.2 | 31.3       | 47.3 | 47.3 | 38.6       | 54.5 | 54.5 |
| Volume/Cap:                                          | 0.00        | 0.47 | 0.00 | 0.47        | 0.04 | 0.10 | 0.47       | 0.28 | 0.00 | 0.28       | 0.47 | 0.38 |
| Delay/Veh:                                           | 0.0         | 51.7 | 0.0  | 62.2        | 32.3 | 33.2 | 53.0       | 38.7 | 35.2 | 45.0       | 36.8 | 35.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 51.7 | 0.0  | 62.2        | 32.3 | 33.2 | 53.0       | 38.7 | 35.2 | 45.0       | 36.8 | 35.5 |
| LOS by Move:                                         | A           | D    | A    | E           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 7    | 0    | 5           | 1    | 2    | 7          | 5    | 0    | 5          | 11   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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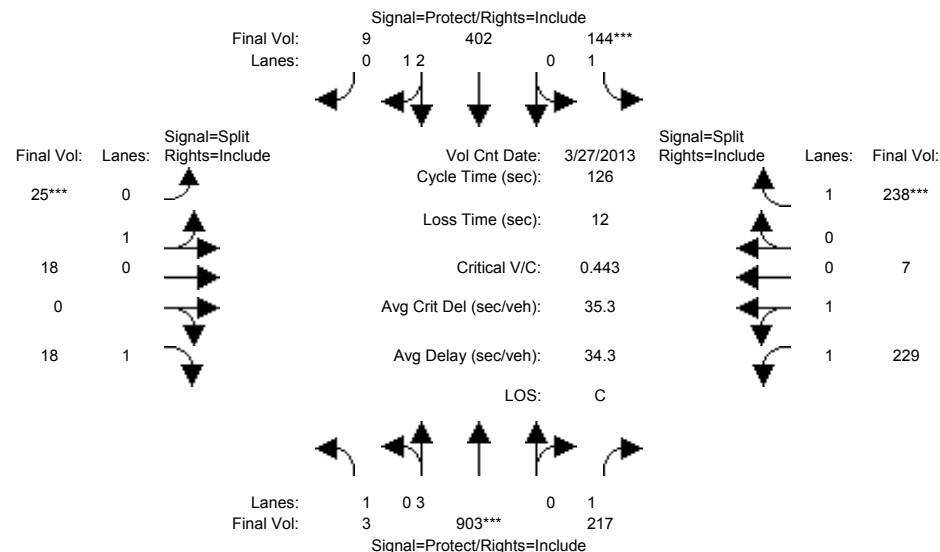
## Intersection #3803: SEVENTH/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 1           | 41   | 145  | 151         | 190  | 128  | 81         | 928  | 11   | 387        | 944  | 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:                                         | 1           | 41   | 145  | 151         | 190  | 128  | 81         | 928  | 11   | 387        | 944  | 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:                                         | 1           | 41   | 145  | 151         | 190  | 128  | 81         | 928  | 11   | 387        | 944  | 110  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 1           | 41   | 0    | 151         | 190  | 128  | 81         | 928  | 11   | 387        | 944  | 110  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 1           | 41   | 0    | 151         | 190  | 128  | 81         | 928  | 11   | 387        | 944  | 110  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 1           | 41   | 0    | 151         | 190  | 128  | 81         | 928  | 11   | 387        | 944  | 110  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.02 | 0.00 | 0.09        | 0.10 | 0.07 | 0.05       | 0.16 | 0.01 | 0.22       | 0.17 | 0.06 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 10.7        | 10.0 | 0.0  | 23.5        | 22.8 | 22.8 | 23.0       | 44.3 | 44.3 | 60.2       | 81.5 | 81.5 |
| Volume/Cap:                                          | 0.01        | 0.32 | 0.00 | 0.55        | 0.66 | 0.48 | 0.30       | 0.55 | 0.02 | 0.55       | 0.30 | 0.12 |
| Delay/Veh:                                           | 64.8        | 68.3 | 0.0  | 60.8        | 65.3 | 59.5 | 57.0       | 44.9 | 37.5 | 35.5       | 18.8 | 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:                                          | 64.8        | 68.3 | 0.0  | 60.8        | 65.3 | 59.5 | 57.0       | 44.9 | 37.5 | 35.5       | 18.8 | 16.7 |
| LOS by Move:                                         | E           | E    | A    | E           | E    | E    | E          | D    | D    | D          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 2    | 0    | 7           | 8    | 6    | 3          | 11   | 0    | 14         | 8    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3807: SKYWAY/SNELL

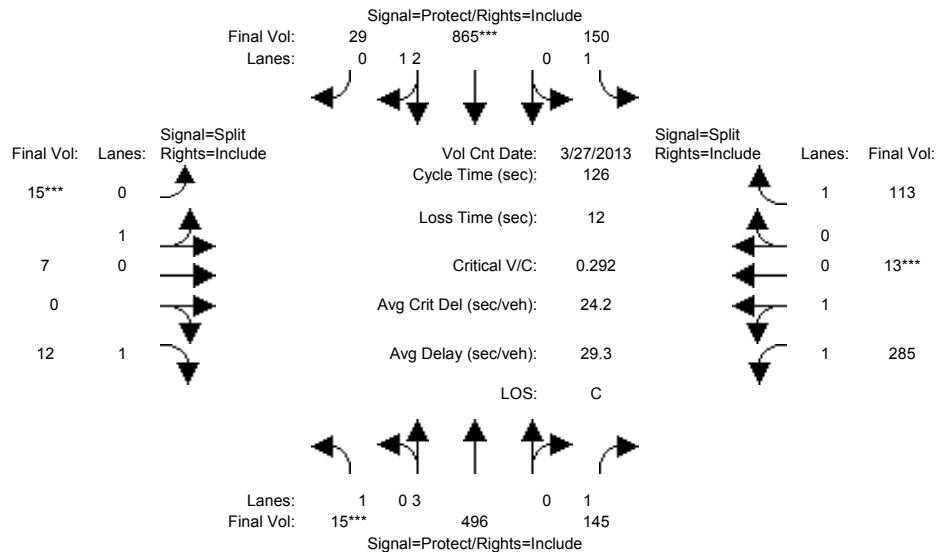


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 3           | 903  | 217  | 144         | 402  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 3           | 903  | 217  | 144         | 402  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| 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:                                         | 3           | 903  | 217  | 144         | 402  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 3           | 903  | 217  | 144         | 402  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 3           | 903  | 217  | 144         | 402  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 3           | 903  | 217  | 144         | 402  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.93 | 0.07 | 0.58       | 0.42 | 1.00 | 1.94       | 0.06 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5477 | 123  | 1047       | 753  | 1750 | 3445       | 105  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.16 | 0.12 | 0.08        | 0.07 | 0.07 | 0.02       | 0.02 | 0.01 | 0.07       | 0.07 | 0.14 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.4        | 43.7 | 43.7 | 22.7        | 39.1 | 39.1 | 10.0       | 10.0 | 10.0 | 37.5       | 37.5 | 37.5 |
| Volume/Cap:                                          | 0.01        | 0.46 | 0.36 | 0.46        | 0.24 | 0.24 | 0.30       | 0.30 | 0.13 | 0.22       | 0.22 | 0.46 |
| Delay/Veh:                                           | 38.7        | 32.1 | 31.0 | 47.2        | 32.4 | 32.4 | 55.9       | 55.9 | 54.4 | 33.4       | 33.4 | 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:                                          | 38.7        | 32.1 | 31.0 | 47.2        | 32.4 | 32.4 | 55.9       | 55.9 | 54.4 | 33.4       | 33.4 | 36.6 |
| LOS by Move:                                         | D           | C    | C    | D           | C    | C    | E          | E    | D    | C          | C    | D    |
| HCM2kAvgQ:                                           | 0           | 9    | 6    | 5           | 4    | 4    | 2          | 2    | 1    | 3          | 3    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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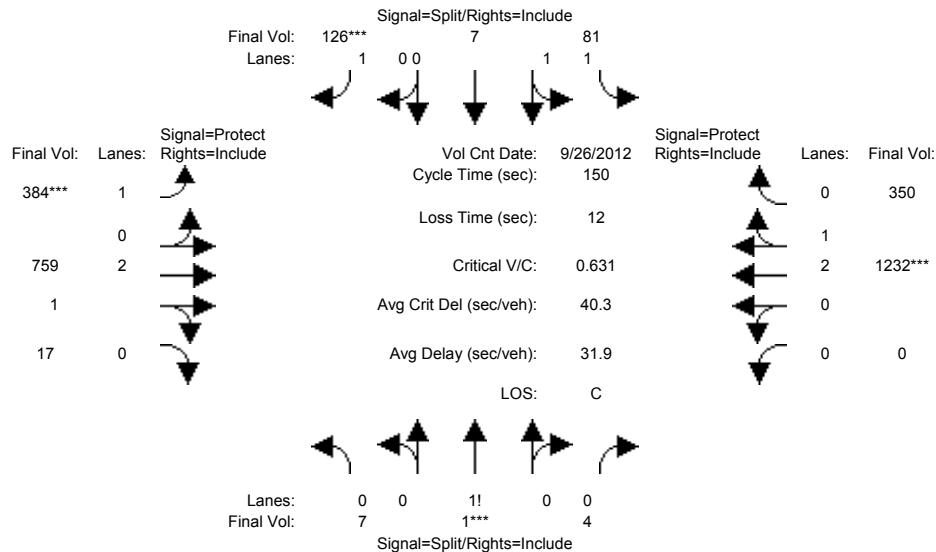
## Intersection #3807: SKYWAY/SNELL



| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 15          | 496  | 145  | 150         | 865  | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| Growth Adj:                                          | 1.00        | 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          | 496  | 145  | 150         | 865  | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| 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          | 496  | 145  | 150         | 865  | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 496  | 145  | 150         | 865  | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 15          | 496  | 145  | 150         | 865  | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 15          | 496  | 145  | 150         | 865  | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.90 | 0.10 | 0.68       | 0.32 | 1.00 | 1.91       | 0.09 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5418 | 182  | 1227       | 573  | 1750 | 3395       | 155  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.09 | 0.08 | 0.09        | 0.16 | 0.16 | 0.01       | 0.01 | 0.01 | 0.08       | 0.08 | 0.06 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 35.6 | 35.6 | 35.0        | 63.6 | 63.6 | 10.0       | 10.0 | 10.0 | 33.4       | 33.4 | 33.4 |
| Volume/Cap:                                          | 0.15        | 0.31 | 0.29 | 0.31        | 0.32 | 0.32 | 0.15       | 0.15 | 0.09 | 0.32       | 0.32 | 0.24 |
| Delay/Veh:                                           | 57.4        | 35.7 | 35.7 | 36.3        | 18.5 | 18.5 | 54.6       | 54.6 | 54.0 | 37.3       | 37.3 | 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:                                          | 57.4        | 35.7 | 35.7 | 36.3        | 18.5 | 18.5 | 54.6       | 54.6 | 54.0 | 37.3       | 37.3 | 36.6 |
| LOS by Move:                                         | E           | D    | D    | D           | B    | B    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 5    | 5    | 5           | 7    | 7    | 1          | 1    | 1    | 5          | 5    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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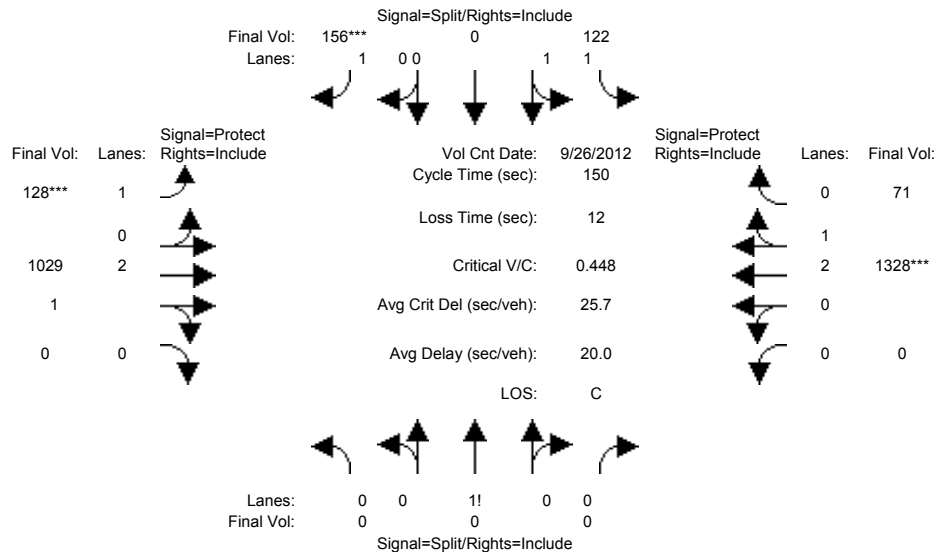
## Intersection #3824: 10TH/TULLY



| 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    | 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 7           | 1    | 4    | 81          | 7    | 126  | 384        | 759  | 17    | 0          | 1232 | 350  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 7           | 1    | 4    | 81          | 7    | 126  | 384        | 759  | 17    | 0          | 1232 | 350  |
| 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:                                         | 7           | 1    | 4    | 81          | 7    | 126  | 384        | 759  | 17    | 0          | 1232 | 350  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 126  | 384        | 759  | 17    | 0          | 1232 | 350  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 7           | 1    | 4    | 81          | 7    | 126  | 384        | 759  | 17    | 0          | 1232 | 350  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 126  | 384        | 759  | 17    | 0          | 1232 | 350  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.92 | 0.92 | 0.93        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95  | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.59        | 0.08 | 0.33 | 1.84        | 0.16 | 1.00 | 1.00       | 2.93 | 0.07  | 0.00       | 2.31 | 0.69 |
| Final Sat.:                                          | 1021        | 146  | 583  | 3268        | 282  | 1750 | 1750       | 5477 | 123   | 0          | 4359 | 1238 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.01 | 0.01 | 0.02        | 0.02 | 0.07 | 0.22       | 0.14 | 0.14  | 0.00       | 0.28 | 0.28 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |       | ****       |      |      |
| Green Time:                                          | 10.0        | 10.0 | 10.0 | 16.1        | 16.1 | 16.1 | 48.9       | 112  | 111.9 | 0.0        | 63.0 | 63.0 |
| Volume/Cap:                                          | 0.10        | 0.10 | 0.10 | 0.23        | 0.23 | 0.67 | 0.67       | 0.19 | 0.19  | 0.00       | 0.67 | 0.67 |
| Delay/Veh:                                           | 66.2        | 66.2 | 66.2 | 61.6        | 61.6 | 73.7 | 46.8       | 5.6  | 5.6   | 0.0        | 35.9 | 35.9 |
| 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:                                          | 66.2        | 66.2 | 66.2 | 61.6        | 61.6 | 73.7 | 46.8       | 5.6  | 5.6   | 0.0        | 35.9 | 35.9 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | D          | A    | A     | A          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 1    | 1    | 2           | 2    | 6    | 16         | 3    | 3     | 0          | 19   | 19   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

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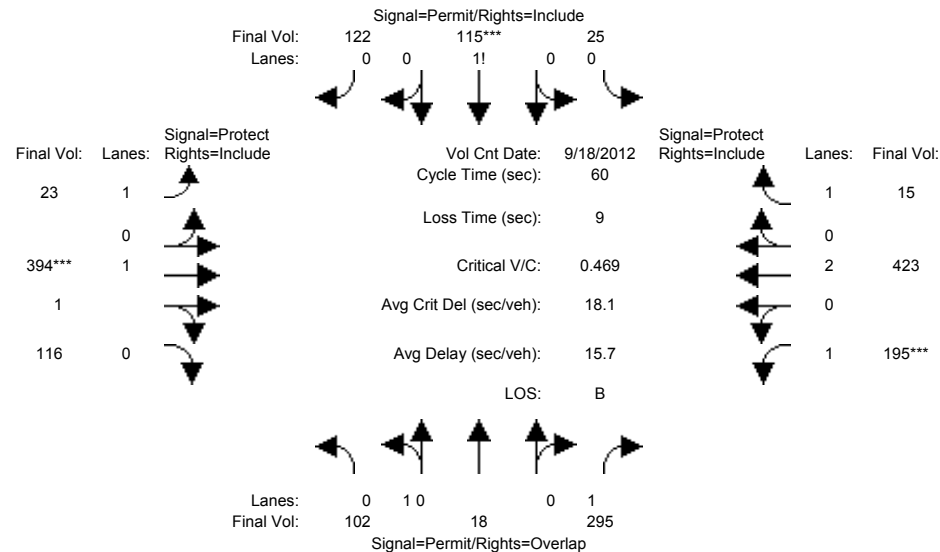
## Intersection #3824: 10TH/TULLY



| 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   | 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 122         | 0    | 156  | 128        | 1029 | 0    | 0          | 1328 | 71   |
| Growth Adj:                                          | 1.00        | 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    | 122         | 0    | 156  | 128        | 1029 | 0    | 0          | 1328 | 71   |
| 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    | 122         | 0    | 156  | 128        | 1029 | 0    | 0          | 1328 | 71   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 122         | 0    | 156  | 128        | 1029 | 0    | 0          | 1328 | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 122         | 0    | 156  | 128        | 1029 | 0    | 0          | 1328 | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 0    | 0    | 122         | 0    | 156  | 128        | 1029 | 0    | 0          | 1328 | 71   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.92 | 0.92 | 0.93        | 1.00 | 0.92 | 0.92       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.00        | 1.00 | 0.00 | 2.00        | 0.00 | 1.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.84 | 0.16 |
| Final Sat.:                                          | 0           | 1750 | 0    | 3550        | 0    | 1750 | 1750       | 5600 | 0    | 0          | 5315 | 284  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.03        | 0.00 | 0.09 | 0.07       | 0.18 | 0.00 | 0.00       | 0.25 | 0.25 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 29.8        | 0.0  | 29.8 | 24.5       | 108  | 0.0  | 0.0        | 83.7 | 83.7 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.17        | 0.00 | 0.45 | 0.45       | 0.25 | 0.00 | 0.00       | 0.45 | 0.45 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 50.0        | 0.0  | 53.7 | 57.8       | 7.2  | 0.0  | 0.0        | 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:                                          | 0.0         | 0.0  | 0.0  | 50.0        | 0.0  | 53.7 | 57.8       | 7.2  | 0.0  | 0.0        | 19.7 | 19.7 |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | E          | A    | A    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 7    | 6          | 5    | 0    | 0          | 12   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (AM)

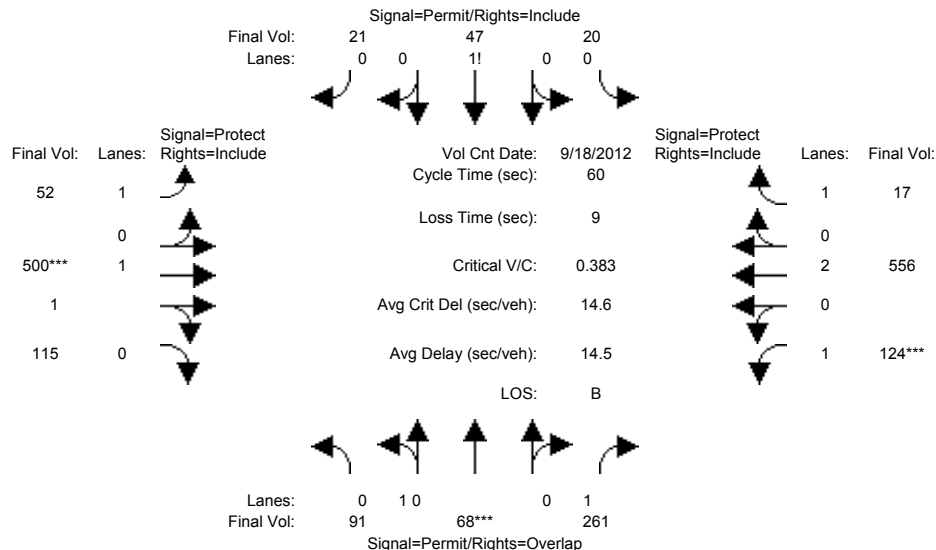
## Intersection #3849: HILLSDALE/NARVAEZ



| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 394  | 116  | 195        | 423  | 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:                                         | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 394  | 116  | 195        | 423  | 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:                                         | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 394  | 116  | 195        | 423  | 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:                                          | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 394  | 116  | 195        | 423  | 15   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 394  | 116  | 195        | 423  | 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:                                        | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 394  | 116  | 195        | 423  | 15   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.85        | 0.15 | 1.00 | 0.09        | 0.44 | 0.47 | 1.00       | 1.53 | 0.47 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1530        | 270  | 1750 | 167         | 768  | 815  | 1750       | 2858 | 841  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.07 | 0.17 | 0.15        | 0.15 | 0.15 | 0.01       | 0.14 | 0.14 | 0.11       | 0.11 | 0.01 |
| Crit Moves:                                          | *****       |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 19.1        | 19.1 | 33.4 | 19.1        | 19.1 | 19.1 | 13.1       | 17.6 | 17.6 | 14.2       | 18.7 | 18.7 |
| Volume/Cap:                                          | 0.21        | 0.21 | 0.30 | 0.47        | 0.47 | 0.47 | 0.06       | 0.47 | 0.47 | 0.47       | 0.36 | 0.03 |
| Delay/Veh:                                           | 15.1        | 15.1 | 7.3  | 17.0        | 17.0 | 17.0 | 18.6       | 17.7 | 17.7 | 20.5       | 16.1 | 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:                                          | 15.1        | 15.1 | 7.3  | 17.0        | 17.0 | 17.0 | 18.6       | 17.7 | 17.7 | 20.5       | 16.1 | 14.3 |
| LOS by Move:                                         | B           | B    | A    | B           | B    | B    | B          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 3    | 5           | 5    | 5    | 0          | 4    | 4    | 3          | 3    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3849: HILLSDALE/NARVAEZ

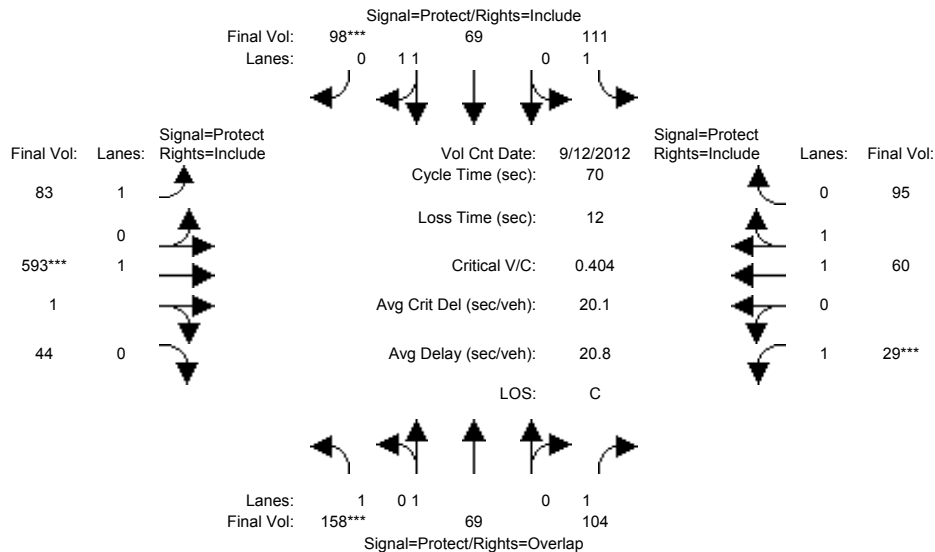


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 18 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 500  | 115  | 124        | 556  | 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:                                 | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 500  | 115  | 124        | 556  | 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:                                 | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 500  | 115  | 124        | 556  | 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:                                  | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 500  | 115  | 124        | 556  | 17   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 500  | 115  | 124        | 556  | 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:                                | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 500  | 115  | 124        | 556  | 17   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.57        | 0.43 | 1.00 | 0.23        | 0.53 | 0.24 | 1.00       | 1.62 | 0.38 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1030        | 770  | 1750 | 398         | 935  | 418  | 1750       | 3008 | 692  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.09        | 0.09 | 0.15 | 0.05        | 0.05 | 0.05 | 0.03       | 0.17 | 0.17 | 0.07       | 0.15 | 0.01 |
| Crit Moves:                                  | ***         |      |      |             |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                  | 13.8        | 13.8 | 24.9 | 13.8        | 13.8 | 13.8 | 15.3       | 26.1 | 26.1 | 11.1       | 21.9 | 21.9 |
| Volume/Cap:                                  | 0.38        | 0.38 | 0.36 | 0.22        | 0.22 | 0.22 | 0.12       | 0.38 | 0.38 | 0.38       | 0.40 | 0.03 |
| Delay/Veh:                                   | 20.1        | 20.1 | 12.3 | 19.0        | 19.0 | 19.0 | 17.3       | 11.7 | 11.7 | 22.2       | 14.4 | 12.3 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 20.1        | 20.1 | 12.3 | 19.0        | 19.0 | 19.0 | 17.3       | 11.7 | 11.7 | 22.2       | 14.4 | 12.3 |
| LOS by Move:                                 | C           | C    | B    | B           | B    | B    | B          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                   | 3           | 3    | 4    | 2           | 2    | 2    | 1          | 4    | 4    | 2          | 4    | 0    |

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

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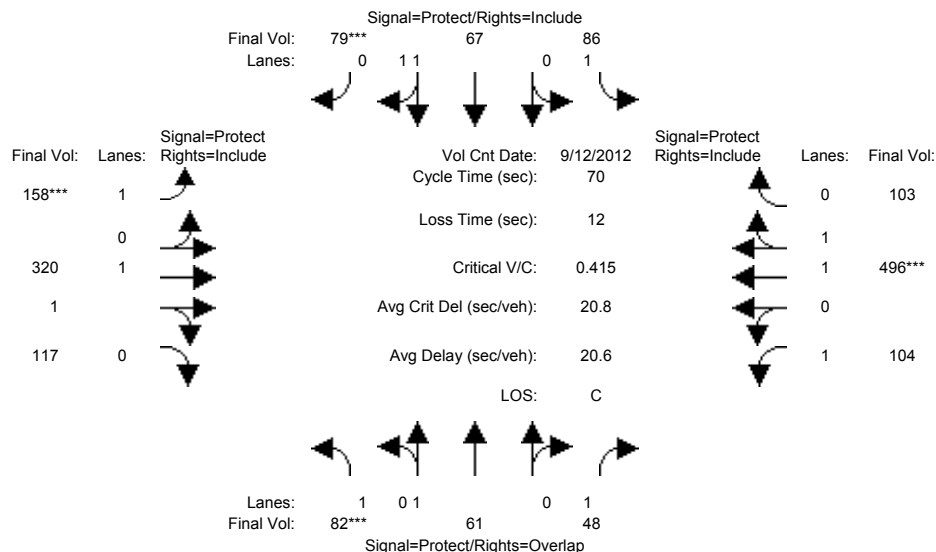
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 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:                                         | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 95   |
| 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:                                         | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 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:                                          | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 95   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 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:                                        | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 95   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.86 | 0.14 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 3444 | 256  | 1750       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.04 | 0.06 | 0.06        | 0.04 | 0.06 | 0.05       | 0.17 | 0.17 | 0.02       | 0.03 | 0.05 |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.1        | 14.2 | 21.2 | 9.9         | 10.0 | 10.0 | 14.0       | 26.9 | 26.9 | 7.0        | 19.9 | 19.9 |
| Volume/Cap:                                          | 0.45        | 0.18 | 0.20 | 0.45        | 0.25 | 0.39 | 0.24       | 0.45 | 0.45 | 0.17       | 0.11 | 0.19 |
| Delay/Veh:                                           | 25.4        | 23.3 | 18.3 | 28.8        | 26.9 | 27.8 | 23.9       | 16.3 | 16.3 | 29.3       | 18.5 | 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:                                          | 25.4        | 23.3 | 18.3 | 28.8        | 26.9 | 27.8 | 23.9       | 16.3 | 16.3 | 29.3       | 18.5 | 19.0 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 4           | 1    | 2    | 3           | 2    | 3    | 2          | 5    | 5    | 1          | 1    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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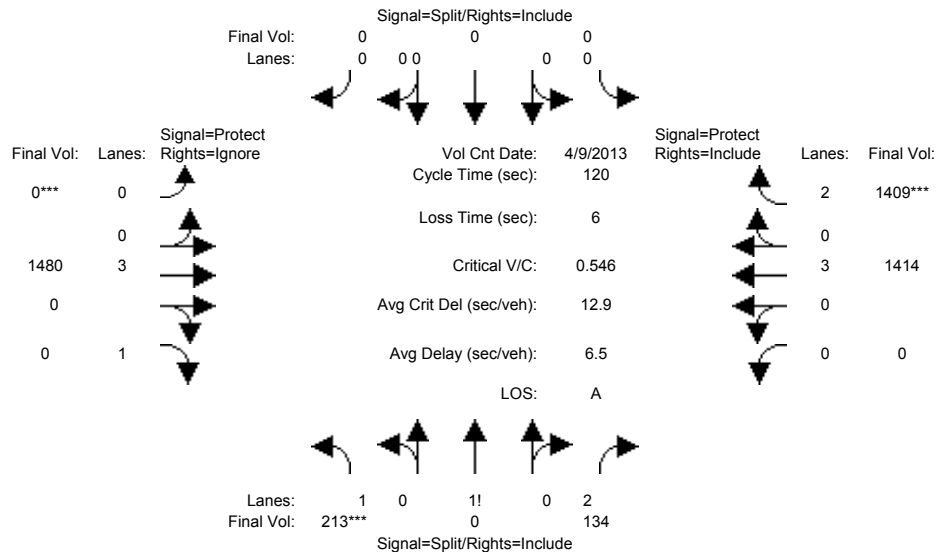
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| 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:                                         | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.45 | 0.55 | 1.00       | 1.65 | 0.35 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 2709 | 990  | 1750       | 3063 | 636  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.03 | 0.03 | 0.05        | 0.04 | 0.05 | 0.09       | 0.12 | 0.12 | 0.06       | 0.16 | 0.16 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.5         | 10.3 | 27.0 | 7.2         | 10.0 | 10.0 | 14.5       | 23.8 | 23.8 | 16.7       | 26.0 | 26.0 |
| Volume/Cap:                                          | 0.44        | 0.22 | 0.07 | 0.48        | 0.25 | 0.32 | 0.44       | 0.35 | 0.35 | 0.25       | 0.44 | 0.44 |
| Delay/Veh:                                           | 30.9        | 26.7 | 13.6 | 31.6        | 26.9 | 27.3 | 25.0       | 17.4 | 17.4 | 21.9       | 16.7 | 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:                                          | 30.9        | 26.7 | 13.6 | 31.6        | 26.9 | 27.3 | 25.0       | 17.4 | 17.4 | 21.9       | 16.7 | 16.7 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 1    | 3           | 1    | 2    | 3          | 3    | 3    | 2          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #4082: 101/TULLY (E)

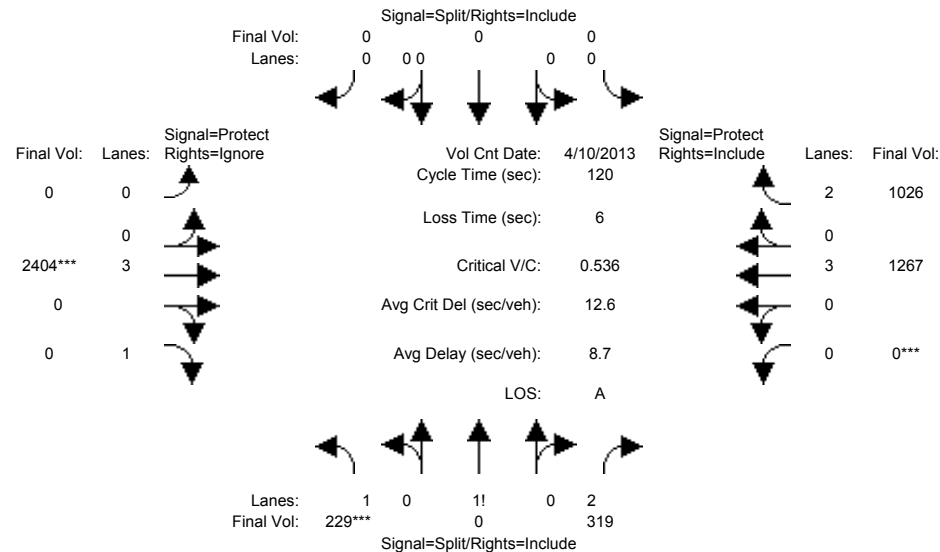


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1480 | 645  | 0          | 1414 | 1409 |
| Growth Adj:                                          | 1.00        | 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         | 0    | 134  | 0           | 0    | 0    | 0          | 1480 | 645  | 0          | 1414 | 1409 |
| 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:                                         | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1480 | 645  | 0          | 1414 | 1409 |
| 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:                                          | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1480 | 0    | 0          | 1414 | 1409 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1480 | 0    | 0          | 1414 | 1409 |
| 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:                                        | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1480 | 0    | 0          | 1414 | 1409 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.68        | 0.00 | 2.32 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2980        | 0    | 3656 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.00 | 0.04 | 0.00        | 0.00 | 0.00 | 0.00       | 0.26 | 0.00 | 0.00       | 0.25 | 0.45 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      |            |      | **** |
| Green Time:                                          | 15.7        | 0.0  | 15.7 | 0.0         | 0.0  | 0.0  | 0.0        | 98.3 | 0.0  | 0.0        | 98.3 | 98.3 |
| Volume/Cap:                                          | 0.55        | 0.00 | 0.28 | 0.00        | 0.00 | 0.00 | 0.00       | 0.32 | 0.00 | 0.00       | 0.30 | 0.55 |
| Delay/Veh:                                           | 49.8        | 0.0  | 47.2 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.6  | 3.8  |
| 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:                                          | 49.8        | 0.0  | 47.2 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.6  | 3.8  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 5           | 0    | 2    | 0           | 0    | 0    | 0          | 4    | 0    | 0          | 4    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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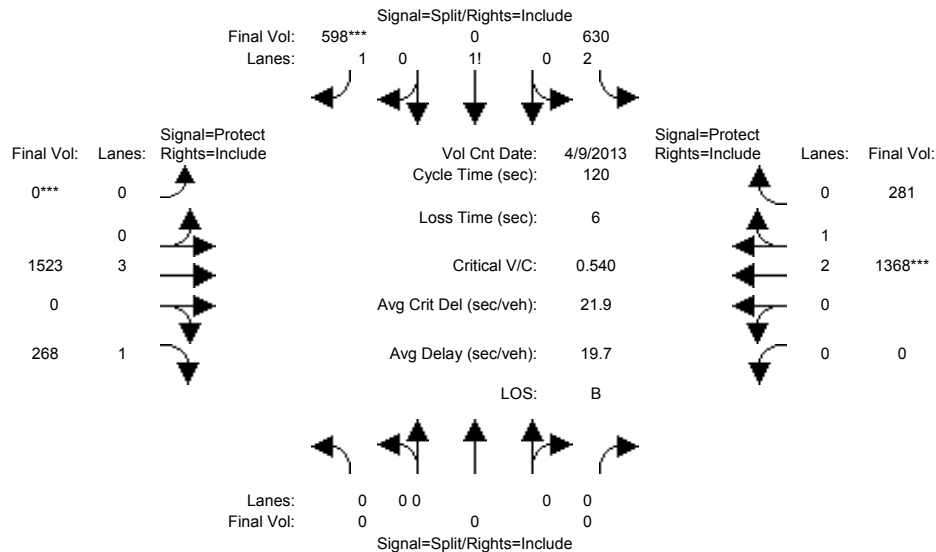
## Intersection #4082: 101/TULLY (E)



| 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: >> Count Date: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2404 | 399  | 0          | 1267 | 1026 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2404 | 399  | 0          | 1267 | 1026 |
| 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:                                         | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2404 | 399  | 0          | 1267 | 1026 |
| 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:                                          | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2404 | 0    | 0          | 1267 | 1026 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2404 | 0    | 0          | 1267 | 1026 |
| 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:                                        | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2404 | 0    | 0          | 1267 | 1026 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.84 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.50        | 0.00 | 2.50 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2618        | 0    | 4006 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.00 | 0.08 | 0.00        | 0.00 | 0.00 | 0.00       | 0.42 | 0.00 | 0.00       | 0.22 | 0.33 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            | **** |      |            |      |      |
| Green Time:                                          | 19.6        | 0.0  | 19.6 | 0.0         | 0.0  | 0.0  | 0.0        | 94.4 | 0.0  | 0.0        | 94.4 | 94.4 |
| Volume/Cap:                                          | 0.54        | 0.00 | 0.49 | 0.00        | 0.00 | 0.00 | 0.00       | 0.54 | 0.00 | 0.00       | 0.28 | 0.41 |
| Delay/Veh:                                           | 46.6        | 0.0  | 46.0 | 0.0         | 0.0  | 0.0  | 0.0        | 4.8  | 0.0  | 0.0        | 3.5  | 4.2  |
| 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:                                          | 46.6        | 0.0  | 46.0 | 0.0         | 0.0  | 0.0  | 0.0        | 4.8  | 0.0  | 0.0        | 3.5  | 4.2  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 6           | 0    | 5    | 0           | 0    | 0    | 0          | 11   | 0    | 0          | 4    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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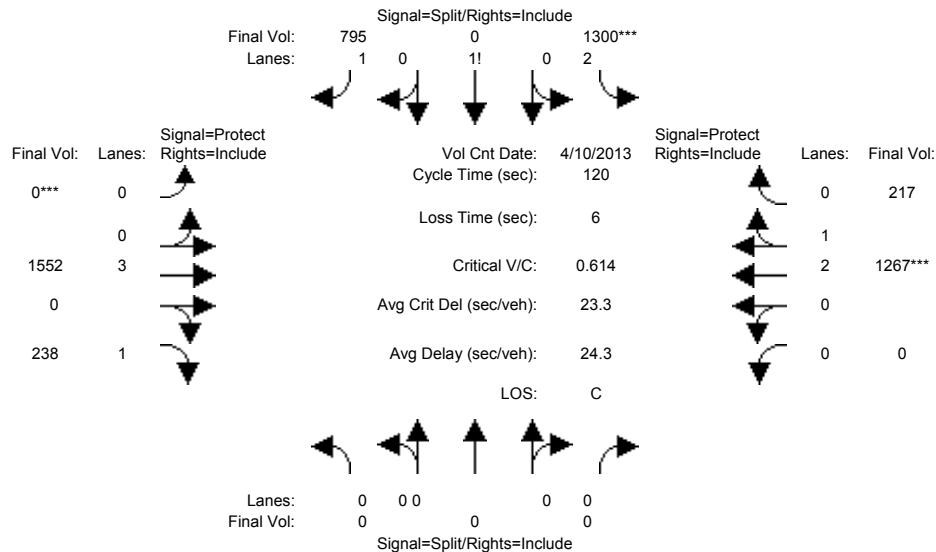
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 630         | 0    | 598  | 0          | 1523 | 268  | 0          | 1368 | 281  |
| Growth Adj:                                          | 1.00        | 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    | 630         | 0    | 598  | 0          | 1523 | 268  | 0          | 1368 | 281  |
| 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    | 630         | 0    | 598  | 0          | 1523 | 268  | 0          | 1368 | 281  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 630         | 0    | 598  | 0          | 1523 | 268  | 0          | 1368 | 281  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 630         | 0    | 598  | 0          | 1523 | 268  | 0          | 1368 | 281  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 630         | 0    | 598  | 0          | 1523 | 268  | 0          | 1368 | 281  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.44        | 0.00 | 1.56 | 0.00       | 3.00 | 1.00 | 0.00       | 2.47 | 0.53 |
| Final Sat.:                                          | 0           | 0    | 0    | 3850        | 0    | 2734 | 0          | 5700 | 1750 | 0          | 4644 | 954  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.16        | 0.00 | 0.22 | 0.00       | 0.27 | 0.15 | 0.00       | 0.29 | 0.29 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 48.6        | 0.0  | 48.6 | 0.0        | 65.4 | 65.4 | 0.0        | 65.4 | 65.4 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.40        | 0.00 | 0.54 | 0.00       | 0.49 | 0.28 | 0.00       | 0.54 | 0.54 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 25.5        | 0.0  | 27.5 | 0.0        | 17.1 | 14.8 | 0.0        | 17.8 | 17.8 |
| 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  | 25.5        | 0.0  | 27.5 | 0.0        | 17.1 | 14.8 | 0.0        | 17.8 | 17.8 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | B    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 8           | 0    | 12   | 0          | 11   | 6    | 0          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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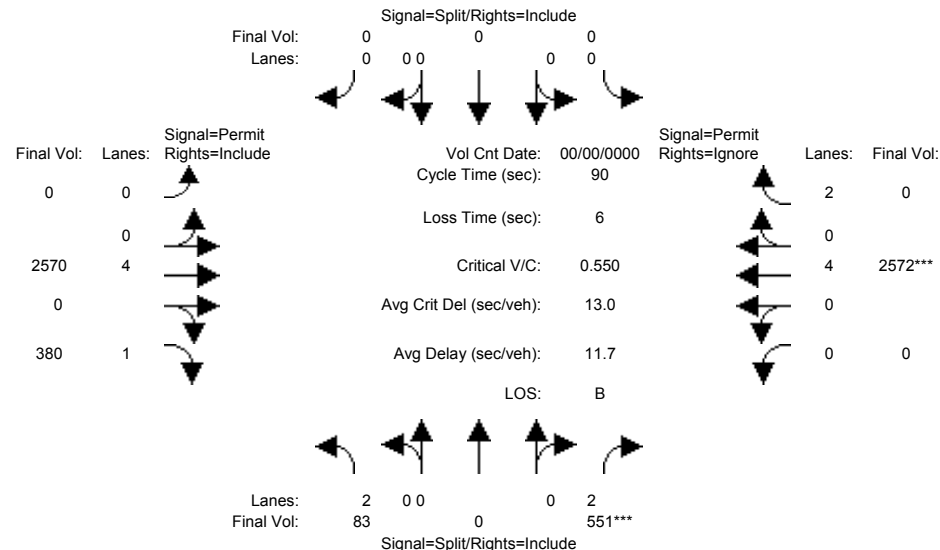
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1300        | 0    | 795  | 0          | 1552 | 238  | 0          | 1267 | 217  |
| Growth Adj:                                          | 1.00        | 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    | 1300        | 0    | 795  | 0          | 1552 | 238  | 0          | 1267 | 217  |
| 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    | 1300        | 0    | 795  | 0          | 1552 | 238  | 0          | 1267 | 217  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1300        | 0    | 795  | 0          | 1552 | 238  | 0          | 1267 | 217  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1300        | 0    | 795  | 0          | 1552 | 238  | 0          | 1267 | 217  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1300        | 0    | 795  | 0          | 1552 | 238  | 0          | 1267 | 217  |
| Saturation 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       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.54        | 0.00 | 1.46 | 0.00       | 3.00 | 1.00 | 0.00       | 2.55 | 0.45 |
| Final Sat.:                                          | 0           | 0    | 0    | 4091        | 0    | 2551 | 0          | 5700 | 1750 | 0          | 4780 | 819  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.32        | 0.00 | 0.31 | 0.00       | 0.27 | 0.14 | 0.00       | 0.27 | 0.27 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 62.2        | 0.0  | 62.2 | 0.0        | 51.8 | 51.8 | 0.0        | 51.8 | 51.8 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.61        | 0.00 | 0.60 | 0.00       | 0.63 | 0.31 | 0.00       | 0.61 | 0.61 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 20.8        | 0.0  | 20.6 | 0.0        | 27.1 | 22.6 | 0.0        | 26.8 | 26.8 |
| 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  | 20.8        | 0.0  | 20.6 | 0.0        | 27.1 | 22.6 | 0.0        | 26.8 | 26.8 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | C    | C    | A          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 16          | 0    | 15   | 0          | 15   | 6    | 0          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #4084: Capitol/101 (E)

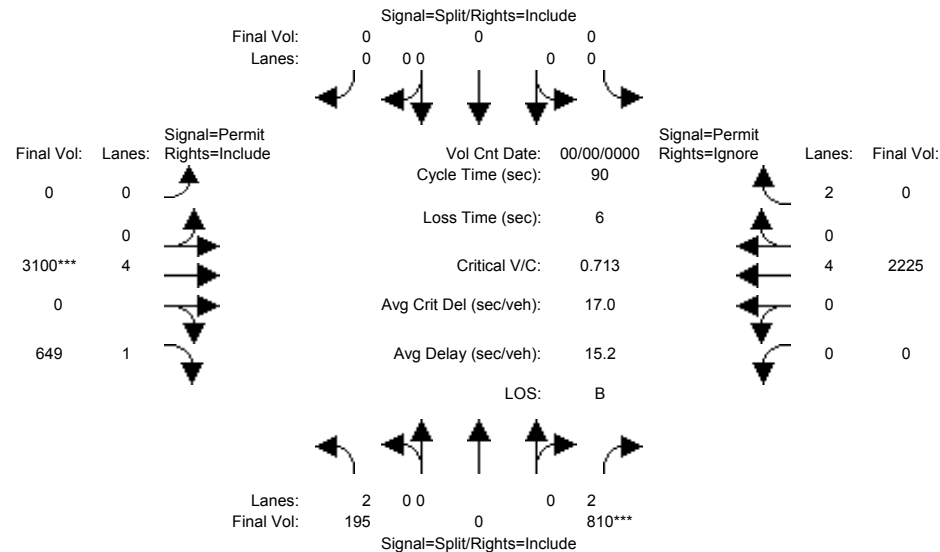


| Approach:                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|--------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 0 0 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                            | 83          | 0    | 551  | 0           | 0    | 0    | 0          | 2570 | 380  | 0          | 2572 | 1665 |
| Growth Adj:                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                         | 83          | 0    | 551  | 0           | 0    | 0    | 0          | 2570 | 380  | 0          | 2572 | 1665 |
| 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:                         | 83          | 0    | 551  | 0           | 0    | 0    | 0          | 2570 | 380  | 0          | 2572 | 1665 |
| User Adj:                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                          | 83          | 0    | 551  | 0           | 0    | 0    | 0          | 2570 | 380  | 0          | 2572 | 0    |
| Reduct Vol:                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                         | 83          | 0    | 551  | 0           | 0    | 0    | 0          | 2570 | 380  | 0          | 2572 | 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 | 0.00 |
| MLF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                        | 83          | 0    | 551  | 0           | 0    | 0    | 0          | 2570 | 380  | 0          | 2572 | 0    |
| Saturation Flow Module:              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                             | 0.03        | 0.00 | 0.17 | 0.00        | 0.00 | 0.00 | 0.00       | 0.34 | 0.22 | 0.00       | 0.34 | 0.00 |
| Crit Moves:                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                          | 28.6        | 0.0  | 28.6 | 0.0         | 0.0  | 0.0  | 0.0        | 55.4 | 55.4 | 0.0        | 55.4 | 0.0  |
| Volume/Cap:                          | 0.08        | 0.00 | 0.55 | 0.00        | 0.00 | 0.00 | 0.00       | 0.55 | 0.35 | 0.00       | 0.55 | 0.00 |
| Delay/Veh:                           | 21.5        | 0.0  | 26.0 | 0.0         | 0.0  | 0.0  | 0.0        | 10.2 | 8.7  | 0.0        | 10.2 | 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:                          | 21.5        | 0.0  | 26.0 | 0.0         | 0.0  | 0.0  | 0.0        | 10.2 | 8.7  | 0.0        | 10.2 | 0.0  |
| LOS by Move:                         | C           | A    | C    | A           | A    | A    | A          | B    | A    | A          | B    | A    |
| HCM2kAvgQ:                           | 1           | 0    | 7    | 0           | 0    | 0    | 0          | 11   | 6    | 0          | 11   | 0    |

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

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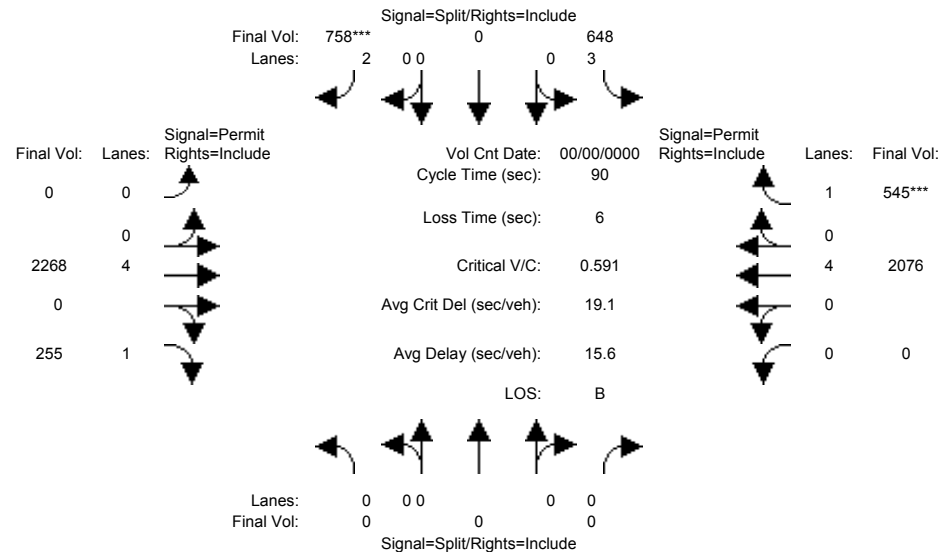
## Intersection #4084: Capitol/101 (E)



| 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: >> Count Date: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 195         | 0    | 810  | 0           | 0    | 0    | 0          | 3100 | 649  | 0          | 2225 | 878  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 195         | 0    | 810  | 0           | 0    | 0    | 0          | 3100 | 649  | 0          | 2225 | 878  |
| 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:                                         | 195         | 0    | 810  | 0           | 0    | 0    | 0          | 3100 | 649  | 0          | 2225 | 878  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 195         | 0    | 810  | 0           | 0    | 0    | 0          | 3100 | 649  | 0          | 2225 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 195         | 0    | 810  | 0           | 0    | 0    | 0          | 3100 | 649  | 0          | 2225 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 195         | 0    | 810  | 0           | 0    | 0    | 0          | 3100 | 649  | 0          | 2225 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.00 | 0.26 | 0.00        | 0.00 | 0.00 | 0.00       | 0.41 | 0.37 | 0.00       | 0.29 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 32.5        | 0.0  | 32.5 | 0.0         | 0.0  | 0.0  | 0.0        | 51.5 | 51.5 | 0.0        | 51.5 | 0.0  |
| Volume/Cap:                                          | 0.17        | 0.00 | 0.71 | 0.00        | 0.00 | 0.00 | 0.00       | 0.71 | 0.65 | 0.00       | 0.51 | 0.00 |
| Delay/Veh:                                           | 19.7        | 0.0  | 26.9 | 0.0         | 0.0  | 0.0  | 0.0        | 14.5 | 14.6 | 0.0        | 11.7 | 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:                                          | 19.7        | 0.0  | 26.9 | 0.0         | 0.0  | 0.0  | 0.0        | 14.5 | 14.6 | 0.0        | 11.7 | 0.0  |
| LOS by Move:                                         | B           | A    | C    | A           | A    | A    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                                           | 2           | 0    | 11   | 0           | 0    | 0    | 0          | 16   | 14   | 0          | 9    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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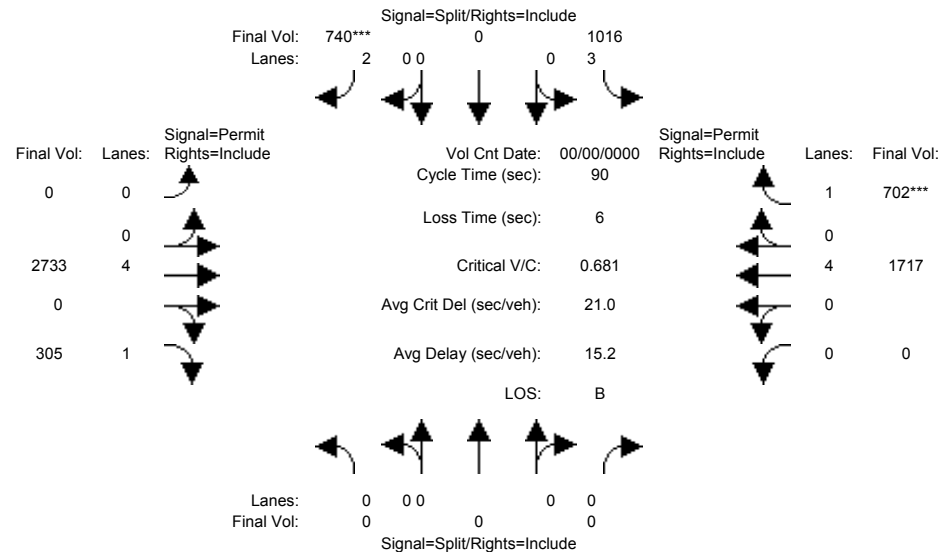
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 648         | 0    | 758  | 0          | 2268 | 255  | 0          | 2076 | 545  |
| Growth Adj:                                          | 1.00        | 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    | 648         | 0    | 758  | 0          | 2268 | 255  | 0          | 2076 | 545  |
| 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    | 648         | 0    | 758  | 0          | 2268 | 255  | 0          | 2076 | 545  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 648         | 0    | 758  | 0          | 2268 | 255  | 0          | 2076 | 545  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 648         | 0    | 758  | 0          | 2268 | 255  | 0          | 2076 | 545  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 648         | 0    | 758  | 0          | 2268 | 255  | 0          | 2076 | 545  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.14        | 0.00 | 0.24 | 0.00       | 0.30 | 0.15 | 0.00       | 0.27 | 0.31 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 36.6        | 0.0  | 36.6 | 0.0        | 47.4 | 47.4 | 0.0        | 47.4 | 47.4 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.35        | 0.00 | 0.59 | 0.00       | 0.57 | 0.28 | 0.00       | 0.52 | 0.59 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 18.6        | 0.0  | 21.6 | 0.0        | 14.6 | 12.0 | 0.0        | 14.0 | 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:                                          | 0.0         | 0.0  | 0.0  | 18.6        | 0.0  | 21.6 | 0.0        | 14.6 | 12.0 | 0.0        | 14.0 | 15.7 |
| LOS by Move:                                         | A           | A    | A    | B           | A    | C    | A          | B    | B    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 5           | 0    | 10   | 0          | 11   | 4    | 0          | 9    | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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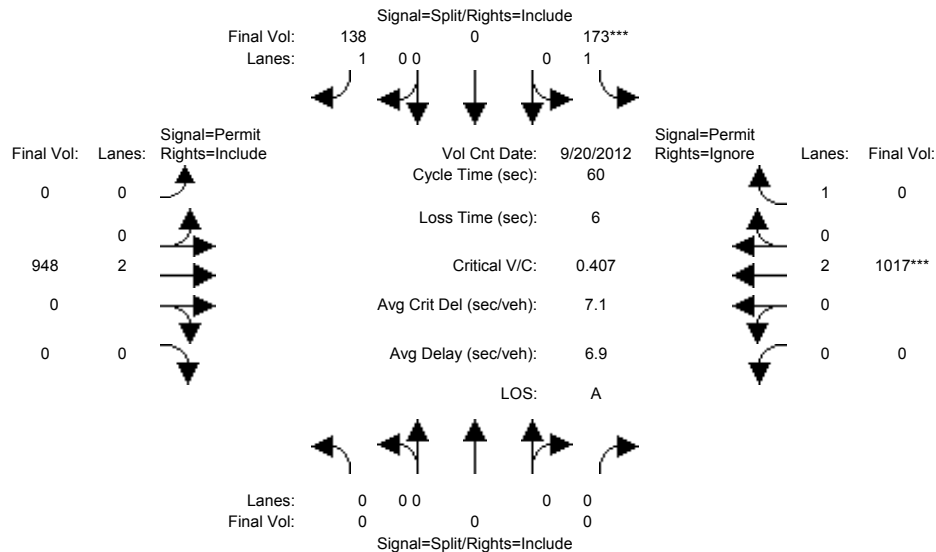
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1016        | 0    | 740  | 0          | 2733 | 305  | 0          | 1717 | 702  |
| Growth Adj:                                          | 1.00        | 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    | 1016        | 0    | 740  | 0          | 2733 | 305  | 0          | 1717 | 702  |
| 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    | 1016        | 0    | 740  | 0          | 2733 | 305  | 0          | 1717 | 702  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1016        | 0    | 740  | 0          | 2733 | 305  | 0          | 1717 | 702  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1016        | 0    | 740  | 0          | 2733 | 305  | 0          | 1717 | 702  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1016        | 0    | 740  | 0          | 2733 | 305  | 0          | 1717 | 702  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.22        | 0.00 | 0.23 | 0.00       | 0.36 | 0.17 | 0.00       | 0.23 | 0.40 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 31.0        | 0.0  | 31.0 | 0.0        | 53.0 | 53.0 | 0.0        | 53.0 | 53.0 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.65        | 0.00 | 0.68 | 0.00       | 0.61 | 0.30 | 0.00       | 0.38 | 0.68 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 25.8        | 0.0  | 27.0 | 0.0        | 12.1 | 9.4  | 0.0        | 9.9  | 14.6 |
| 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  | 25.8        | 0.0  | 27.0 | 0.0        | 12.1 | 9.4  | 0.0        | 9.9  | 14.6 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | A    | A          | A    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 11          | 0    | 12   | 0          | 13   | 5    | 0          | 6    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #4106: ALMADEN EXP/CURTNER (W)

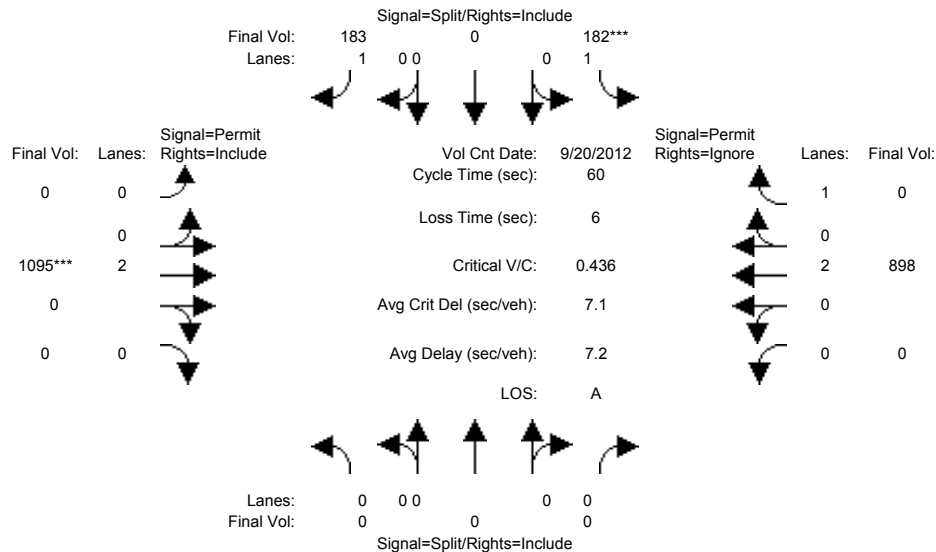


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 125  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 125  |
| 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    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 125  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.10        | 0.00 | 0.08 | 0.00       | 0.25 | 0.00 | 0.00       | 0.27 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 14.6        | 0.0  | 14.6 | 0.0        | 39.4 | 0.0  | 0.0        | 39.4 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.41        | 0.00 | 0.32 | 0.00       | 0.38 | 0.00 | 0.00       | 0.41 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 19.7        | 0.0  | 19.1 | 0.0        | 4.8  | 0.0  | 0.0        | 4.9  | 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  | 19.7        | 0.0  | 19.1 | 0.0        | 4.8  | 0.0  | 0.0        | 4.9  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | A    | B    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 3           | 0    | 3    | 0          | 4    | 0    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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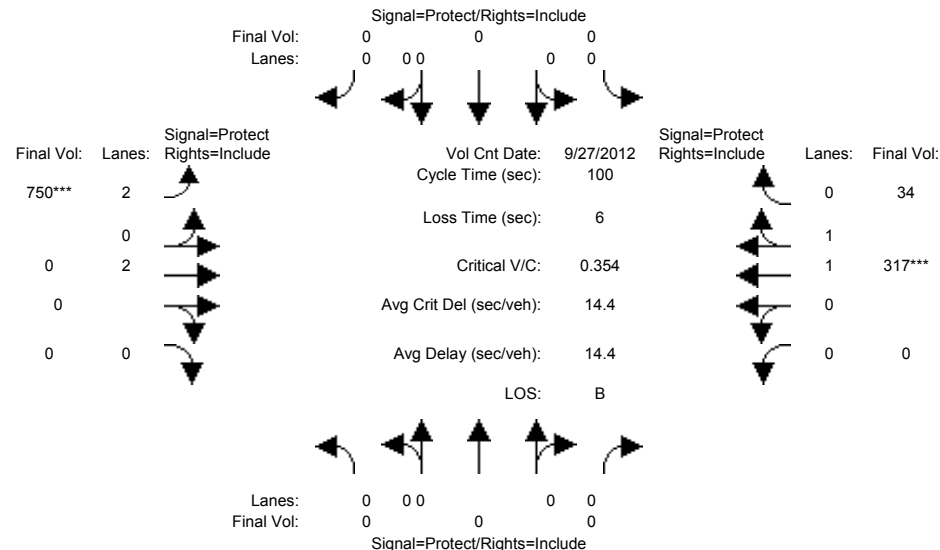
## Intersection #4106: ALMADEN EXP/CURTNER (W)



| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 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:                                         | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 175  |
| 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    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 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 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.10        | 0.00 | 0.10 | 0.00       | 0.29 | 0.00 | 0.00       | 0.24 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 14.4        | 0.0  | 14.4 | 0.0        | 39.6 | 0.0  | 0.0        | 39.6 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.43        | 0.00 | 0.44 | 0.00       | 0.44 | 0.00 | 0.00       | 0.36 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 20.1        | 0.0  | 20.1 | 0.0        | 5.0  | 0.0  | 0.0        | 4.6  | 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  | 20.1        | 0.0  | 20.1 | 0.0        | 5.0  | 0.0  | 0.0        | 4.6  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 4           | 0    | 4    | 0          | 5    | 0    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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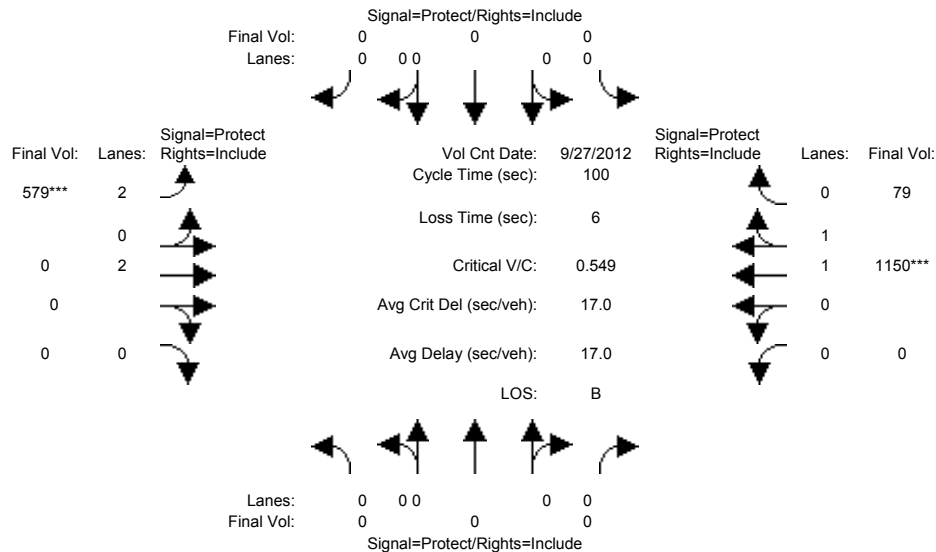
## Intersection #5502: 87/ALMADEN



| 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    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 1952 | 0    | 0          | 317  | 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:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 1952 | 0    | 0          | 317  | 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:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 1952 | 0    | 0          | 317  | 34   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 0           | 0    | 0    | 750        | 0    | 0    | 0          | 317  | 34   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 0    | 0    | 0          | 317  | 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:                                        | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 0    | 0    | 0          | 317  | 34   |
| Saturation 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.80 | 0.20 |
| Final Sat.:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3341 | 358  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.24       | 0.00 | 0.00 | 0.00       | 0.09 | 0.09 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 67.2       | 0.0  | 0.0  | 0.0        | 26.8 | 26.8 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.35       | 0.00 | 0.00 | 0.00       | 0.35 | 0.35 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 7.2        | 0.0  | 0.0  | 0.0        | 29.8 | 29.8 |
| 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  | 0.0         | 0.0  | 0.0  | 7.2        | 0.0  | 0.0  | 0.0        | 29.8 | 29.8 |
| LOS by Move:                                         | A           | A    | A    | A           | A    | A    | A          | A    | A    | A          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 6          | 0    | 0    | 0          | 4    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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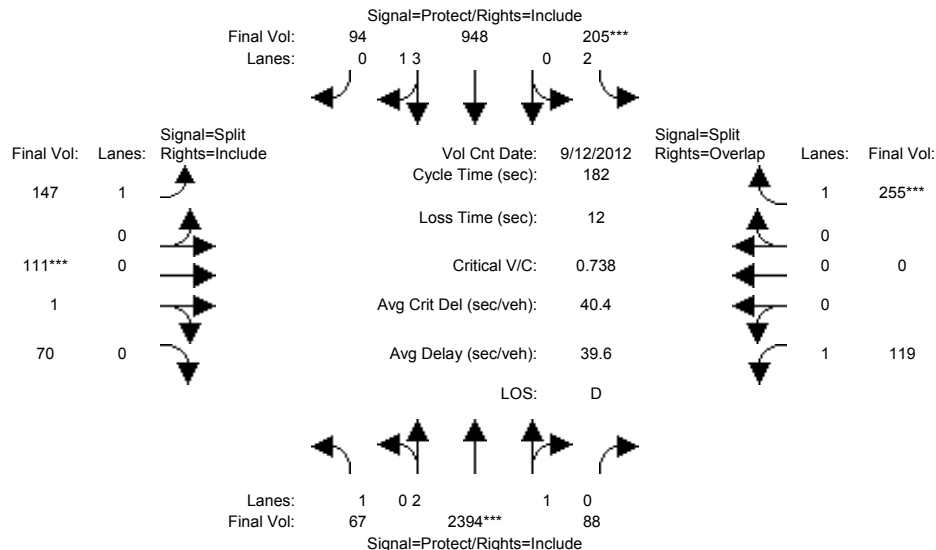
## Intersection #5502: 87/ALMADEN



| 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    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 0           | 0    | 0    | 579        | 347  | 0    | 0          | 1150 | 79   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 579        | 347  | 0    | 0          | 1150 | 79   |
| 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    | 0           | 0    | 0    | 579        | 347  | 0    | 0          | 1150 | 79   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 0           | 0    | 0    | 579        | 0    | 0    | 0          | 1150 | 79   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 579        | 0    | 0    | 0          | 1150 | 79   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 0           | 0    | 0    | 579        | 0    | 0    | 0          | 1150 | 79   |
| Saturation 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.87 | 0.13 |
| Final Sat.:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3462 | 238  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.18       | 0.00 | 0.00 | 0.00       | 0.33 | 0.33 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 33.5       | 0.0  | 0.0  | 0.0        | 60.5 | 60.5 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.55       | 0.00 | 0.00 | 0.00       | 0.55 | 0.55 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 27.7       | 0.0  | 0.0  | 0.0        | 12.0 | 12.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 27.7       | 0.0  | 0.0  | 0.0        | 12.0 | 12.0 |
| LOS by Move:                                         | A           | A    | A    | A           | A    | A    | C          | A    | A    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 9          | 0    | 0    | 0          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (AM)

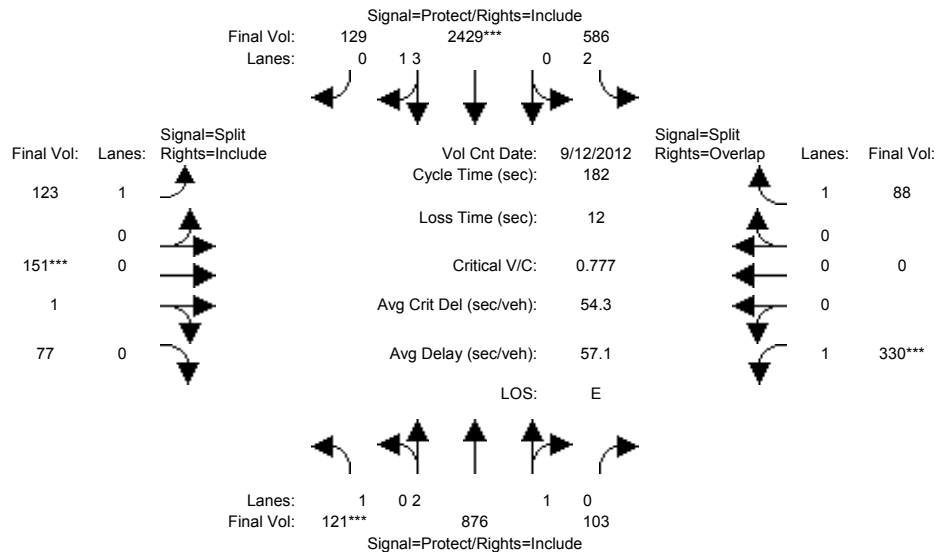
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 2394 | 88    | 205         | 948  | 94   | 147        | 111  | 70   | 119        | 0    | 255  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 2394 | 88    | 205         | 948  | 94   | 147        | 111  | 70   | 119        | 0    | 255  |
| 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:                                         | 67          | 2394 | 88    | 205         | 948  | 94   | 147        | 111  | 70   | 119        | 0    | 255  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 2394 | 88    | 205         | 948  | 94   | 147        | 111  | 70   | 119        | 0    | 255  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 2394 | 88    | 205         | 948  | 94   | 147        | 111  | 70   | 119        | 0    | 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:                                        | 67          | 2394 | 88    | 205         | 948  | 94   | 147        | 111  | 70   | 119        | 0    | 255  |
| 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 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.89 | 0.11  | 2.00        | 3.62 | 0.38 | 1.00       | 0.61 | 0.39 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5401 | 199   | 3150        | 6822 | 676  | 1750       | 1104 | 696  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.44 | 0.44  | 0.07        | 0.14 | 0.14 | 0.08       | 0.10 | 0.10 | 0.07       | 0.00 | 0.15 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.2        | 109  | 109.3 | 16.0        | 98.2 | 98.2 | 24.8       | 24.8 | 24.8 | 19.9       | 0.0  | 35.9 |
| Volume/Cap:                                          | 0.26        | 0.74 | 0.74  | 0.74        | 0.26 | 0.26 | 0.62       | 0.74 | 0.74 | 0.62       | 0.00 | 0.74 |
| Delay/Veh:                                           | 70.8        | 27.6 | 27.6  | 97.0        | 22.6 | 22.6 | 85.5       | 93.4 | 93.4 | 91.8       | 0.0  | 81.8 |
| 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:                                          | 70.8        | 27.6 | 27.6  | 97.0        | 22.6 | 22.6 | 85.5       | 93.4 | 93.4 | 91.8       | 0.0  | 81.8 |
| LOS by Move:                                         | E           | C    | C     | F           | C    | C    | F          | F    | F    | F          | A    | F    |
| HCM2kAvgQ:                                           | 4           | 33   | 33    | 7           | 8    | 8    | 9          | 12   | 12   | 7          | 0    | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

City of San Jose  
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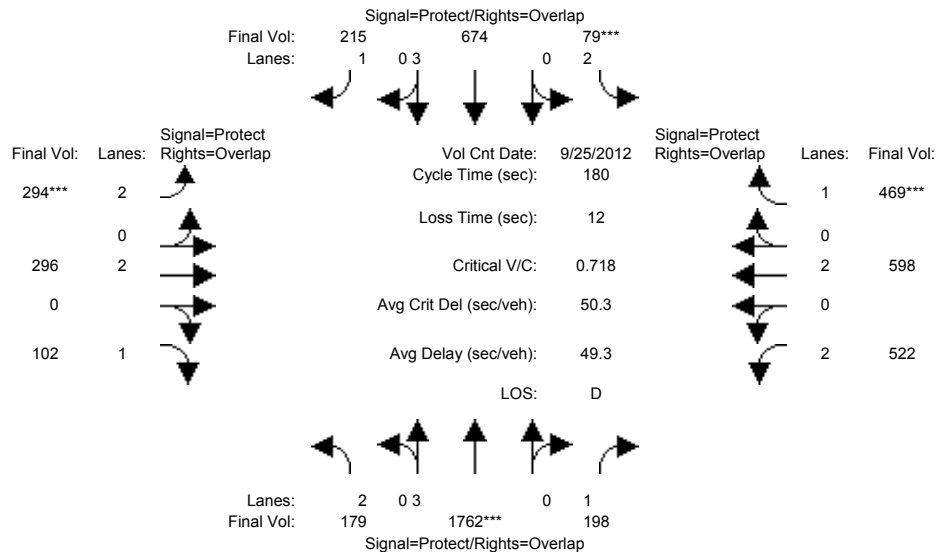
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 121         | 876  | 103  | 586         | 2429 | 129  | 123        | 151  | 77   | 330        | 0    | 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:                                         | 121         | 876  | 103  | 586         | 2429 | 129  | 123        | 151  | 77   | 330        | 0    | 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:                                         | 121         | 876  | 103  | 586         | 2429 | 129  | 123        | 151  | 77   | 330        | 0    | 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:                                          | 121         | 876  | 103  | 586         | 2429 | 129  | 123        | 151  | 77   | 330        | 0    | 88   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 121         | 876  | 103  | 586         | 2429 | 129  | 123        | 151  | 77   | 330        | 0    | 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:                                        | 121         | 876  | 103  | 586         | 2429 | 129  | 123        | 151  | 77   | 330        | 0    | 88   |
| 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 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.67 | 0.33 | 2.00        | 3.79 | 0.21 | 1.00       | 0.66 | 0.34 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5010 | 589  | 3150        | 7121 | 378  | 1750       | 1192 | 608  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.17 | 0.17 | 0.19        | 0.34 | 0.34 | 0.07       | 0.13 | 0.13 | 0.19       | 0.00 | 0.05 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 16.2        | 46.6 | 46.6 | 49.6        | 79.9 | 79.9 | 29.7       | 29.7 | 29.7 | 44.2       | 0.0  | 93.7 |
| Volume/Cap:                                          | 0.78        | 0.68 | 0.68 | 0.68        | 0.78 | 0.78 | 0.43       | 0.78 | 0.78 | 0.78       | 0.00 | 0.10 |
| Delay/Veh:                                           | 111.9       | 63.7 | 63.7 | 63.6        | 45.3 | 45.3 | 73.2       | 91.1 | 91.1 | 77.3       | 0.0  | 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:                                          | 111.9       | 63.7 | 63.7 | 63.6        | 45.3 | 45.3 | 73.2       | 91.1 | 91.1 | 77.3       | 0.0  | 22.7 |
| LOS by Move:                                         | F           | E    | E    | E           | D    | D    | E          | F    | F    | E          | A    | C    |
| HCM2kAvgQ:                                           | 9           | 17   | 17   | 18          | 33   | 33   | 7          | 14   | 14   | 20         | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5512: ALMADEN/BRANHAM



| 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:                                            | 179         | 1762 | 198   | 79          | 674  | 215  | 294        | 296  | 102  | 522        | 598  | 469  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 179         | 1762 | 198   | 79          | 674  | 215  | 294        | 296  | 102  | 522        | 598  | 469  |
| 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:                                         | 179         | 1762 | 198   | 79          | 674  | 215  | 294        | 296  | 102  | 522        | 598  | 469  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 1762 | 198   | 79          | 674  | 215  | 294        | 296  | 102  | 522        | 598  | 469  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 179         | 1762 | 198   | 79          | 674  | 215  | 294        | 296  | 102  | 522        | 598  | 469  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 1762 | 198   | 79          | 674  | 215  | 294        | 296  | 102  | 522        | 598  | 469  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.31 | 0.11  | 0.03        | 0.12 | 0.12 | 0.09       | 0.08 | 0.06 | 0.17       | 0.16 | 0.27 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.9        | 78.8 | 134.7 | 7.0         | 58.0 | 81.7 | 23.8       | 26.3 | 54.1 | 55.9       | 58.4 | 65.4 |
| Volume/Cap:                                          | 0.37        | 0.71 | 0.15  | 0.64        | 0.37 | 0.27 | 0.71       | 0.53 | 0.19 | 0.53       | 0.48 | 0.74 |
| Delay/Veh:                                           | 68.6        | 42.1 | 6.5   | 96.5        | 47.1 | 30.8 | 80.2       | 72.2 | 46.9 | 51.8       | 49.0 | 54.4 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 68.6        | 42.1 | 6.5   | 96.5        | 47.1 | 30.8 | 80.2       | 72.2 | 46.9 | 51.8       | 49.0 | 54.4 |
| LOS by Move:                                         | E           | D    | A     | F           | D    | C    | F          | E    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 5           | 25   | 3     | 4           | 9    | 8    | 9          | 7    | 4    | 14         | 13   | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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

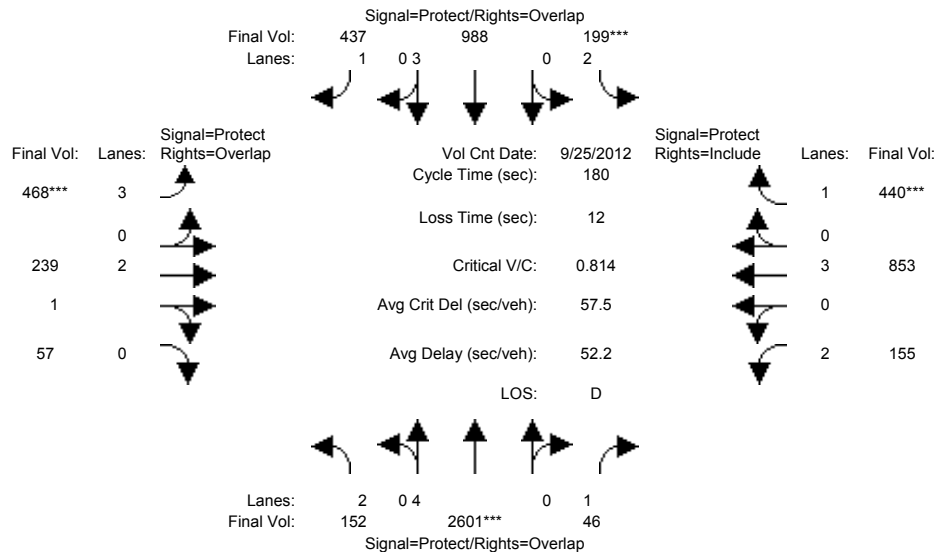
[illegible]

| 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          | 76   | 10    | 14          | 88   | 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:                                            | 227         | 684  | 481   | 424         | 2053 | 373   | 192        | 521  | 170  | 400        | 354  | 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:                                         | 227         | 684  | 481   | 424         | 2053 | 373   | 192        | 521  | 170  | 400        | 354  | 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:                                         | 227         | 684  | 481   | 424         | 2053 | 373   | 192        | 521  | 170  | 400        | 354  | 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:                                          | 227         | 684  | 481   | 424         | 2053 | 373   | 192        | 521  | 170  | 400        | 354  | 124  |
| Reduced Vol:                                         | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 227         | 684  | 481   | 424         | 2053 | 373   | 192        | 521  | 170  | 400        | 354  | 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:                                         | 227         | 684  | 481   | 424         | 2053 | 373   | 192        | 521  | 170  | 400        | 354  | 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  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00  | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750  | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| ----- ----- ----- ----- -----                        |             |      |       |             |      |       |            |      |      |            |      |      |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.12 | 0.27  | 0.13        | 0.36 | 0.21  | 0.06       | 0.14 | 0.10 | 0.13       | 0.09 | 0.07 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.2        | 76.0 | 108.5 | 34.4        | 95.3 | 125.1 | 29.8       | 35.1 | 50.2 | 32.5       | 37.7 | 72.2 |
| Volume/Cap:                                          | 0.90        | 0.30 | 0.48  | 0.74        | 0.72 | 0.32  | 0.39       | 0.74 | 0.37 | 0.74       | 0.47 | 0.19 |
| Delay/Veh:                                           | 119.1       | 38.9 | 24.5  | 78.8        | 29.1 | 5.9   | 72.4       | 77.5 | 57.4 | 80.3       | 67.8 | 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:                                          | 119.1       | 38.9 | 24.5  | 78.8        | 29.1 | 5.9   | 72.4       | 77.5 | 57.4 | 80.3       | 67.8 | 39.5 |
| LOS by Move:                                         | F           | D    | C     | E           | C    | A     | E          | E    | E    | F          | E    | D    |
| HCM2kAvgQ:                                           | 9           | 9    | 17    | 15          | 25   | 4     | 6          | 15   | 10   | 14         | 9    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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City of San Jose  
Communication HillsLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing+Project Alt C (AM)

## Intersection #5513: ALMADEN/BLOSSOM HILL

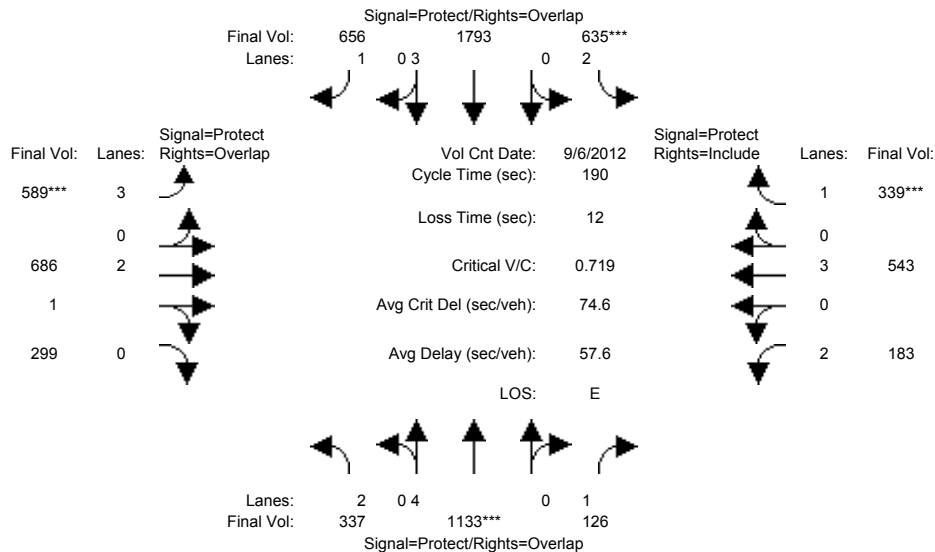


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                            | 152         | 2601 | 46    | 199         | 988  | 437  | 468        | 239  | 57   | 155        | 853  | 440  |
| Growth Adj:                                          | 1.00        | 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         | 2601 | 46    | 199         | 988  | 437  | 468        | 239  | 57   | 155        | 853  | 440  |
| 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         | 2601 | 46    | 199         | 988  | 437  | 468        | 239  | 57   | 155        | 853  | 440  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 2601 | 46    | 199         | 988  | 437  | 468        | 239  | 57   | 155        | 853  | 440  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 152         | 2601 | 46    | 199         | 988  | 437  | 468        | 239  | 57   | 155        | 853  | 440  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 2601 | 46    | 199         | 988  | 437  | 468        | 239  | 57   | 155        | 853  | 440  |
| 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 | 0.80       | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.00 | 1.00 | 3.00       | 2.40 | 0.60 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 5700 | 1750 | 4551       | 4520 | 1078 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.34 | 0.03  | 0.06        | 0.17 | 0.25 | 0.10       | 0.05 | 0.05 | 0.05       | 0.15 | 0.25 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 19.5        | 75.7 | 112.5 | 14.0        | 70.1 | 92.9 | 22.7       | 41.5 | 61.1 | 36.8       | 55.6 | 55.6 |
| Volume/Cap:                                          | 0.44        | 0.81 | 0.04  | 0.81        | 0.44 | 0.48 | 0.81       | 0.23 | 0.16 | 0.24       | 0.48 | 0.81 |
| Delay/Veh:                                           | 76.1        | 47.7 | 13.0  | 100.3       | 40.7 | 28.5 | 85.3       | 56.3 | 41.5 | 60.1       | 50.8 | 66.6 |
| 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:                                          | 76.1        | 47.7 | 13.0  | 100.3       | 40.7 | 28.5 | 85.3       | 56.3 | 41.5 | 60.1       | 50.8 | 66.6 |
| LOS by Move:                                         | E           | D    | B     | F           | D    | C    | F          | E    | D    | E          | D    | E    |
| HCM2kAvgQ:                                           | 4           | 31   | 1     | 7           | 13   | 16   | 11         | 4    | 4    | 4          | 12   | 25   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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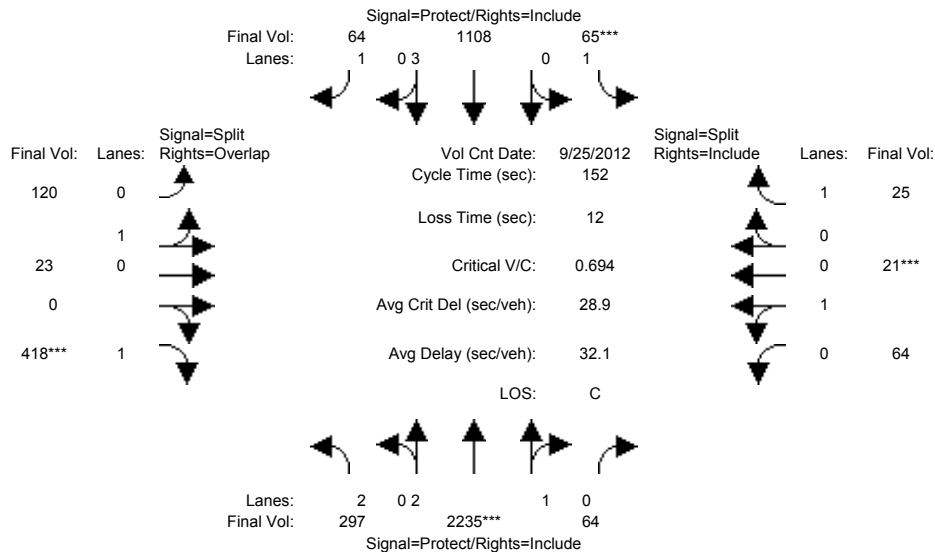
## Intersection #5513: ALMADEN/BLOSSOM HILL



| 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          | 64   | 10   | 50          | 91   | 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:                                            | 337         | 1133 | 126  | 635         | 1793 | 656   | 589        | 686  | 299  | 183        | 543  | 339   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 337         | 1133 | 126  | 635         | 1793 | 656   | 589        | 686  | 299  | 183        | 543  | 339   |
| 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:                                         | 337         | 1133 | 126  | 635         | 1793 | 656   | 589        | 686  | 299  | 183        | 543  | 339   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 337         | 1133 | 126  | 635         | 1793 | 656   | 589        | 686  | 299  | 183        | 543  | 339   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 337         | 1133 | 126  | 635         | 1793 | 656   | 589        | 686  | 299  | 183        | 543  | 339   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 337         | 1133 | 126  | 635         | 1793 | 656   | 589        | 686  | 299  | 183        | 543  | 339   |
| 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  | 0.80       | 1.00 | 0.95 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.00 | 1.00  | 3.00       | 2.00 | 0.94 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 5700 | 1750  | 4551       | 3898 | 1699 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.11        | 0.15 | 0.07 | 0.20        | 0.31 | 0.37  | 0.13       | 0.18 | 0.18 | 0.06       | 0.10 | 0.19  |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | ****  | ****       | **** | **** | ****       | **** | ****  |
| Green Time:                                          | 20.8        | 64.0 | 82.9 | 50.0        | 93.2 | 118.8 | 25.6       | 45.1 | 65.9 | 18.9       | 38.4 | 38.4  |
| Volume/Cap:                                          | 0.98        | 0.44 | 0.17 | 0.77        | 0.64 | 0.60  | 0.96       | 0.74 | 0.51 | 0.58       | 0.47 | 0.96  |
| Delay/Veh:                                           | 126.3       | 49.2 | 32.6 | 68.9        | 28.6 | 11.8  | 108.1      | 69.3 | 49.4 | 84.6       | 67.2 | 112.1 |
| 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:                                          | 126.3       | 49.2 | 32.6 | 68.9        | 28.6 | 11.8  | 108.1      | 69.3 | 49.4 | 84.6       | 67.2 | 112.1 |
| LOS by Move:                                         | F           | D    | C    | E           | C    | B     | F          | E    | D    | F          | E    | F     |
| HCM2kAvgQ:                                           | 13          | 12   | 4    | 20          | 21   | 14    | 16         | 19   | 17   | 6          | 10   | 24    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |       |

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## Intersection #5521: ALMADEN/CHERRY

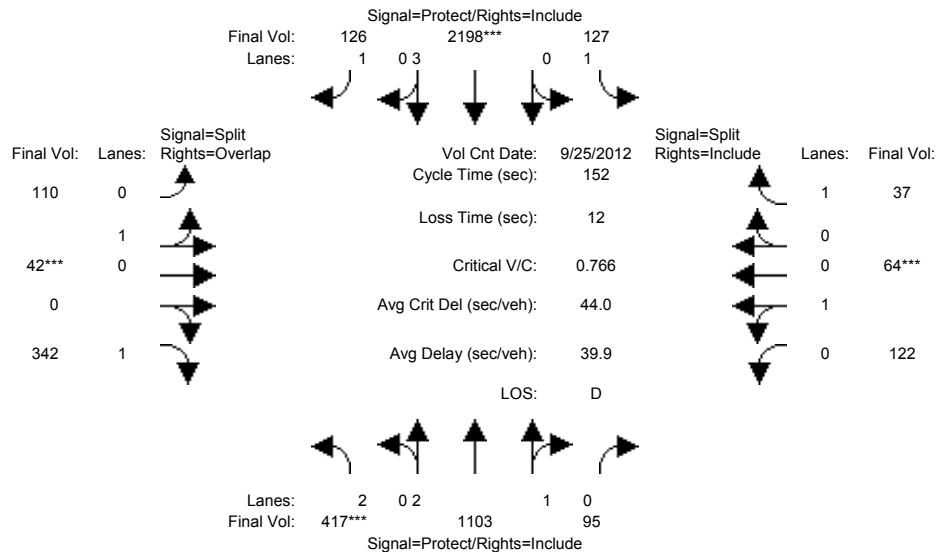


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 25 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 297         | 2235 | 64   | 65          | 1108 | 64   | 120        | 23   | 418  | 64         | 21   | 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:                                 | 297         | 2235 | 64   | 65          | 1108 | 64   | 120        | 23   | 418  | 64         | 21   | 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:                                 | 297         | 2235 | 64   | 65          | 1108 | 64   | 120        | 23   | 418  | 64         | 21   | 25   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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         | 2235 | 64   | 65          | 1108 | 64   | 120        | 23   | 418  | 64         | 21   | 25   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 297         | 2235 | 64   | 65          | 1108 | 64   | 120        | 23   | 418  | 64         | 21   | 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:                                | 297         | 2235 | 64   | 65          | 1108 | 64   | 120        | 23   | 418  | 64         | 21   | 25   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.83        | 0.98 | 0.95 | 0.92        | 1.00 | 0.92 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                       | 2.00        | 2.91 | 0.09 | 1.00        | 3.00 | 1.00 | 0.84       | 0.16 | 1.00 | 0.75       | 0.25 | 1.00 |
| Final Sat.:                                  | 3150        | 5444 | 156  | 1750        | 5700 | 1750 | 1510       | 290  | 1750 | 1355       | 445  | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.09        | 0.41 | 0.41 | 0.04        | 0.19 | 0.04 | 0.08       | 0.08 | 0.24 | 0.05       | 0.05 | 0.01 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 32.0        | 89.9 | 89.9 | 8.1         | 66.0 | 66.0 | 31.7       | 31.7 | 63.7 | 10.3       | 10.3 | 10.3 |
| Volume/Cap:                                  | 0.45        | 0.69 | 0.69 | 0.69        | 0.45 | 0.08 | 0.38       | 0.38 | 0.57 | 0.69       | 0.69 | 0.21 |
| Delay/Veh:                                   | 54.5        | 22.8 | 22.8 | 105.6       | 30.8 | 25.5 | 54.7       | 54.7 | 36.9 | 97.1       | 97.1 | 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:                                  | 54.5        | 22.8 | 22.8 | 105.6       | 30.8 | 25.5 | 54.7       | 54.7 | 36.9 | 97.1       | 97.1 | 70.9 |
| LOS by Move:                                 | D           | C    | C    | F           | C    | C    | D          | D    | D    | F          | F    | E    |
| HCM2kAvgQ:                                   | 7           | 25   | 25   | 4           | 12   | 2    | 6          | 6    | 16   | 5          | 5    | 1    |

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

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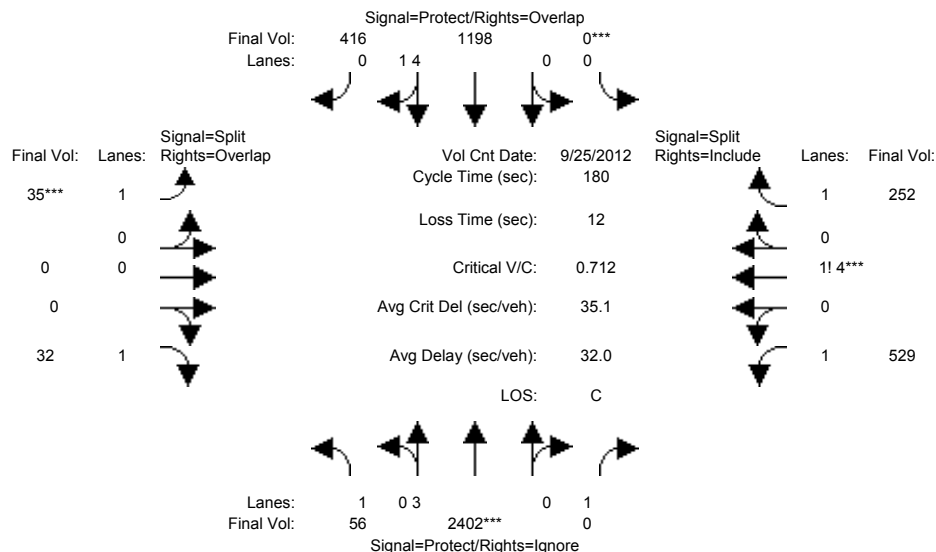
## Intersection #5521: ALMADEN/CHERRY



| 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: 25 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 417         | 1103 | 95   | 127         | 2198 | 126  | 110        | 42   | 342  | 122        | 64   | 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:                                         | 417         | 1103 | 95   | 127         | 2198 | 126  | 110        | 42   | 342  | 122        | 64   | 37   |
| 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:                                         | 417         | 1103 | 95   | 127         | 2198 | 126  | 110        | 42   | 342  | 122        | 64   | 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:                                          | 417         | 1103 | 95   | 127         | 2198 | 126  | 110        | 42   | 342  | 122        | 64   | 37   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 417         | 1103 | 95   | 127         | 2198 | 126  | 110        | 42   | 342  | 122        | 64   | 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:                                        | 417         | 1103 | 95   | 127         | 2198 | 126  | 110        | 42   | 342  | 122        | 64   | 37   |
| 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 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 2.00        | 2.75 | 0.25 | 1.00        | 3.00 | 1.00 | 0.72       | 0.28 | 1.00 | 0.66       | 0.34 | 1.00 |
| Final Sat.:                                          | 3150        | 5155 | 444  | 1750        | 5700 | 1750 | 1303       | 497  | 1750 | 1181       | 619  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.21 | 0.21 | 0.07        | 0.39 | 0.07 | 0.08       | 0.08 | 0.20 | 0.10       | 0.10 | 0.02 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 26.3        | 76.7 | 76.7 | 26.0        | 76.5 | 76.5 | 16.8       | 16.8 | 43.0 | 20.5       | 20.5 | 20.5 |
| Volume/Cap:                                          | 0.77        | 0.42 | 0.42 | 0.42        | 0.77 | 0.14 | 0.77       | 0.77 | 0.69 | 0.77       | 0.77 | 0.16 |
| Delay/Veh:                                           | 69.9        | 24.2 | 24.2 | 60.6        | 32.5 | 20.6 | 89.9       | 89.9 | 56.3 | 83.8       | 83.8 | 59.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 69.9        | 24.2 | 24.2 | 60.6        | 32.5 | 20.6 | 89.9       | 89.9 | 56.3 | 83.8       | 83.8 | 59.5 |
| LOS by Move:                                         | E           | C    | C    | E           | C    | C    | F          | F    | E    | F          | F    | E    |
| HCM2kAvgQ:                                           | 12          | 12   | 12   | 6           | 28   | 3    | 8          | 8    | 16   | 10         | 10   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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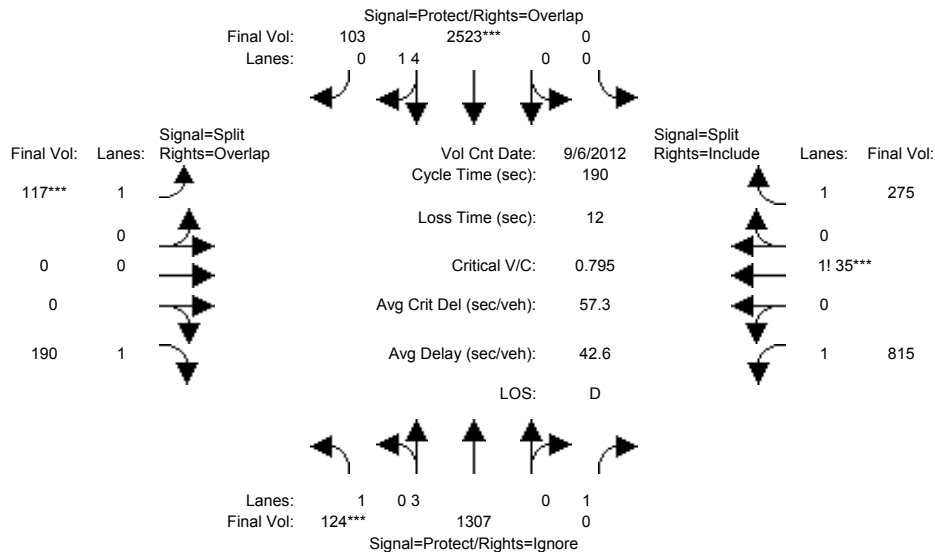
## Intersection #5522: 85/ALMADEN (N)



| 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   | 0    | 0           | 10   | 10   | 0          | 0    | 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: 25 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 56          | 2402 | 403  | 0           | 1198 | 416  | 35         | 0    | 32   | 529        | 4    | 252  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 56          | 2402 | 403  | 0           | 1198 | 416  | 35         | 0    | 32   | 529        | 4    | 252  |
| 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:                                         | 56          | 2402 | 403  | 0           | 1198 | 416  | 35         | 0    | 32   | 529        | 4    | 252  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 56          | 2402 | 0    | 0           | 1198 | 416  | 35         | 0    | 32   | 529        | 4    | 252  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 56          | 2402 | 0    | 0           | 1198 | 416  | 35         | 0    | 32   | 529        | 4    | 252  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 56          | 2402 | 0    | 0           | 1198 | 416  | 35         | 0    | 32   | 529        | 4    | 252  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.67       | 0.01 | 1.32 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 7600 | 1750 | 1750       | 0    | 1750 | 2960       | 18   | 2314 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.42 | 0.00 | 0.00        | 0.16 | 0.24 | 0.02       | 0.00 | 0.02 | 0.18       | 0.22 | 0.11 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 16.1        | 107  | 0.0  | 0.0         | 90.4 | 95.4 | 5.1        | 0.0  | 21.2 | 56.4       | 56.4 | 56.4 |
| Volume/Cap:                                          | 0.36        | 0.71 | 0.00 | 0.00        | 0.31 | 0.45 | 0.71       | 0.00 | 0.16 | 0.57       | 0.71 | 0.35 |
| Delay/Veh:                                           | 78.4        | 26.7 | 0.0  | 0.0         | 26.5 | 26.2 | 125.6      | 0.0  | 71.7 | 52.2       | 56.8 | 47.7 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 78.4        | 26.7 | 0.0  | 0.0         | 26.5 | 26.2 | 125.6      | 0.0  | 71.7 | 52.2       | 56.8 | 47.7 |
| LOS by Move:                                         | E           | C    | A    | A           | C    | C    | F          | A    | E    | D          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 31   | 0    | 0           | 9    | 15   | 3          | 0    | 2    | 15         | 21   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

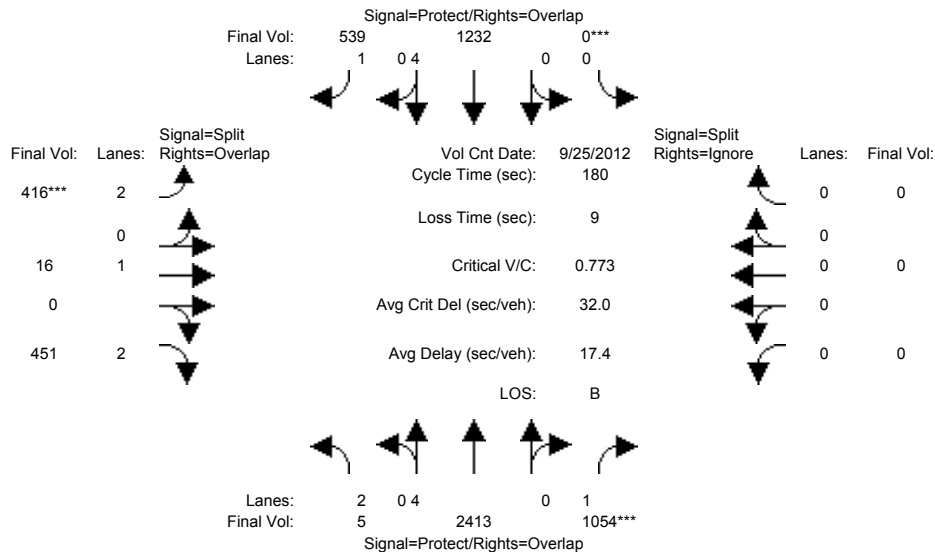
City of San Jose  
Communication HillsLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing+Project Alt C (PM)

## Intersection #5522: 85/ALMADEN (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:                                          | 14          | 90   | 10   | 14          | 90   | 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:                                            | 124         | 1307 | 0    | 0           | 2523 | 103   | 117        | 0    | 190  | 815        | 35   | 275  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 124         | 1307 | 0    | 0           | 2523 | 103   | 117        | 0    | 190  | 815        | 35   | 275  |
| 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:                                         | 124         | 1307 | 0    | 0           | 2523 | 103   | 117        | 0    | 190  | 815        | 35   | 275  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 124         | 1307 | 0    | 0           | 2523 | 103   | 117        | 0    | 190  | 815        | 35   | 275  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 124         | 1307 | 0    | 0           | 2523 | 103   | 117        | 0    | 190  | 815        | 35   | 275  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 124         | 1307 | 0    | 0           | 2523 | 103   | 117        | 0    | 190  | 815        | 35   | 275  |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95  | 0.92       | 1.00 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.80 | 0.20  | 1.00       | 0.00 | 1.00 | 1.70       | 0.06 | 1.24 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 9031 | 369   | 1750       | 0    | 1750 | 3017       | 107  | 2170 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.23 | 0.00 | 0.00        | 0.28 | 0.28  | 0.07       | 0.00 | 0.11 | 0.27       | 0.33 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.0        | 104  | 0.0  | 0.0         | 90.0 | 104.0 | 14.0       | 0.0  | 28.0 | 60.0       | 60.0 | 60.0 |
| Volume/Cap:                                          | 0.96        | 0.42 | 0.00 | 0.00        | 0.59 | 0.51  | 0.91       | 0.00 | 0.74 | 0.86       | 1.04 | 0.40 |
| Delay/Veh:                                           | 154.9       | 25.3 | 0.0  | 0.0         | 29.6 | 18.6  | 139.2      | 0.0  | 88.1 | 66.6       | 103  | 51.0 |
| 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:                                          | 154.9       | 25.3 | 0.0  | 0.0         | 29.6 | 18.6  | 139.2      | 0.0  | 88.1 | 66.6       | 103  | 51.0 |
| LOS by Move:                                         | F           | C    | A    | A           | C    | B     | F          | A    | F    | E          | F    | D    |
| HCM2kAvgQ:                                           | 9           | 14   | 0    | 0           | 17   | 13    | 10         | 0    | 13   | 30         | 43   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

## Intersection #5523: 85/ALMADEN (S)

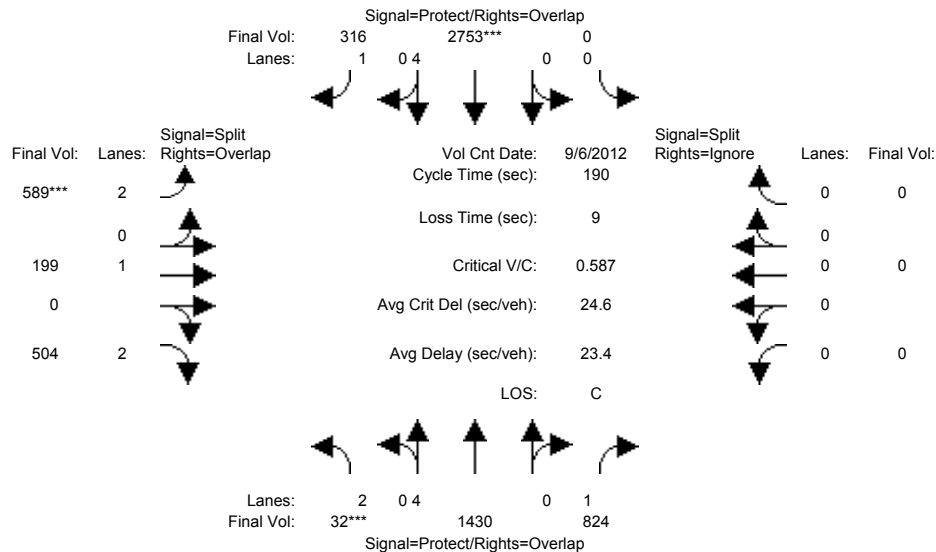


| Approach:                                            | North Bound |   |      |   | South Bound |      |   |      | East Bound |       |      |   | West Bound |   |      |      |   |      |   |      |
|------------------------------------------------------|-------------|---|------|---|-------------|------|---|------|------------|-------|------|---|------------|---|------|------|---|------|---|------|
| Movement:                                            | L           | - | T    | - | R           | L    | - | T    | -          | R     | L    | - | T          | - | R    | L    | - | T    | - | R    |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |      |   |      |   |      |
| Min. Green:                                          | 7           |   | 10   |   | 10          | 0    |   | 10   |            | 10    | 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: 25 Sep 2012 <<         |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |      |   |      |   |      |
| Base Vol:                                            | 5           |   | 2413 |   | 1054        | 0    |   | 1232 |            | 539   | 416  |   | 16         |   | 451  | 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:                                         | 5           |   | 2413 |   | 1054        | 0    |   | 1232 |            | 539   | 416  |   | 16         |   | 451  | 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:                                         | 5           |   | 2413 |   | 1054        | 0    |   | 1232 |            | 539   | 416  |   | 16         |   | 451  | 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 |   | 0.00 |
| PHF Adj:                                             | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 1.00 |   | 1.00       |   | 1.00 | 1.00 |   | 1.00 |   | 0.00 |
| PHF Volume:                                          | 5           |   | 2413 |   | 1054        | 0    |   | 1232 |            | 539   | 416  |   | 16         |   | 451  | 0    |   | 0    |   | 0    |
| Reduced Vol:                                         | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0     | 0    |   | 0          |   | 0    | 0    |   | 0    |   | 0    |
| Reduced Vol:                                         | 5           |   | 2413 |   | 1054        | 0    |   | 1232 |            | 539   | 416  |   | 16         |   | 451  | 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 |   | 0.00 |
| MLF Adj:                                             | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 1.00 |   | 1.00       |   | 1.00 | 1.00 |   | 1.00 |   | 0.00 |
| FinalVolume:                                         | 5           |   | 2413 |   | 1054        | 0    |   | 1232 |            | 539   | 416  |   | 16         |   | 451  | 0    |   | 0    |   | 0    |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |      |   |      |   |      |
| 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  | 0.83 |   | 1.00       |   | 0.83 | 0.92 |   | 1.00 |   | 0.92 |
| Lanes:                                               | 2.00        |   | 4.00 |   | 1.00        | 0.00 |   | 4.00 |            | 1.00  | 2.00 |   | 1.00       |   | 2.00 | 0.00 |   | 0.00 |   | 0.00 |
| Final Sat.:                                          | 3150        |   | 7600 |   | 1750        | 0    |   | 7600 |            | 1750  | 3150 |   | 1900       |   | 3150 | 0    |   | 0    |   | 0    |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |      |   |      |   |      |
| Capacity Analysis Module:                            |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |      |   |      |   |      |
| Vol/Sat:                                             | 0.00        |   | 0.32 |   | 0.60        | 0.00 |   | 0.16 |            | 0.31  | 0.13 |   | 0.01       |   | 0.14 | 0.00 |   | 0.00 |   | 0.00 |
| Crit Moves:                                          |             |   |      |   | ****        | **** |   |      |            |       | **** |   |            |   |      |      |   |      |   |      |
| Green Time:                                          | 25.4        |   | 140  |   | 140.2       | 0.0  |   | 115  |            | 145.6 | 30.8 |   | 30.8       |   | 56.1 | 0.0  |   | 0.0  |   | 0.0  |
| Volume/Cap:                                          | 0.01        |   | 0.41 |   | 0.77        | 0.00 |   | 0.25 |            | 0.38  | 0.77 |   | 0.05       |   | 0.46 | 0.00 |   | 0.00 |   | 0.00 |
| Delay/Veh:                                           | 66.5        |   | 6.5  |   | 13.8        | 0.0  |   | 14.1 |            | 4.9   | 78.1 |   | 62.5       |   | 50.1 | 0.0  |   | 0.0  |   | 0.0  |
| User DelAdj:                                         | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 1.00 |   | 1.00       |   | 1.00 | 1.00 |   | 1.00 |   | 1.00 |
| AdjDel/Veh:                                          | 66.5        |   | 6.5  |   | 13.8        | 0.0  |   | 14.1 |            | 4.9   | 78.1 |   | 62.5       |   | 50.1 | 0.0  |   | 0.0  |   | 0.0  |
| LOS by Move:                                         | E           |   | A    |   | B           | A    |   | B    |            | A     | E    |   | E          |   | D    | A    |   | A    |   | A    |
| HCM2kAvgQ:                                           | 0           |   | 11   |   | 36          | 0    |   | 7    |            | 9     | 14   |   | 1          |   | 12   | 0    |   | 0    |   | 0    |
| Note: Queue reported is the number of cars per lane. |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |      |   |      |   |      |

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

City of San Jose  
Communication HillsLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing+Project Alt C (PM)

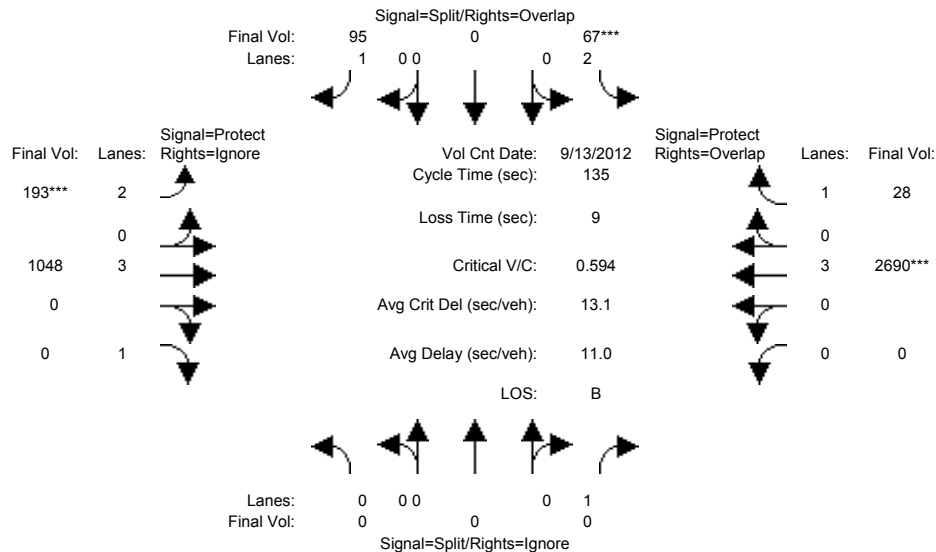
## Intersection #5523: 85/ALMADEN (S)



| Approach:                                            | North Bound |      |       | South Bound |      |       | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R     | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 14          | 105  | 10    | 14          | 103  | 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:                                            | 32          | 1430 | 824   | 0           | 2753 | 316   | 589        | 199  | 504  | 0          | 0    | 0    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 32          | 1430 | 824   | 0           | 2753 | 316   | 589        | 199  | 504  | 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:                                         | 32          | 1430 | 824   | 0           | 2753 | 316   | 589        | 199  | 504  | 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 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 32          | 1430 | 824   | 0           | 2753 | 316   | 589        | 199  | 504  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 32          | 1430 | 824   | 0           | 2753 | 316   | 589        | 199  | 504  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 32          | 1430 | 824   | 0           | 2753 | 316   | 589        | 199  | 504  | 0          | 0    | 0    |
| 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  | 0.83       | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 0.00        | 4.00 | 1.00  | 2.00       | 1.00 | 2.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 0           | 7600 | 1750  | 3150       | 1900 | 3150 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.19 | 0.47  | 0.00        | 0.36 | 0.18  | 0.19       | 0.10 | 0.16 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |       |             | **** |       | ****       |      |      |            |      |      |
| Green Time:                                          | 14.0        | 124  | 124.1 | 0.0         | 110  | 167.0 | 56.9       | 56.9 | 70.9 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.14        | 0.29 | 0.72  | 0.00        | 0.62 | 0.21  | 0.62       | 0.35 | 0.43 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 82.6        | 14.1 | 23.8  | 0.0         | 16.6 | 0.1   | 58.7       | 52.5 | 44.7 | 0.0        | 0.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 82.6        | 14.1 | 23.8  | 0.0         | 16.6 | 0.1   | 58.7       | 52.5 | 44.7 | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | F           | B    | C     | A           | B    | A     | E          | D    | D    | A          | A    | A    |
| HCM2kAvgQ:                                           | 1           | 9    | 34    | 0           | 17   | 0     | 19         | 10   | 15   | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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## Intersection #5708: CAPITOL/COPPERFIELD

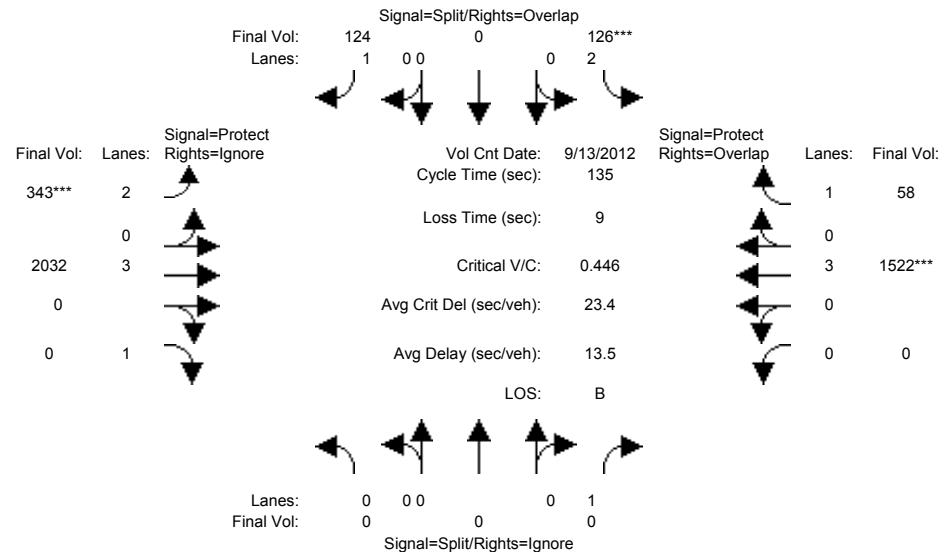


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R     |
| Min. Green:                                          | 0           | 0    | 10   | 10          | 0    | 10   | 7          | 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 0           | 0    | 65   | 67          | 0    | 95   | 193        | 1048 | 24   | 0          | 2690 | 28    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 0           | 0    | 65   | 67          | 0    | 95   | 193        | 1048 | 24   | 0          | 2690 | 28    |
| 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    | 65   | 67          | 0    | 95   | 193        | 1048 | 24   | 0          | 2690 | 28    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 0           | 0    | 0    | 67          | 0    | 95   | 193        | 1048 | 0    | 0          | 2690 | 28    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 0           | 0    | 0    | 67          | 0    | 95   | 193        | 1048 | 0    | 0          | 2690 | 28    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 0           | 0    | 0    | 67          | 0    | 95   | 193        | 1048 | 0    | 0          | 2690 | 28    |
| Saturation 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 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.02        | 0.00 | 0.05 | 0.06       | 0.18 | 0.00 | 0.00       | 0.47 | 0.02  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 10.0        | 0.0  | 23.3 | 13.3       | 116  | 0.0  | 0.0        | 103  | 112.7 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.29        | 0.00 | 0.31 | 0.62       | 0.21 | 0.00 | 0.00       | 0.62 | 0.02  |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 62.2        | 0.0  | 51.5 | 67.4       | 1.7  | 0.0  | 0.0        | 8.0  | 1.9   |
| 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  | 62.2        | 0.0  | 51.5 | 67.4       | 1.7  | 0.0  | 0.0        | 8.0  | 1.9   |
| LOS by Move:                                         | A           | A    | A    | E           | A    | D    | E          | A    | A    | A          | A    | A     |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 4    | 5          | 3    | 0    | 0          | 17   | 0     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |



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## Intersection #5708: CAPITOL/COPPERFIELD

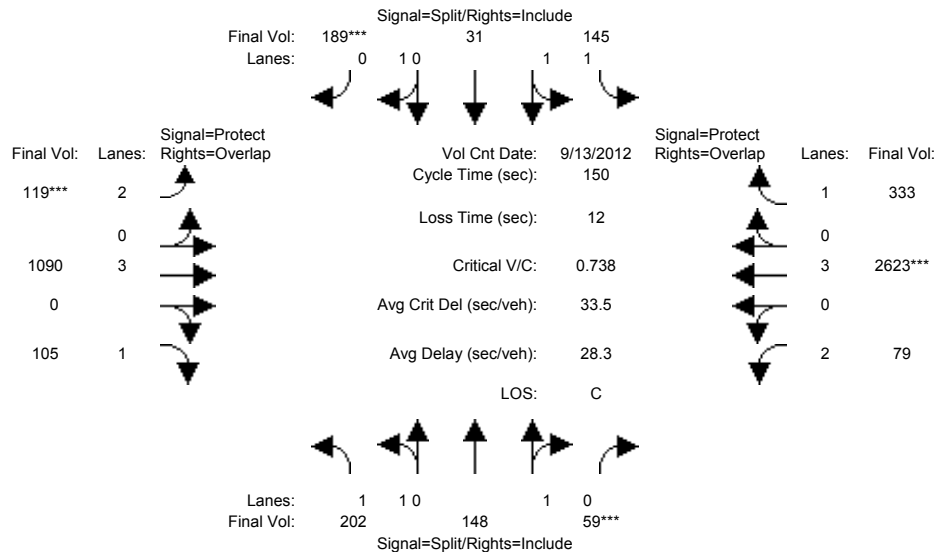


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 0    | 0    | 10          | 0    | 10   | 7          | 10   | 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 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 35   | 126         | 0    | 124  | 343        | 2032 | 148  | 0          | 1522 | 58   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 0           | 0    | 35   | 126         | 0    | 124  | 343        | 2032 | 148  | 0          | 1522 | 58   |
| 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    | 35   | 126         | 0    | 124  | 343        | 2032 | 148  | 0          | 1522 | 58   |
| User Adj:                                    | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 0           | 0    | 0    | 126         | 0    | 124  | 343        | 2032 | 0    | 0          | 1522 | 58   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 126         | 0    | 124  | 343        | 2032 | 0    | 0          | 1522 | 58   |
| PCE Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 0           | 0    | 0    | 126         | 0    | 124  | 343        | 2032 | 0    | 0          | 1522 | 58   |
| Saturation 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 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.04        | 0.00 | 0.07 | 0.11       | 0.36 | 0.00 | 0.00       | 0.27 | 0.03 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 12.1        | 0.0  | 45.1 | 33.0       | 114  | 0.0  | 0.0        | 80.9 | 93.0 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.45        | 0.00 | 0.21 | 0.45       | 0.42 | 0.00 | 0.00       | 0.45 | 0.05 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 63.3        | 0.0  | 33.0 | 45.1       | 2.8  | 0.0  | 0.0        | 15.2 | 6.8  |
| 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  | 63.3        | 0.0  | 33.0 | 45.1       | 2.8  | 0.0  | 0.0        | 15.2 | 6.8  |
| LOS by Move:                                 | A           | A    | A    | E           | A    | C    | D          | A    | A    | A          | B    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 3           | 0    | 4    | 7          | 7    | 0    | 0          | 12   | 1    |

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

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## Intersection #5711: CAPITOL/NARVAEZ

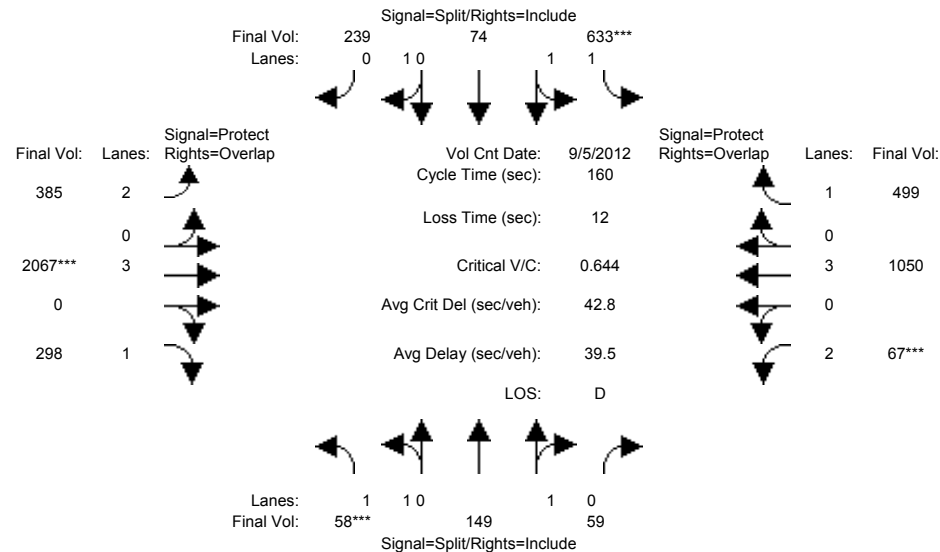


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| 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 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                    | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                 | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| 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:                                 | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                     | 1.00        | 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         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                 | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                     | 1.00        | 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         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                  | 0.93        | 0.95 | 0.95 | 0.93        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                       | 1.50        | 1.07 | 0.43 | 1.65        | 0.35 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                  | 2642        | 1936 | 772  | 2909        | 622  | 1800 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                     | 0.08        | 0.08 | 0.08 | 0.05        | 0.05 | 0.11 | 0.04       | 0.19 | 0.06 | 0.03       | 0.46 | 0.19  |
| Crit Moves:                                  | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |       |
| Green Time:                                  | 15.5        | 15.5 | 15.5 | 21.3        | 21.3 | 21.3 | 7.7        | 81.3 | 96.8 | 19.8       | 93.5 | 114.8 |
| Volume/Cap:                                  | 0.74        | 0.74 | 0.74 | 0.35        | 0.35 | 0.74 | 0.74       | 0.35 | 0.09 | 0.19       | 0.74 | 0.25  |
| Delay/Veh:                                   | 70.5        | 70.5 | 70.5 | 58.3        | 58.3 | 67.5 | 86.6       | 19.5 | 10.1 | 58.1       | 20.6 | 5.2   |
| 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:                                  | 70.5        | 70.5 | 70.5 | 58.3        | 58.3 | 67.5 | 86.6       | 19.5 | 10.1 | 58.1       | 20.6 | 5.2   |
| LOS by Move:                                 | E           | E    | E    | E           | E    | E    | F          | B    | B    | E          | C    | A     |
| HCM2kAvgQ:                                   | 7           | 7    | 7    | 4           | 4    | 9    | 3          | 9    | 2    | 2          | 28   | 5     |

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

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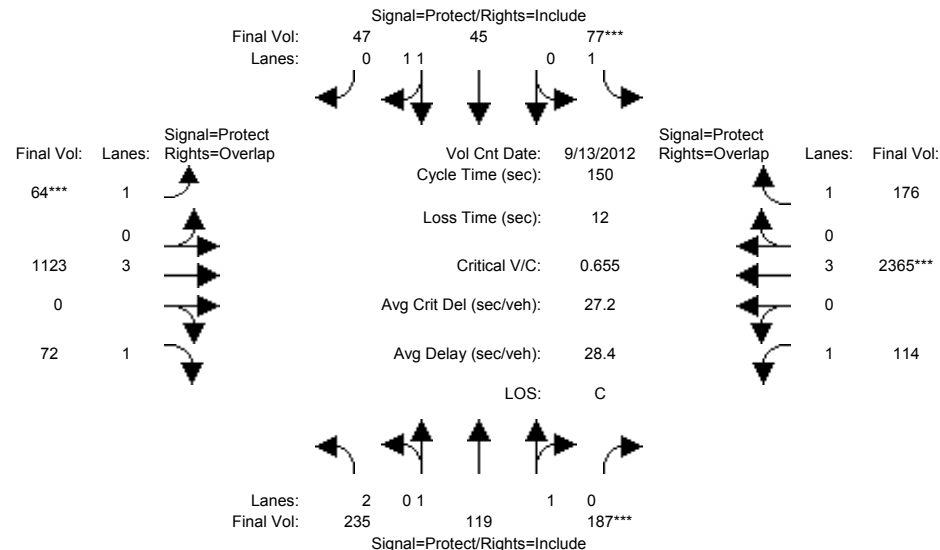
## Intersection #5711: CAPITOL/NARVAEZ



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 78   | 10   | 14         | 67   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| 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:                                         | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.92        | 0.98 | 0.95 | 0.93        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 1.00        | 1.42 | 0.58 | 2.00        | 0.24 | 0.76 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 1750        | 2650 | 1049 | 3550        | 426  | 1374 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.03        | 0.06 | 0.06 | 0.18        | 0.17 | 0.17 | 0.12       | 0.36 | 0.17 | 0.02       | 0.18 | 0.29  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.0        | 14.0 | 14.0 | 39.6        | 39.6 | 39.6 | 21.3       | 80.4 | 94.4 | 14.0       | 73.1 | 112.7 |
| Volume/Cap:                                          | 0.38        | 0.64 | 0.64 | 0.72        | 0.70 | 0.70 | 0.92       | 0.72 | 0.29 | 0.24       | 0.40 | 0.40  |
| Delay/Veh:                                           | 69.2        | 74.0 | 74.0 | 57.2        | 56.6 | 56.6 | 93.1       | 31.9 | 16.3 | 68.5       | 29.0 | 10.0  |
| 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:                                          | 69.2        | 74.0 | 74.0 | 57.2        | 56.6 | 56.6 | 93.1       | 31.9 | 16.3 | 68.5       | 29.0 | 10.0  |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | F          | C    | B    | E          | C    | B     |
| HCM2kAvgQ:                                           | 3           | 5    | 5    | 16          | 16   | 16   | 12         | 26   | 7    | 2          | 11   | 11    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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Existing+Project Alt C (AM)

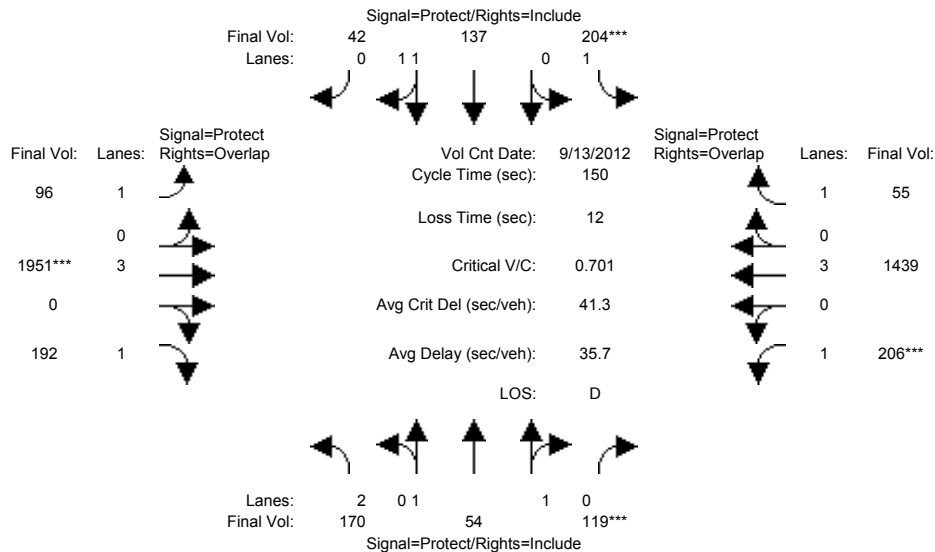
## Intersection #5712: CAPITOL/VISTAPARK



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| 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:                                         | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 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:                                        | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| 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        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.07        | 0.06 | 0.11 | 0.04        | 0.02 | 0.03 | 0.04       | 0.20 | 0.04 | 0.07       | 0.41 | 0.10  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 18.3        | 24.5 | 24.5 | 10.1        | 16.3 | 16.3 | 8.4        | 77.7 | 96.0 | 25.7       | 95.1 | 105.1 |
| Volume/Cap:                                          | 0.61        | 0.38 | 0.65 | 0.65        | 0.22 | 0.25 | 0.65       | 0.38 | 0.06 | 0.38       | 0.65 | 0.14  |
| Delay/Veh:                                           | 69.7        | 57.4 | 65.8 | 93.3        | 62.2 | 62.8 | 98.8       | 22.1 | 10.3 | 58.7       | 18.1 | 7.7   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 69.7        | 57.4 | 65.8 | 93.3        | 62.2 | 62.8 | 98.8       | 22.1 | 10.3 | 58.7       | 18.1 | 7.7   |
| LOS by Move:                                         | E           | E    | E    | F           | E    | E    | F          | C    | B    | E          | B    | A     |
| HCM2kAvgQ:                                           | 6           | 5    | 9    | 5           | 2    | 2    | 3          | 10   | 1    | 5          | 23   | 3     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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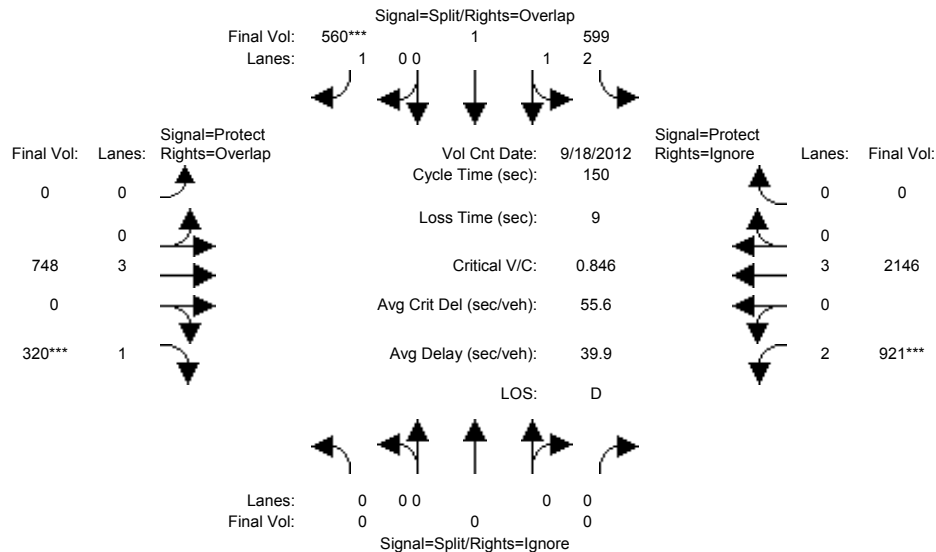
## Intersection #5712: CAPITOL/VISTAPARK



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                         | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                         | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                          | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 55    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                        | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 55    |
| 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        | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 1.00        | 1.52 | 0.48 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 2831 | 868  | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.03 | 0.07 | 0.12        | 0.05 | 0.05 | 0.05       | 0.34 | 0.11 | 0.12       | 0.25 | 0.03  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 17.7        | 14.6 | 14.6 | 25.0        | 21.8 | 21.8 | 17.6       | 73.3 | 91.0 | 25.2       | 80.9 | 105.9 |
| Volume/Cap:                                          | 0.46        | 0.29 | 0.70 | 0.70        | 0.33 | 0.33 | 0.47       | 0.70 | 0.18 | 0.70       | 0.47 | 0.04  |
| Delay/Veh:                                           | 65.7        | 64.2 | 80.9 | 72.2        | 59.2 | 59.2 | 69.3       | 31.3 | 13.4 | 71.9       | 21.8 | 6.8   |
| 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:                                          | 65.7        | 64.2 | 80.9 | 72.2        | 59.2 | 59.2 | 69.3       | 31.3 | 13.4 | 71.9       | 21.8 | 6.8   |
| LOS by Move:                                         | E           | E    | F    | E           | E    | E    | E          | C    | B    | E          | C    | A     |
| HCM2kAvgQ:                                           | 4           | 2    | 6    | 11          | 4    | 4    | 4          | 24   | 4    | 10         | 14   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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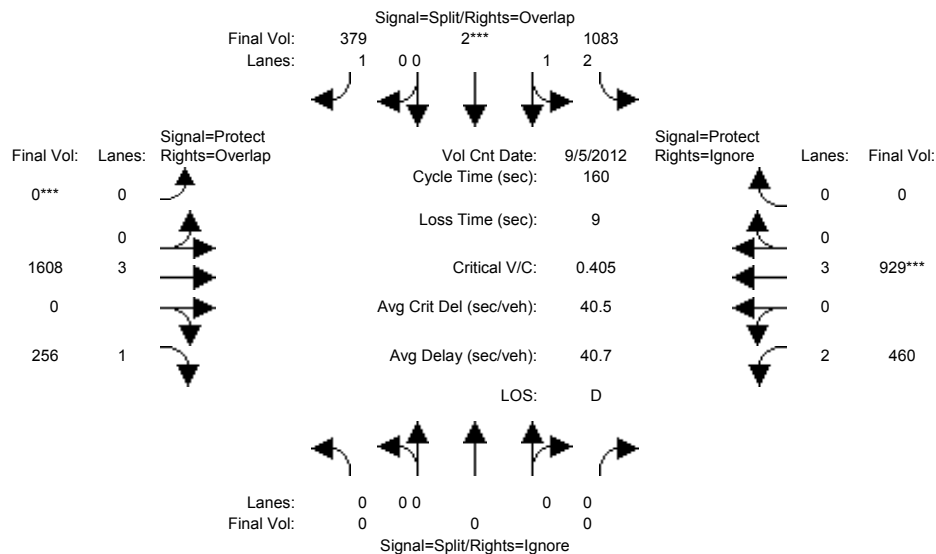
## Intersection #5713: 87/CAPITOL



| 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   | 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    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 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    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 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    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4942        | 8    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.12        | 0.12 | 0.32 | 0.00       | 0.13 | 0.18 | 0.29       | 0.38 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 56.7        | 56.7 | 56.7 | 0.0        | 32.4 | 32.4 | 51.8       | 84.3 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.32        | 0.32 | 0.85 | 0.00       | 0.61 | 0.85 | 0.85       | 0.67 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 33.1        | 33.1 | 52.5 | 0.0        | 53.9 | 72.4 | 51.7       | 23.7 | 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  | 33.1        | 33.1 | 52.5 | 0.0        | 53.9 | 72.4 | 51.7       | 23.7 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | D    | A          | D    | E    | D          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 7           | 7    | 27   | 0          | 10   | 16   | 23         | 22   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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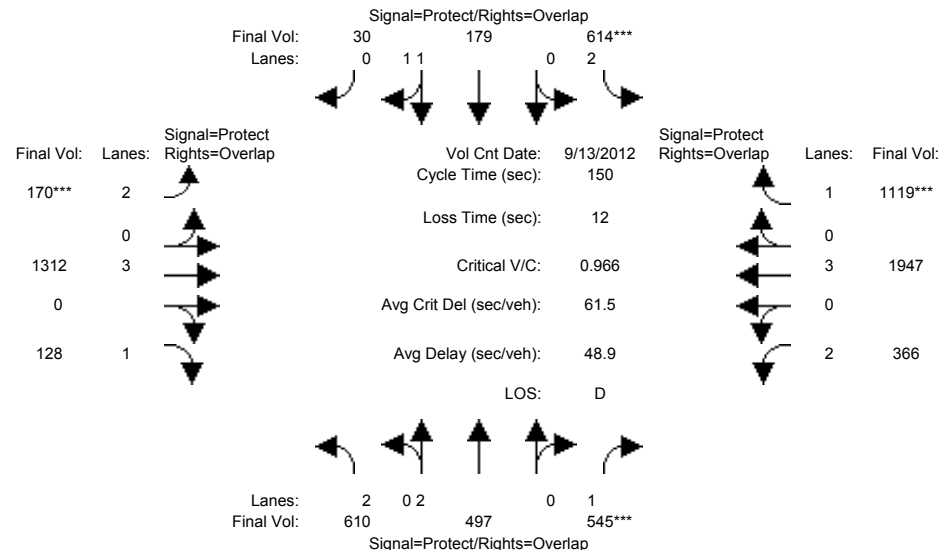
## Intersection #5713: 87/CAPITOL



| 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    | 14          | 10   | 10   | 0          | 72   | 10   | 14         | 112  | 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: 5 Sep 2012 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 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    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 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    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4941        | 9    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.22        | 0.22 | 0.22 | 0.00       | 0.28 | 0.15 | 0.15       | 0.16 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 39.0        | 39.0 | 39.0 | 0.0        | 84.6 | 84.6 | 27.4       | 112  | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.90        | 0.90 | 0.89 | 0.00       | 0.53 | 0.28 | 0.85       | 0.23 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 67.9        | 67.9 | 78.2 | 0.0        | 25.0 | 21.0 | 76.6       | 8.6  | 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  | 67.9        | 67.9 | 78.2 | 0.0        | 25.0 | 21.0 | 76.6       | 8.6  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | E           | E    | E    | A          | C    | C    | E          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 23          | 23   | 23   | 0          | 17   | 7    | 14         | 5    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5715: CAPITOL/SNELL

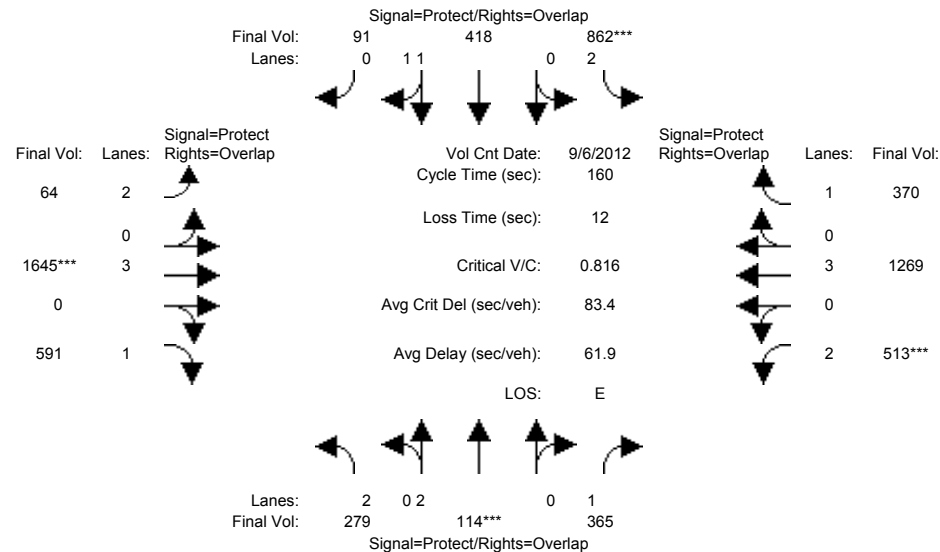


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 610         | 497  | 545  | 614         | 179  | 30   | 170        | 1312 | 128  | 366        | 1947 | 1119 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 610         | 497  | 545  | 614         | 179  | 30   | 170        | 1312 | 128  | 366        | 1947 | 1119 |
| 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:                                         | 610         | 497  | 545  | 614         | 179  | 30   | 170        | 1312 | 128  | 366        | 1947 | 1119 |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 610         | 497  | 545  | 614         | 179  | 30   | 170        | 1312 | 128  | 366        | 1947 | 1119 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 610         | 497  | 545  | 614         | 179  | 30   | 170        | 1312 | 128  | 366        | 1947 | 1119 |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 610         | 497  | 545  | 614         | 179  | 30   | 170        | 1312 | 128  | 366        | 1947 | 1119 |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 1.70 | 0.30 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3169 | 531  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.13 | 0.31 | 0.19        | 0.06 | 0.06 | 0.05       | 0.23 | 0.07 | 0.12       | 0.34 | 0.64 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 45.1        | 30.3 | 56.3 | 30.3        | 15.5 | 23.9 | 8.4        | 51.4 | 96.5 | 26.0       | 69.0 | 99.3 |
| Volume/Cap:                                          | 0.64        | 0.65 | 0.83 | 0.97        | 0.55 | 0.35 | 0.97       | 0.67 | 0.11 | 0.67       | 0.74 | 0.97 |
| Delay/Veh:                                           | 47.1        | 56.9 | 51.3 | 86.6        | 65.5 | 56.5 | 128.3      | 43.0 | 10.3 | 61.3       | 34.4 | 42.5 |
| 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:                                          | 47.1        | 56.9 | 51.3 | 86.6        | 65.5 | 56.5 | 128.3      | 43.0 | 10.3 | 61.3       | 34.4 | 42.5 |
| LOS by Move:                                         | D           | E    | D    | F           | E    | E    | F          | D    | B    | E          | C    | D    |
| HCM2kAvgQ:                                           | 14          | 10   | 25   | 19          | 5    | 4    | 6          | 17   | 2    | 10         | 25   | 57   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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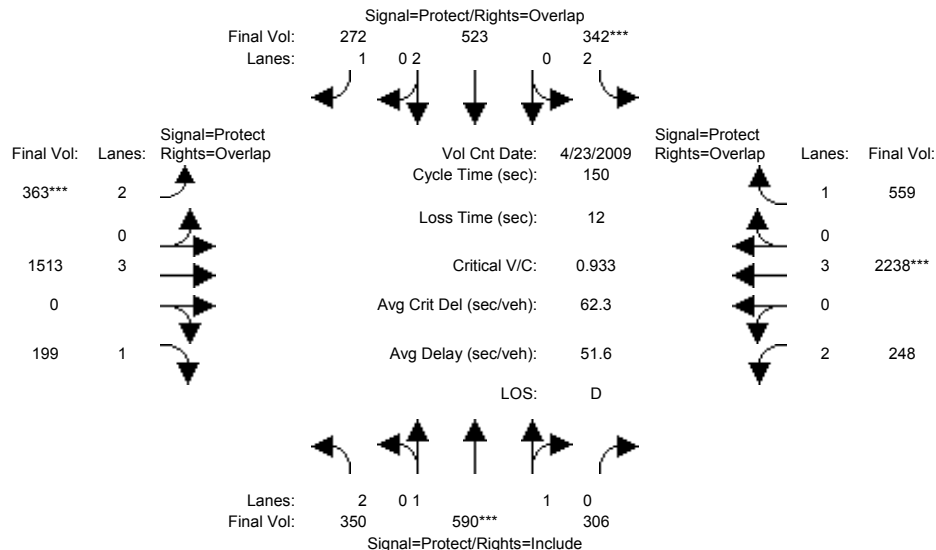
## Intersection #5715: CAPITOL/SNELL



| 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          | 10   | 10    | 14          | 10   | 10   | 14         | 77   | 10   | 14         | 62   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 279         | 114  | 365   | 862         | 418  | 91   | 64         | 1645 | 591  | 513        | 1269 | 370   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 279         | 114  | 365   | 862         | 418  | 91   | 64         | 1645 | 591  | 513        | 1269 | 370   |
| 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:                                         | 279         | 114  | 365   | 862         | 418  | 91   | 64         | 1645 | 591  | 513        | 1269 | 370   |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 279         | 114  | 365   | 862         | 418  | 91   | 64         | 1645 | 591  | 513        | 1269 | 370   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 279         | 114  | 365   | 862         | 418  | 91   | 64         | 1645 | 591  | 513        | 1269 | 370   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 279         | 114  | 365   | 862         | 418  | 91   | 64         | 1645 | 591  | 513        | 1269 | 370   |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00  | 2.00        | 1.63 | 0.37 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750  | 3150        | 3038 | 661  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.09        | 0.03 | 0.21  | 0.27        | 0.14 | 0.14 | 0.02       | 0.29 | 0.34 | 0.16       | 0.22 | 0.21  |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 18.9        | 10.0 | 32.8  | 38.2        | 29.3 | 47.7 | 18.4       | 77.0 | 95.9 | 22.8       | 81.4 | 119.6 |
| Volume/Cap:                                          | 0.75        | 0.48 | 1.02  | 1.14        | 0.75 | 0.46 | 0.18       | 0.60 | 0.56 | 1.14       | 0.44 | 0.28  |
| Delay/Veh:                                           | 76.5        | 74.0 | 116.0 | 141.4       | 66.5 | 46.0 | 64.2       | 30.6 | 20.1 | 157.2      | 25.0 | 6.6   |
| 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:                                          | 76.5        | 74.0 | 116.0 | 141.4       | 66.5 | 46.0 | 64.2       | 30.6 | 20.1 | 157.2      | 25.0 | 6.6   |
| LOS by Move:                                         | E           | E    | F     | F           | E    | D    | E          | C    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 8           | 3    | 23    | 35          | 13   | 12   | 2          | 19   | 18   | 23         | 13   | 6     |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |       |

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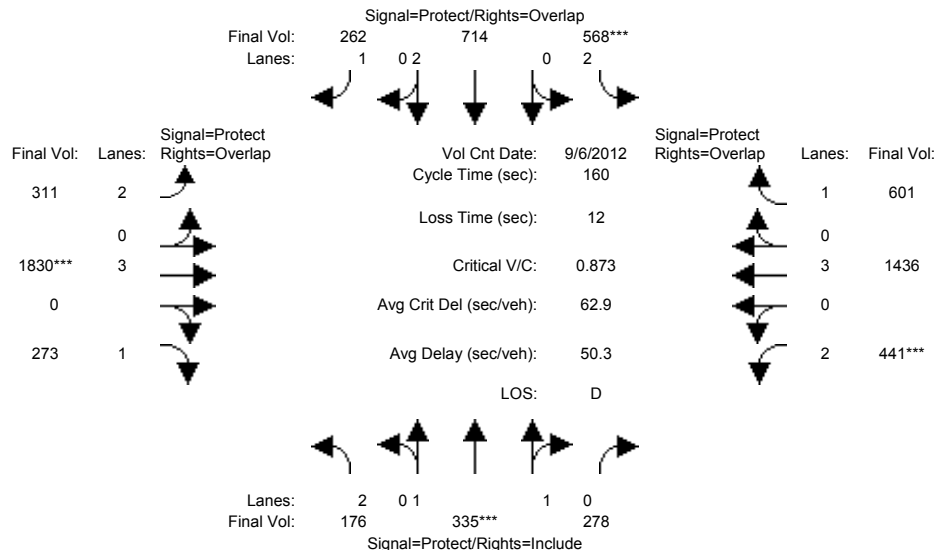
## Intersection #5720: CAPITOL/SENTER



| 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 2009 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 350         | 590  | 306  | 342         | 523  | 272  | 363        | 1513 | 199  | 248        | 2238 | 559  |
| Growth Adj:                                          | 1.00        | 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         | 590  | 306  | 342         | 523  | 272  | 363        | 1513 | 199  | 248        | 2238 | 559  |
| 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:                                         | 350         | 590  | 306  | 342         | 523  | 272  | 363        | 1513 | 199  | 248        | 2238 | 559  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 590  | 306  | 342         | 523  | 272  | 363        | 1513 | 199  | 248        | 2238 | 559  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 350         | 590  | 306  | 342         | 523  | 272  | 363        | 1513 | 199  | 248        | 2238 | 559  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 590  | 306  | 342         | 523  | 272  | 363        | 1513 | 199  | 248        | 2238 | 559  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.30 | 0.70 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 2435 | 1263 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.24 | 0.24 | 0.11        | 0.14 | 0.16 | 0.12       | 0.27 | 0.11 | 0.08       | 0.39 | 0.32 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 25.2        | 38.9 | 38.9 | 17.4        | 31.2 | 49.7 | 18.5       | 62.9 | 88.1 | 18.7       | 63.1 | 80.5 |
| Volume/Cap:                                          | 0.66        | 0.93 | 0.93 | 0.93        | 0.66 | 0.47 | 0.93       | 0.63 | 0.19 | 0.63       | 0.93 | 0.59 |
| Delay/Veh:                                           | 61.5        | 69.7 | 69.7 | 96.2        | 56.7 | 40.3 | 94.4       | 34.9 | 14.5 | 65.8       | 49.0 | 24.7 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 61.5        | 69.7 | 69.7 | 96.2        | 56.7 | 40.3 | 94.4       | 34.9 | 14.5 | 65.8       | 49.0 | 24.7 |
| LOS by Move:                                         | E           | E    | E    | F           | E    | D    | F          | C    | B    | E          | D    | C    |
| HCM2kAvgQ:                                           | 9           | 23   | 23   | 11          | 11   | 10   | 11         | 18   | 4    | 6          | 33   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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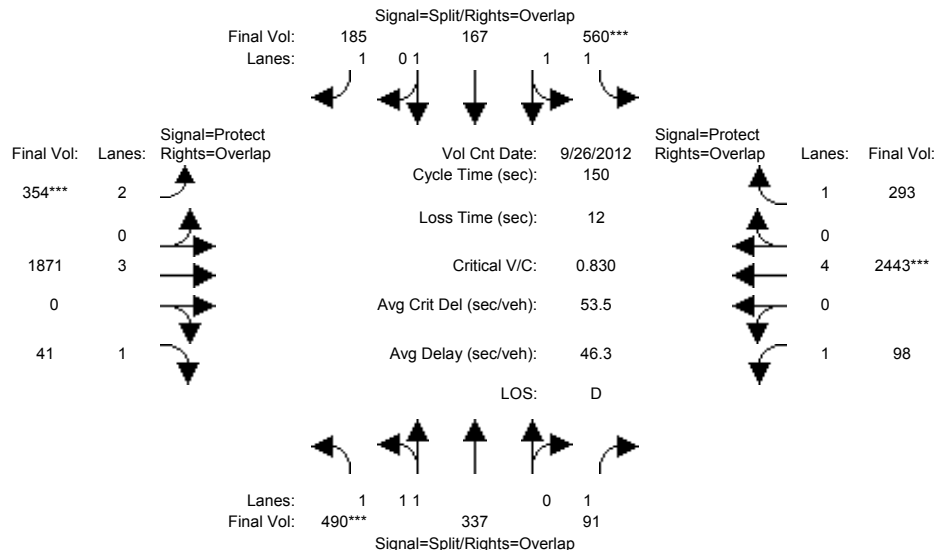
## Intersection #5720: CAPITOL/SENTER



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 61   | 10   | 14         | 61   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 176         | 335  | 278  | 568         | 714  | 262  | 311        | 1830 | 273  | 441        | 1436 | 601   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 176         | 335  | 278  | 568         | 714  | 262  | 311        | 1830 | 273  | 441        | 1436 | 601   |
| 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:                                         | 176         | 335  | 278  | 568         | 714  | 262  | 311        | 1830 | 273  | 441        | 1436 | 601   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 335  | 278  | 568         | 714  | 262  | 311        | 1830 | 273  | 441        | 1436 | 601   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 176         | 335  | 278  | 568         | 714  | 262  | 311        | 1830 | 273  | 441        | 1436 | 601   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 335  | 278  | 568         | 714  | 262  | 311        | 1830 | 273  | 441        | 1436 | 601   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.07 | 0.93 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 2021 | 1677 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.06        | 0.17 | 0.17 | 0.18        | 0.19 | 0.15 | 0.10       | 0.32 | 0.16 | 0.14       | 0.25 | 0.34  |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |       |
| Green Time:                                          | 19.7        | 29.7 | 29.7 | 32.3        | 42.3 | 60.0 | 17.7       | 61.0 | 80.7 | 25.1       | 68.4 | 100.6 |
| Volume/Cap:                                          | 0.45        | 0.89 | 0.89 | 0.89        | 0.71 | 0.40 | 0.89       | 0.84 | 0.31 | 0.89       | 0.59 | 0.55  |
| Delay/Veh:                                           | 66.0        | 77.8 | 77.8 | 77.3        | 55.8 | 37.2 | 94.0       | 48.3 | 23.5 | 84.6       | 30.7 | 9.0   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 66.0        | 77.8 | 77.8 | 77.3        | 55.8 | 37.2 | 94.0       | 48.3 | 23.5 | 84.6       | 30.7 | 9.0   |
| LOS by Move:                                         | E           | E    | E    | E           | E    | D    | F          | D    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 5           | 17   | 17   | 18          | 17   | 12   | 10         | 27   | 8    | 13         | 15   | 10    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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Existing+Project Alt C (AM)

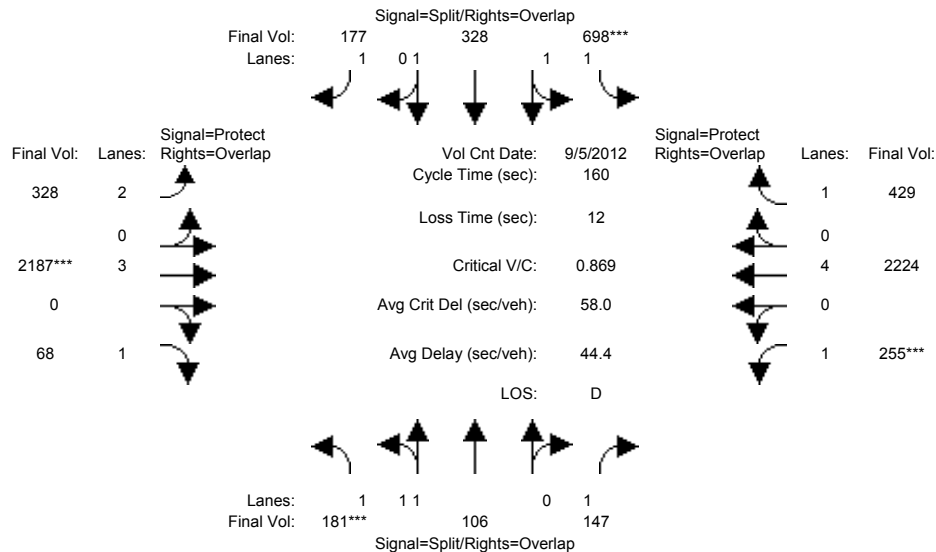
## Intersection #5721: CAPITOL/McLAUGHLIN



| 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 490         | 337  | 91   | 560         | 167  | 185  | 354        | 1871 | 41   | 98         | 2443 | 293  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 490         | 337  | 91   | 560         | 167  | 185  | 354        | 1871 | 41   | 98         | 2443 | 293  |
| 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:                                         | 490         | 337  | 91   | 560         | 167  | 185  | 354        | 1871 | 41   | 98         | 2443 | 293  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 490         | 337  | 91   | 560         | 167  | 185  | 354        | 1871 | 41   | 98         | 2443 | 293  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 490         | 337  | 91   | 560         | 167  | 185  | 354        | 1871 | 41   | 98         | 2443 | 293  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 490         | 337  | 91   | 560         | 167  | 185  | 354        | 1871 | 41   | 98         | 2443 | 293  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 0.99 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.82        | 1.18 | 1.00 | 2.00        | 1.00 | 1.00 | 2.00       | 3.00 | 1.00 | 1.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 3226        | 2219 | 1750 | 3150        | 1900 | 1750 | 3150       | 5700 | 1750 | 1750       | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.15 | 0.05 | 0.18        | 0.09 | 0.11 | 0.11       | 0.33 | 0.02 | 0.06       | 0.32 | 0.17 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.5        | 27.5 | 38.9 | 32.1        | 32.1 | 52.4 | 20.3       | 67.0 | 94.4 | 11.4       | 58.1 | 90.2 |
| Volume/Cap:                                          | 0.83        | 0.83 | 0.20 | 0.83        | 0.41 | 0.30 | 0.83       | 0.74 | 0.04 | 0.74       | 0.83 | 0.28 |
| Delay/Veh:                                           | 65.0        | 65.0 | 43.6 | 63.0        | 50.9 | 35.8 | 76.0       | 35.3 | 10.6 | 86.8       | 43.6 | 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:                                          | 65.0        | 65.0 | 43.6 | 63.0        | 50.9 | 35.8 | 76.0       | 35.3 | 10.6 | 86.8       | 43.6 | 14.4 |
| LOS by Move:                                         | E           | E    | D    | E           | D    | D    | E          | D    | B    | F          | D    | B    |
| HCM2kAvgQ:                                           | 13          | 13   | 3    | 16          | 6    | 6    | 10         | 23   | 1    | 6          | 27   | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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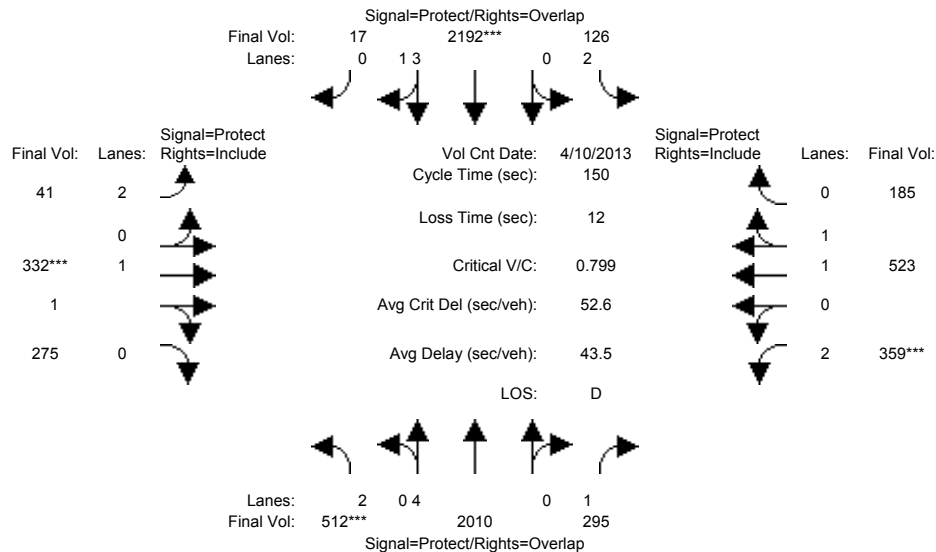
## Intersection #5721: CAPITOL/McLAUGHLIN



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 63   | 10   | 14         | 63   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 181         | 106  | 147  | 698         | 328  | 177  | 328        | 2187 | 68   | 255        | 2224 | 429   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 181         | 106  | 147  | 698         | 328  | 177  | 328        | 2187 | 68   | 255        | 2224 | 429   |
| 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:                                         | 181         | 106  | 147  | 698         | 328  | 177  | 328        | 2187 | 68   | 255        | 2224 | 429   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 181         | 106  | 147  | 698         | 328  | 177  | 328        | 2187 | 68   | 255        | 2224 | 429   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 181         | 106  | 147  | 698         | 328  | 177  | 328        | 2187 | 68   | 255        | 2224 | 429   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 181         | 106  | 147  | 698         | 328  | 177  | 328        | 2187 | 68   | 255        | 2224 | 429   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.93        | 0.99 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 1.94        | 1.06 | 1.00 | 2.00        | 1.00 | 1.00 | 2.00       | 3.00 | 1.00 | 1.00       | 4.00 | 1.00  |
| Final Sat.:                                          | 3434        | 2011 | 1750 | 3150        | 1900 | 1750 | 3150       | 5700 | 1750 | 1750       | 7600 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.05 | 0.08 | 0.22        | 0.17 | 0.10 | 0.10       | 0.38 | 0.04 | 0.15       | 0.29 | 0.25  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.0        | 14.0 | 40.0 | 39.5        | 39.5 | 59.3 | 19.8       | 68.5 | 82.5 | 26.0       | 74.7 | 114.2 |
| Volume/Cap:                                          | 0.60        | 0.60 | 0.34 | 0.90        | 0.70 | 0.27 | 0.84       | 0.90 | 0.08 | 0.90       | 0.63 | 0.34  |
| Delay/Veh:                                           | 72.5        | 72.5 | 49.6 | 67.7        | 56.3 | 35.5 | 83.9       | 47.3 | 19.6 | 94.1       | 26.5 | 1.8   |
| 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:                                          | 72.5        | 72.5 | 49.6 | 67.7        | 56.3 | 35.5 | 83.9       | 47.3 | 19.6 | 94.1       | 26.5 | 1.8   |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | F          | D    | B    | F          | C    | A     |
| HCM2kAvgQ:                                           | 5           | 5    | 7    | 22          | 15   | 8    | 9          | 33   | 2    | 16         | 17   | 2     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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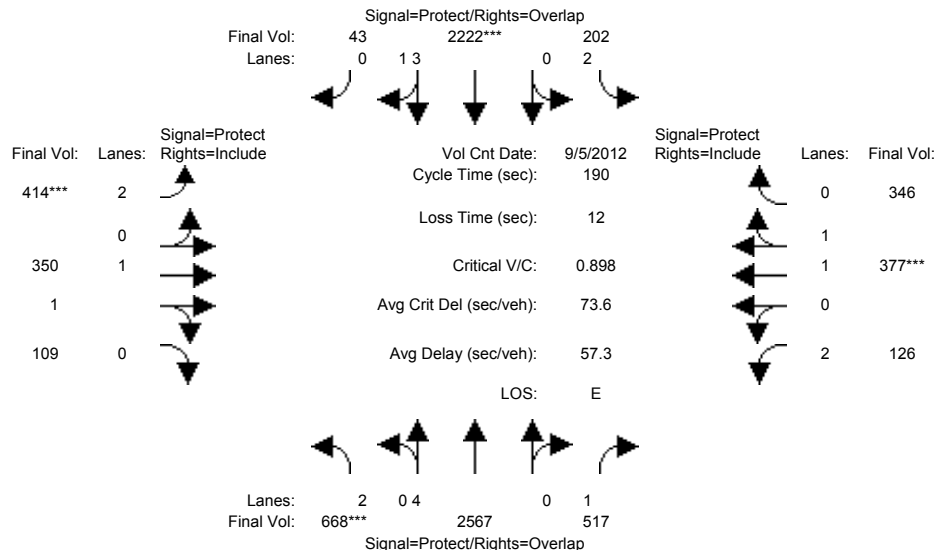
## Intersection #5723: CAPITOL/SILVER CREEK



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 512         | 2010 | 295  | 126         | 2192 | 17   | 41         | 332  | 275  | 359        | 523  | 185  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 512         | 2010 | 295  | 126         | 2192 | 17   | 41         | 332  | 275  | 359        | 523  | 185  |
| 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:                                         | 512         | 2010 | 295  | 126         | 2192 | 17   | 41         | 332  | 275  | 359        | 523  | 185  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 512         | 2010 | 295  | 126         | 2192 | 17   | 41         | 332  | 275  | 359        | 523  | 185  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 512         | 2010 | 295  | 126         | 2192 | 17   | 41         | 332  | 275  | 359        | 523  | 185  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 512         | 2010 | 295  | 126         | 2192 | 17   | 41         | 332  | 275  | 359        | 523  | 185  |
| 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 | 0.95 | 0.83       | 0.98 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.97 | 0.03 | 2.00       | 1.07 | 0.93 | 2.00       | 1.46 | 0.54 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7442 | 58   | 3150       | 2022 | 1675 | 3150       | 2732 | 967  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.26 | 0.17 | 0.04        | 0.29 | 0.29 | 0.01       | 0.16 | 0.16 | 0.11       | 0.19 | 0.19 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 30.5        | 72.9 | 94.3 | 12.9        | 55.3 | 65.5 | 10.2       | 30.8 | 30.8 | 21.4       | 42.0 | 42.0 |
| Volume/Cap:                                          | 0.80        | 0.54 | 0.27 | 0.47        | 0.80 | 0.67 | 0.19       | 0.80 | 0.80 | 0.80       | 0.68 | 0.68 |
| Delay/Veh:                                           | 63.9        | 27.1 | 12.6 | 66.6        | 44.1 | 34.3 | 66.4       | 62.7 | 62.7 | 72.0       | 50.0 | 50.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 63.9        | 27.1 | 12.6 | 66.6        | 44.1 | 34.3 | 66.4       | 62.7 | 62.7 | 72.0       | 50.0 | 50.0 |
| LOS by Move:                                         | E           | C    | B    | E           | D    | C    | E          | E    | E    | E          | D    | D    |
| HCM2kAvgQ:                                           | 14          | 16   | 6    | 3           | 23   | 20   | 1          | 14   | 14   | 10         | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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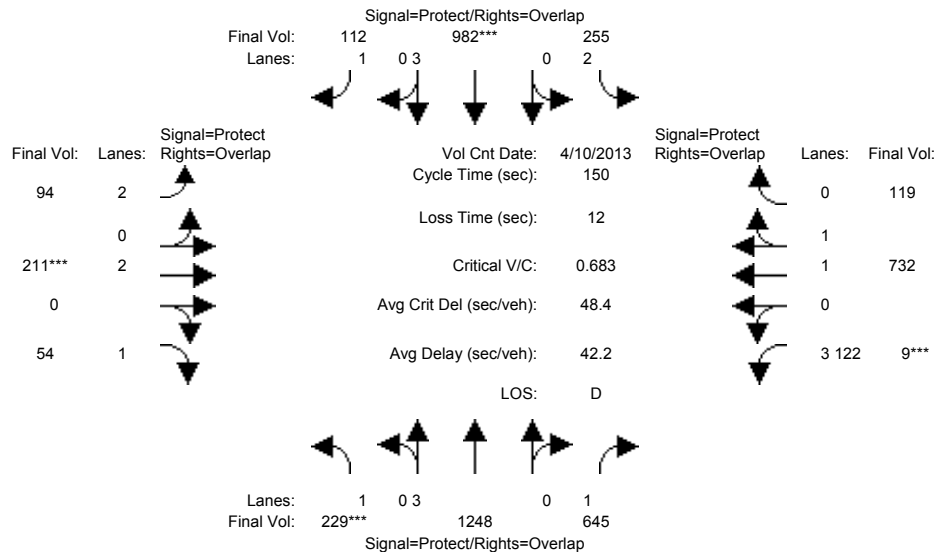
## Intersection #5723: CAPITOL/SILVER CREEK



| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 14          | 94   | 10    | 14          | 72   | 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: 5 Sep 2012 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 668         | 2567 | 517   | 202         | 2222 | 43   | 414        | 350  | 109  | 126        | 377  | 346  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 668         | 2567 | 517   | 202         | 2222 | 43   | 414        | 350  | 109  | 126        | 377  | 346  |
| 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:                                         | 668         | 2567 | 517   | 202         | 2222 | 43   | 414        | 350  | 109  | 126        | 377  | 346  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 668         | 2567 | 517   | 202         | 2222 | 43   | 414        | 350  | 109  | 126        | 377  | 346  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 668         | 2567 | 517   | 202         | 2222 | 43   | 414        | 350  | 109  | 126        | 377  | 346  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 668         | 2567 | 517   | 202         | 2222 | 43   | 414        | 350  | 109  | 126        | 377  | 346  |
| 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       | 0.98 | 0.95 | 0.83       | 1.00 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.92 | 0.08 | 2.00       | 1.51 | 0.49 | 2.00       | 1.02 | 0.98 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7357 | 142  | 3150       | 2821 | 878  | 3150       | 1928 | 1769 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.21        | 0.34 | 0.30  | 0.06        | 0.30 | 0.30 | 0.13       | 0.12 | 0.12 | 0.04       | 0.20 | 0.20 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 41.7        | 99.0 | 122.9 | 14.7        | 72.0 | 97.8 | 25.8       | 40.3 | 40.3 | 24.0       | 38.5 | 38.5 |
| Volume/Cap:                                          | 0.97        | 0.65 | 0.46  | 0.83        | 0.80 | 0.59 | 0.97       | 0.58 | 0.58 | 0.32       | 0.97 | 0.97 |
| Delay/Veh:                                           | 99.4        | 33.3 | 17.1  | 106.5       | 49.7 | 24.0 | 116.3      | 68.4 | 68.4 | 76.0       | 99.9 | 99.9 |
| 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:                                          | 99.4        | 33.3 | 17.1  | 106.5       | 49.7 | 24.0 | 116.3      | 68.4 | 68.4 | 76.0       | 99.9 | 99.9 |
| LOS by Move:                                         | F           | C    | B     | F           | D    | C    | F          | E    | E    | E          | F    | F    |
| HCM2kAvgQ:                                           | 26          | 26   | 16    | 7           | 28   | 17   | 17         | 13   | 13   | 4          | 24   | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #5724: ABORN/CAPITOL

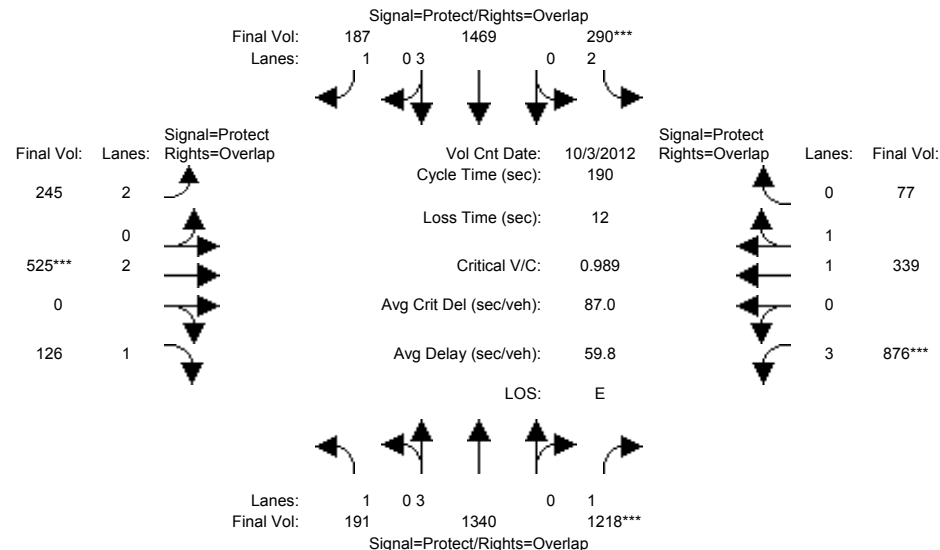


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 10 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 229         | 1418 | 645   | 255         | 1116 | 112  | 94         | 211  | 54   | 1229       | 732  | 119  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 229         | 1418 | 645   | 255         | 1116 | 112  | 94         | 211  | 54   | 1229       | 732  | 119  |
| 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:                                         | 229         | 1418 | 645   | 255         | 1116 | 112  | 94         | 211  | 54   | 1229       | 732  | 119  |
| User Adj:                                            | 1.00        | 0.88 | 1.00  | 1.00        | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 229         | 1248 | 645   | 255         | 982  | 112  | 94         | 211  | 54   | 1229       | 732  | 119  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 229         | 1248 | 645   | 255         | 982  | 112  | 94         | 211  | 54   | 1229       | 732  | 119  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 229         | 1248 | 645   | 255         | 982  | 112  | 94         | 211  | 54   | 1229       | 732  | 119  |
| Saturation 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 | 0.80       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00 | 3.00       | 1.71 | 0.29 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750 | 4551       | 3182 | 517  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.22 | 0.37  | 0.08        | 0.17 | 0.06 | 0.03       | 0.06 | 0.03 | 0.27       | 0.23 | 0.23 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.7        | 48.6 | 107.8 | 18.0        | 37.8 | 49.9 | 12.1       | 12.2 | 40.9 | 59.3       | 59.4 | 77.4 |
| Volume/Cap:                                          | 0.68        | 0.68 | 0.51  | 0.68        | 0.68 | 0.19 | 0.37       | 0.68 | 0.11 | 0.68       | 0.58 | 0.45 |
| Delay/Veh:                                           | 62.1        | 44.9 | 9.7   | 68.1        | 52.1 | 35.9 | 66.3       | 73.2 | 41.0 | 38.7       | 36.1 | 23.0 |
| 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:                                          | 62.1        | 44.9 | 9.7   | 68.1        | 52.1 | 35.9 | 66.3       | 73.2 | 41.0 | 38.7       | 36.1 | 23.0 |
| LOS by Move:                                         | E           | D    | A     | E           | D    | D    | E          | E    | D    | D          | D    | C    |
| HCM2kAvgQ:                                           | 11          | 16   | 14    | 7           | 14   | 4    | 2          | 5    | 2    | 19         | 15   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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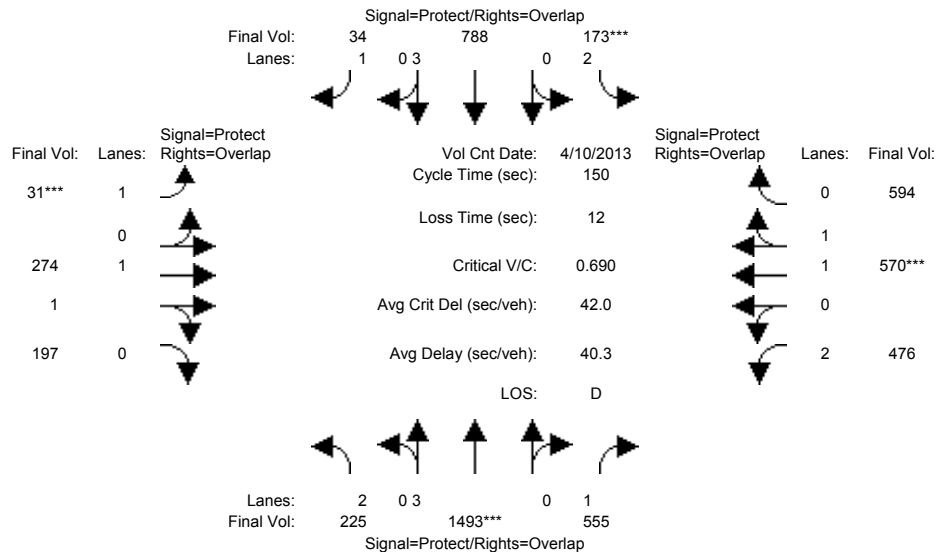
## Intersection #5724: ABORN/CAPITOL



| 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          | 77   | 10    | 14          | 72   | 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: 3 Oct 2012 <<          |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 191         | 1340 | 1218  | 290         | 1469 | 187   | 245        | 525  | 126  | 876        | 339  | 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:                                         | 191         | 1340 | 1218  | 290         | 1469 | 187   | 245        | 525  | 126  | 876        | 339  | 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:                                         | 191         | 1340 | 1218  | 290         | 1469 | 187   | 245        | 525  | 126  | 876        | 339  | 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:                                          | 191         | 1340 | 1218  | 290         | 1469 | 187   | 245        | 525  | 126  | 876        | 339  | 77   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 191         | 1340 | 1218  | 290         | 1469 | 187   | 245        | 525  | 126  | 876        | 339  | 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:                                        | 191         | 1340 | 1218  | 290         | 1469 | 187   | 245        | 525  | 126  | 876        | 339  | 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 | 0.80       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00  | 2.00       | 2.00 | 1.00 | 3.00       | 1.62 | 0.38 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 3150        | 5700 | 1750  | 3150       | 3800 | 1750 | 4551       | 3015 | 685  |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.24 | 0.70  | 0.09        | 0.26 | 0.11  | 0.08       | 0.14 | 0.07 | 0.19       | 0.11 | 0.11 |
| Crit Moves:                                          |             |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 25.6        | 96.8 | 133.8 | 17.7        | 88.9 | 114.8 | 26.0       | 26.6 | 52.1 | 37.0       | 37.6 | 55.3 |
| Volume/Cap:                                          | 0.81        | 0.46 | 0.99  | 0.99        | 0.55 | 0.18  | 0.57       | 0.99 | 0.26 | 0.99       | 0.57 | 0.39 |
| Delay/Veh:                                           | 98.5        | 30.0 | 50.2  | 135.3       | 29.7 | 9.5   | 78.6       | 118  | 54.2 | 103.6      | 70.0 | 54.1 |
| 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:                                          | 98.5        | 30.0 | 50.2  | 135.3       | 29.7 | 9.5   | 78.6       | 118  | 54.2 | 103.6      | 70.0 | 54.1 |
| LOS by Move:                                         | F           | C    | D     | F           | C    | A     | E          | F    | D    | F          | E    | D    |
| HCM2kAvgQ:                                           | 12          | 16   | 82    | 12          | 16   | 3     | 8          | 18   | 7    | 24         | 12   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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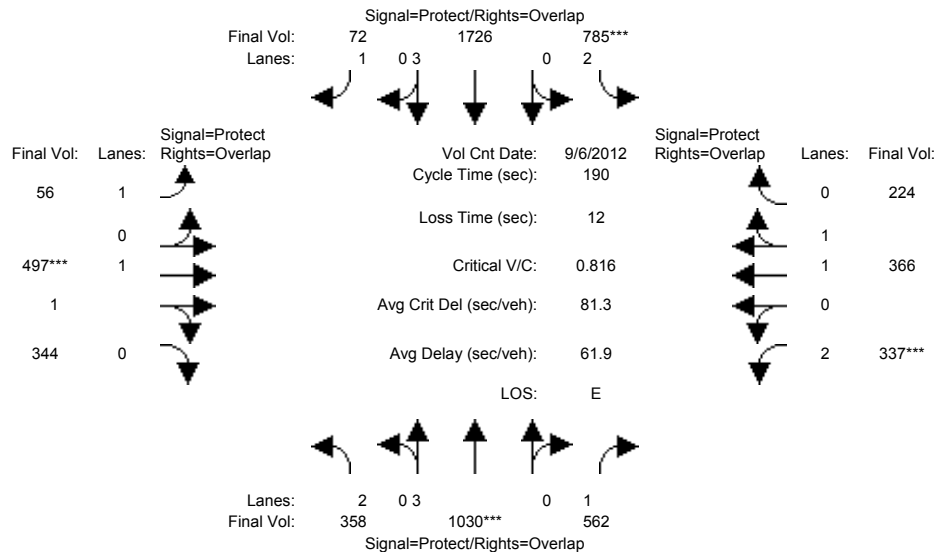
## Intersection #5725: CAPITOL/QUIMBY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 225         | 1697 | 555  | 173         | 896  | 34   | 31         | 274  | 197  | 476        | 570  | 594  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 225         | 1697 | 555  | 173         | 896  | 34   | 31         | 274  | 197  | 476        | 570  | 594  |
| 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:                                         | 225         | 1697 | 555  | 173         | 896  | 34   | 31         | 274  | 197  | 476        | 570  | 594  |
| User Adj:                                            | 1.00        | 0.88 | 1.00 | 1.00        | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 225         | 1493 | 555  | 173         | 788  | 34   | 31         | 274  | 197  | 476        | 570  | 594  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 225         | 1493 | 555  | 173         | 788  | 34   | 31         | 274  | 197  | 476        | 570  | 594  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 225         | 1493 | 555  | 173         | 788  | 34   | 31         | 274  | 197  | 476        | 570  | 594  |
| 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       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 1.00       | 1.14 | 0.86 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 1750       | 2151 | 1547 | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.26 | 0.32 | 0.05        | 0.14 | 0.02 | 0.02       | 0.13 | 0.13 | 0.15       | 0.30 | 0.34 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 22.9        | 55.6 | 94.0 | 11.7        | 44.4 | 51.4 | 7.0        | 32.3 | 55.3 | 38.4       | 63.7 | 75.4 |
| Volume/Cap:                                          | 0.47        | 0.71 | 0.51 | 0.71        | 0.47 | 0.06 | 0.38       | 0.59 | 0.35 | 0.59       | 0.71 | 0.68 |
| Delay/Veh:                                           | 58.7        | 41.3 | 15.7 | 76.6        | 43.4 | 33.1 | 72.3       | 54.1 | 34.4 | 50.1       | 36.9 | 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:                                          | 58.7        | 41.3 | 15.7 | 76.6        | 43.4 | 33.1 | 72.3       | 54.1 | 34.4 | 50.1       | 36.9 | 29.2 |
| LOS by Move:                                         | E           | D    | B    | E           | D    | C    | E          | D    | C    | D          | D    | C    |
| HCM2kAvgQ:                                           | 5           | 19   | 14   | 5           | 9    | 1    | 1          | 10   | 8    | 11         | 21   | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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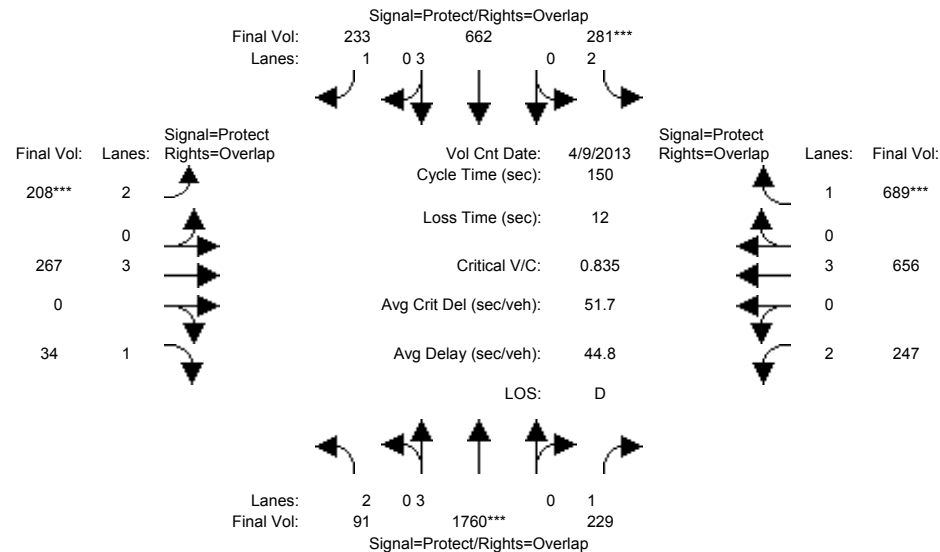
## Intersection #5725: CAPITOL/QUIMBY



| 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          | 62   | 10   | 14          | 90   | 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:                                            | 358         | 1030 | 562  | 785         | 1726 | 72    | 56         | 497  | 344  | 337        | 366  | 224  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 358         | 1030 | 562  | 785         | 1726 | 72    | 56         | 497  | 344  | 337        | 366  | 224  |
| 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:                                         | 358         | 1030 | 562  | 785         | 1726 | 72    | 56         | 497  | 344  | 337        | 366  | 224  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 358         | 1030 | 562  | 785         | 1726 | 72    | 56         | 497  | 344  | 337        | 366  | 224  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 358         | 1030 | 562  | 785         | 1726 | 72    | 56         | 497  | 344  | 337        | 366  | 224  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 358         | 1030 | 562  | 785         | 1726 | 72    | 56         | 497  | 344  | 337        | 366  | 224  |
| 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       | 1.16 | 0.84 | 2.00       | 1.22 | 0.78 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750  | 1750       | 2185 | 1513 | 3150       | 2294 | 1404 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.18 | 0.32 | 0.25        | 0.30 | 0.04  | 0.03       | 0.23 | 0.23 | 0.11       | 0.16 | 0.16 |
| Crit Moves:                                          |             |      |      |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 21.5        | 62.0 | 83.3 | 49.5        | 90.0 | 111.0 | 21.0       | 45.2 | 66.7 | 21.3       | 45.5 | 95.0 |
| Volume/Cap:                                          | 1.00        | 0.55 | 0.73 | 0.96        | 0.64 | 0.07  | 0.29       | 0.96 | 0.65 | 0.96       | 0.67 | 0.32 |
| Delay/Veh:                                           | 132.6       | 53.0 | 47.8 | 90.5        | 30.9 | 10.5  | 78.5       | 91.8 | 52.9 | 120.2      | 67.4 | 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:                                          | 132.6       | 53.0 | 47.8 | 90.5        | 30.9 | 10.5  | 78.5       | 91.8 | 52.9 | 120.2      | 67.4 | 28.4 |
| LOS by Move:                                         | F           | D    | D    | F           | C    | B     | E          | F    | D    | F          | E    | C    |
| HCM2kAvgQ:                                           | 15          | 16   | 29   | 30          | 20   | 1     | 3          | 28   | 23   | 13         | 16   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #5727: CAPITOL/TULLY

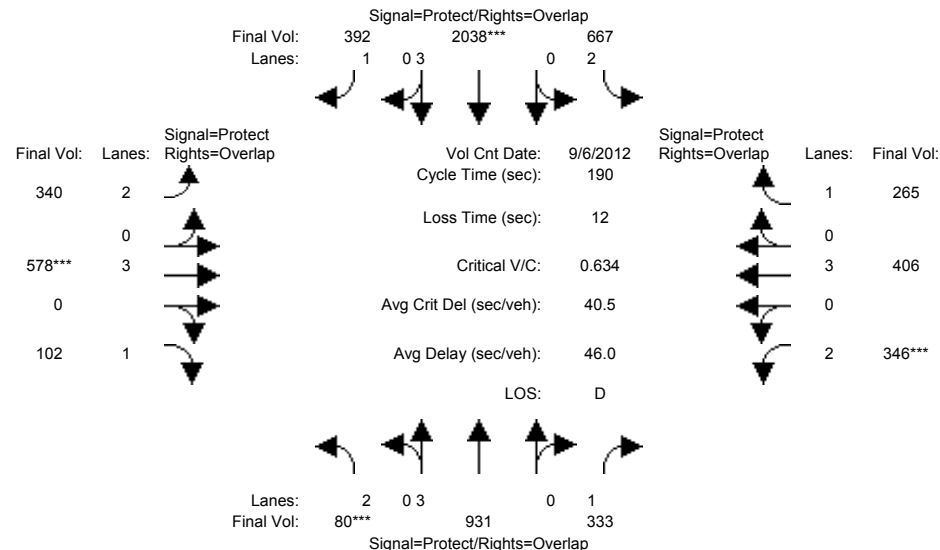


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 91          | 2000 | 229  | 281         | 752  | 233  | 208        | 267  | 34   | 247        | 656  | 689  |
| Growth Adj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                | 91          | 2000 | 229  | 281         | 752  | 233  | 208        | 267  | 34   | 247        | 656  | 689  |
| 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:                                | 91          | 2000 | 229  | 281         | 752  | 233  | 208        | 267  | 34   | 247        | 656  | 689  |
| User Adj:                                   | 1.00        | 0.88 | 1.00 | 1.00        | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                 | 91          | 1760 | 229  | 281         | 662  | 233  | 208        | 267  | 34   | 247        | 656  | 689  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 91          | 1760 | 229  | 281         | 662  | 233  | 208        | 267  | 34   | 247        | 656  | 689  |
| PCE Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                               | 91          | 1760 | 229  | 281         | 662  | 233  | 208        | 267  | 34   | 247        | 656  | 689  |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                      | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                 | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.03        | 0.31 | 0.13 | 0.09        | 0.12 | 0.13 | 0.07       | 0.05 | 0.02 | 0.08       | 0.12 | 0.39 |
| Crit Moves:                                 | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                 | 20.5        | 55.4 | 91.4 | 16.0        | 51.0 | 62.8 | 11.9       | 30.6 | 51.1 | 36.0       | 54.7 | 70.7 |
| Volume/Cap:                                 | 0.21        | 0.84 | 0.21 | 0.84        | 0.34 | 0.32 | 0.84       | 0.23 | 0.06 | 0.33       | 0.32 | 0.84 |
| Delay/Veh:                                  | 57.8        | 46.2 | 13.3 | 82.1        | 37.1 | 29.5 | 89.1       | 50.0 | 33.3 | 47.3       | 34.3 | 42.0 |
| User DelAdj:                                | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                 | 57.8        | 46.2 | 13.3 | 82.1        | 37.1 | 29.5 | 89.1       | 50.0 | 33.3 | 47.3       | 34.3 | 42.0 |
| LOS by Move:                                | E           | D    | B    | F           | D    | C    | F          | D    | C    | D          | C    | D    |
| HCM2kAvgQ:                                  | 2           | 25   | 5    | 8           | 7    | 7    | 6          | 3    | 1    | 5          | 7    | 31   |

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

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Existing+Project Alt C (PM)

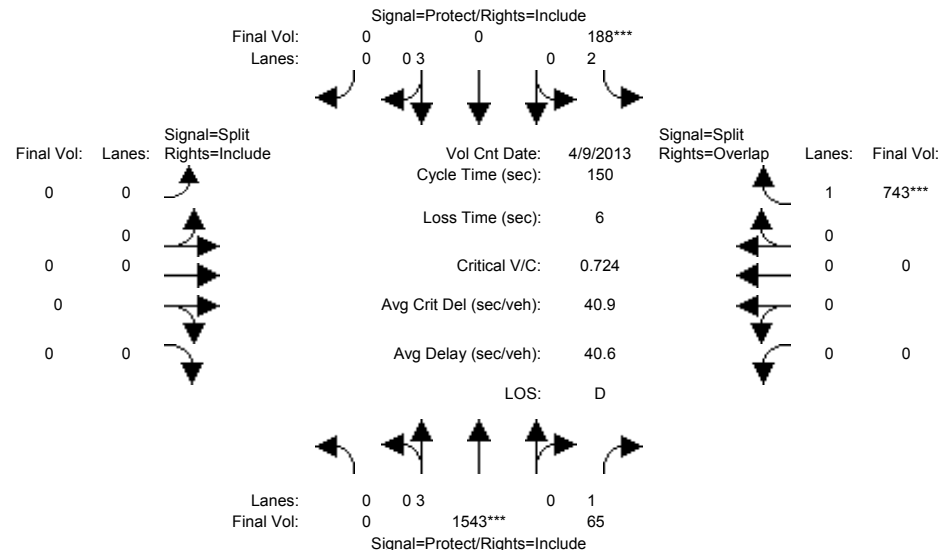
## Intersection #5727: CAPITOL/TULLY



| 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          | 55   | 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: 6 Sep 2012 <<          |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 80          | 931  | 333  | 667         | 2038 | 392   | 340        | 578  | 102  | 346        | 406  | 265  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 80          | 931  | 333  | 667         | 2038 | 392   | 340        | 578  | 102  | 346        | 406  | 265  |
| 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:                                         | 80          | 931  | 333  | 667         | 2038 | 392   | 340        | 578  | 102  | 346        | 406  | 265  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 80          | 931  | 333  | 667         | 2038 | 392   | 340        | 578  | 102  | 346        | 406  | 265  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 80          | 931  | 333  | 667         | 2038 | 392   | 340        | 578  | 102  | 346        | 406  | 265  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 80          | 931  | 333  | 667         | 2038 | 392   | 340        | 578  | 102  | 346        | 406  | 265  |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00  | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.16 | 0.19 | 0.21        | 0.36 | 0.22  | 0.11       | 0.10 | 0.06 | 0.11       | 0.07 | 0.15 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.0        | 67.6 | 99.3 | 49.5        | 103  | 139.8 | 36.7       | 29.2 | 43.2 | 31.7       | 24.2 | 73.7 |
| Volume/Cap:                                          | 0.34        | 0.46 | 0.36 | 0.81        | 0.66 | 0.30  | 0.56       | 0.66 | 0.26 | 0.66       | 0.56 | 0.39 |
| Delay/Veh:                                           | 84.5        | 47.3 | 27.0 | 72.2        | 22.0 | 0.8   | 70.5       | 77.5 | 60.5 | 77.2       | 78.9 | 42.3 |
| 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:                                          | 84.5        | 47.3 | 27.0 | 72.2        | 22.0 | 0.8   | 70.5       | 77.5 | 60.5 | 77.2       | 78.9 | 42.3 |
| LOS by Move:                                         | F           | D    | C    | E           | C    | A     | E          | E    | E    | E          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 13   | 12   | 22          | 21   | 1     | 11         | 11   | 6    | 12         | 8    | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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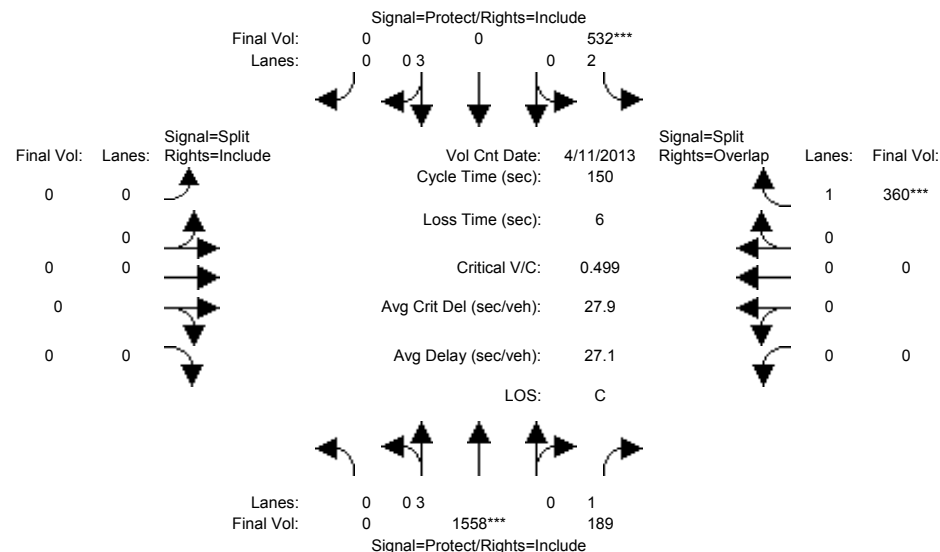
## Intersection #5735: CAPITOL/NIEMAN



| 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    | 0          | 0    | 0    | 0          | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1714 | 65   | 188         | 1336 | 0    | 0          | 0    | 0    | 0          | 0    | 743  |
| Growth Adj:                                          | 1.00        | 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           | 1714 | 65   | 188         | 1336 | 0    | 0          | 0    | 0    | 0          | 0    | 743  |
| 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           | 1714 | 65   | 188         | 1336 | 0    | 0          | 0    | 0    | 0          | 0    | 743  |
| User Adj:                                            | 1.00        | 0.90 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1543 | 65   | 188         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 743  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1543 | 65   | 188         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 743  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1543 | 65   | 188         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 743  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.27 | 0.04 | 0.06        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.42 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 0.0         | 56.1 | 56.1 | 12.4        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 87.9 |
| Volume/Cap:                                          | 0.00        | 0.72 | 0.10 | 0.72        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.72 |
| Delay/Veh:                                           | 0.0         | 42.5 | 30.9 | 83.3        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 26.8 |
| 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         | 42.5 | 30.9 | 83.3        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 26.8 |
| LOS by Move:                                         | A           | D    | C    | F           | A    | A    | A          | A    | A    | A          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 21   | 2    | 5           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 28   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Existing+Project Alt C (PM)

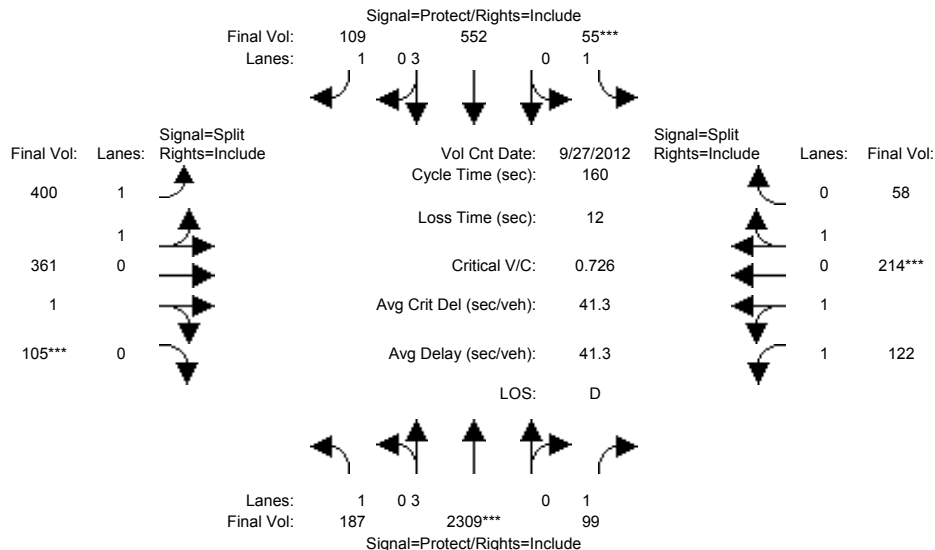
## Intersection #5735: CAPITOL/NIEMAN



| 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    | 0          | 0    | 0    | 0          | 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: 11 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1558 | 189  | 532         | 1556 | 0    | 0          | 0    | 0    | 0          | 0    | 360  |
| Growth Adj:                                          | 1.00        | 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           | 1558 | 189  | 532         | 1556 | 0    | 0          | 0    | 0    | 0          | 0    | 360  |
| 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           | 1558 | 189  | 532         | 1556 | 0    | 0          | 0    | 0    | 0          | 0    | 360  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1558 | 189  | 532         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 360  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1558 | 189  | 532         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 360  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1558 | 189  | 532         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 360  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.27 | 0.11 | 0.17        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.21 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 82.2 | 82.2 | 50.8        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 61.8 |
| Volume/Cap:                                          | 0.00        | 0.50 | 0.20 | 0.50        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.50 |
| Delay/Veh:                                           | 0.0         | 21.7 | 17.7 | 41.2        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 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:                                          | 0.0         | 21.7 | 17.7 | 41.2        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 35.1 |
| LOS by Move:                                         | A           | C    | B    | D           | A    | A    | A          | A    | A    | A          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 15   | 5    | 11          | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

## Intersection #3060: ALMA/FIRST

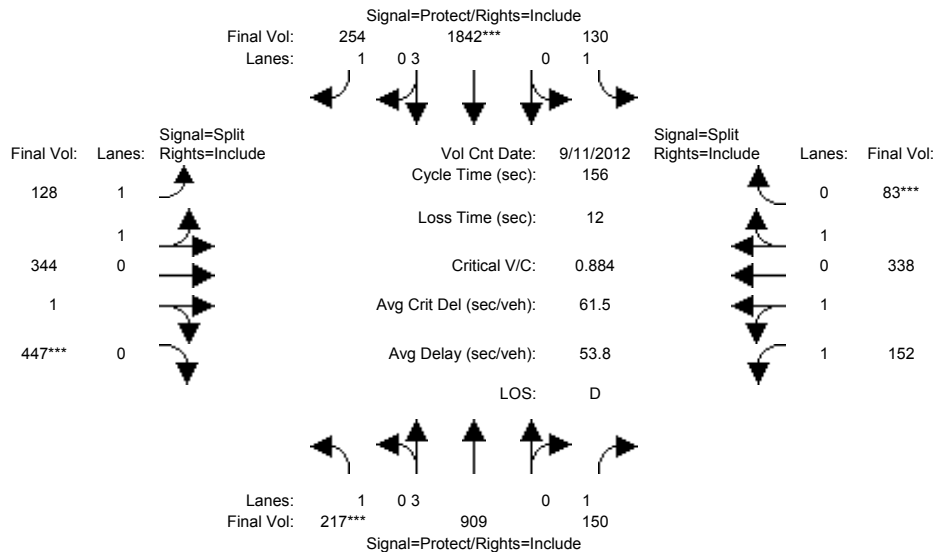


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 160         | 2097 | 97   | 24          | 379  | 108  | 370        | 310  | 73   | 120        | 192  | 38   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 27          | 212  | 2    | 31          | 173  | 1    | 30         | 51   | 32   | 2          | 22   | 20   |
| Initial Fut:                                         | 187         | 2309 | 99   | 55          | 552  | 109  | 400        | 361  | 105  | 122        | 214  | 58   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 187         | 2309 | 99   | 55          | 552  | 109  | 400        | 361  | 105  | 122        | 214  | 58   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 187         | 2309 | 99   | 55          | 552  | 109  | 400        | 361  | 105  | 122        | 214  | 58   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 187         | 2309 | 99   | 55          | 552  | 109  | 400        | 361  | 105  | 122        | 214  | 58   |
| Saturation 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 | 0.93       | 0.95 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.40       | 1.24 | 0.36 | 1.00       | 1.56 | 0.44 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 2471       | 2230 | 649  | 1750       | 2910 | 789  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.41 | 0.06 | 0.03        | 0.10 | 0.06 | 0.16       | 0.16 | 0.16 | 0.07       | 0.07 | 0.07 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 50.5        | 89.2 | 89.2 | 7.0         | 45.7 | 45.7 | 35.6       | 35.6 | 35.6 | 16.2       | 16.2 | 16.2 |
| Volume/Cap:                                          | 0.34        | 0.73 | 0.10 | 0.72        | 0.34 | 0.22 | 0.73       | 0.73 | 0.73 | 0.69       | 0.73 | 0.73 |
| Delay/Veh:                                           | 42.4        | 27.2 | 16.7 | 103.3       | 45.3 | 43.7 | 59.9       | 59.9 | 59.9 | 73.0       | 74.7 | 74.7 |
| 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:                                          | 42.4        | 27.2 | 16.7 | 103.3       | 45.3 | 43.7 | 59.9       | 59.9 | 59.9 | 73.0       | 74.7 | 74.7 |
| LOS by Move:                                         | D           | C    | B    | F           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 28   | 2    | 3           | 7    | 4    | 14         | 14   | 14   | 6          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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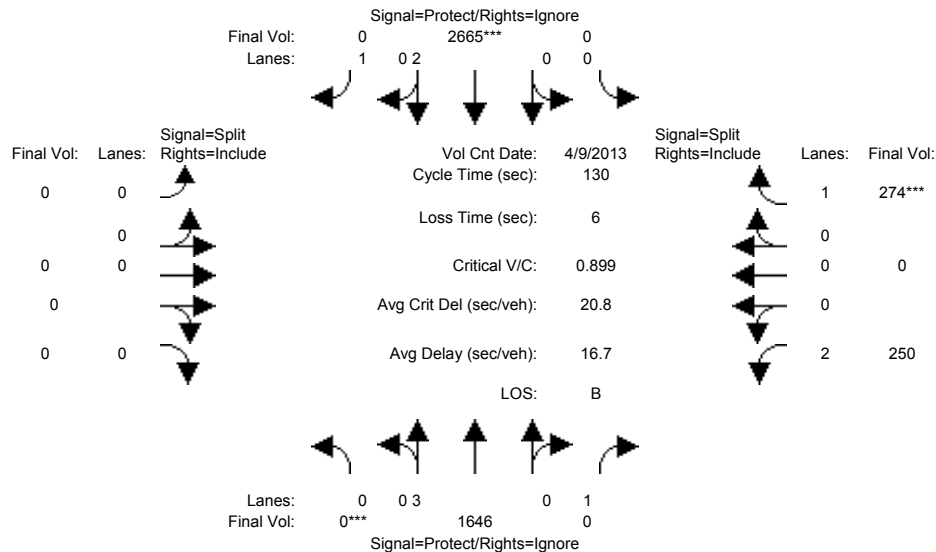
## Intersection #3060: ALMA/FIRST



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 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:                                         | 170         | 621  | 149  | 75          | 1469 | 245  | 125        | 296  | 398  | 146        | 282  | 36   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 47          | 288  | 1    | 55          | 373  | 9    | 3          | 48   | 49   | 6          | 56   | 47   |
| Initial Fut:                                         | 217         | 909  | 150  | 130         | 1842 | 254  | 128        | 344  | 447  | 152        | 338  | 83   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 217         | 909  | 150  | 130         | 1842 | 254  | 128        | 344  | 447  | 152        | 338  | 83   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 217         | 909  | 150  | 130         | 1842 | 254  | 128        | 344  | 447  | 152        | 338  | 83   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 217         | 909  | 150  | 130         | 1842 | 254  | 128        | 344  | 447  | 152        | 338  | 83   |
| Saturation 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       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.59 | 0.41 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 1750       | 2970 | 729  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.12        | 0.16 | 0.09 | 0.07        | 0.32 | 0.15 | 0.07       | 0.18 | 0.26 | 0.09       | 0.11 | 0.11 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            |      | **** |
| Green Time:                                          | 21.9        | 53.8 | 53.8 | 25.1        | 57.0 | 57.0 | 45.1       | 45.1 | 45.1 | 20.1       | 20.1 | 20.1 |
| Volume/Cap:                                          | 0.88        | 0.46 | 0.25 | 0.46        | 0.88 | 0.40 | 0.25       | 0.63 | 0.88 | 0.68       | 0.88 | 0.88 |
| Delay/Veh:                                           | 95.1        | 40.0 | 36.8 | 60.6        | 51.3 | 37.2 | 42.6       | 49.0 | 62.2 | 67.0       | 80.5 | 80.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 95.1        | 40.0 | 36.8 | 60.6        | 51.3 | 37.2 | 42.6       | 49.0 | 62.2 | 67.0       | 80.5 | 80.5 |
| LOS by Move:                                         | F           | D    | D    | E           | D    | D    | D          | D    | E    | E          | F    | F    |
| HCM2kAvgQ:                                           | 12          | 11   | 5    | 6           | 29   | 9    | 5          | 14   | 24   | 8          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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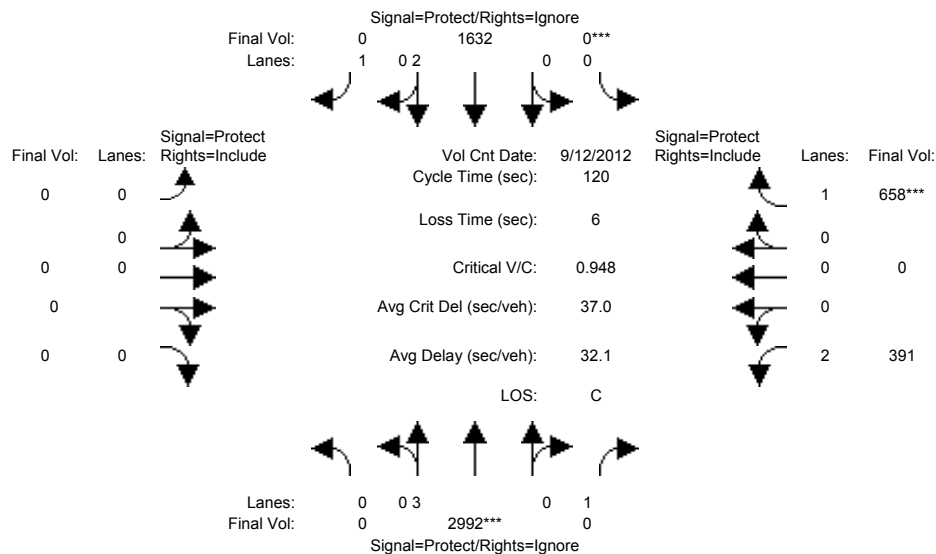
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1076 | 221  | 0           | 813  | 280  | 0          | 0    | 0    | 158        | 0    | 257  |
| Growth Adj:                                          | 1.00        | 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           | 1076 | 221  | 0           | 813  | 280  | 0          | 0    | 0    | 158        | 0    | 257  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 570  | 54   | 0           | 1852 | 93   | 0          | 0    | 0    | 92         | 0    | 17   |
| Initial Fut:                                         | 0           | 1646 | 275  | 0           | 2665 | 373  | 0          | 0    | 0    | 250        | 0    | 274  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 1646 | 0    | 0           | 2665 | 0    | 0          | 0    | 0    | 250        | 0    | 274  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1646 | 0    | 0           | 2665 | 0    | 0          | 0    | 0    | 250        | 0    | 274  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 1646 | 0    | 0           | 2665 | 0    | 0          | 0    | 0    | 250        | 0    | 274  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.29 | 0.00 | 0.00        | 0.70 | 0.00 | 0.00       | 0.00 | 0.00 | 0.08       | 0.00 | 0.16 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      |            |      | **** |
| Green Time:                                          | 0.0         | 101  | 0.0  | 0.0         | 101  | 0.0  | 0.0        | 0.0  | 0.0  | 22.6       | 0.0  | 22.6 |
| Volume/Cap:                                          | 0.00        | 0.37 | 0.00 | 0.00        | 0.90 | 0.00 | 0.00       | 0.00 | 0.00 | 0.46       | 0.00 | 0.90 |
| Delay/Veh:                                           | 0.0         | 4.5  | 0.0  | 0.0         | 14.7 | 0.0  | 0.0        | 0.0  | 0.0  | 48.8       | 0.0  | 80.1 |
| 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         | 4.5  | 0.0  | 0.0         | 14.7 | 0.0  | 0.0        | 0.0  | 0.0  | 48.8       | 0.0  | 80.1 |
| LOS by Move:                                         | A           | A    | A    | A           | B    | A    | A          | A    | A    | D          | A    | F    |
| HCM2kAvgQ:                                           | 0           | 7    | 0    | 0           | 42   | 0    | 0          | 0    | 0    | 6          | 0    | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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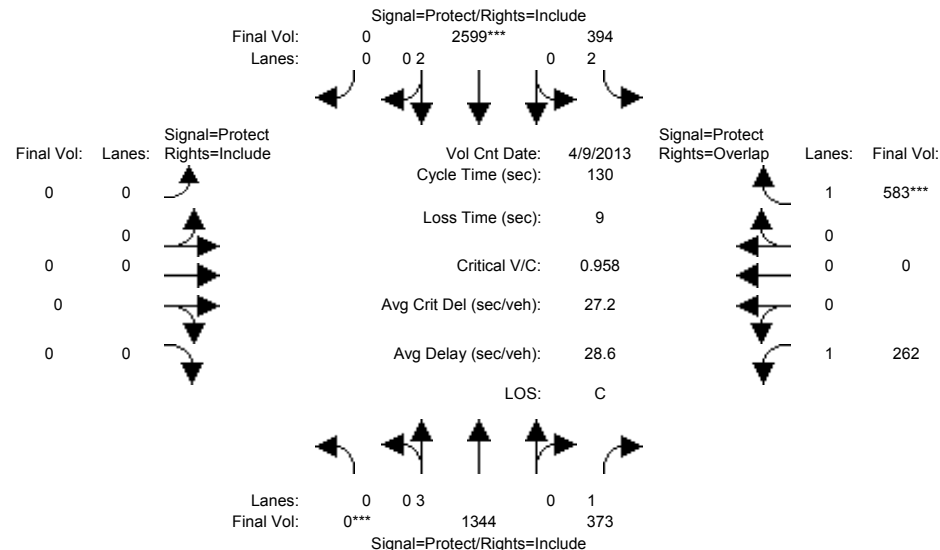
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 845  | 222  | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| Growth Adj:                                          | 1.00        | 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           | 845  | 222  | 0           | 1234 | 0    | 0          | 0    | 0    | 332        | 0    | 526  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 2147 | 133  | 0           | 398  | 227  | 0          | 0    | 0    | 59         | 0    | 132  |
| Initial Fut:                                         | 0           | 2992 | 355  | 0           | 1632 | 227  | 0          | 0    | 0    | 391        | 0    | 658  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 2992 | 0    | 0           | 1632 | 0    | 0          | 0    | 0    | 391        | 0    | 658  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2992 | 0    | 0           | 1632 | 0    | 0          | 0    | 0    | 391        | 0    | 658  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 2992 | 0    | 0           | 1632 | 0    | 0          | 0    | 0    | 391        | 0    | 658  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.52 | 0.00 | 0.00        | 0.43 | 0.00 | 0.00       | 0.00 | 0.00 | 0.12       | 0.00 | 0.38 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 0.0         | 66.4 | 0.0  | 0.0         | 66.4 | 0.0  | 0.0        | 0.0  | 0.0  | 47.6       | 0.0  | 47.6 |
| Volume/Cap:                                          | 0.00        | 0.95 | 0.00 | 0.00        | 0.78 | 0.00 | 0.00       | 0.00 | 0.00 | 0.31       | 0.00 | 0.95 |
| Delay/Veh:                                           | 0.0         | 32.5 | 0.0  | 0.0         | 22.8 | 0.0  | 0.0        | 0.0  | 0.0  | 25.1       | 0.0  | 57.3 |
| 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         | 32.5 | 0.0  | 0.0         | 22.8 | 0.0  | 0.0        | 0.0  | 0.0  | 25.1       | 0.0  | 57.3 |
| LOS by Move:                                         | A           | C    | A    | A           | C    | A    | A          | A    | A    | C          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 34   | 0    | 0           | 24   | 0    | 0          | 0    | 0    | 6          | 0    | 30   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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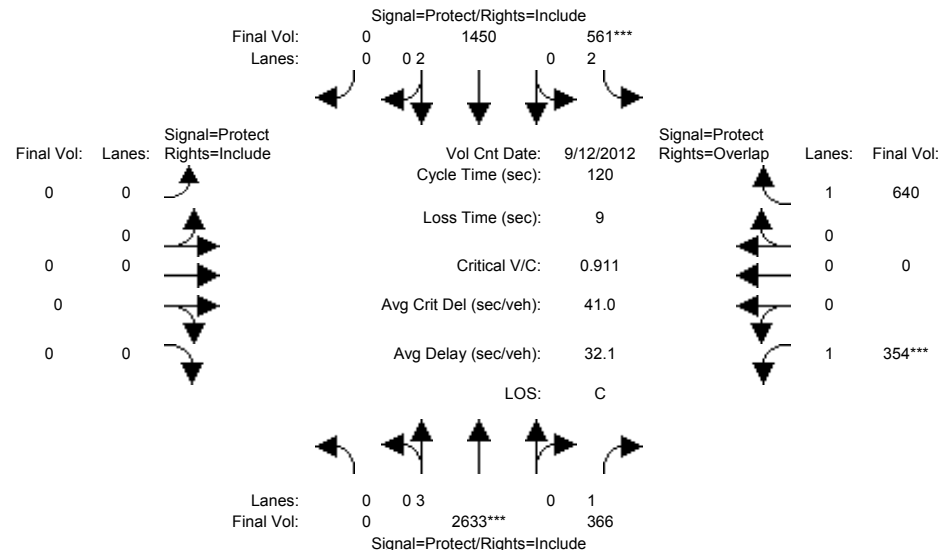
## Intersection #3079: BLOSSOM HILL/MONTEREY (S)



| 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    | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| Growth Adj:                                          | 1.00        | 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           | 892  | 297  | 379         | 661  | 0    | 0          | 0    | 0    | 136        | 0    | 411  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 452  | 76   | 15          | 1938 | 0    | 0          | 0    | 0    | 126        | 0    | 172  |
| Initial Fut:                                         | 0           | 1344 | 373  | 394         | 2599 | 0    | 0          | 0    | 0    | 262        | 0    | 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:                                          | 0           | 1344 | 373  | 394         | 2599 | 0    | 0          | 0    | 0    | 262        | 0    | 583  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1344 | 373  | 394         | 2599 | 0    | 0          | 0    | 0    | 262        | 0    | 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:                                        | 0           | 1344 | 373  | 394         | 2599 | 0    | 0          | 0    | 0    | 262        | 0    | 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 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.24 | 0.21 | 0.13        | 0.68 | 0.00 | 0.00       | 0.00 | 0.00 | 0.15       | 0.00 | 0.33 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      |            |      | **** |
| Green Time:                                          | 0.0         | 60.6 | 60.6 | 32.2        | 92.8 | 0.0  | 0.0        | 0.0  | 0.0  | 28.2       | 0.0  | 60.4 |
| Volume/Cap:                                          | 0.00        | 0.51 | 0.46 | 0.51        | 0.96 | 0.00 | 0.00       | 0.00 | 0.00 | 0.69       | 0.00 | 0.72 |
| Delay/Veh:                                           | 0.0         | 24.4 | 23.9 | 42.6        | 26.3 | 0.0  | 0.0        | 0.0  | 0.0  | 52.2       | 0.0  | 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:                                          | 0.0         | 24.4 | 23.9 | 42.6        | 26.3 | 0.0  | 0.0        | 0.0  | 0.0  | 52.2       | 0.0  | 31.0 |
| LOS by Move:                                         | A           | C    | C    | D           | C    | A    | A          | A    | A    | D          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 12   | 10   | 8           | 47   | 0    | 0          | 0    | 0    | 11         | 0    | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3079: BLOSSOM HILL/MONTEREY (S)

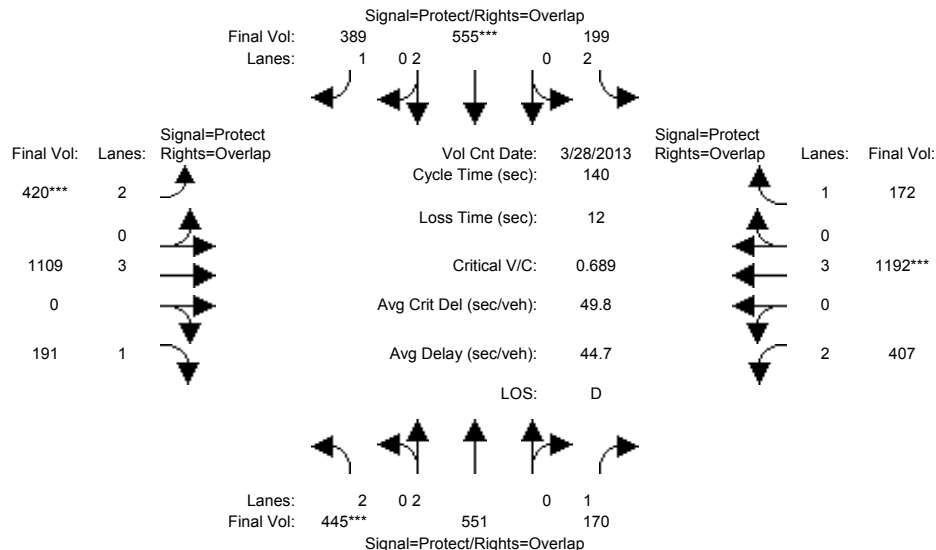


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 10   | 10   | 7           | 10   | 0    | 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: 12 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| Growth Adj:                                  | 1.00        | 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           | 681  | 253  | 558         | 1000 | 0    | 0          | 0    | 0    | 279        | 0    | 307  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 1952 | 113  | 3           | 450  | 0    | 0          | 0    | 0    | 75         | 0    | 333  |
| Initial Fut:                                 | 0           | 2633 | 366  | 561         | 1450 | 0    | 0          | 0    | 0    | 354        | 0    | 640  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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           | 2633 | 366  | 561         | 1450 | 0    | 0          | 0    | 0    | 354        | 0    | 640  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 2633 | 366  | 561         | 1450 | 0    | 0          | 0    | 0    | 354        | 0    | 640  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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           | 2633 | 366  | 561         | 1450 | 0    | 0          | 0    | 0    | 354        | 0    | 640  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                  | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.46 | 0.21 | 0.18        | 0.38 | 0.00 | 0.00       | 0.00 | 0.00 | 0.20       | 0.00 | 0.37 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 60.9 | 60.9 | 23.5        | 84.3 | 0.0  | 0.0        | 0.0  | 0.0  | 26.7       | 0.0  | 50.1 |
| Volume/Cap:                                  | 0.00        | 0.91 | 0.41 | 0.91        | 0.54 | 0.00 | 0.00       | 0.00 | 0.00 | 0.91       | 0.00 | 0.88 |
| Delay/Veh:                                   | 0.0         | 31.9 | 18.7 | 64.9        | 8.8  | 0.0  | 0.0        | 0.0  | 0.0  | 70.5       | 0.0  | 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:                                  | 0.0         | 31.9 | 18.7 | 64.9        | 8.8  | 0.0  | 0.0        | 0.0  | 0.0  | 70.5       | 0.0  | 43.6 |
| LOS by Move:                                 | A           | C    | B    | E           | A    | A    | A          | A    | A    | E          | A    | D    |
| HCM2kAvgQ:                                   | 0           | 27   | 8    | 13          | 12   | 0    | 0          | 0    | 0    | 17         | 0    | 26   |

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

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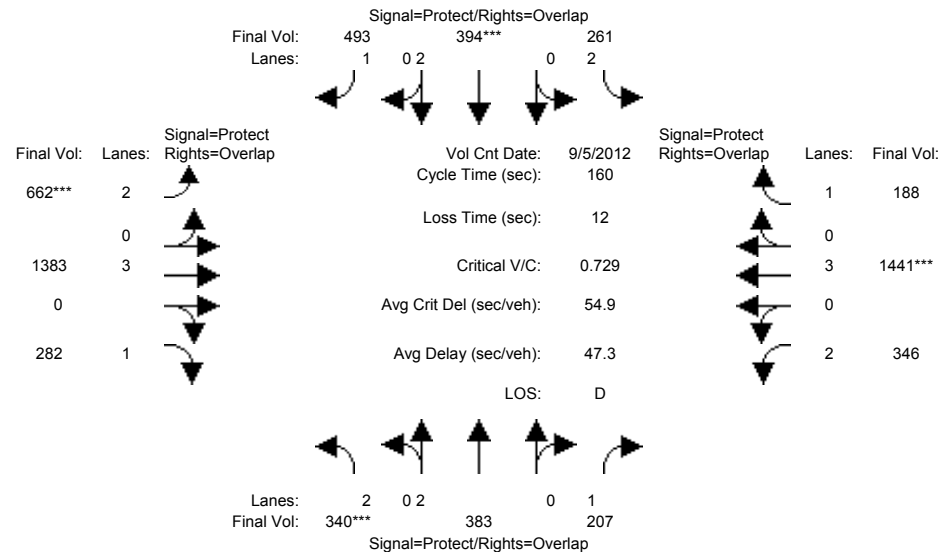
## Intersection #3081: BLOSSOM HILL/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 371         | 549  | 162  | 162         | 548  | 389  | 420        | 553  | 167  | 375        | 966  | 153  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 74          | 2    | 8    | 37          | 7    | 0    | 0          | 556  | 24   | 32         | 226  | 19   |
| Initial Fut:                                         | 445         | 551  | 170  | 199         | 555  | 389  | 420        | 1109 | 191  | 407        | 1192 | 172  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 445         | 551  | 170  | 199         | 555  | 389  | 420        | 1109 | 191  | 407        | 1192 | 172  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 445         | 551  | 170  | 199         | 555  | 389  | 420        | 1109 | 191  | 407        | 1192 | 172  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 445         | 551  | 170  | 199         | 555  | 389  | 420        | 1109 | 191  | 407        | 1192 | 172  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.15 | 0.10 | 0.06        | 0.15 | 0.22 | 0.13       | 0.19 | 0.11 | 0.13       | 0.21 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.7        | 40.7 | 68.5 | 17.7        | 29.7 | 56.8 | 27.1       | 41.8 | 70.5 | 27.8       | 42.5 | 60.2 |
| Volume/Cap:                                          | 0.69        | 0.50 | 0.20 | 0.50        | 0.69 | 0.55 | 0.69       | 0.65 | 0.22 | 0.65       | 0.69 | 0.23 |
| Delay/Veh:                                           | 54.7        | 41.6 | 20.4 | 58.0        | 53.4 | 32.7 | 55.9       | 43.6 | 19.5 | 54.1       | 44.1 | 25.4 |
| 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:                                          | 54.7        | 41.6 | 20.4 | 58.0        | 53.4 | 32.7 | 55.9       | 43.6 | 19.5 | 54.1       | 44.1 | 25.4 |
| LOS by Move:                                         | D           | D    | C    | E           | D    | C    | E          | D    | B    | D          | D    | C    |
| HCM2kAvgQ:                                           | 11          | 10   | 4    | 5           | 11   | 13   | 10         | 14   | 5    | 10         | 15   | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3081: BLOSSOM HILL/SNELL

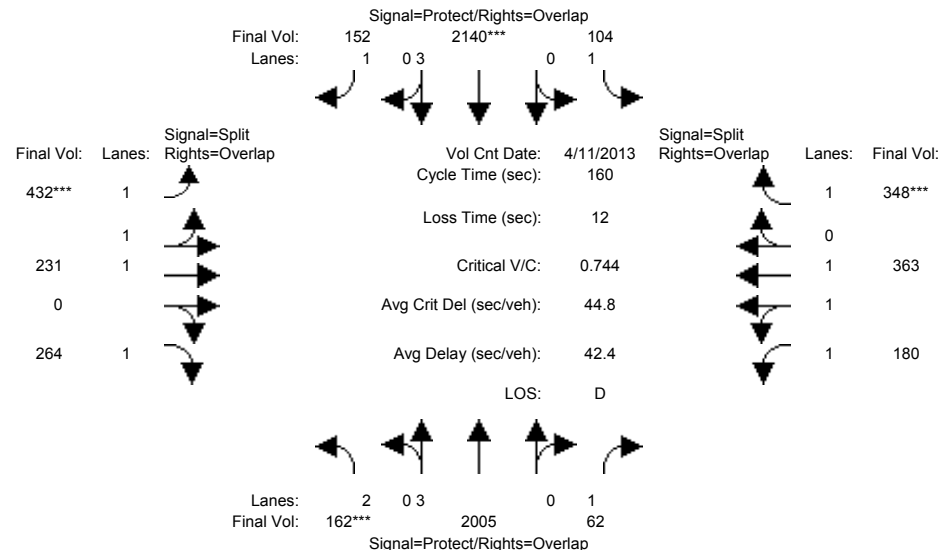


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                   | 287         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| Growth Adj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                | 287         | 373  | 184  | 231         | 388  | 493  | 662        | 1105 | 264  | 264        | 811  | 144  |
| Added Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                        | 53          | 10   | 23   | 30          | 6    | 0    | 0          | 278  | 18   | 82         | 630  | 44   |
| Initial Fut:                                | 340         | 383  | 207  | 261         | 394  | 493  | 662        | 1383 | 282  | 346        | 1441 | 188  |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                 | 340         | 383  | 207  | 261         | 394  | 493  | 662        | 1383 | 282  | 346        | 1441 | 188  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 340         | 383  | 207  | 261         | 394  | 493  | 662        | 1383 | 282  | 346        | 1441 | 188  |
| PCE Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                               | 340         | 383  | 207  | 261         | 394  | 493  | 662        | 1383 | 282  | 346        | 1441 | 188  |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                      | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                 | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.11        | 0.10 | 0.12 | 0.08        | 0.10 | 0.28 | 0.21       | 0.24 | 0.16 | 0.11       | 0.25 | 0.11 |
| Crit Moves:                                 | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                 | 23.7        | 25.5 | 57.1 | 20.9        | 22.7 | 68.9 | 46.1       | 69.9 | 93.6 | 31.7       | 55.5 | 76.4 |
| Volume/Cap:                                 | 0.73        | 0.63 | 0.33 | 0.63        | 0.73 | 0.65 | 0.73       | 0.56 | 0.28 | 0.56       | 0.73 | 0.22 |
| Delay/Veh:                                  | 70.9        | 65.1 | 37.8 | 69.1        | 70.7 | 38.2 | 54.3       | 33.8 | 16.6 | 58.9       | 47.1 | 24.6 |
| User DelAdj:                                | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                 | 70.9        | 65.1 | 37.8 | 69.1        | 70.7 | 38.2 | 54.3       | 33.8 | 16.6 | 58.9       | 47.1 | 24.6 |
| LOS by Move:                                | E           | E    | D    | E           | E    | D    | D          | C    | B    | E          | D    | C    |
| HCM2kAvgQ:                                  | 10          | 9    | 8    | 7           | 9    | 20   | 17         | 16   | 7    | 9          | 20   | 6    |

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

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## Intersection #3082: BRANHAM/MONTEREY

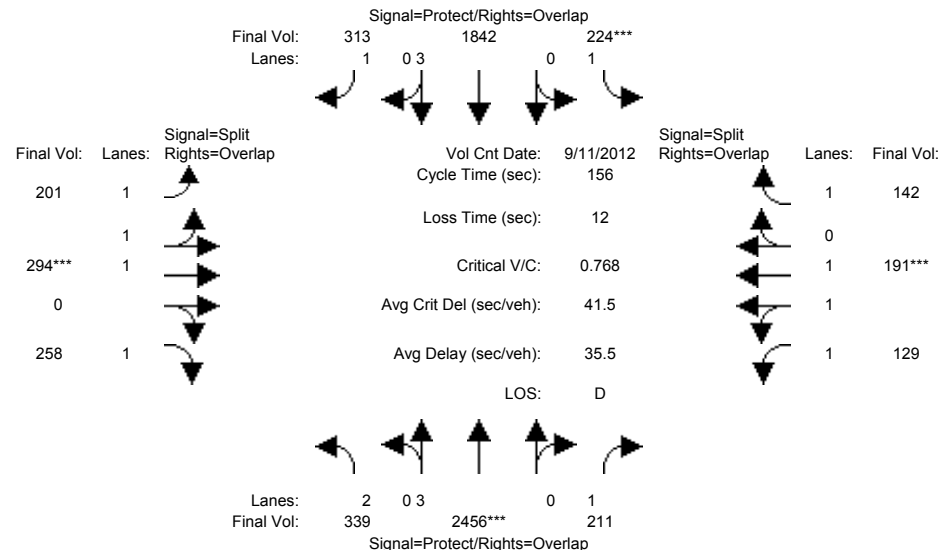


| Approach:                                            | North Bound |      |       | South Bound |      |       | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|-------|------------|------|------|------------|------|------|
| 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: 11 Apr 2013 <<         |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 117         | 1471 | 29    | 104         | 450  | 152   | 432        | 231  | 105  | 76         | 363  | 348  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 117         | 1471 | 29    | 104         | 450  | 152   | 432        | 231  | 105  | 76         | 363  | 348  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 45          | 534  | 33    | 0           | 1690 | 0     | 0          | 0    | 159  | 104        | 0    | 0    |
| Initial Fut:                                         | 162         | 2005 | 62    | 104         | 2140 | 152   | 432        | 231  | 264  | 180        | 363  | 348  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 162         | 2005 | 62    | 104         | 2140 | 152   | 432        | 231  | 264  | 180        | 363  | 348  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 162         | 2005 | 62    | 104         | 2140 | 152   | 432        | 231  | 264  | 180        | 363  | 348  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 162         | 2005 | 62    | 104         | 2140 | 152   | 432        | 231  | 264  | 180        | 363  | 348  |
| 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  | 0.93       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00  | 2.00       | 1.00 | 1.00 | 1.05       | 1.95 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 1750        | 5700 | 1750  | 3548       | 1897 | 1750 | 1837       | 3705 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.35 | 0.04  | 0.06        | 0.38 | 0.09  | 0.12       | 0.12 | 0.15 | 0.10       | 0.10 | 0.20 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      |            |      | **** |
| Green Time:                                          | 11.1        | 78.5 | 108.5 | 13.3        | 80.8 | 106.9 | 26.2       | 26.2 | 37.3 | 30.0       | 30.0 | 43.3 |
| Volume/Cap:                                          | 0.74        | 0.72 | 0.05  | 0.72        | 0.74 | 0.13  | 0.74       | 0.74 | 0.65 | 0.52       | 0.52 | 0.74 |
| Delay/Veh:                                           | 86.1        | 32.9 | 8.6   | 87.2        | 32.5 | 9.7   | 67.1       | 67.1 | 59.1 | 59.0       | 59.0 | 59.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 86.1        | 32.9 | 8.6   | 87.2        | 32.5 | 9.7   | 67.1       | 67.1 | 59.1 | 59.0       | 59.0 | 59.1 |
| LOS by Move:                                         | F           | C    | A     | F           | C    | A     | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 5           | 25   | 1     | 6           | 27   | 3     | 11         | 11   | 12   | 8          | 8    | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |



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Background (PM)

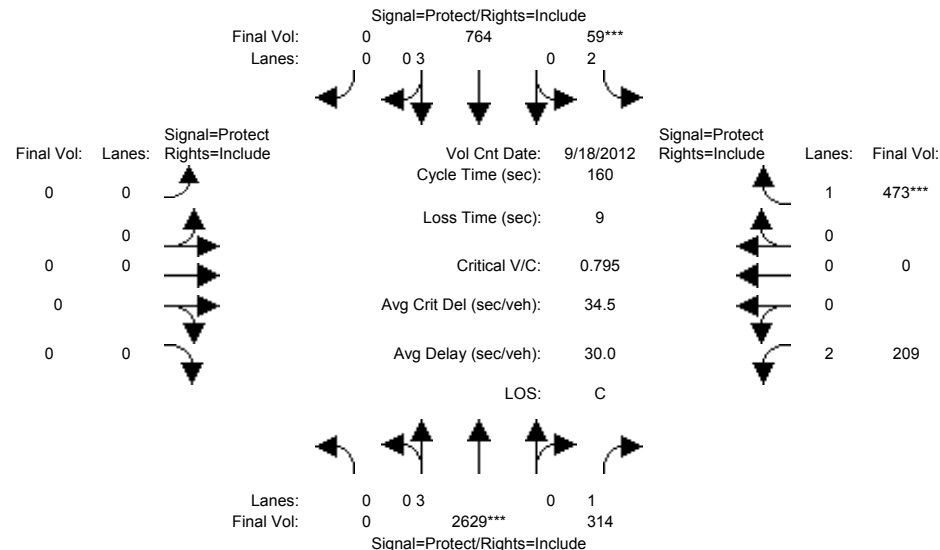
## Intersection #3082: BRANHAM/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 180         | 691  | 86   | 224         | 1333 | 313   | 201        | 294  | 207  | 67         | 191  | 142  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 159         | 1765 | 125  | 0           | 509  | 0     | 0          | 0    | 51   | 62         | 0    | 0    |
| Initial Fut:                                         | 339         | 2456 | 211  | 224         | 1842 | 313   | 201        | 294  | 258  | 129        | 191  | 142  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 339         | 2456 | 211  | 224         | 1842 | 313   | 201        | 294  | 258  | 129        | 191  | 142  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 339         | 2456 | 211  | 224         | 1842 | 313   | 201        | 294  | 258  | 129        | 191  | 142  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 339         | 2456 | 211  | 224         | 1842 | 313   | 201        | 294  | 258  | 129        | 191  | 142  |
| 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  | 0.93       | 0.98 | 0.92 | 0.93       | 0.98 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.26       | 1.74 | 1.00 | 1.25       | 1.75 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 1750        | 5700 | 1750  | 2211       | 3235 | 1750 | 2196       | 3251 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.43 | 0.12 | 0.13        | 0.32 | 0.18  | 0.09       | 0.09 | 0.15 | 0.06       | 0.06 | 0.08 |
| Crit Moves:                                          | ****        |      |      |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 28.4        | 87.6 | 99.5 | 26.0        | 85.2 | 103.7 | 18.5       | 18.5 | 46.8 | 11.9       | 11.9 | 38.0 |
| Volume/Cap:                                          | 0.59        | 0.77 | 0.19 | 0.77        | 0.59 | 0.27  | 0.77       | 0.77 | 0.49 | 0.77       | 0.77 | 0.33 |
| Delay/Veh:                                           | 60.2        | 27.5 | 11.7 | 73.7        | 24.0 | 10.8  | 72.2       | 72.2 | 45.5 | 79.0       | 79.0 | 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:                                          | 60.2        | 27.5 | 11.7 | 73.7        | 24.0 | 10.8  | 72.2       | 72.2 | 45.5 | 79.0       | 79.0 | 49.1 |
| LOS by Move:                                         | E           | C    | B    | E           | C    | B     | E          | E    | D    | E          | E    | D    |
| HCM2kAvgQ:                                           | 9           | 30   | 4    | 11          | 19   | 6     | 8          | 8    | 11   | 7          | 7    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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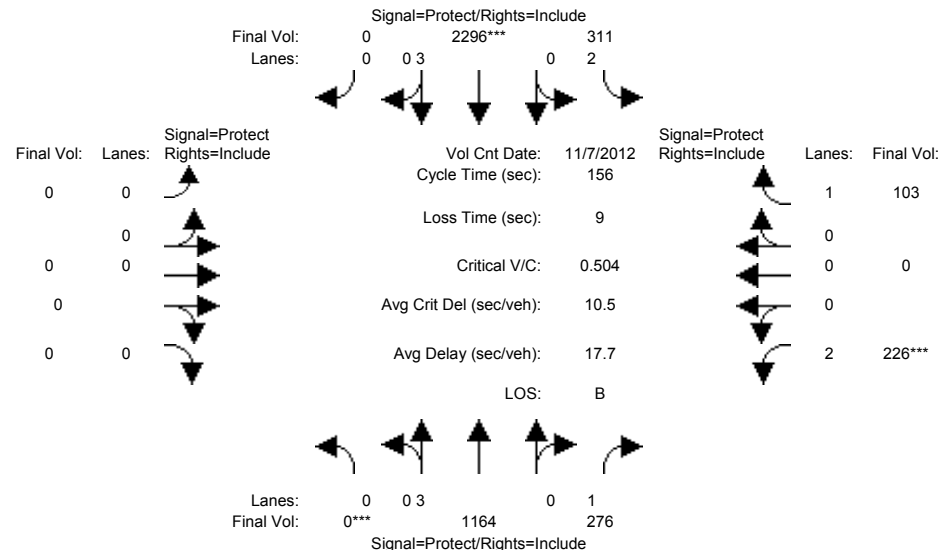
## Intersection #3091: CAPITOL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| Growth Adj:                                          | 1.00        | 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           | 2553 | 307  | 51          | 549  | 0    | 0          | 0    | 0    | 97         | 0    | 467  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 76   | 7    | 8           | 215  | 0    | 0          | 0    | 0    | 112        | 0    | 6    |
| Initial Fut:                                         | 0           | 2629 | 314  | 59          | 764  | 0    | 0          | 0    | 0    | 209        | 0    | 473  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2629 | 314  | 59          | 764  | 0    | 0          | 0    | 0    | 209        | 0    | 473  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2629 | 314  | 59          | 764  | 0    | 0          | 0    | 0    | 209        | 0    | 473  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2629 | 314  | 59          | 764  | 0    | 0          | 0    | 0    | 209        | 0    | 473  |
| Saturation 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:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.46 | 0.18 | 0.02        | 0.13 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.27 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 90.8 | 90.8 | 7.0         | 97.8 | 0.0  | 0.0        | 0.0  | 0.0  | 53.2       | 0.0  | 53.2 |
| Volume/Cap:                                          | 0.00        | 0.81 | 0.32 | 0.43        | 0.22 | 0.00 | 0.00       | 0.00 | 0.00 | 0.20       | 0.00 | 0.81 |
| Delay/Veh:                                           | 0.0         | 29.4 | 18.4 | 76.7        | 14.0 | 0.0  | 0.0        | 0.0  | 0.0  | 38.3       | 0.0  | 57.4 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 29.4 | 18.4 | 76.7        | 14.0 | 0.0  | 0.0        | 0.0  | 0.0  | 38.3       | 0.0  | 57.4 |
| LOS by Move:                                         | A           | C    | B    | E           | B    | A    | A          | A    | A    | D          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 34   | 8    | 2           | 5    | 0    | 0          | 0    | 0    | 4          | 0    | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3091: CAPITOL/MONTEREY (N)

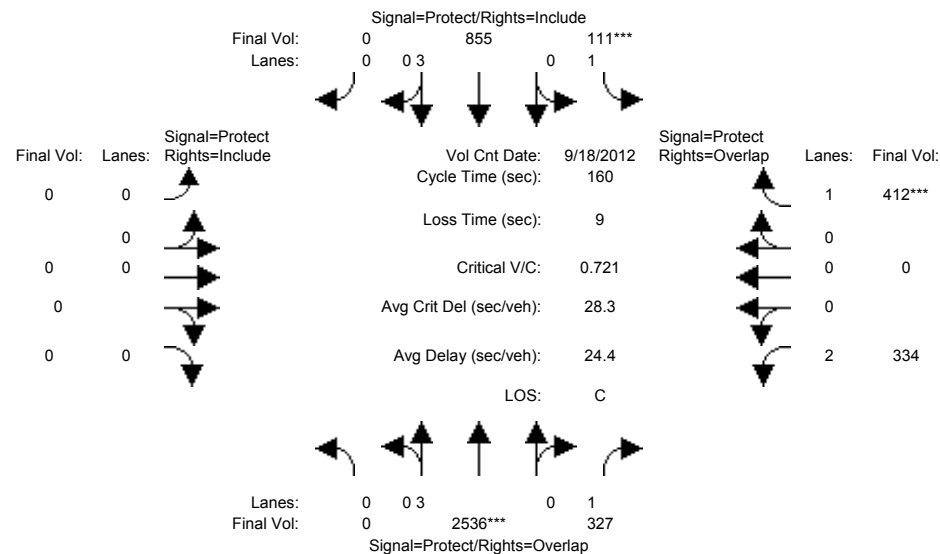


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                   | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                 | 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: 7 Nov 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 0           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 95   |
| Growth Adj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                | 0           | 946  | 248  | 305         | 2218 | 0    | 0          | 0    | 0    | 198        | 0    | 95   |
| Added Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                        | 0           | 218  | 28   | 6           | 78   | 0    | 0          | 0    | 0    | 28         | 0    | 8    |
| Initial Fut:                                | 0           | 1164 | 276  | 311         | 2296 | 0    | 0          | 0    | 0    | 226        | 0    | 103  |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 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           | 1164 | 276  | 311         | 2296 | 0    | 0          | 0    | 0    | 226        | 0    | 103  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 0           | 1164 | 276  | 311         | 2296 | 0    | 0          | 0    | 0    | 226        | 0    | 103  |
| PCE Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                               | 0           | 1164 | 276  | 311         | 2296 | 0    | 0          | 0    | 0    | 226        | 0    | 103  |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                      | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                 | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.00        | 0.20 | 0.16 | 0.10        | 0.40 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.06 |
| Crit Moves:                                 | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                 | 0.0         | 84.1 | 84.1 | 40.7        | 125  | 0.0  | 0.0        | 0.0  | 0.0  | 22.2       | 0.0  | 22.2 |
| Volume/Cap:                                 | 0.00        | 0.38 | 0.29 | 0.38        | 0.50 | 0.00 | 0.00       | 0.00 | 0.00 | 0.50       | 0.00 | 0.41 |
| Delay/Veh:                                  | 0.0         | 20.9 | 19.8 | 47.6        | 5.3  | 0.0  | 0.0        | 0.0  | 0.0  | 62.7       | 0.0  | 62.1 |
| 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         | 20.9 | 19.8 | 47.6        | 5.3  | 0.0  | 0.0        | 0.0  | 0.0  | 62.7       | 0.0  | 62.1 |
| LOS by Move:                                | A           | C    | B    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                  | 0           | 10   | 7    | 7           | 12   | 0    | 0          | 0    | 0    | 6          | 0    | 5    |

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

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Background (AM)

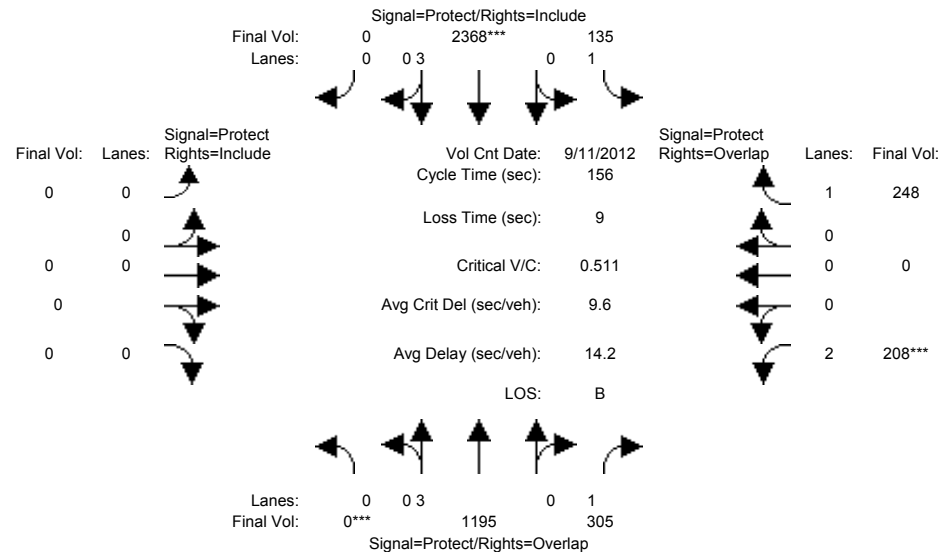
## Intersection #3092: CAPITOL/MONTEREY (S)



| 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    | 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: 18 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| Growth Adj:                                          | 1.00        | 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           | 2459 | 299   | 104         | 535  | 0    | 0          | 0    | 0    | 306        | 0    | 405  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 77   | 28    | 7           | 320  | 0    | 0          | 0    | 0    | 28         | 0    | 7    |
| Initial Fut:                                         | 0           | 2536 | 327   | 111         | 855  | 0    | 0          | 0    | 0    | 334        | 0    | 412  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2536 | 327   | 111         | 855  | 0    | 0          | 0    | 0    | 334        | 0    | 412  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2536 | 327   | 111         | 855  | 0    | 0          | 0    | 0    | 334        | 0    | 412  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2536 | 327   | 111         | 855  | 0    | 0          | 0    | 0    | 334        | 0    | 412  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.44 | 0.19  | 0.06        | 0.15 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.24 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 98.7 | 136.9 | 14.1        | 113  | 0.0  | 0.0        | 0.0  | 0.0  | 38.2       | 0.0  | 52.3 |
| Volume/Cap:                                          | 0.00        | 0.72 | 0.22  | 0.72        | 0.21 | 0.00 | 0.00       | 0.00 | 0.00 | 0.44       | 0.00 | 0.72 |
| Delay/Veh:                                           | 0.0         | 21.9 | 2.1   | 86.4        | 8.2  | 0.0  | 0.0        | 0.0  | 0.0  | 52.3       | 0.0  | 51.9 |
| 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         | 21.9 | 2.1   | 86.4        | 8.2  | 0.0  | 0.0        | 0.0  | 0.0  | 52.3       | 0.0  | 51.9 |
| LOS by Move:                                         | A           | C    | A     | F           | A    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 28   | 3     | 6           | 5    | 0    | 0          | 0    | 0    | 8          | 0    | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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Background (PM)

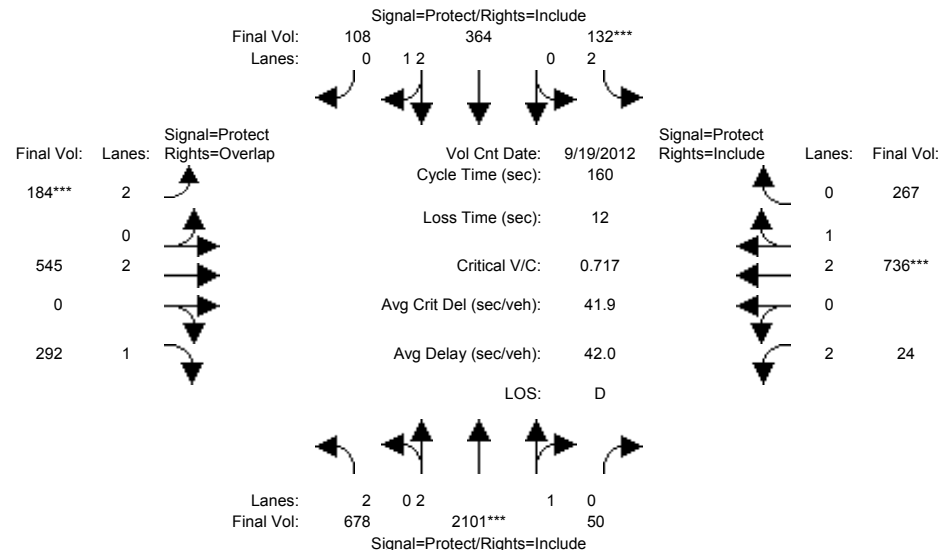
## Intersection #3092: CAPITOL/MONTEREY (S)



| 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    | 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: 11 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| Growth Adj:                                          | 1.00        | 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           | 956  | 193   | 128         | 2269 | 0    | 0          | 0    | 0    | 201        | 0    | 241  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 239  | 112   | 7           | 99   | 0    | 0          | 0    | 0    | 7          | 0    | 7    |
| Initial Fut:                                         | 0           | 1195 | 305   | 135         | 2368 | 0    | 0          | 0    | 0    | 208        | 0    | 248  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1195 | 305   | 135         | 2368 | 0    | 0          | 0    | 0    | 208        | 0    | 248  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1195 | 305   | 135         | 2368 | 0    | 0          | 0    | 0    | 208        | 0    | 248  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1195 | 305   | 135         | 2368 | 0    | 0          | 0    | 0    | 208        | 0    | 248  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.21 | 0.17  | 0.08        | 0.42 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.14 |
| Crit Moves:                                          | ****        |      |       |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 0.0         | 92.7 | 112.9 | 34.1        | 127  | 0.0  | 0.0        | 0.0  | 0.0  | 20.2       | 0.0  | 54.3 |
| Volume/Cap:                                          | 0.00        | 0.35 | 0.24  | 0.35        | 0.51 | 0.00 | 0.00       | 0.00 | 0.00 | 0.51       | 0.00 | 0.41 |
| Delay/Veh:                                           | 0.0         | 16.3 | 7.3   | 52.2        | 4.8  | 0.0  | 0.0        | 0.0  | 0.0  | 64.4       | 0.0  | 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:                                          | 0.0         | 16.3 | 7.3   | 52.2        | 4.8  | 0.0  | 0.0        | 0.0  | 0.0  | 64.4       | 0.0  | 39.1 |
| LOS by Move:                                         | A           | B    | A     | D           | A    | A    | A          | A    | A    | E          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 9    | 5     | 6           | 12   | 0    | 0          | 0    | 0    | 6          | 0    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #3095: CURTNER/MONTEREY

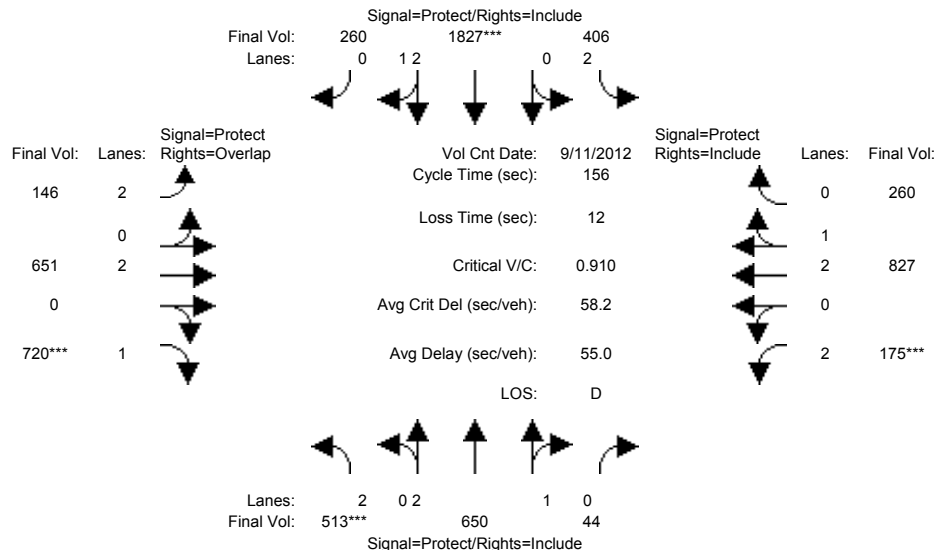


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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:                                    | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 551         | 1984 | 50   | 117         | 317  | 95   | 165        | 537  | 224   | 24         | 725  | 241  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| ATI:                                         | 127         | 117  | 0    | 15          | 47   | 13   | 19         | 8    | 68    | 0          | 11   | 26   |
| Initial Fut:                                 | 678         | 2101 | 50   | 132         | 364  | 108  | 184        | 545  | 292   | 24         | 736  | 267  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 678         | 2101 | 50   | 132         | 364  | 108  | 184        | 545  | 292   | 24         | 736  | 267  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                 | 678         | 2101 | 50   | 132         | 364  | 108  | 184        | 545  | 292   | 24         | 736  | 267  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 678         | 2101 | 50   | 132         | 364  | 108  | 184        | 545  | 292   | 24         | 736  | 267  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.83        | 0.98 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 1.00 | 0.92  | 0.83       | 1.00 | 0.95 |
| Lanes:                                       | 2.00        | 2.93 | 0.07 | 2.00        | 2.29 | 0.71 | 2.00       | 2.00 | 1.00  | 2.00       | 2.17 | 0.83 |
| Final Sat.:                                  | 3150        | 5470 | 130  | 3150        | 4317 | 1281 | 3150       | 3800 | 1750  | 3150       | 4107 | 1490 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                     | 0.22        | 0.38 | 0.38 | 0.04        | 0.08 | 0.08 | 0.06       | 0.14 | 0.17  | 0.01       | 0.18 | 0.18 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |       |            |      |      |
| Green Time:                                  | 68.3        | 85.7 | 85.7 | 9.3         | 26.7 | 26.7 | 13.0       | 40.6 | 108.9 | 12.4       | 40.0 | 40.0 |
| Volume/Cap:                                  | 0.50        | 0.72 | 0.72 | 0.72        | 0.50 | 0.50 | 0.72       | 0.57 | 0.25  | 0.10       | 0.72 | 0.72 |
| Delay/Veh:                                   | 33.8        | 28.9 | 28.9 | 86.8        | 61.0 | 61.0 | 81.1       | 52.8 | 9.9   | 68.8       | 56.7 | 56.7 |
| 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:                                  | 33.8        | 28.9 | 28.9 | 86.8        | 61.0 | 61.0 | 81.1       | 52.8 | 9.9   | 68.8       | 56.7 | 56.7 |
| LOS by Move:                                 | C           | C    | C    | F           | E    | E    | F          | D    | A     | E          | E    | E    |
| HCM2kAvgQ:                                   | 14          | 26   | 26   | 4           | 7    | 7    | 6          | 11   | 6     | 1          | 15   | 15   |

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

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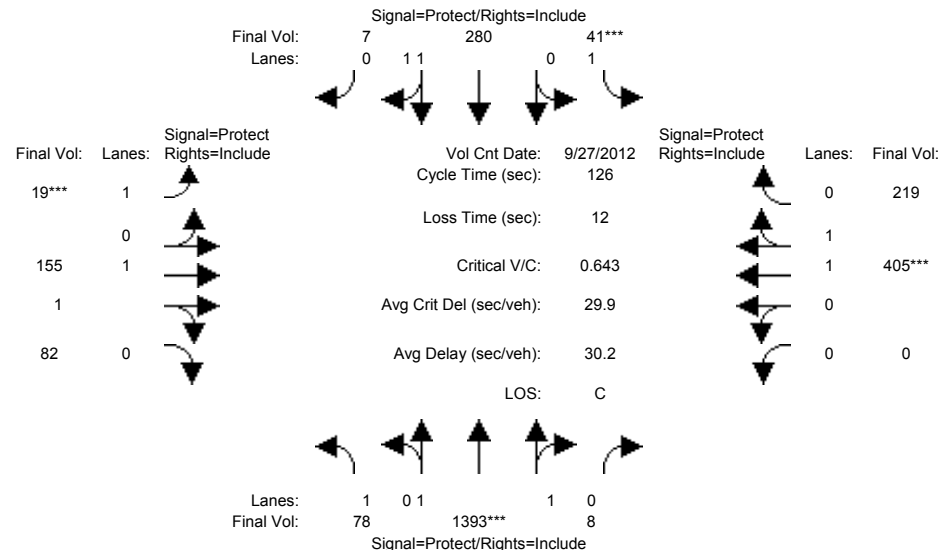
## Intersection #3095: CURTNER/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 438         | 545  | 44   | 366         | 1689 | 226  | 115        | 633  | 587  | 172        | 809  | 221  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 75          | 105  | 0    | 40          | 138  | 34   | 31         | 18   | 133  | 3          | 18   | 39   |
| Initial Fut:                                         | 513         | 650  | 44   | 406         | 1827 | 260  | 146        | 651  | 720  | 175        | 827  | 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:                                          | 513         | 650  | 44   | 406         | 1827 | 260  | 146        | 651  | 720  | 175        | 827  | 260  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 513         | 650  | 44   | 406         | 1827 | 260  | 146        | 651  | 720  | 175        | 827  | 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:                                        | 513         | 650  | 44   | 406         | 1827 | 260  | 146        | 651  | 720  | 175        | 827  | 260  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 2.80 | 0.20 | 2.00        | 2.61 | 0.39 | 2.00       | 2.00 | 1.00 | 2.00       | 2.26 | 0.74 |
| Final Sat.:                                          | 3150        | 5244 | 355  | 3150        | 4901 | 698  | 3150       | 3800 | 1750 | 3150       | 4259 | 1339 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.12 | 0.12 | 0.13        | 0.37 | 0.37 | 0.05       | 0.17 | 0.41 | 0.06       | 0.19 | 0.19 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      | **** | ****       |      |      |
| Green Time:                                          | 27.9        | 45.0 | 45.0 | 46.8        | 63.9 | 63.9 | 10.0       | 42.6 | 70.6 | 9.5        | 42.1 | 42.1 |
| Volume/Cap:                                          | 0.91        | 0.43 | 0.43 | 0.43        | 0.91 | 0.91 | 0.72       | 0.63 | 0.91 | 0.91       | 0.72 | 0.72 |
| Delay/Veh:                                           | 81.6        | 45.2 | 45.2 | 44.2        | 49.2 | 49.2 | 83.4       | 50.9 | 54.2 | 113.2      | 53.3 | 53.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 81.6        | 45.2 | 45.2 | 44.2        | 49.2 | 49.2 | 83.4       | 50.9 | 54.2 | 113.2      | 53.3 | 53.3 |
| LOS by Move:                                         | F           | D    | D    | D           | D    | D    | F          | D    | D    | F          | D    | D    |
| HCM2kAvgQ:                                           | 16          | 9    | 9    | 9           | 34   | 34   | 4          | 13   | 37   | 6          | 16   | 16   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3097: FIRST/KEYES

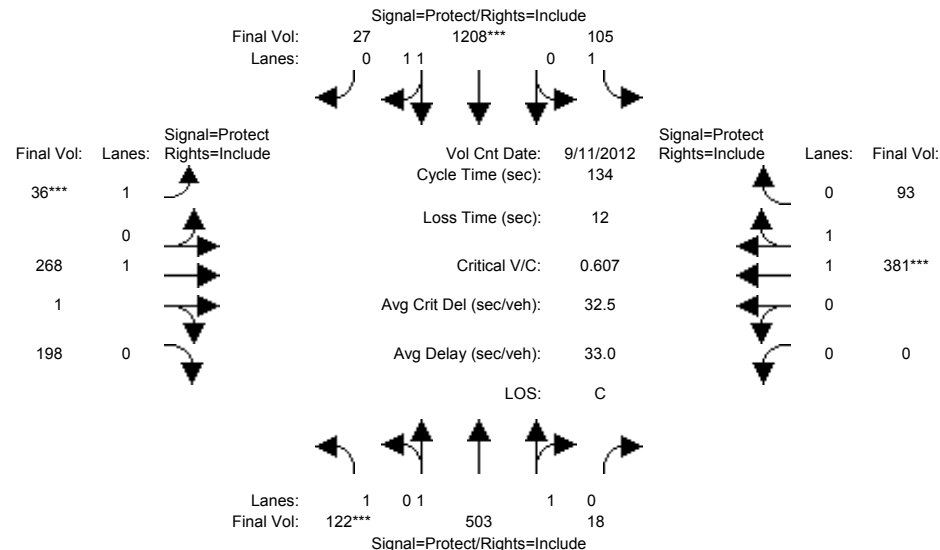


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10   | 7           | 10   | 10   | 7          | 10   | 10   | 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 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:                                         | 49          | 1307 | 8    | 38          | 199  | 7    | 19         | 135  | 39   | 0          | 388  | 215  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 29          | 86   | 0    | 3           | 81   | 0    | 0          | 20   | 43   | 0          | 17   | 4    |
| Initial Fut:                                         | 78          | 1393 | 8    | 41          | 280  | 7    | 19         | 155  | 82   | 0          | 405  | 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:                                          | 78          | 1393 | 8    | 41          | 280  | 7    | 19         | 155  | 82   | 0          | 405  | 219  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 78          | 1393 | 8    | 41          | 280  | 7    | 19         | 155  | 82   | 0          | 405  | 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:                                        | 78          | 1393 | 8    | 41          | 280  | 7    | 19         | 155  | 82   | 0          | 405  | 219  |
| 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        | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.99 | 0.01 | 1.00        | 1.95 | 0.05 | 1.00       | 1.29 | 0.71 | 0.00       | 1.28 | 0.72 |
| Final Sat.:                                          | 1750        | 3679 | 21   | 1750        | 3610 | 90   | 1750       | 2419 | 1280 | 0          | 2400 | 1298 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.38 | 0.38 | 0.02        | 0.08 | 0.08 | 0.01       | 0.06 | 0.06 | 0.00       | 0.17 | 0.17 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 31.4        | 69.2 | 69.2 | 7.0         | 44.8 | 44.8 | 7.0        | 37.8 | 37.8 | 0.0        | 30.8 | 30.8 |
| Volume/Cap:                                          | 0.18        | 0.69 | 0.69 | 0.42        | 0.22 | 0.22 | 0.20       | 0.21 | 0.21 | 0.00       | 0.69 | 0.69 |
| Delay/Veh:                                           | 37.4        | 21.6 | 21.6 | 60.5        | 28.4 | 28.4 | 57.8       | 33.1 | 33.1 | 0.0        | 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:                                          | 37.4        | 21.6 | 21.6 | 60.5        | 28.4 | 28.4 | 57.8       | 33.1 | 33.1 | 0.0        | 45.5 | 45.5 |
| LOS by Move:                                         | D           | C    | C    | E           | C    | C    | E          | C    | C    | A          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 20   | 20   | 2           | 4    | 4    | 1          | 3    | 3    | 0          | 12   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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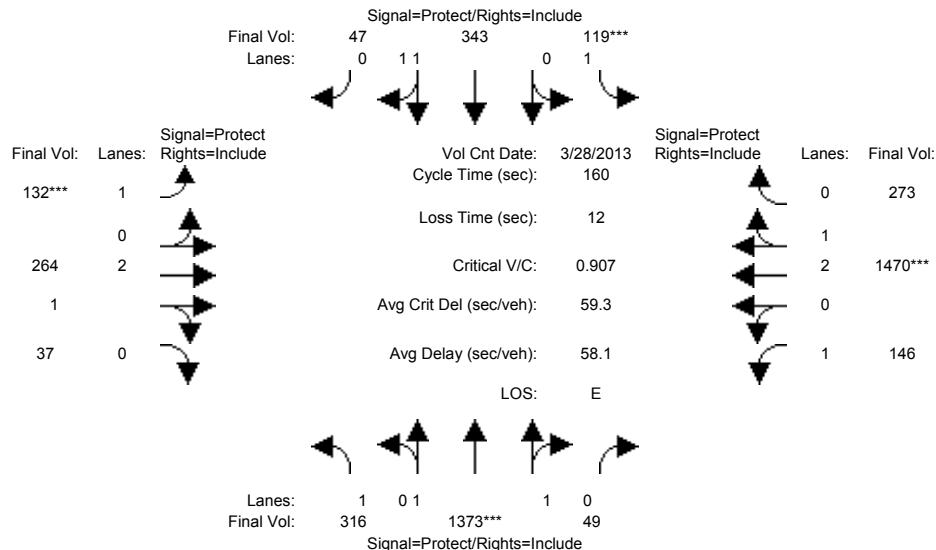
## Intersection #3097: FIRST/KEYES



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 54          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| Growth Adj:                                          | 1.00        | 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          | 387  | 18   | 99          | 1078 | 26   | 36         | 227  | 130  | 0          | 340  | 87   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 68          | 116  | 0    | 6           | 130  | 1    | 0          | 41   | 68   | 0          | 41   | 6    |
| Initial Fut:                                         | 122         | 503  | 18   | 105         | 1208 | 27   | 36         | 268  | 198  | 0          | 381  | 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:                                          | 122         | 503  | 18   | 105         | 1208 | 27   | 36         | 268  | 198  | 0          | 381  | 93   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 122         | 503  | 18   | 105         | 1208 | 27   | 36         | 268  | 198  | 0          | 381  | 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:                                        | 122         | 503  | 18   | 105         | 1208 | 27   | 36         | 268  | 198  | 0          | 381  | 93   |
| 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        | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.93 | 0.07 | 1.00        | 1.96 | 0.04 | 1.00       | 1.13 | 0.87 | 0.00       | 1.60 | 0.40 |
| Final Sat.:                                          | 1750        | 3572 | 128  | 1750        | 3619 | 81   | 1750       | 2127 | 1571 | 0          | 2974 | 726  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.14 | 0.14 | 0.06        | 0.33 | 0.33 | 0.02       | 0.13 | 0.13 | 0.00       | 0.13 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.1        | 61.2 | 61.2 | 26.1        | 72.2 | 72.2 | 7.0        | 34.7 | 34.7 | 0.0        | 27.7 | 27.7 |
| Volume/Cap:                                          | 0.62        | 0.31 | 0.31 | 0.31        | 0.62 | 0.62 | 0.39       | 0.49 | 0.49 | 0.00       | 0.62 | 0.62 |
| Delay/Veh:                                           | 62.6        | 23.1 | 23.1 | 46.8        | 22.0 | 22.0 | 64.2       | 42.5 | 42.5 | 0.0        | 49.9 | 49.9 |
| 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:                                          | 62.6        | 23.1 | 23.1 | 46.8        | 22.0 | 22.0 | 64.2       | 42.5 | 42.5 | 0.0        | 49.9 | 49.9 |
| LOS by Move:                                         | E           | C    | C    | D           | C    | C    | E          | D    | D    | A          | D    | D    |
| HCM2kAvgQ:                                           | 5           | 6    | 6    | 4           | 17   | 17   | 2          | 8    | 8    | 0          | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3102: HILLSDALE/MERIDIAN

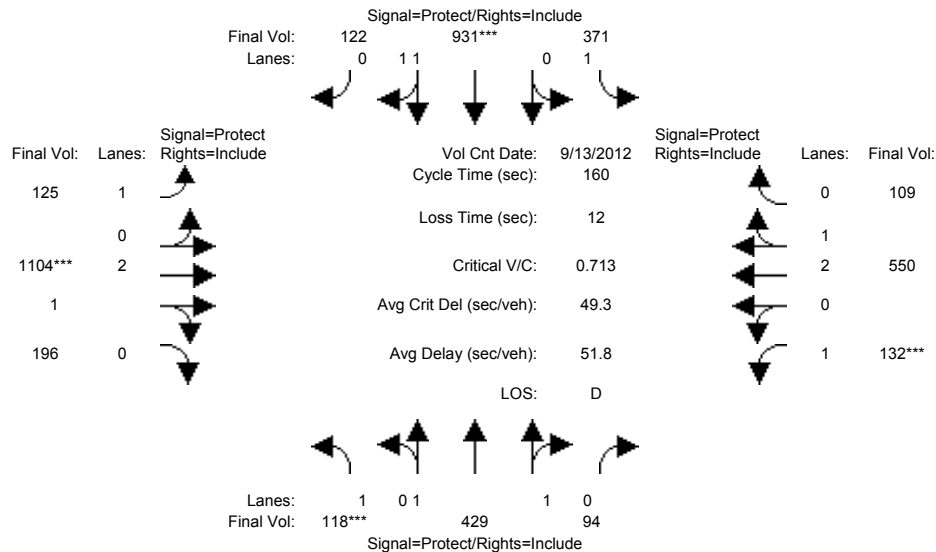


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 313         | 1356 | 48   | 118         | 342  | 47   | 131        | 257  | 37   | 146        | 1469 | 273  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 3           | 17   | 1    | 1           | 1    | 0    | 1          | 7    | 0    | 0          | 1    | 0    |
| Initial Fut:                                 | 316         | 1373 | 49   | 119         | 343  | 47   | 132        | 264  | 37   | 146        | 1470 | 273  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 316         | 1373 | 49   | 119         | 343  | 47   | 132        | 264  | 37   | 146        | 1470 | 273  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 316         | 1373 | 49   | 119         | 343  | 47   | 132        | 264  | 37   | 146        | 1470 | 273  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 316         | 1373 | 49   | 119         | 343  | 47   | 132        | 264  | 37   | 146        | 1470 | 273  |
| 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       | 0.99 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                       | 1.00        | 1.93 | 0.07 | 1.00        | 1.75 | 0.25 | 1.00       | 2.62 | 0.38 | 1.00       | 2.51 | 0.49 |
| Final Sat.:                                  | 1750        | 3572 | 127  | 1750        | 3254 | 446  | 1750       | 4911 | 688  | 1750       | 4722 | 877  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.18        | 0.38 | 0.38 | 0.07        | 0.11 | 0.11 | 0.08       | 0.05 | 0.05 | 0.08       | 0.31 | 0.31 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 50.4        | 67.8 | 67.8 | 12.0        | 29.4 | 29.4 | 13.3       | 29.2 | 29.2 | 39.0       | 54.9 | 54.9 |
| Volume/Cap:                                  | 0.57        | 0.91 | 0.91 | 0.91        | 0.57 | 0.57 | 0.91       | 0.29 | 0.29 | 0.34       | 0.91 | 0.91 |
| Delay/Veh:                                   | 47.3        | 51.2 | 51.2 | 124.7       | 60.8 | 60.8 | 120.7      | 56.6 | 56.6 | 50.4       | 56.8 | 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:                                  | 47.3        | 51.2 | 51.2 | 124.7       | 60.8 | 60.8 | 120.7      | 56.6 | 56.6 | 50.4       | 56.8 | 56.8 |
| LOS by Move:                                 | D           | D    | D    | F           | E    | E    | F          | E    | E    | D          | E    | E    |
| HCM2kAvgQ:                                   | 14          | 35   | 35   | 7           | 9    | 9    | 8          | 4    | 4    | 6          | 29   | 29   |

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

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Background (PM)

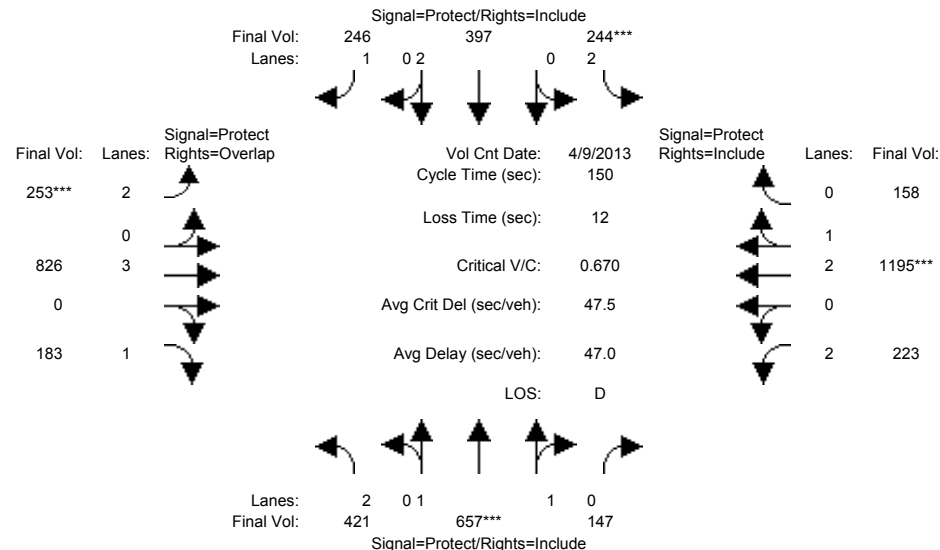
## Intersection #3102: HILLSDALE/MERIDIAN



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 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:                                         | 118         | 429  | 94   | 367         | 917  | 121  | 125        | 1103 | 196  | 132        | 547  | 108  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 4           | 14   | 1    | 0          | 1    | 0    | 0          | 3    | 1    |
| Initial Fut:                                         | 118         | 429  | 94   | 371         | 931  | 122  | 125        | 1104 | 196  | 132        | 550  | 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:                                          | 118         | 429  | 94   | 371         | 931  | 122  | 125        | 1104 | 196  | 132        | 550  | 109  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 118         | 429  | 94   | 371         | 931  | 122  | 125        | 1104 | 196  | 132        | 550  | 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:                                        | 118         | 429  | 94   | 371         | 931  | 122  | 125        | 1104 | 196  | 132        | 550  | 109  |
| 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       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.63 | 0.37 | 1.00        | 1.76 | 0.24 | 1.00       | 2.53 | 0.47 | 1.00       | 2.49 | 0.51 |
| Final Sat.:                                          | 1750        | 3034 | 665  | 1750        | 3271 | 429  | 1750       | 4755 | 844  | 1750       | 4673 | 926  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.14 | 0.14 | 0.21        | 0.28 | 0.28 | 0.07       | 0.23 | 0.23 | 0.08       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.1        | 31.6 | 31.6 | 47.4        | 63.9 | 63.9 | 26.1       | 52.1 | 52.1 | 16.9       | 43.0 | 43.0 |
| Volume/Cap:                                          | 0.71        | 0.72 | 0.72 | 0.72        | 0.71 | 0.71 | 0.44       | 0.71 | 0.71 | 0.71       | 0.44 | 0.44 |
| Delay/Veh:                                           | 84.0        | 63.4 | 63.4 | 55.0        | 42.1 | 42.1 | 61.5       | 48.7 | 48.7 | 81.5       | 48.7 | 48.7 |
| 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:                                          | 84.0        | 63.4 | 63.4 | 55.0        | 42.1 | 42.1 | 61.5       | 48.7 | 48.7 | 81.5       | 48.7 | 48.7 |
| LOS by Move:                                         | F           | E    | E    | E           | D    | D    | E          | D    | D    | F          | D    | D    |
| HCM2kAvgQ:                                           | 6           | 12   | 12   | 17          | 21   | 21   | 6          | 19   | 19   | 7          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3105: KING/TULLY

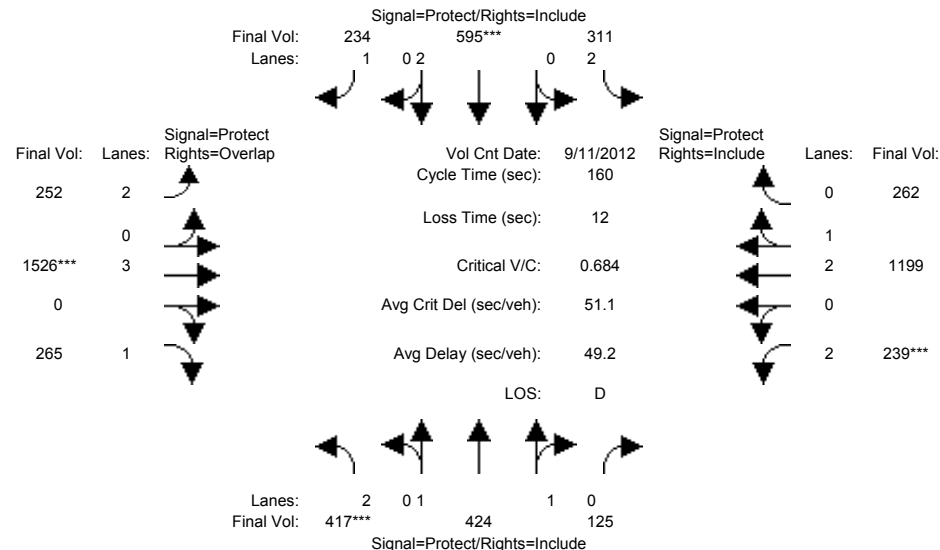


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| Growth Adj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                | 410         | 624  | 143  | 127         | 299  | 247  | 246        | 661  | 88   | 222        | 1057 | 100  |
| Added Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                        | 11          | 33   | 4    | 117         | 98   | -1   | 7          | 165  | 95   | 1          | 138  | 58   |
| Initial Fut:                                | 421         | 657  | 147  | 244         | 397  | 246  | 253        | 826  | 183  | 223        | 1195 | 158  |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                 | 421         | 657  | 147  | 244         | 397  | 246  | 253        | 826  | 183  | 223        | 1195 | 158  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 421         | 657  | 147  | 244         | 397  | 246  | 253        | 826  | 183  | 223        | 1195 | 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:                               | 421         | 657  | 147  | 244         | 397  | 246  | 253        | 826  | 183  | 223        | 1195 | 158  |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                      | 2.00        | 1.62 | 0.38 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 2.64 | 0.36 |
| Final Sat.:                                 | 3150        | 3023 | 676  | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 4945 | 654  |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.13        | 0.22 | 0.22 | 0.08        | 0.10 | 0.14 | 0.08       | 0.14 | 0.10 | 0.07       | 0.24 | 0.24 |
| Crit Moves:                                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                 | 32.1        | 48.6 | 48.6 | 17.3        | 33.8 | 33.8 | 18.0       | 48.4 | 80.5 | 23.6       | 54.1 | 54.1 |
| Volume/Cap:                                 | 0.62        | 0.67 | 0.67 | 0.67        | 0.46 | 0.62 | 0.67       | 0.45 | 0.19 | 0.45       | 0.67 | 0.67 |
| Delay/Veh:                                  | 55.3        | 45.3 | 45.3 | 68.4        | 50.6 | 55.5 | 67.8       | 40.4 | 18.1 | 57.9       | 41.3 | 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:                                 | 55.3        | 45.3 | 45.3 | 68.4        | 50.6 | 55.5 | 67.8       | 40.4 | 18.1 | 57.9       | 41.3 | 41.3 |
| LOS by Move:                                | E           | D    | D    | E           | D    | E    | E          | D    | B    | E          | D    | D    |
| HCM2kAvgQ:                                  | 10          | 16   | 16   | 7           | 8    | 11   | 7          | 10   | 4    | 5          | 17   | 17   |

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

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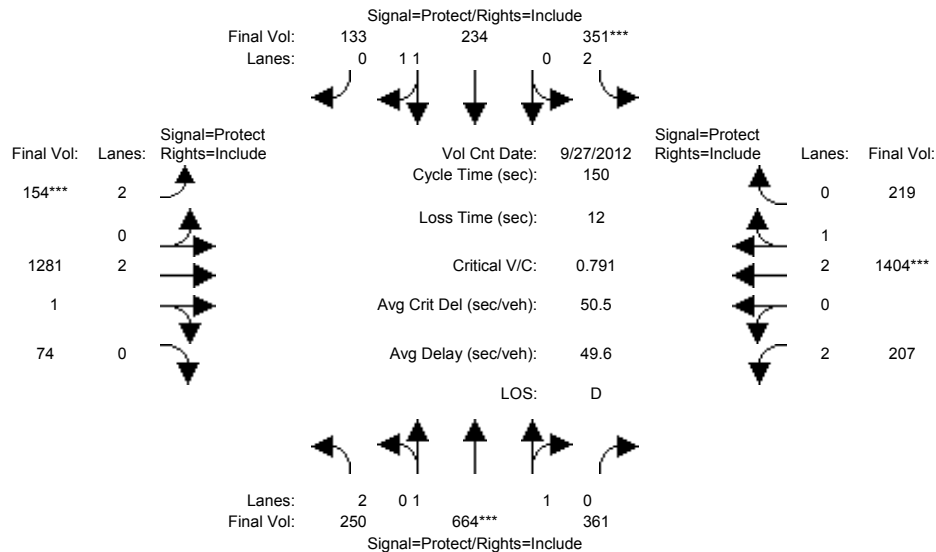
## Intersection #3105: KING/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 323         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 323         | 317  | 124  | 217         | 540  | 233  | 252        | 1307 | 253  | 234        | 937  | 105  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 94          | 107  | 1    | 94          | 55   | 1    | 0          | 219  | 12   | 5          | 262  | 157  |
| Initial Fut:                                         | 417         | 424  | 125  | 311         | 595  | 234  | 252        | 1526 | 265  | 239        | 1199 | 262  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 417         | 424  | 125  | 311         | 595  | 234  | 252        | 1526 | 265  | 239        | 1199 | 262  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 417         | 424  | 125  | 311         | 595  | 234  | 252        | 1526 | 265  | 239        | 1199 | 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:                                        | 417         | 424  | 125  | 311         | 595  | 234  | 252        | 1526 | 265  | 239        | 1199 | 262  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.53 | 0.47 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 2.44 | 0.56 |
| Final Sat.:                                          | 3150        | 2857 | 842  | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 4594 | 1004 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.15 | 0.15 | 0.10        | 0.16 | 0.13 | 0.08       | 0.27 | 0.15 | 0.08       | 0.26 | 0.26 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 31.0        | 40.6 | 40.6 | 27.0        | 36.6 | 36.6 | 18.9       | 62.6 | 93.6 | 17.8       | 61.5 | 61.5 |
| Volume/Cap:                                          | 0.68        | 0.58 | 0.58 | 0.58        | 0.68 | 0.58 | 0.68       | 0.68 | 0.26 | 0.68       | 0.68 | 0.68 |
| Delay/Veh:                                           | 63.2        | 53.3 | 53.3 | 63.0        | 58.7 | 57.1 | 72.7       | 41.3 | 16.4 | 73.9       | 41.9 | 41.9 |
| 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:                                          | 63.2        | 53.3 | 53.3 | 63.0        | 58.7 | 57.1 | 72.7       | 41.3 | 16.4 | 73.9       | 41.9 | 41.9 |
| LOS by Move:                                         | E           | D    | D    | E           | E    | E    | E          | D    | B    | E          | D    | D    |
| HCM2kAvgQ:                                           | 11          | 12   | 12   | 8           | 13   | 11   | 7          | 20   | 7    | 7          | 20   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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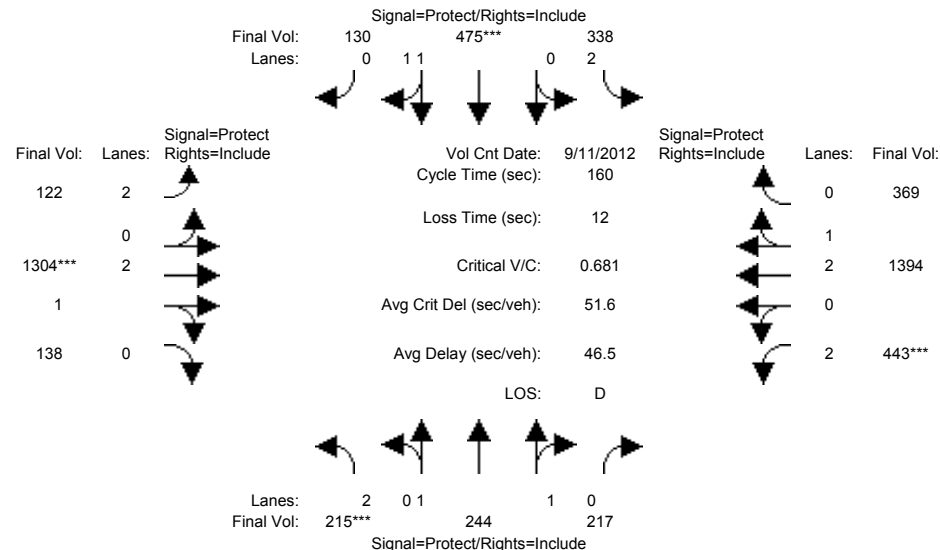
## Intersection #3108: McLAUGHLIN/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 239         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 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:                                         | 239         | 652  | 350  | 345         | 228  | 130  | 148        | 1182 | 56   | 197        | 1343 | 209  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 11          | 12   | 11   | 6           | 6    | 3    | 6          | 99   | 18   | 10         | 61   | 10   |
| Initial Fut:                                         | 250         | 664  | 361  | 351         | 234  | 133  | 154        | 1281 | 74   | 207        | 1404 | 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:                                          | 250         | 664  | 361  | 351         | 234  | 133  | 154        | 1281 | 74   | 207        | 1404 | 219  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 250         | 664  | 361  | 351         | 234  | 133  | 154        | 1281 | 74   | 207        | 1404 | 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:                                        | 250         | 664  | 361  | 351         | 234  | 133  | 154        | 1281 | 74   | 207        | 1404 | 219  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.28 | 0.72 | 2.00        | 1.26 | 0.74 | 2.00       | 2.83 | 0.17 | 2.00       | 2.58 | 0.42 |
| Final Sat.:                                          | 3150        | 2396 | 1303 | 3150        | 2358 | 1340 | 3150       | 5294 | 306  | 3150       | 4843 | 755  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.28 | 0.28 | 0.11        | 0.10 | 0.10 | 0.05       | 0.24 | 0.24 | 0.07       | 0.29 | 0.29 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 32.8        | 52.6 | 52.6 | 21.1        | 41.0 | 41.0 | 9.3        | 50.5 | 50.5 | 13.7       | 55.0 | 55.0 |
| Volume/Cap:                                          | 0.36        | 0.79 | 0.79 | 0.79        | 0.36 | 0.36 | 0.79       | 0.72 | 0.72 | 0.72       | 0.79 | 0.79 |
| Delay/Veh:                                           | 50.1        | 47.1 | 47.1 | 71.6        | 44.2 | 44.2 | 88.7       | 44.9 | 44.9 | 74.7       | 44.5 | 44.5 |
| 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:                                          | 50.1        | 47.1 | 47.1 | 71.6        | 44.2 | 44.2 | 88.7       | 44.9 | 44.9 | 74.7       | 44.5 | 44.5 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | F          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 6           | 22   | 22   | 10          | 7    | 7    | 5          | 18   | 18   | 6          | 23   | 23   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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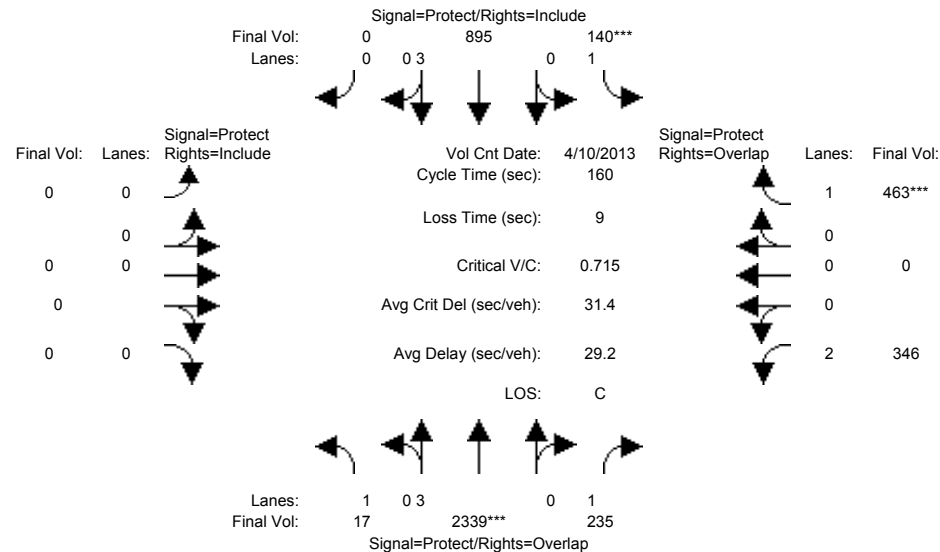
## Intersection #3108: McLAUGHLIN/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 199         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 199         | 228  | 194  | 319         | 457  | 123  | 119        | 1201 | 129  | 418        | 1255 | 345  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 16          | 16   | 23   | 19          | 18   | 7    | 3          | 103  | 9    | 25         | 139  | 24   |
| Initial Fut:                                         | 215         | 244  | 217  | 338         | 475  | 130  | 122        | 1304 | 138  | 443        | 1394 | 369  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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  | 217  | 338         | 475  | 130  | 122        | 1304 | 138  | 443        | 1394 | 369  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 215         | 244  | 217  | 338         | 475  | 130  | 122        | 1304 | 138  | 443        | 1394 | 369  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 244  | 217  | 338         | 475  | 130  | 122        | 1304 | 138  | 443        | 1394 | 369  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.95 | 0.83        | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.03 | 0.97 | 2.00        | 1.56 | 0.44 | 2.00       | 2.70 | 0.30 | 2.00       | 2.35 | 0.65 |
| Final Sat.:                                          | 3150        | 1957 | 1741 | 3150        | 2904 | 795  | 3150       | 5063 | 536  | 3150       | 4426 | 1172 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.12 | 0.12 | 0.11        | 0.16 | 0.16 | 0.04       | 0.26 | 0.26 | 0.14       | 0.31 | 0.31 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 16.0        | 29.3 | 29.3 | 25.2        | 38.4 | 38.4 | 11.4       | 60.5 | 60.5 | 33.0       | 82.1 | 82.1 |
| Volume/Cap:                                          | 0.68        | 0.68 | 0.68 | 0.68        | 0.68 | 0.68 | 0.54       | 0.68 | 0.68 | 0.68       | 0.61 | 0.61 |
| Delay/Veh:                                           | 75.5        | 63.9 | 63.9 | 67.5        | 57.4 | 57.4 | 74.5       | 42.6 | 42.6 | 61.6       | 28.1 | 28.1 |
| 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:                                          | 75.5        | 63.9 | 63.9 | 67.5        | 57.4 | 57.4 | 74.5       | 42.6 | 42.6 | 61.6       | 28.1 | 28.1 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                           | 6           | 11   | 11   | 9           | 14   | 14   | 3          | 20   | 20   | 12         | 20   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3109: MONTEREY/SENTER

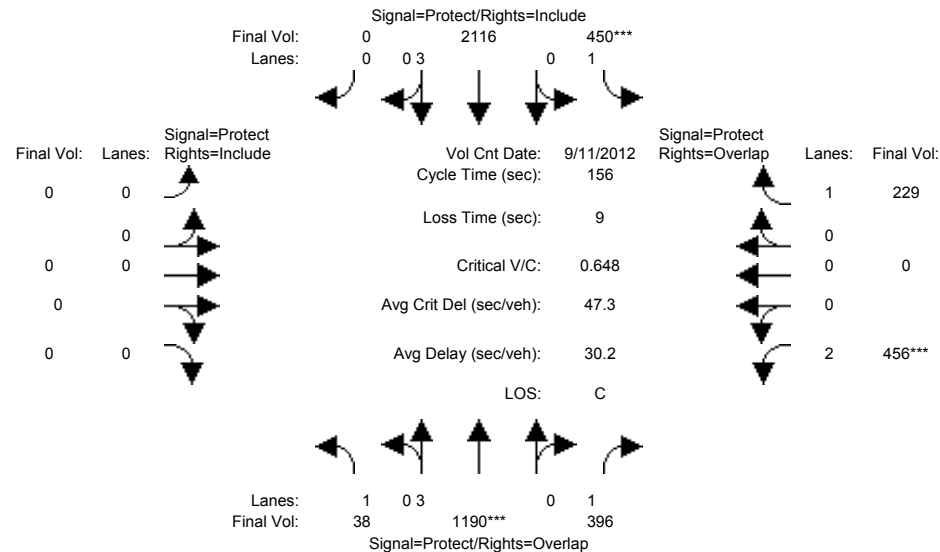


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10    | 7           | 10   | 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: 10 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 17          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| Growth Adj:                                          | 1.00        | 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          | 2237 | 221   | 137         | 550  | 0    | 0          | 0    | 0    | 290        | 0    | 460  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 102  | 14    | 3           | 345  | 0    | 0          | 0    | 0    | 56         | 0    | 3    |
| Initial Fut:                                         | 17          | 2339 | 235   | 140         | 895  | 0    | 0          | 0    | 0    | 346        | 0    | 463  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 2339 | 235   | 140         | 895  | 0    | 0          | 0    | 0    | 346        | 0    | 463  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 17          | 2339 | 235   | 140         | 895  | 0    | 0          | 0    | 0    | 346        | 0    | 463  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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          | 2339 | 235   | 140         | 895  | 0    | 0          | 0    | 0    | 346        | 0    | 463  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.41 | 0.13  | 0.08        | 0.16 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.26 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 23.9        | 91.8 | 133.1 | 17.9        | 85.8 | 0.0  | 0.0        | 0.0  | 0.0  | 41.3       | 0.0  | 59.2 |
| Volume/Cap:                                          | 0.07        | 0.72 | 0.16  | 0.72        | 0.29 | 0.00 | 0.00       | 0.00 | 0.00 | 0.43       | 0.00 | 0.72 |
| Delay/Veh:                                           | 58.6        | 25.4 | 2.7   | 80.4        | 20.5 | 0.0  | 0.0        | 0.0  | 0.0  | 49.8       | 0.0  | 47.0 |
| 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:                                          | 58.6        | 25.4 | 2.7   | 80.4        | 20.5 | 0.0  | 0.0        | 0.0  | 0.0  | 49.8       | 0.0  | 47.0 |
| LOS by Move:                                         | E           | C    | A     | F           | C    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 1           | 27   | 2     | 7           | 8    | 0    | 0          | 0    | 0    | 8          | 0    | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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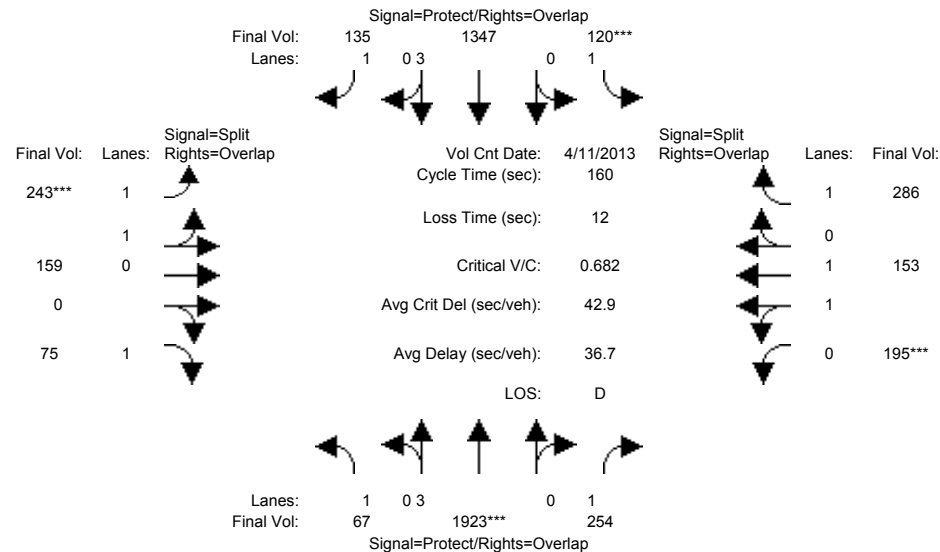
## Intersection #3109: MONTEREY/SENTER



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 37          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 37          | 831  | 339  | 447         | 1992 | 0    | 0          | 0    | 0    | 441        | 0    | 226  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 1           | 359  | 57   | 3           | 124  | 0    | 0          | 0    | 0    | 15         | 0    | 3    |
| Initial Fut:                                         | 38          | 1190 | 396  | 450         | 2116 | 0    | 0          | 0    | 0    | 456        | 0    | 229  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 38          | 1190 | 396  | 450         | 2116 | 0    | 0          | 0    | 0    | 456        | 0    | 229  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 38          | 1190 | 396  | 450         | 2116 | 0    | 0          | 0    | 0    | 456        | 0    | 229  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 38          | 1190 | 396  | 450         | 2116 | 0    | 0          | 0    | 0    | 456        | 0    | 229  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.21 | 0.23 | 0.26        | 0.37 | 0.00 | 0.00       | 0.00 | 0.00 | 0.14       | 0.00 | 0.13 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 12.1        | 50.3 | 85.1 | 61.9        | 100  | 0.0  | 0.0        | 0.0  | 0.0  | 34.8       | 0.0  | 96.7 |
| Volume/Cap:                                          | 0.28        | 0.65 | 0.41 | 0.65        | 0.58 | 0.00 | 0.00       | 0.00 | 0.00 | 0.65       | 0.00 | 0.21 |
| Delay/Veh:                                           | 69.0        | 46.1 | 21.1 | 40.4        | 16.2 | 0.0  | 0.0        | 0.0  | 0.0  | 57.1       | 0.0  | 13.0 |
| 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:                                          | 69.0        | 46.1 | 21.1 | 40.4        | 16.2 | 0.0  | 0.0        | 0.0  | 0.0  | 57.1       | 0.0  | 13.0 |
| LOS by Move:                                         | E           | D    | C    | D           | B    | A    | A          | A    | A    | E          | A    | B    |
| HCM2kAvgQ:                                           | 2           | 16   | 11   | 18          | 19   | 0    | 0          | 0    | 0    | 13         | 0    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

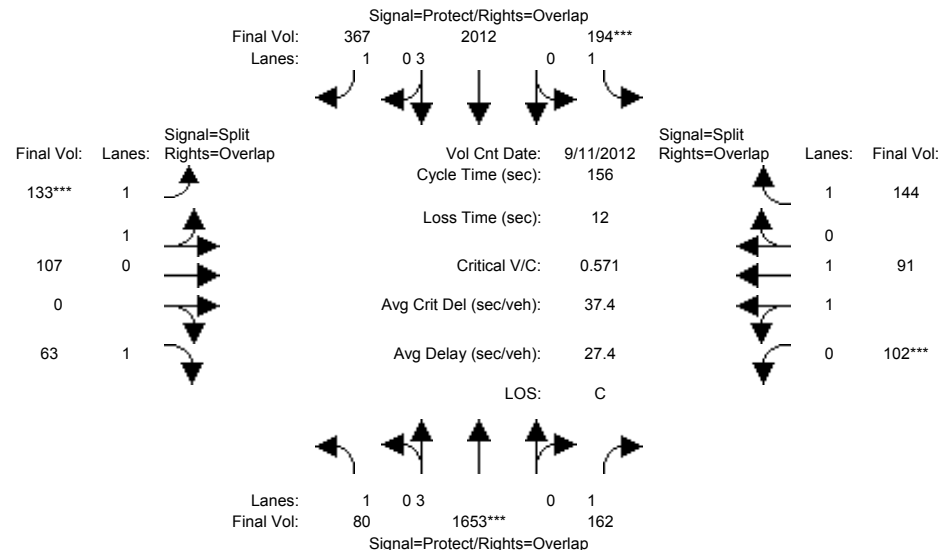
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Apr 2013 <<         |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 61          | 1733 | 240   | 120         | 571  | 135   | 243        | 159  | 47   | 138        | 153  | 286  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 61          | 1733 | 240   | 120         | 571  | 135   | 243        | 159  | 47   | 138        | 153  | 286  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 6           | 190  | 14    | 0           | 776  | 0     | 0          | 0    | 28   | 57         | 0    | 0    |
| Initial Fut:                                         | 67          | 1923 | 254   | 120         | 1347 | 135   | 243        | 159  | 75   | 195        | 153  | 286  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 1923 | 254   | 120         | 1347 | 135   | 243        | 159  | 75   | 195        | 153  | 286  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 1923 | 254   | 120         | 1347 | 135   | 243        | 159  | 75   | 195        | 153  | 286  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 67          | 1923 | 254   | 120         | 1347 | 135   | 243        | 159  | 75   | 195        | 153  | 286  |
| Saturation 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  | 0.93       | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00  | 1.22       | 0.78 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750  | 2146       | 1404 | 1750 | 1750       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.34 | 0.15  | 0.07        | 0.24 | 0.08  | 0.11       | 0.11 | 0.04 | 0.11       | 0.08 | 0.16 |
| Crit Moves:                                          |             |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 14.9        | 79.2 | 105.3 | 16.1        | 80.4 | 107.0 | 26.6       | 26.6 | 41.5 | 26.2       | 26.2 | 42.2 |
| Volume/Cap:                                          | 0.41        | 0.68 | 0.22  | 0.68        | 0.47 | 0.12  | 0.68       | 0.68 | 0.17 | 0.68       | 0.49 | 0.62 |
| Delay/Veh:                                           | 70.1        | 31.5 | 11.0  | 79.9        | 26.1 | 9.6   | 66.0       | 66.0 | 46.0 | 66.8       | 61.4 | 54.4 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 70.1        | 31.5 | 11.0  | 79.9        | 26.1 | 9.6   | 66.0       | 66.0 | 46.0 | 66.8       | 61.4 | 54.4 |
| LOS by Move:                                         | E           | C    | B     | E           | C    | A     | E          | E    | D    | E          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 23   | 5     | 6           | 14   | 2     | 10         | 10   | 3    | 11         | 7    | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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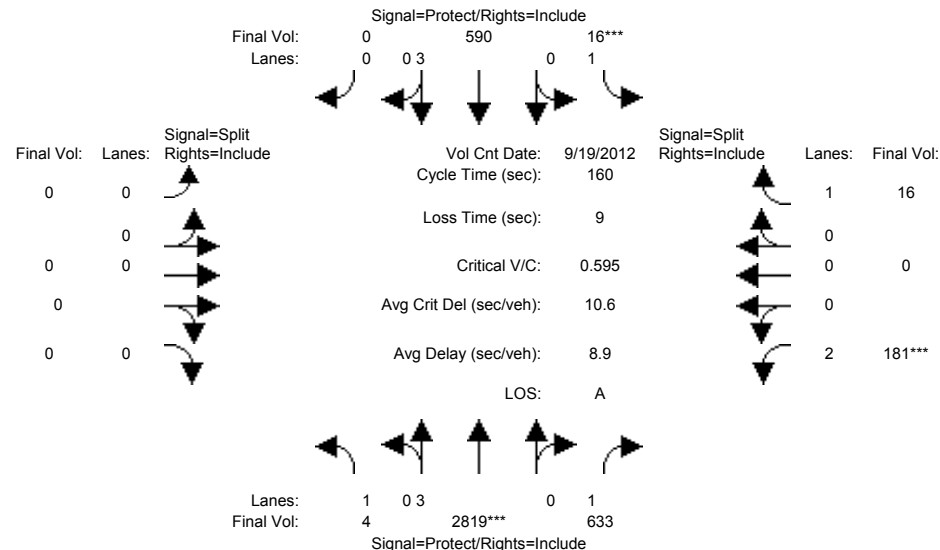
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 52          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 52          | 879  | 105  | 173         | 1877 | 367   | 133        | 107  | 57   | 88         | 91   | 144  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 28          | 774  | 57   | 21          | 135  | 0     | 0          | 0    | 6    | 14         | 0    | 0    |
| Initial Fut:                                         | 80          | 1653 | 162  | 194         | 2012 | 367   | 133        | 107  | 63   | 102        | 91   | 144  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 80          | 1653 | 162  | 194         | 2012 | 367   | 133        | 107  | 63   | 102        | 91   | 144  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 80          | 1653 | 162  | 194         | 2012 | 367   | 133        | 107  | 63   | 102        | 91   | 144  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 80          | 1653 | 162  | 194         | 2012 | 367   | 133        | 107  | 63   | 102        | 91   | 144  |
| Saturation 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       | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.12       | 0.88 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750  | 1967       | 1582 | 1750 | 1750       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.29 | 0.09 | 0.11        | 0.35 | 0.21  | 0.07       | 0.07 | 0.04 | 0.06       | 0.05 | 0.08 |
| Crit Moves:                                          |             |      |      |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 12.6        | 79.3 | 95.2 | 30.3        | 97.0 | 115.5 | 18.5       | 18.5 | 31.0 | 15.9       | 15.9 | 46.2 |
| Volume/Cap:                                          | 0.57        | 0.57 | 0.15 | 0.57        | 0.57 | 0.28  | 0.57       | 0.57 | 0.18 | 0.57       | 0.47 | 0.28 |
| Delay/Veh:                                           | 74.5        | 26.8 | 13.1 | 59.3        | 17.5 | 6.8   | 66.9       | 66.9 | 52.2 | 69.1       | 66.9 | 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:                                          | 74.5        | 26.8 | 13.1 | 59.3        | 17.5 | 6.8   | 66.9       | 66.9 | 52.2 | 69.1       | 66.9 | 42.4 |
| LOS by Move:                                         | E           | C    | B    | E           | B    | A     | E          | E    | D    | E          | E    | D    |
| HCM2kAvgQ:                                           | 4           | 17   | 3    | 9           | 18   | 6     | 6          | 6    | 3    | 6          | 5    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #3111: MONTEREY/OLD TULLY

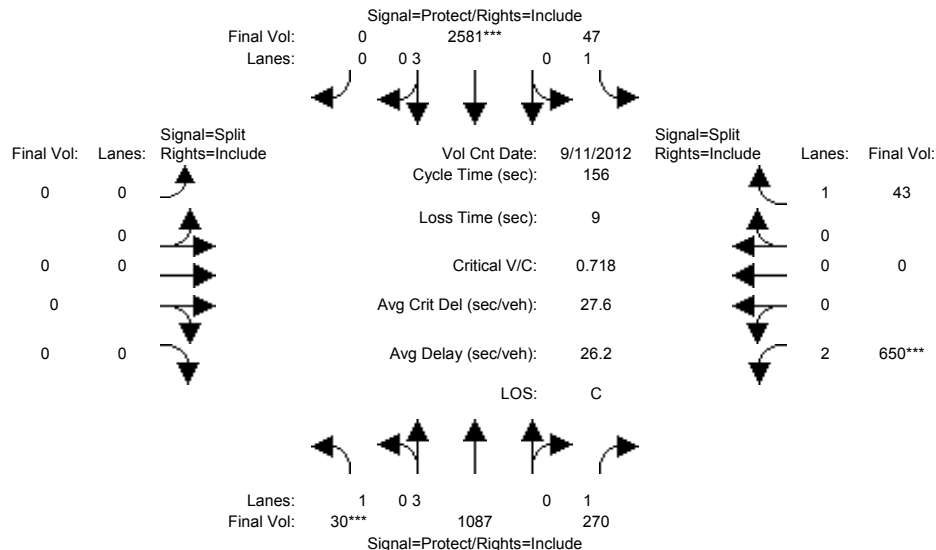


| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 10   | 10    | 7           | 10   | 0    | 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: 19 Sep 2012 << |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 4           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 4           | 2643 | 540   | 16          | 491  | 0    | 0          | 0    | 0    | 131        | 0    | 16   |
| Added Vol:                                   | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 176  | 93    | 0           | 99   | 0    | 0          | 0    | 0    | 50         | 0    | 0    |
| Initial Fut:                                 | 4           | 2819 | 633   | 16          | 590  | 0    | 0          | 0    | 0    | 181        | 0    | 16   |
| User Adj:                                    | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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           | 2819 | 633   | 16          | 590  | 0    | 0          | 0    | 0    | 181        | 0    | 16   |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 4           | 2819 | 633   | 16          | 590  | 0    | 0          | 0    | 0    | 181        | 0    | 16   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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           | 2819 | 633   | 16          | 590  | 0    | 0          | 0    | 0    | 181        | 0    | 16   |
| Saturation Flow Module:                      |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                  | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.49 | 0.36  | 0.01        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.06       | 0.00 | 0.01 |
| Crit Moves:                                  | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 2.9         | 129  | 129.0 | 7.0         | 133  | 0.0  | 0.0        | 0.0  | 0.0  | 15.0       | 0.0  | 15.0 |
| Volume/Cap:                                  | 0.12        | 0.61 | 0.45  | 0.21        | 0.12 | 0.00 | 0.00       | 0.00 | 0.00 | 0.61       | 0.00 | 0.10 |
| Delay/Veh:                                   | 79.0        | 6.2  | 4.9   | 75.2        | 2.5  | 0.0  | 0.0        | 0.0  | 0.0  | 73.5       | 0.0  | 66.6 |
| 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:                                  | 79.0        | 6.2  | 4.9   | 75.2        | 2.5  | 0.0  | 0.0        | 0.0  | 0.0  | 73.5       | 0.0  | 66.6 |
| LOS by Move:                                 | E           | A    | A     | E           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                   | 0           | 17   | 10    | 1           | 2    | 0    | 0          | 0    | 0    | 5          | 0    | 1    |

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

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Background (PM)

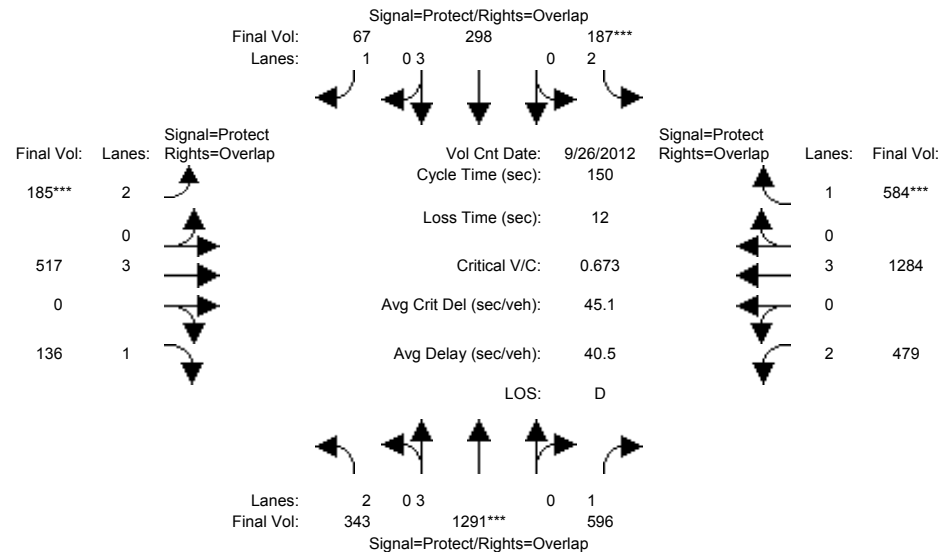
## Intersection #3111: MONTEREY/OLD TULLY



| 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    | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 30          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 43   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 30          | 958  | 217  | 47          | 2382 | 0    | 0          | 0    | 0    | 554        | 0    | 43   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 129  | 53   | 0           | 199  | 0    | 0          | 0    | 0    | 96         | 0    | 0    |
| Initial Fut:                                         | 30          | 1087 | 270  | 47          | 2581 | 0    | 0          | 0    | 0    | 650        | 0    | 43   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 1087 | 270  | 47          | 2581 | 0    | 0          | 0    | 0    | 650        | 0    | 43   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 30          | 1087 | 270  | 47          | 2581 | 0    | 0          | 0    | 0    | 650        | 0    | 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:                                        | 30          | 1087 | 270  | 47          | 2581 | 0    | 0          | 0    | 0    | 650        | 0    | 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       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.19 | 0.15 | 0.03        | 0.45 | 0.00 | 0.00       | 0.00 | 0.00 | 0.21       | 0.00 | 0.02 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 3.7         | 82.7 | 82.7 | 19.5        | 98.4 | 0.0  | 0.0        | 0.0  | 0.0  | 44.9       | 0.0  | 44.9 |
| Volume/Cap:                                          | 0.72        | 0.36 | 0.29 | 0.22        | 0.72 | 0.00 | 0.00       | 0.00 | 0.00 | 0.72       | 0.00 | 0.09 |
| Delay/Veh:                                           | 121.1       | 21.4 | 20.5 | 61.9        | 20.1 | 0.0  | 0.0        | 0.0  | 0.0  | 52.7       | 0.0  | 40.7 |
| 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:                                          | 121.1       | 21.4 | 20.5 | 61.9        | 20.1 | 0.0  | 0.0        | 0.0  | 0.0  | 52.7       | 0.0  | 40.7 |
| LOS by Move:                                         | F           | C    | C    | E           | C    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 2           | 10   | 7    | 2           | 26   | 0    | 0          | 0    | 0    | 17         | 0    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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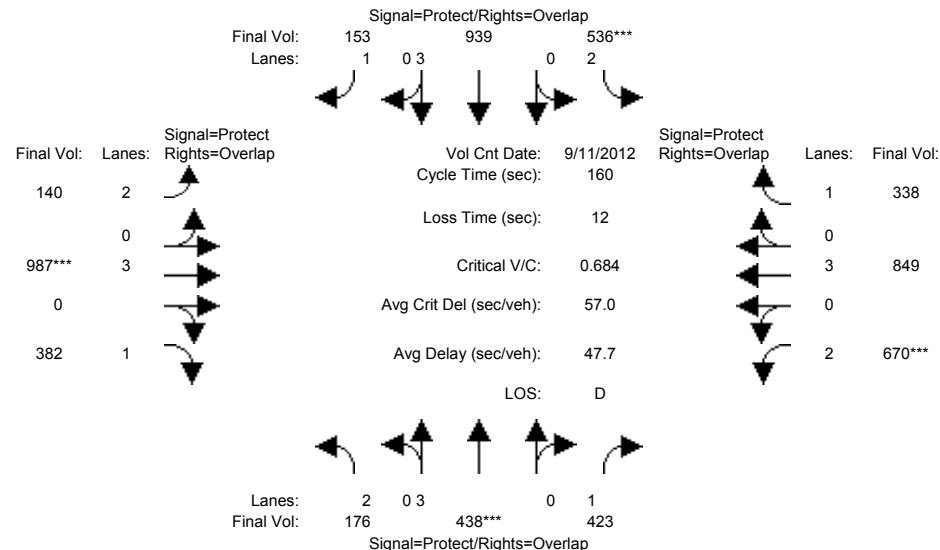
## Intersection #3117: SENTER/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 333         | 1252 | 537  | 187         | 295  | 67   | 185        | 465  | 136  | 451        | 1255 | 584  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 10          | 39   | 59   | 0           | 3    | 0    | 0          | 52   | 0    | 28         | 29   | 0    |
| Initial Fut:                                         | 343         | 1291 | 596  | 187         | 298  | 67   | 185        | 517  | 136  | 479        | 1284 | 584  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 343         | 1291 | 596  | 187         | 298  | 67   | 185        | 517  | 136  | 479        | 1284 | 584  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 343         | 1291 | 596  | 187         | 298  | 67   | 185        | 517  | 136  | 479        | 1284 | 584  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 343         | 1291 | 596  | 187         | 298  | 67   | 185        | 517  | 136  | 479        | 1284 | 584  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.23 | 0.34 | 0.06        | 0.05 | 0.04 | 0.06       | 0.09 | 0.08 | 0.15       | 0.23 | 0.33 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 39.5        | 50.5 | 97.0 | 13.2        | 24.2 | 37.3 | 13.1       | 27.7 | 67.3 | 46.5       | 61.2 | 74.4 |
| Volume/Cap:                                          | 0.41        | 0.67 | 0.53 | 0.67        | 0.32 | 0.15 | 0.67       | 0.49 | 0.17 | 0.49       | 0.55 | 0.67 |
| Delay/Veh:                                           | 46.0        | 43.6 | 14.7 | 72.6        | 55.9 | 44.2 | 72.8       | 55.1 | 24.8 | 42.5       | 34.2 | 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:                                          | 46.0        | 43.6 | 14.7 | 72.6        | 55.9 | 44.2 | 72.8       | 55.1 | 24.8 | 42.5       | 34.2 | 30.7 |
| LOS by Move:                                         | D           | D    | B    | E           | E    | D    | E          | E    | C    | D          | C    | C    |
| HCM2kAvgQ:                                           | 8           | 17   | 16   | 5           | 4    | 2    | 5          | 7    | 4    | 10         | 14   | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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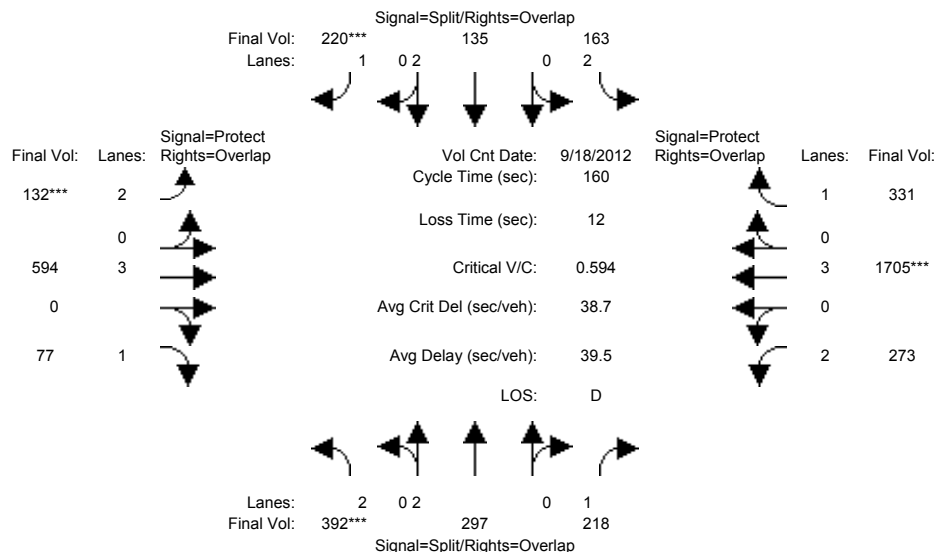
## Intersection #3117: SENTER/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 176         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 176         | 433  | 392  | 525         | 916  | 151  | 139        | 948  | 380  | 617        | 796  | 338   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                                 | 0           | 5    | 31   | 11          | 23   | 2    | 1          | 39   | 2    | 53         | 53   | 0     |
| Initial Fut:                                         | 176         | 438  | 423  | 536         | 939  | 153  | 140        | 987  | 382  | 670        | 849  | 338   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 438  | 423  | 536         | 939  | 153  | 140        | 987  | 382  | 670        | 849  | 338   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 176         | 438  | 423  | 536         | 939  | 153  | 140        | 987  | 382  | 670        | 849  | 338   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 438  | 423  | 536         | 939  | 153  | 140        | 987  | 382  | 670        | 849  | 338   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.06        | 0.08 | 0.24 | 0.17        | 0.16 | 0.09 | 0.04       | 0.17 | 0.22 | 0.21       | 0.15 | 0.19  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 14.6        | 18.0 | 67.7 | 39.8        | 43.1 | 63.9 | 20.7       | 40.5 | 55.1 | 49.7       | 69.5 | 109.3 |
| Volume/Cap:                                          | 0.61        | 0.68 | 0.57 | 0.68        | 0.61 | 0.22 | 0.34       | 0.68 | 0.63 | 0.68       | 0.34 | 0.28  |
| Delay/Veh:                                           | 73.8        | 71.4 | 36.2 | 56.9        | 51.8 | 31.8 | 63.9       | 55.4 | 46.2 | 50.3       | 30.2 | 10.1  |
| 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:                                          | 73.8        | 71.4 | 36.2 | 56.9        | 51.8 | 31.8 | 63.9       | 55.4 | 46.2 | 50.3       | 30.2 | 10.1  |
| LOS by Move:                                         | E           | E    | D    | E           | D    | C    | E          | E    | D    | D          | C    | B     |
| HCM2kAvgQ:                                           | 5           | 7    | 17   | 14          | 13   | 5    | 4          | 14   | 17   | 17         | 9    | 7     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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## Intersection #3120: CAPITOL/PEARL

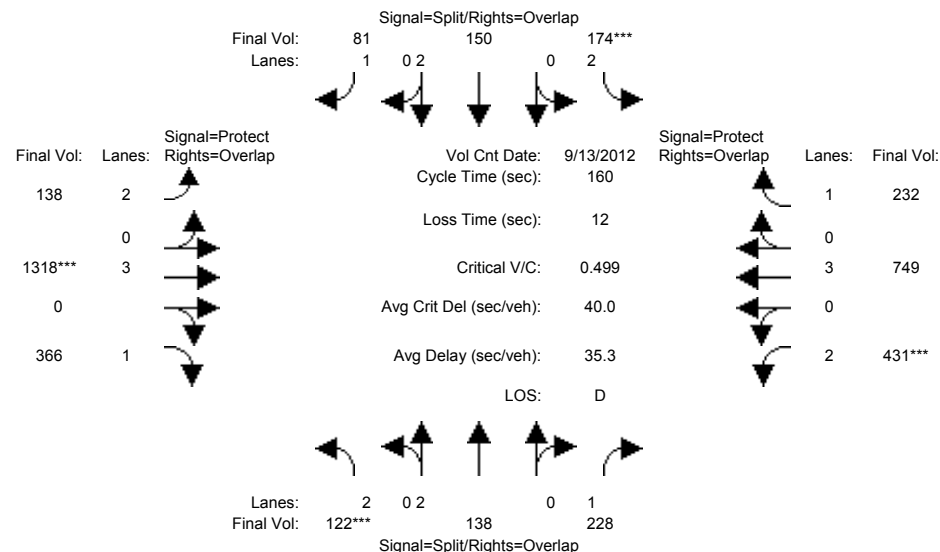


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| 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:                                         | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 392         | 297  | 218  | 163         | 135  | 220  | 132        | 594  | 77   | 273        | 1705 | 331   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.12        | 0.08 | 0.12 | 0.05        | 0.04 | 0.13 | 0.04       | 0.10 | 0.04 | 0.09       | 0.30 | 0.19  |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      | ****       |      |       |
| Green Time:                                          | 33.5        | 33.5 | 75.3 | 22.1        | 22.1 | 33.4 | 11.3       | 50.2 | 83.7 | 41.7       | 80.6 | 102.7 |
| Volume/Cap:                                          | 0.59        | 0.37 | 0.26 | 0.37        | 0.26 | 0.60 | 0.59       | 0.33 | 0.08 | 0.33       | 0.59 | 0.29  |
| Delay/Veh:                                           | 58.6        | 54.5 | 25.8 | 63.2        | 61.9 | 60.1 | 76.4       | 42.2 | 19.1 | 48.1       | 28.5 | 12.8  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 58.6        | 54.5 | 25.8 | 63.2        | 61.9 | 60.1 | 76.4       | 42.2 | 19.1 | 48.1       | 28.5 | 12.8  |
| LOS by Move:                                         | E           | D    | C    | E           | E    | E    | E          | D    | B    | D          | C    | B     |
| HCM2kAvgQ:                                           | 10          | 6    | 7    | 4           | 3    | 10   | 4          | 7    | 2    | 6          | 19   | 7     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |



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Background (PM)

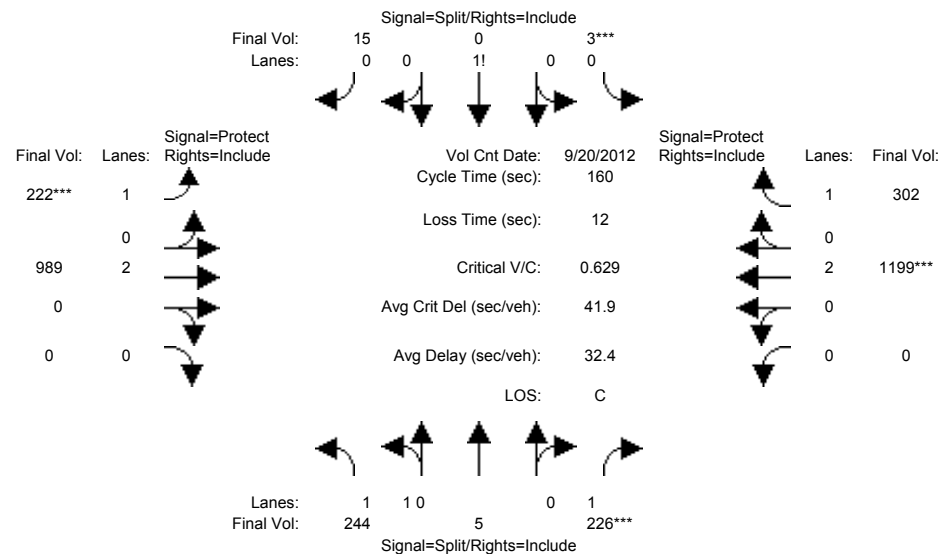
## Intersection #3120: CAPITOL/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| 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:                                         | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 122         | 138  | 228  | 174         | 150  | 81   | 138        | 1318 | 366  | 431        | 749  | 232   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.04        | 0.04 | 0.13 | 0.06        | 0.04 | 0.05 | 0.04       | 0.23 | 0.21 | 0.14       | 0.13 | 0.13  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 12.4        | 12.4 | 56.2 | 17.7        | 17.7 | 47.2 | 29.5       | 74.1 | 86.5 | 43.8       | 88.4 | 106.1 |
| Volume/Cap:                                          | 0.50        | 0.47 | 0.37 | 0.50        | 0.36 | 0.16 | 0.24       | 0.50 | 0.39 | 0.50       | 0.24 | 0.20  |
| Delay/Veh:                                           | 72.4        | 71.8 | 39.1 | 68.1        | 66.4 | 41.9 | 55.9       | 30.2 | 21.6 | 49.3       | 18.5 | 10.5  |
| 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:                                          | 72.4        | 71.8 | 39.1 | 68.1        | 66.4 | 41.9 | 55.9       | 30.2 | 21.6 | 49.3       | 18.5 | 10.5  |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | C    | D          | B    | B     |
| HCM2kAvgQ:                                           | 3           | 3    | 9    | 5           | 3    | 3    | 3          | 14   | 11   | 10         | 6    | 5     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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## Intersection #3206: 87/CURTNER(E)

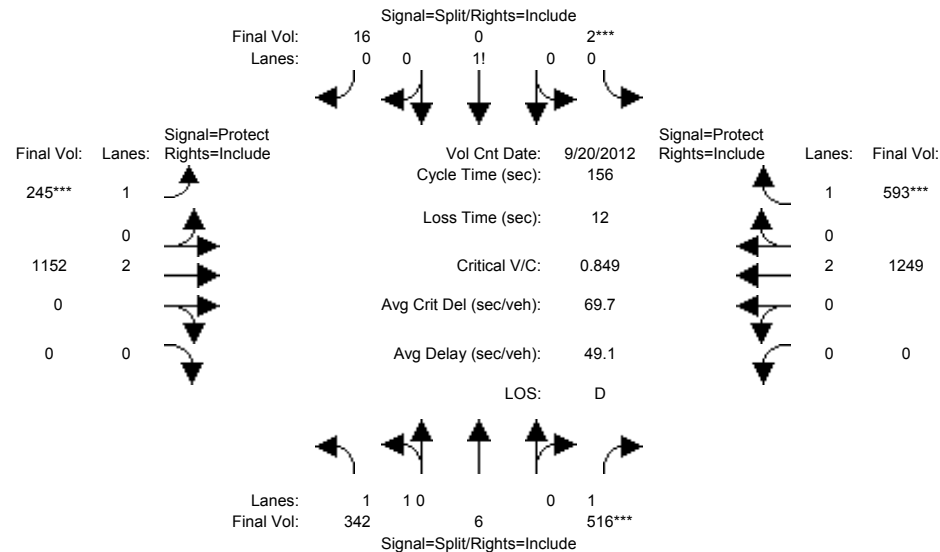


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 10          | 10   | 10   | 7          | 10   | 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 244         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| Growth Adj:                                  | 1.00        | 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         | 5    | 209  | 3           | 0    | 15   | 222        | 945  | 0    | 0          | 1151 | 237  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 0    | 17   | 0           | 0    | 0    | 0          | 44   | 0    | 0          | 48   | 65   |
| Initial Fut:                                 | 244         | 5    | 226  | 3           | 0    | 15   | 222        | 989  | 0    | 0          | 1199 | 302  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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         | 5    | 226  | 3           | 0    | 15   | 222        | 989  | 0    | 0          | 1199 | 302  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 244         | 5    | 226  | 3           | 0    | 15   | 222        | 989  | 0    | 0          | 1199 | 302  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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         | 5    | 226  | 3           | 0    | 15   | 222        | 989  | 0    | 0          | 1199 | 302  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.96        | 0.04 | 1.00 | 0.17        | 0.00 | 0.83 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 3479        | 71   | 1750 | 292         | 0    | 1458 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.07        | 0.07 | 0.13 | 0.01        | 0.00 | 0.01 | 0.13       | 0.26 | 0.00 | 0.00       | 0.32 | 0.17 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 31.2        | 31.2 | 31.2 | 10.0        | 0.0  | 10.0 | 30.6       | 107  | 0.0  | 0.0        | 76.2 | 76.2 |
| Volume/Cap:                                  | 0.36        | 0.36 | 0.66 | 0.16        | 0.00 | 0.16 | 0.66       | 0.39 | 0.00 | 0.00       | 0.66 | 0.36 |
| Delay/Veh:                                   | 56.1        | 56.1 | 64.4 | 71.8        | 0.0  | 71.8 | 64.8       | 12.0 | 0.0  | 0.0        | 33.0 | 26.8 |
| 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:                                  | 56.1        | 56.1 | 64.4 | 71.8        | 0.0  | 71.8 | 64.8       | 12.0 | 0.0  | 0.0        | 33.0 | 26.8 |
| LOS by Move:                                 | E           | E    | E    | E           | A    | E    | E          | B    | A    | A          | C    | C    |
| HCM2kAvgQ:                                   | 6           | 6    | 12   | 1           | 0    | 1    | 12         | 11   | 0    | 0          | 22   | 10   |

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

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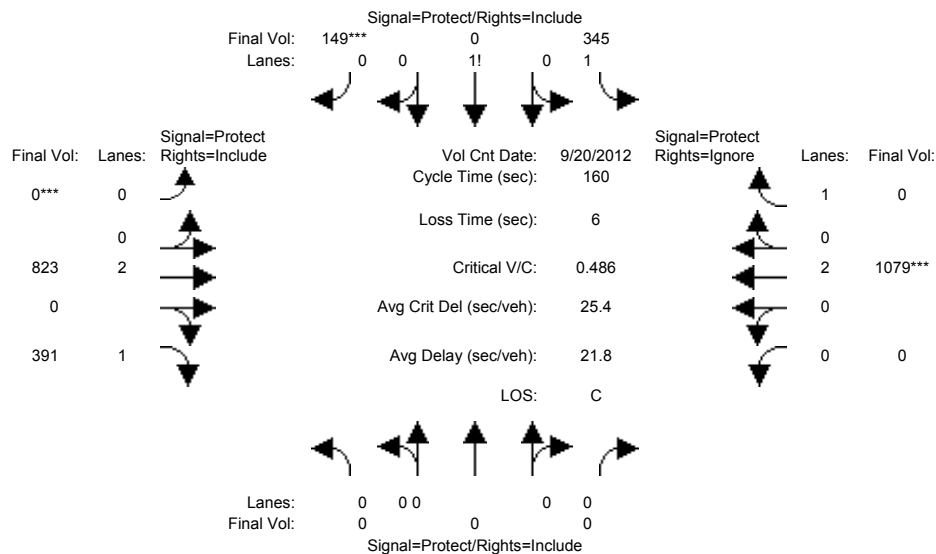
## Intersection #3206: 87/CURTNER(E)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 342         | 6    | 484  | 2           | 0    | 16   | 245        | 1069 | 0    | 0          | 1222 | 557  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 32   | 0           | 0    | 0    | 0          | 83   | 0    | 0          | 27   | 36   |
| Initial Fut:                                         | 342         | 6    | 516  | 2           | 0    | 16   | 245        | 1152 | 0    | 0          | 1249 | 593  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 342         | 6    | 516  | 2           | 0    | 16   | 245        | 1152 | 0    | 0          | 1249 | 593  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 342         | 6    | 516  | 2           | 0    | 16   | 245        | 1152 | 0    | 0          | 1249 | 593  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 342         | 6    | 516  | 2           | 0    | 16   | 245        | 1152 | 0    | 0          | 1249 | 593  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.97        | 0.03 | 1.00 | 0.11        | 0.00 | 0.89 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3489        | 61   | 1750 | 194         | 0    | 1556 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.10 | 0.29 | 0.01        | 0.00 | 0.01 | 0.14       | 0.30 | 0.00 | 0.00       | 0.33 | 0.34 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 51.1        | 51.1 | 51.1 | 10.0        | 0.0  | 10.0 | 24.2       | 82.9 | 0.0  | 0.0        | 58.7 | 58.7 |
| Volume/Cap:                                          | 0.30        | 0.30 | 0.90 | 0.16        | 0.00 | 0.16 | 0.90       | 0.57 | 0.00 | 0.00       | 0.87 | 0.90 |
| Delay/Veh:                                           | 39.3        | 39.3 | 67.3 | 69.7        | 0.0  | 69.7 | 94.9       | 24.9 | 0.0  | 0.0        | 51.5 | 61.4 |
| 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:                                          | 39.3        | 39.3 | 67.3 | 69.7        | 0.0  | 69.7 | 94.9       | 24.9 | 0.0  | 0.0        | 51.5 | 61.4 |
| LOS by Move:                                         | D           | D    | E    | E           | A    | E    | F          | C    | A    | A          | D    | E    |
| HCM2kAvgQ:                                           | 6           | 6    | 29   | 1           | 0    | 1    | 16         | 18   | 0    | 0          | 28   | 30   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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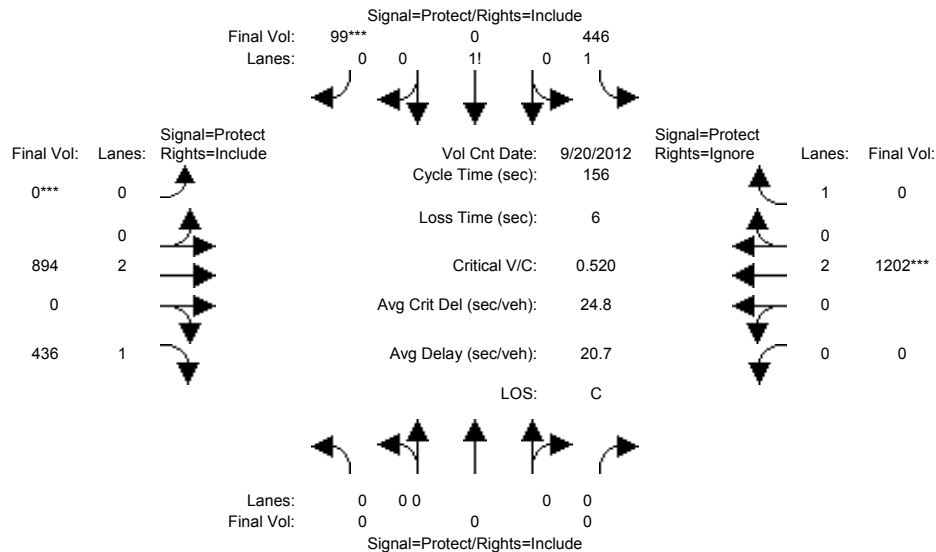
## Intersection #3207: 87/CURTNER(W)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 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    | 0    | 310         | 0    | 149  | 0          | 814  | 391  | 0          | 1063 | 292  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 35          | 0    | 0    | 0          | 9    | 0    | 0          | 16   | 0    |
| Initial Fut:                                         | 0           | 0    | 0    | 345         | 0    | 149  | 0          | 823  | 391  | 0          | 1079 | 292  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 345         | 0    | 149  | 0          | 823  | 391  | 0          | 1079 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 345         | 0    | 149  | 0          | 823  | 391  | 0          | 1079 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 345         | 0    | 149  | 0          | 823  | 391  | 0          | 1079 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.54        | 0.00 | 0.46 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2689        | 0    | 811  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.13        | 0.00 | 0.18 | 0.00       | 0.22 | 0.22 | 0.00       | 0.28 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 60.5        | 0.0  | 60.5 | 0.0        | 93.5 | 93.5 | 0.0        | 93.5 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.34        | 0.00 | 0.49 | 0.00       | 0.37 | 0.38 | 0.00       | 0.49 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 35.6        | 0.0  | 38.3 | 0.0        | 17.7 | 18.0 | 0.0        | 19.5 | 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  | 35.6        | 0.0  | 38.3 | 0.0        | 17.7 | 18.0 | 0.0        | 19.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 8           | 0    | 13   | 0          | 10   | 10   | 0          | 15   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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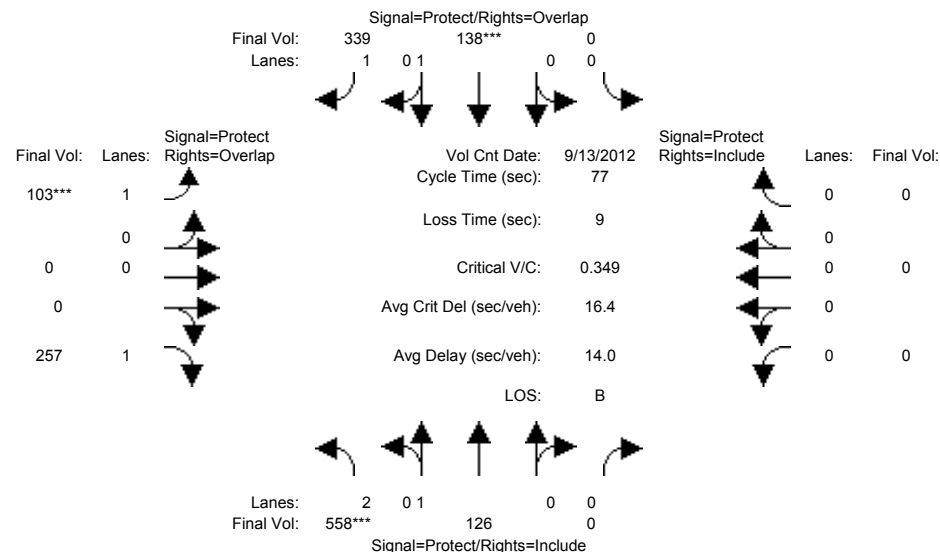
## Intersection #3207: 87/CURTNER(W)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 437  |
| Growth Adj:                                          | 1.00        | 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    | 380         | 0    | 99   | 0          | 878  | 436  | 0          | 1193 | 437  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 66          | 0    | 0    | 0          | 16   | 0    | 0          | 9    | 0    |
| Initial Fut:                                         | 0           | 0    | 0    | 446         | 0    | 99   | 0          | 894  | 436  | 0          | 1202 | 437  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 446         | 0    | 99   | 0          | 894  | 436  | 0          | 1202 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 446         | 0    | 99   | 0          | 894  | 436  | 0          | 1202 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 446         | 0    | 99   | 0          | 894  | 436  | 0          | 1202 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.69        | 0.00 | 0.31 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2962        | 0    | 538  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.15        | 0.00 | 0.18 | 0.00       | 0.24 | 0.25 | 0.00       | 0.32 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 55.2        | 0.0  | 55.2 | 0.0        | 94.8 | 94.8 | 0.0        | 94.8 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.43        | 0.00 | 0.52 | 0.00       | 0.39 | 0.41 | 0.00       | 0.52 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 38.6        | 0.0  | 40.4 | 0.0        | 15.8 | 16.2 | 0.0        | 17.8 | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 38.6        | 0.0  | 40.4 | 0.0        | 15.8 | 16.2 | 0.0        | 17.8 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 10          | 0    | 13   | 0          | 10   | 11   | 0          | 16   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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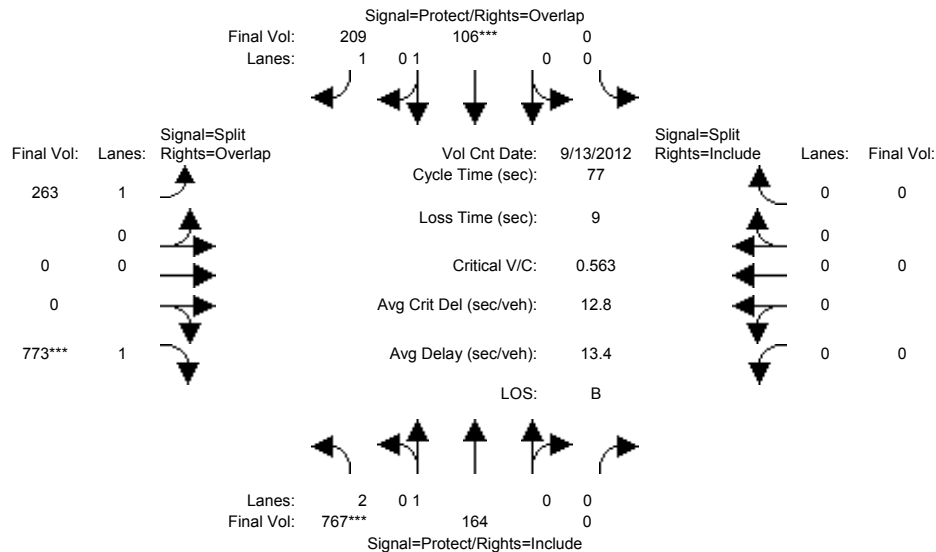
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                         | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                         | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                          | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 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:                                        | 558         | 126  | 0    | 0           | 138  | 339  | 103        | 0    | 257  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.07 | 0.00 | 0.00        | 0.07 | 0.19 | 0.06       | 0.00 | 0.15 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      |            |      |      |
| Green Time:                                          | 39.0        | 55.0 | 0.0  | 0.0         | 16.0 | 29.0 | 13.0       | 0.0  | 52.0 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.35        | 0.09 | 0.00 | 0.00        | 0.35 | 0.51 | 0.35       | 0.00 | 0.22 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 11.5        | 3.4  | 0.0  | 0.0         | 26.6 | 19.3 | 29.0       | 0.0  | 4.9  | 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:                                          | 11.5        | 3.4  | 0.0  | 0.0         | 26.6 | 19.3 | 29.0       | 0.0  | 4.9  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | A    | A    | A           | C    | B    | C          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 5           | 1    | 0    | 0           | 3    | 7    | 3          | 0    | 3    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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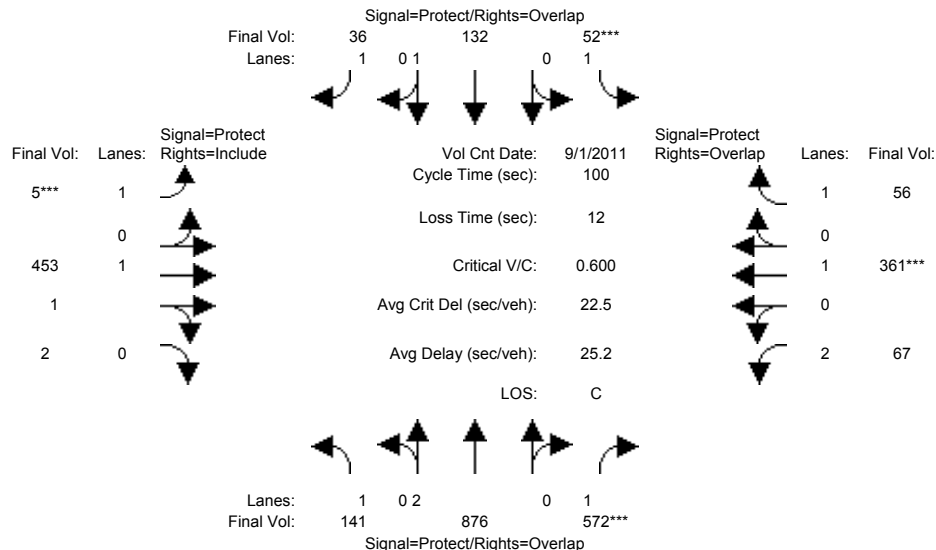
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                         | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                         | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                          | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 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:                                        | 767         | 164  | 0    | 0           | 106  | 209  | 263        | 0    | 773  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.09 | 0.00 | 0.00        | 0.06 | 0.12 | 0.15       | 0.00 | 0.44 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            |      |      |
| Green Time:                                          | 32.0        | 42.0 | 0.0  | 0.0         | 10.0 | 36.0 | 26.0       | 0.0  | 58.0 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.59        | 0.16 | 0.00 | 0.00        | 0.43 | 0.26 | 0.44       | 0.00 | 0.59 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 18.1        | 8.8  | 0.0  | 0.0         | 32.1 | 12.5 | 20.4       | 0.0  | 4.9  | 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:                                          | 18.1        | 8.8  | 0.0  | 0.0         | 32.1 | 12.5 | 20.4       | 0.0  | 4.9  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | A    | A    | A           | C    | B    | C          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 8           | 2    | 0    | 0           | 2    | 3    | 6          | 0    | 9    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3234: ALMA/ALMADEN



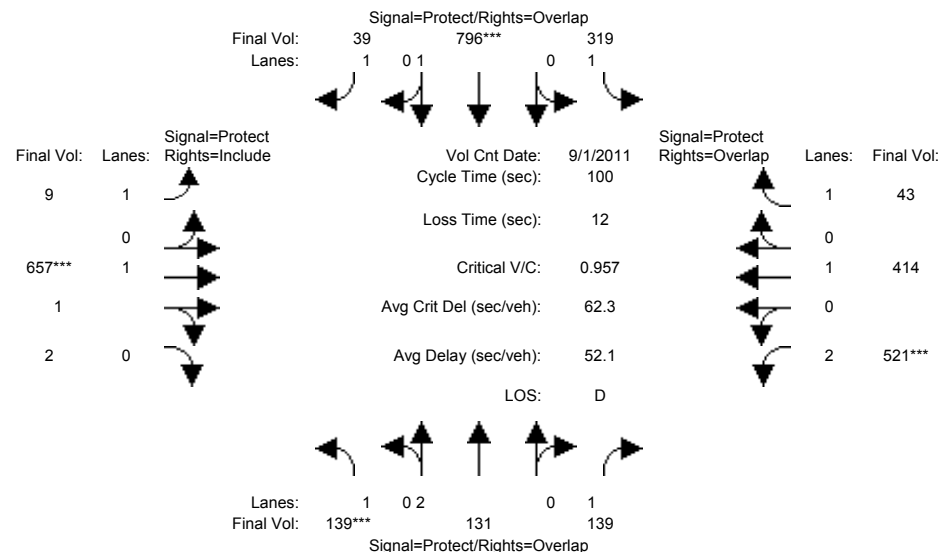
| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 1 Sep 2011 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 144         | 977  | 561  | 41          | 104  | 29   | 6          | 438  | 2    | 66         | 351  | 57   |
| Growth Adj:                                 | 1.00        | 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         | 977  | 561  | 41          | 104  | 29   | 6          | 438  | 2    | 66         | 351  | 57   |
| Added Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                        | -3          | -101 | 11   | 11          | 28   | 7    | -1         | 15   | 0    | 1          | 10   | -1   |
| Initial Fut:                                | 141         | 876  | 572  | 52          | 132  | 36   | 5          | 453  | 2    | 67         | 361  | 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:                                 | 141         | 876  | 572  | 52          | 132  | 36   | 5          | 453  | 2    | 67         | 361  | 56   |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 141         | 876  | 572  | 52          | 132  | 36   | 5          | 453  | 2    | 67         | 361  | 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:                               | 141         | 876  | 572  | 52          | 132  | 36   | 5          | 453  | 2    | 67         | 361  | 56   |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                      | 1.00        | 2.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.99 | 0.01 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                 | 1750        | 3800 | 1750 | 1750        | 1900 | 1750 | 1750       | 3684 | 16   | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.08        | 0.23 | 0.33 | 0.03        | 0.07 | 0.02 | 0.00       | 0.12 | 0.12 | 0.02       | 0.19 | 0.03 |
| Crit Moves:                                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                 | 22.1        | 42.5 | 56.5 | 7.0         | 27.4 | 34.4 | 7.0        | 24.5 | 24.5 | 14.0       | 31.5 | 38.5 |
| Volume/Cap:                                 | 0.36        | 0.54 | 0.58 | 0.42        | 0.25 | 0.06 | 0.04       | 0.50 | 0.50 | 0.15       | 0.60 | 0.08 |
| Delay/Veh:                                  | 33.6        | 21.8 | 14.9 | 46.9        | 28.6 | 22.0 | 43.5       | 32.9 | 32.9 | 38.0       | 30.7 | 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:                                 | 33.6        | 21.8 | 14.9 | 46.9        | 28.6 | 22.0 | 43.5       | 32.9 | 32.9 | 38.0       | 30.7 | 19.6 |
| LOS by Move:                                | C           | C    | B    | D           | C    | C    | D          | C    | C    | D          | C    | B    |
| HCM2kAvgQ:                                  | 4           | 10   | 12   | 2           | 3    | 1    | 0          | 6    | 6    | 1          | 9    | 1    |

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



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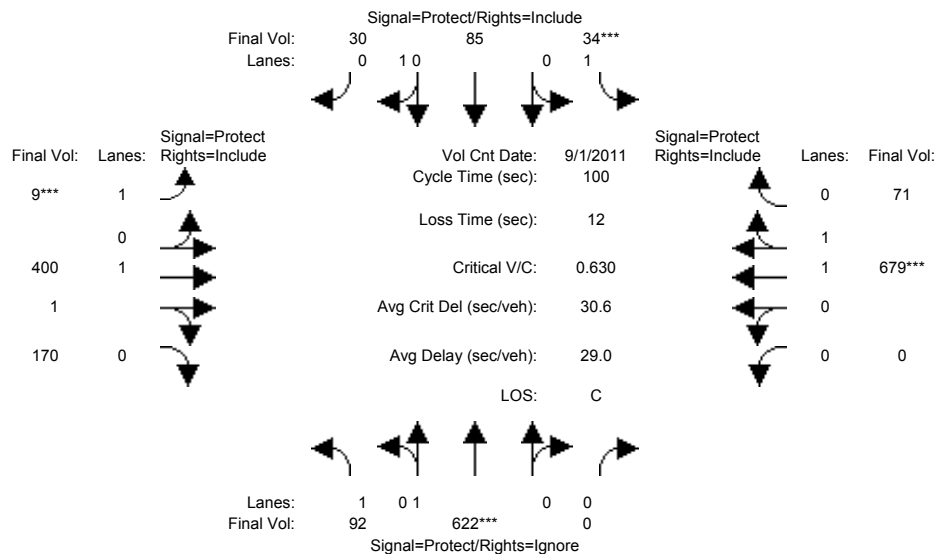
## Intersection #3234: ALMA/ALMADEN



| 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: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 128         | 144  | 135  | 250         | 623  | 31   | 11         | 636  | 2    | 507        | 397  | 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:                                         | 128         | 144  | 135  | 250         | 623  | 31   | 11         | 636  | 2    | 507        | 397  | 45   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 11          | -13  | 4    | 69          | 173  | 8    | -2         | 21   | 0    | 14         | 17   | -2   |
| Initial Fut:                                         | 139         | 131  | 139  | 319         | 796  | 39   | 9          | 657  | 2    | 521        | 414  | 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:                                          | 139         | 131  | 139  | 319         | 796  | 39   | 9          | 657  | 2    | 521        | 414  | 43   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 139         | 131  | 139  | 319         | 796  | 39   | 9          | 657  | 2    | 521        | 414  | 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:                                        | 139         | 131  | 139  | 319         | 796  | 39   | 9          | 657  | 2    | 521        | 414  | 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 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.99 | 0.01 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 1900 | 1750 | 1750       | 3689 | 11   | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.03 | 0.08 | 0.18        | 0.42 | 0.02 | 0.01       | 0.18 | 0.18 | 0.17       | 0.22 | 0.02 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 8.3         | 18.5 | 35.7 | 33.6        | 43.8 | 52.5 | 8.7        | 18.6 | 18.6 | 17.3       | 27.2 | 60.8 |
| Volume/Cap:                                          | 0.96        | 0.19 | 0.22 | 0.54        | 0.96 | 0.04 | 0.06       | 0.96 | 0.96 | 0.96       | 0.80 | 0.04 |
| Delay/Veh:                                           | 107.0       | 34.6 | 22.6 | 28.0        | 48.5 | 11.5 | 42.0       | 64.3 | 64.3 | 68.9       | 42.7 | 7.9  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 107.0       | 34.6 | 22.6 | 28.0        | 48.5 | 11.5 | 42.0       | 64.3 | 64.3 | 68.9       | 42.7 | 7.9  |
| LOS by Move:                                         | F           | C    | C    | C           | D    | B    | D          | E    | E    | E          | D    | A    |
| HCM2kAvgQ:                                           | 6           | 2    | 3    | 9           | 29   | 1    | 0          | 12   | 12   | 12         | 12   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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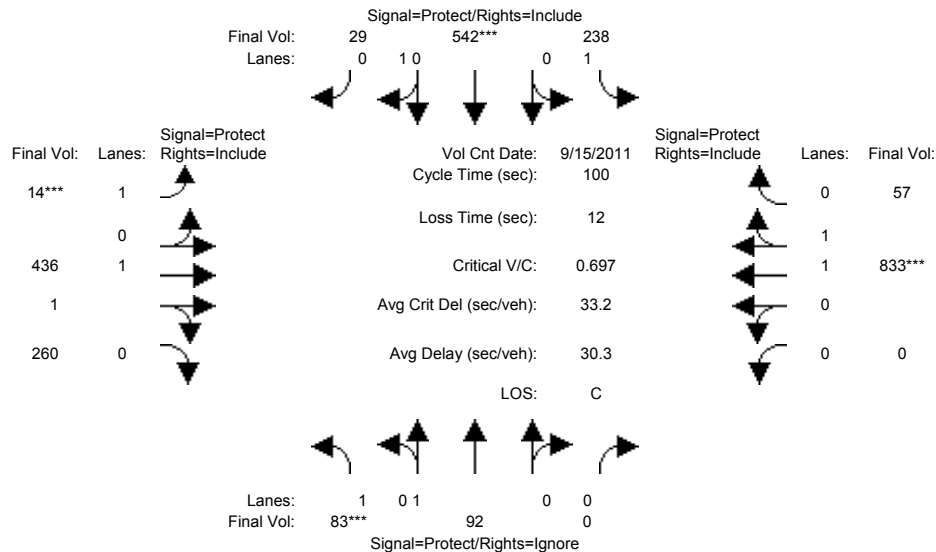
## Intersection #3240: ALMA/VINE



| 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: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 72          | 488  | 0    | 40          | 104  | 30   | 7          | 384  | 139  | 0          | 628  | 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:                                         | 72          | 488  | 0    | 40          | 104  | 30   | 7          | 384  | 139  | 0          | 628  | 56   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 20          | 134  | 0    | -6          | -19  | 0    | 2          | 16   | 31   | 0          | 51   | 15   |
| Initial Fut:                                         | 92          | 622  | 0    | 34          | 85   | 30   | 9          | 400  | 170  | 0          | 679  | 71   |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 92          | 622  | 0    | 34          | 85   | 30   | 9          | 400  | 170  | 0          | 679  | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 92          | 622  | 0    | 34          | 85   | 30   | 9          | 400  | 170  | 0          | 679  | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 92          | 622  | 0    | 34          | 85   | 30   | 9          | 400  | 170  | 0          | 679  | 71   |
| Saturation 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        | 0.95 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 0.00 | 1.00        | 0.74 | 0.26 | 1.00       | 1.39 | 0.61 | 0.00       | 1.81 | 0.19 |
| Final Sat.:                                          | 1750        | 1900 | 0    | 1750        | 1330 | 470  | 1750       | 2596 | 1103 | 0          | 3349 | 350  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.33 | 0.00 | 0.02        | 0.06 | 0.06 | 0.01       | 0.15 | 0.15 | 0.00       | 0.20 | 0.20 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 21.7        | 45.7 | 0.0  | 7.0         | 31.0 | 31.0 | 7.0        | 35.3 | 35.3 | 0.0        | 28.3 | 28.3 |
| Volume/Cap:                                          | 0.24        | 0.72 | 0.00 | 0.28        | 0.21 | 0.21 | 0.07       | 0.44 | 0.44 | 0.00       | 0.72 | 0.72 |
| Delay/Veh:                                           | 32.7        | 24.8 | 0.0  | 45.3        | 25.6 | 25.6 | 43.7       | 25.0 | 25.0 | 0.0        | 34.6 | 34.6 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 32.7        | 24.8 | 0.0  | 45.3        | 25.6 | 25.6 | 43.7       | 25.0 | 25.0 | 0.0        | 34.6 | 34.6 |
| LOS by Move:                                         | C           | C    | A    | D           | C    | C    | D          | C    | C    | A          | C    | C    |
| HCM2kAvgQ:                                           | 3           | 16   | 0    | 1           | 3    | 3    | 0          | 7    | 7    | 0          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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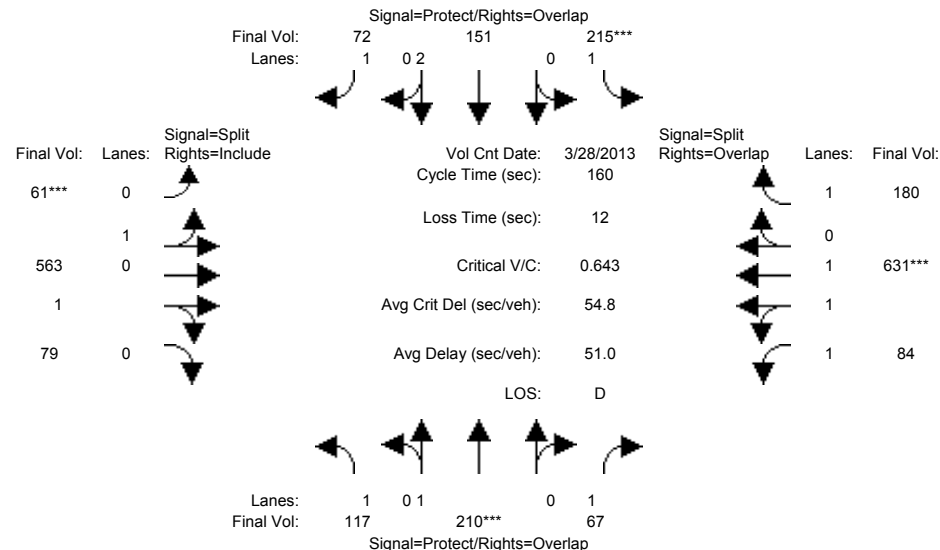
## Intersection #3240: ALMA/VINE



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10   | 7           | 10   | 10   | 7          | 10   | 10   | 7          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 15 Sep 2011 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 65          | 72   | 0    | 251         | 623  | 32   | 11         | 410  | 233  | 0          | 750  | 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:                                         | 65          | 72   | 0    | 251         | 623  | 32   | 11         | 410  | 233  | 0          | 750  | 45   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 18          | 20   | 0    | -13         | -81  | -3   | 3          | 26   | 27   | 0          | 83   | 12   |
| Initial Fut:                                         | 83          | 92   | 0    | 238         | 542  | 29   | 14         | 436  | 260  | 0          | 833  | 57   |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 83          | 92   | 0    | 238         | 542  | 29   | 14         | 436  | 260  | 0          | 833  | 57   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 83          | 92   | 0    | 238         | 542  | 29   | 14         | 436  | 260  | 0          | 833  | 57   |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 83          | 92   | 0    | 238         | 542  | 29   | 14         | 436  | 260  | 0          | 833  | 57   |
| Saturation 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        | 0.95 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 0.00 | 1.00        | 0.95 | 0.05 | 1.00       | 1.23 | 0.77 | 0.00       | 1.87 | 0.13 |
| Final Sat.:                                          | 1750        | 1900 | 0    | 1750        | 1709 | 91   | 1750       | 2317 | 1382 | 0          | 3463 | 237  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.05 | 0.00 | 0.14        | 0.32 | 0.32 | 0.01       | 0.19 | 0.19 | 0.00       | 0.24 | 0.24 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 20.8 | 0.0  | 28.3        | 42.1 | 42.1 | 7.0        | 38.9 | 38.9 | 0.0        | 31.9 | 31.9 |
| Volume/Cap:                                          | 0.68        | 0.23 | 0.00 | 0.48        | 0.75 | 0.75 | 0.11       | 0.48 | 0.48 | 0.00       | 0.75 | 0.75 |
| Delay/Veh:                                           | 59.6        | 33.3 | 0.0  | 30.5        | 28.9 | 28.9 | 44.0       | 23.2 | 23.2 | 0.0        | 33.3 | 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:                                          | 59.6        | 33.3 | 0.0  | 30.5        | 28.9 | 28.9 | 44.0       | 23.2 | 23.2 | 0.0        | 33.3 | 33.3 |
| LOS by Move:                                         | E           | C    | A    | C           | C    | C    | D          | C    | C    | A          | C    | C    |
| HCM2kAvgQ:                                           | 4           | 2    | 0    | 6           | 15   | 15   | 0          | 8    | 8    | 0          | 12   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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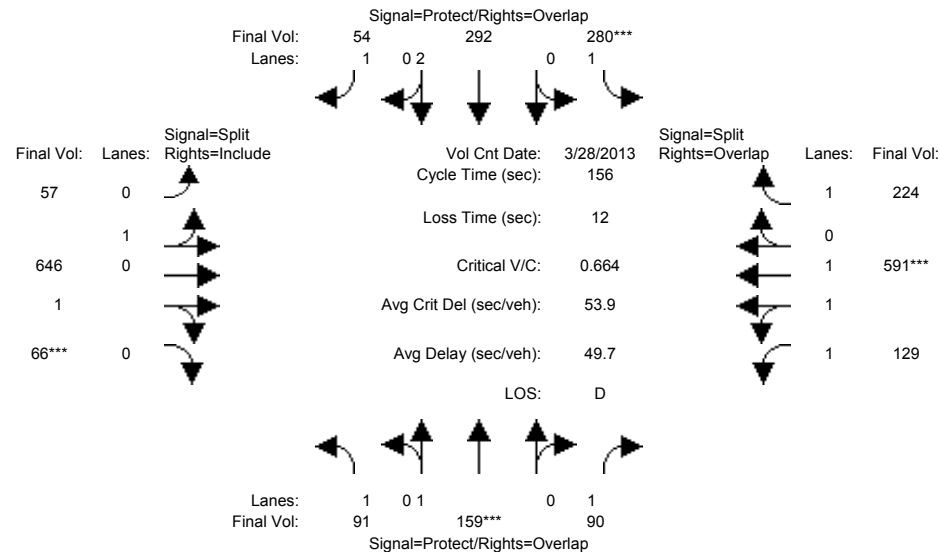
## Intersection #3255: ALMADEN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 554  | 79   | 84         | 615  | 180  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 9    | 0    | 0          | 16   | 0    |
| Initial Fut:                                         | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 563  | 79   | 84         | 631  | 180  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 563  | 79   | 84         | 631  | 180  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 563  | 79   | 84         | 631  | 180  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 117         | 210  | 67   | 215         | 151  | 72   | 61         | 563  | 79   | 84         | 631  | 180  |
| Saturation 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 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.17       | 1.61 | 0.22 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 312        | 2883 | 405  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.11 | 0.04 | 0.12        | 0.04 | 0.04 | 0.20       | 0.20 | 0.20 | 0.05       | 0.17 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 30.0        | 27.5 | 68.8 | 30.6        | 28.1 | 76.7 | 48.6       | 48.6 | 48.6 | 41.3       | 41.3 | 71.9 |
| Volume/Cap:                                          | 0.36        | 0.64 | 0.09 | 0.64        | 0.23 | 0.09 | 0.64       | 0.64 | 0.64 | 0.19       | 0.64 | 0.23 |
| Delay/Veh:                                           | 57.2        | 66.0 | 27.1 | 63.9        | 56.8 | 22.7 | 49.5       | 49.5 | 49.5 | 46.3       | 54.1 | 27.2 |
| 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:                                          | 57.2        | 66.0 | 27.1 | 63.9        | 56.8 | 22.7 | 49.5       | 49.5 | 49.5 | 46.3       | 54.1 | 27.2 |
| LOS by Move:                                         | E           | E    | C    | E           | E    | C    | D          | D    | D    | D          | D    | C    |
| HCM2kAvgQ:                                           | 5           | 9    | 2    | 10          | 3    | 2    | 15         | 15   | 15   | 3          | 13   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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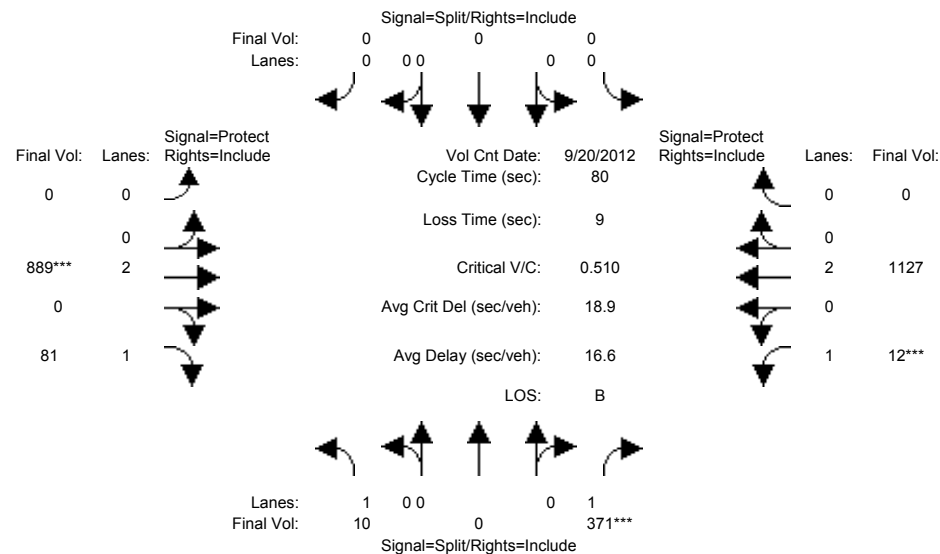
## Intersection #3255: ALMADEN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 630  | 66   | 129        | 582  | 224  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 16   | 0    | 0          | 9    | 0    |
| Initial Fut:                                         | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 646  | 66   | 129        | 591  | 224  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 646  | 66   | 129        | 591  | 224  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 646  | 66   | 129        | 591  | 224  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 91          | 159  | 90   | 280         | 292  | 54   | 57         | 646  | 66   | 129        | 591  | 224  |
| Saturation 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 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.15       | 1.68 | 0.17 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 267        | 3024 | 309  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.08 | 0.05 | 0.16        | 0.08 | 0.03 | 0.21       | 0.21 | 0.21 | 0.07       | 0.16 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 23.1        | 19.7 | 56.2 | 37.6        | 34.2 | 84.3 | 50.2       | 50.2 | 50.2 | 36.5       | 36.5 | 74.1 |
| Volume/Cap:                                          | 0.35        | 0.66 | 0.14 | 0.66        | 0.35 | 0.06 | 0.66       | 0.66 | 0.66 | 0.31       | 0.66 | 0.27 |
| Delay/Veh:                                           | 60.5        | 71.9 | 33.8 | 57.5        | 51.8 | 17.0 | 47.1       | 47.1 | 47.1 | 49.5       | 55.7 | 24.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 60.5        | 71.9 | 33.8 | 57.5        | 51.8 | 17.0 | 47.1       | 47.1 | 47.1 | 49.5       | 55.7 | 24.8 |
| LOS by Move:                                         | E           | E    | C    | E           | D    | B    | D          | D    | D    | D          | E    | C    |
| HCM2kAvgQ:                                           | 4           | 7    | 3    | 13          | 6    | 1    | 16         | 16   | 16   | 5          | 13   | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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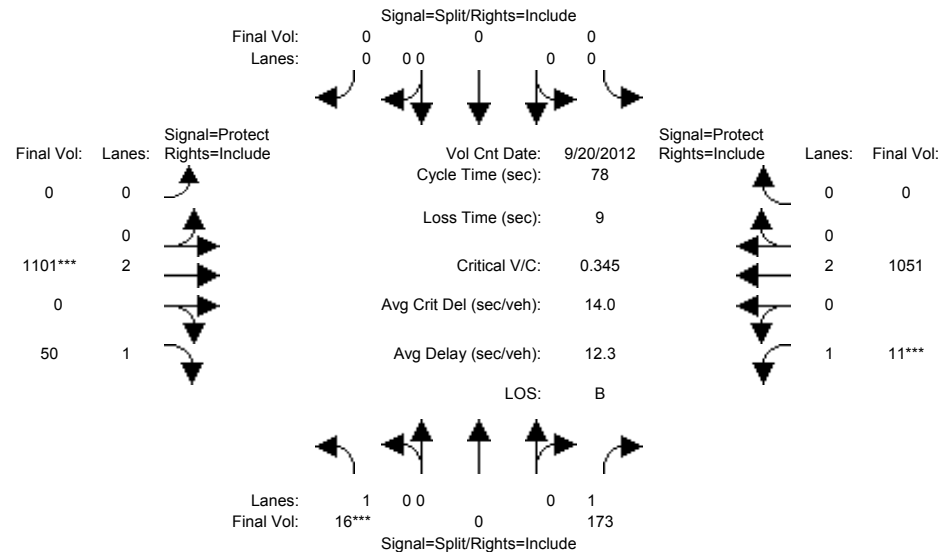
## Intersection #3256: ALMADEN EXP/CURTNER (E)



| 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   | 7          | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 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:                                         | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 880  | 81   | 12         | 1111 | 0    |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 9    | 0    | 0          | 16   | 0    |
| Initial Fut:                                         | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 889  | 81   | 12         | 1127 | 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:                                          | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 889  | 81   | 12         | 1127 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 889  | 81   | 12         | 1127 | 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:                                        | 10          | 0    | 371  | 0           | 0    | 0    | 0          | 889  | 81   | 12         | 1127 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.00 | 0.21 | 0.00        | 0.00 | 0.00 | 0.00       | 0.23 | 0.05 | 0.01       | 0.30 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 30.4        | 0.0  | 30.4 | 0.0         | 0.0  | 0.0  | 0.0        | 33.6 | 33.6 | 7.0        | 40.6 | 0.0  |
| Volume/Cap:                                          | 0.02        | 0.00 | 0.56 | 0.00        | 0.00 | 0.00 | 0.00       | 0.56 | 0.11 | 0.08       | 0.58 | 0.00 |
| Delay/Veh:                                           | 15.5        | 0.0  | 20.5 | 0.0         | 0.0  | 0.0  | 0.0        | 18.0 | 14.2 | 33.8       | 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:                                          | 15.5        | 0.0  | 20.5 | 0.0         | 0.0  | 0.0  | 0.0        | 18.0 | 14.2 | 33.8       | 14.3 | 0.0  |
| LOS by Move:                                         | B           | A    | C    | A           | A    | A    | A          | B    | B    | C          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 8    | 0           | 0    | 0    | 0          | 8    | 1    | 0          | 10   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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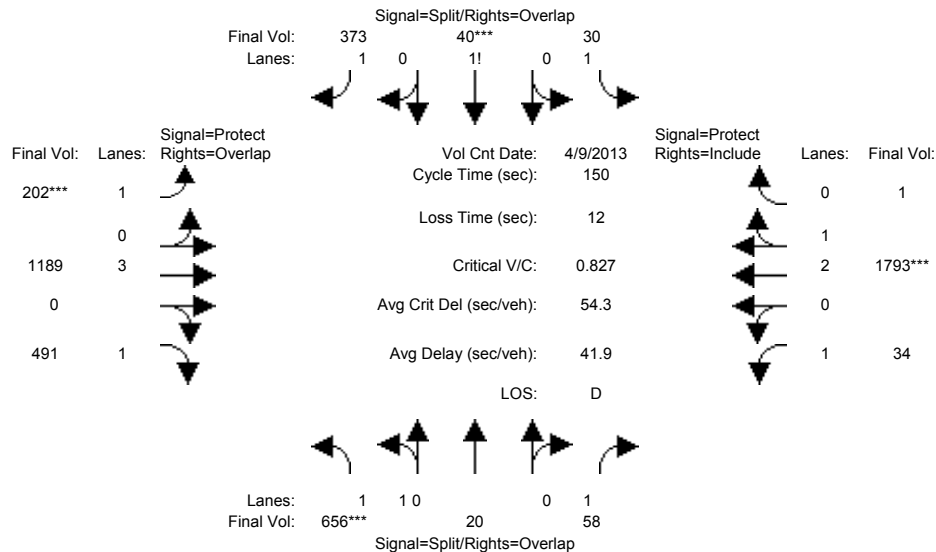
## Intersection #3256: ALMADEN EXP/CURTNER (E)



| 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   | 7          | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 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:                                         | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1085 | 50   | 11         | 1042 | 0    |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 16   | 0    | 0          | 9    | 0    |
| Initial Fut:                                         | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1101 | 50   | 11         | 1051 | 0    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1101 | 50   | 11         | 1051 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1101 | 50   | 11         | 1051 | 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:                                        | 16          | 0    | 173  | 0           | 0    | 0    | 0          | 1101 | 50   | 11         | 1051 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.00 | 0.10 | 0.00        | 0.00 | 0.00 | 0.00       | 0.29 | 0.03 | 0.01       | 0.28 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            | **** |      |            |      |      |
| Green Time:                                          | 22.4        | 0.0  | 22.4 | 0.0         | 0.0  | 0.0  | 0.0        | 39.6 | 39.6 | 7.0        | 46.6 | 0.0  |
| Volume/Cap:                                          | 0.03        | 0.00 | 0.34 | 0.00        | 0.00 | 0.00 | 0.00       | 0.57 | 0.06 | 0.07       | 0.46 | 0.00 |
| Delay/Veh:                                           | 20.1        | 0.0  | 22.4 | 0.0         | 0.0  | 0.0  | 0.0        | 13.7 | 9.7  | 32.7       | 8.9  | 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:                                          | 20.1        | 0.0  | 22.4 | 0.0         | 0.0  | 0.0  | 0.0        | 13.7 | 9.7  | 32.7       | 8.9  | 0.0  |
| LOS by Move:                                         | C           | A    | C    | A           | A    | A    | A          | B    | A    | C          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 4    | 0           | 0    | 0    | 0          | 9    | 1    | 0          | 7    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3261: ALVIN/TULLY

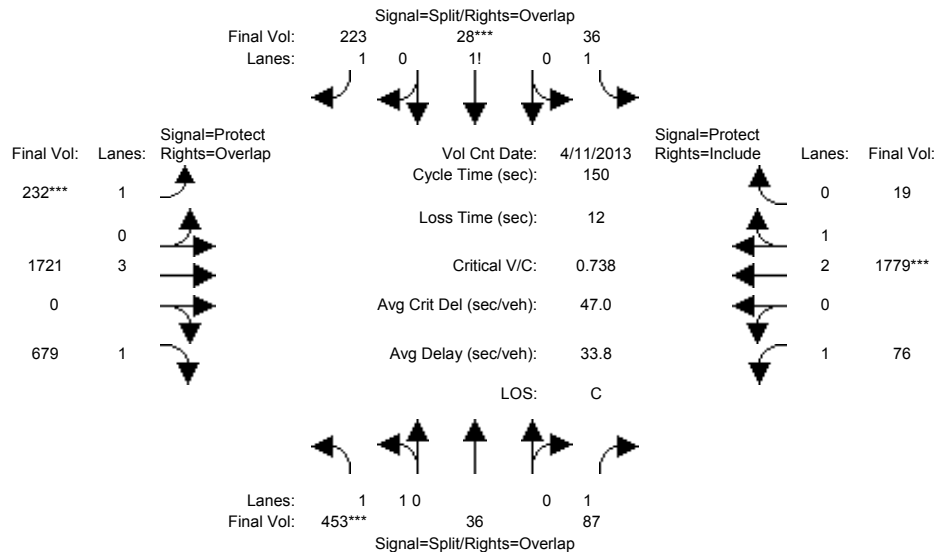


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 656         | 19   | 56   | 30          | 40   | 373  | 202        | 944  | 491  | 34         | 1648 | 1    |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 1    | 2    | 0           | 0    | 0    | 0          | 245  | 0    | 0          | 145  | 0    |
| Initial Fut:                                         | 656         | 20   | 58   | 30          | 40   | 373  | 202        | 1189 | 491  | 34         | 1793 | 1    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 656         | 20   | 58   | 30          | 40   | 373  | 202        | 1189 | 491  | 34         | 1793 | 1    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 656         | 20   | 58   | 30          | 40   | 373  | 202        | 1189 | 491  | 34         | 1793 | 1    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 656         | 20   | 58   | 30          | 40   | 373  | 202        | 1189 | 491  | 34         | 1793 | 1    |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.94        | 0.06 | 1.00 | 1.06        | 0.17 | 1.77 | 1.00       | 3.00 | 1.00 | 1.00       | 2.99 | 0.01 |
| Final Sat.:                                          | 3445        | 105  | 1750 | 1862        | 298  | 3188 | 1750       | 5700 | 1750 | 1750       | 5597 | 3    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.19 | 0.03 | 0.02        | 0.13 | 0.12 | 0.12       | 0.21 | 0.28 | 0.02       | 0.32 | 0.32 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      |            | **** |      |
| Green Time:                                          | 34.5        | 34.5 | 49.0 | 24.4        | 24.4 | 45.3 | 20.9       | 64.6 | 99.2 | 14.5       | 58.1 | 58.1 |
| Volume/Cap:                                          | 0.83        | 0.83 | 0.10 | 0.10        | 0.83 | 0.39 | 0.83       | 0.48 | 0.42 | 0.20       | 0.83 | 0.83 |
| Delay/Veh:                                           | 61.9        | 61.9 | 35.2 | 53.5        | 71.0 | 41.6 | 82.9       | 30.9 | 12.2 | 63.0       | 44.2 | 44.2 |
| 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:                                          | 61.9        | 61.9 | 35.2 | 53.5        | 71.0 | 41.6 | 82.9       | 30.9 | 12.2 | 63.0       | 44.2 | 44.2 |
| LOS by Move:                                         | E           | E    | D    | D           | E    | D    | F          | C    | B    | E          | D    | D    |
| HCM2kAvgQ:                                           | 17          | 17   | 2    | 1           | 14   | 8    | 10         | 13   | 11   | 1          | 25   | 25   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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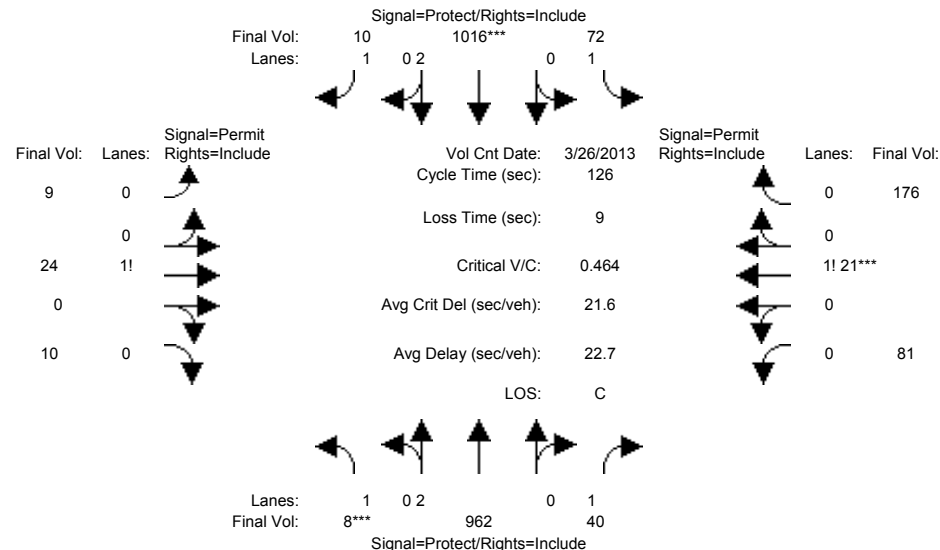
## Intersection #3261: ALVIN/TULLY



| 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: 11 Apr 2013 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 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:                                         | 453         | 36   | 84   | 36          | 28   | 223  | 232        | 1501 | 679   | 72         | 1446 | 19   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 3    | 0           | 0    | 0    | 0          | 220  | 0     | 4          | 333  | 0    |
| Initial Fut:                                         | 453         | 36   | 87   | 36          | 28   | 223  | 232        | 1721 | 679   | 76         | 1779 | 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:                                          | 453         | 36   | 87   | 36          | 28   | 223  | 232        | 1721 | 679   | 76         | 1779 | 19   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 453         | 36   | 87   | 36          | 28   | 223  | 232        | 1721 | 679   | 76         | 1779 | 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:                                        | 453         | 36   | 87   | 36          | 28   | 223  | 232        | 1721 | 679   | 76         | 1779 | 19   |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92  | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.85        | 0.15 | 1.00 | 1.12        | 0.18 | 1.70 | 1.00       | 3.00 | 1.00  | 1.00       | 2.97 | 0.03 |
| Final Sat.:                                          | 3289        | 261  | 1750 | 1955        | 319  | 3070 | 1750       | 5700 | 1750  | 1750       | 5541 | 59   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.14 | 0.05 | 0.02        | 0.09 | 0.07 | 0.13       | 0.30 | 0.39  | 0.04       | 0.32 | 0.32 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |       |            | **** |      |
| Green Time:                                          | 28.0        | 28.0 | 40.3 | 17.8        | 17.8 | 44.8 | 26.9       | 79.8 | 107.8 | 12.3       | 65.2 | 65.2 |
| Volume/Cap:                                          | 0.74        | 0.74 | 0.18 | 0.15        | 0.74 | 0.24 | 0.74       | 0.57 | 0.54  | 0.53       | 0.74 | 0.74 |
| Delay/Veh:                                           | 61.9        | 61.9 | 42.4 | 59.4        | 71.1 | 39.9 | 67.1       | 23.8 | 10.2  | 69.7       | 36.5 | 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:                                          | 61.9        | 61.9 | 42.4 | 59.4        | 71.1 | 39.9 | 67.1       | 23.8 | 10.2  | 69.7       | 36.5 | 36.5 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | B     | E          | D    | D    |
| HCM2kAvgQ:                                           | 12          | 12   | 3    | 1           | 9    | 5    | 11         | 17   | 15    | 4          | 23   | 23   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

City of San Jose  
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Background (AM)

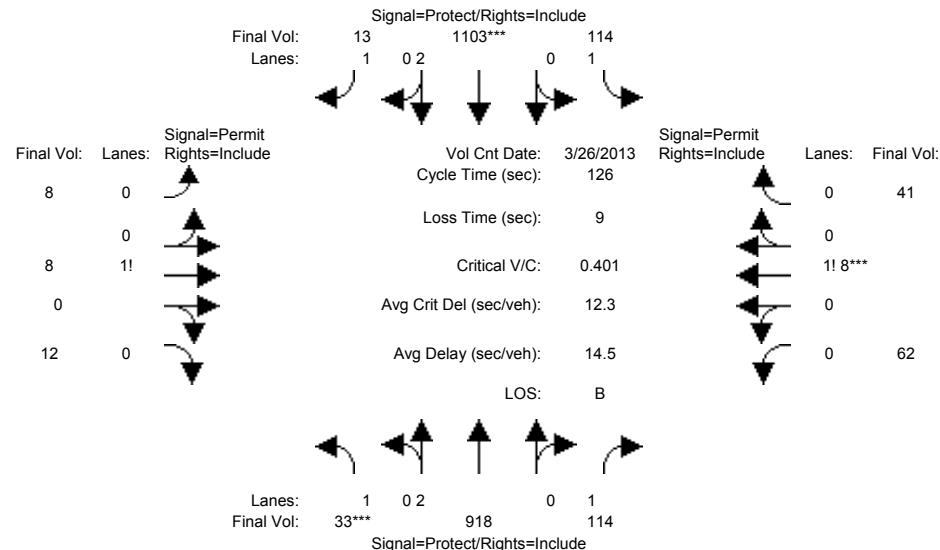
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| 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:                                         | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 176  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 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:                                        | 8           | 962  | 40   | 72          | 1016 | 10   | 9          | 24   | 10   | 81         | 21   | 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 | 0.92        | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.21       | 0.56 | 0.23 | 0.29       | 0.08 | 0.63 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 366        | 977  | 407  | 510        | 132  | 1108 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.25 | 0.02 | 0.04        | 0.27 | 0.01 | 0.02       | 0.02 | 0.02 | 0.16       | 0.16 | 0.16 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      |            | **** |      |
| Green Time:                                          | 7.0         | 62.3 | 62.3 | 13.7        | 69.0 | 69.0 | 41.0       | 41.0 | 41.0 | 41.0       | 41.0 | 41.0 |
| Volume/Cap:                                          | 0.08        | 0.51 | 0.05 | 0.38        | 0.49 | 0.01 | 0.08       | 0.08 | 0.08 | 0.49       | 0.49 | 0.49 |
| Delay/Veh:                                           | 56.8        | 21.8 | 16.5 | 53.5        | 17.8 | 13.0 | 29.5       | 29.5 | 29.5 | 34.7       | 34.7 | 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:                                          | 56.8        | 21.8 | 16.5 | 53.5        | 17.8 | 13.0 | 29.5       | 29.5 | 29.5 | 34.7       | 34.7 | 34.7 |
| LOS by Move:                                         | E           | C    | B    | D           | B    | B    | C          | C    | C    | C          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 12   | 1    | 3           | 12   | 0    | 1          | 1    | 1    | 9          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Background (PM)

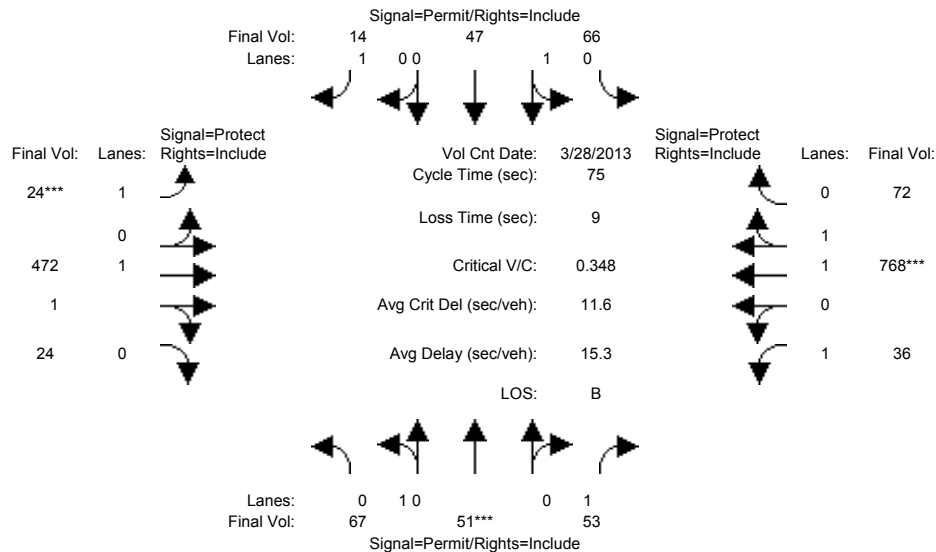
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                         | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                         | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                          | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 41   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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:                                        | 33          | 918  | 114  | 114         | 1103 | 13   | 8          | 8    | 12   | 62         | 8    | 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       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.28       | 0.29 | 0.43 | 0.56       | 0.07 | 0.37 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 500        | 500  | 750  | 977        | 126  | 646  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.24 | 0.07 | 0.07        | 0.29 | 0.01 | 0.02       | 0.02 | 0.02 | 0.06       | 0.06 | 0.06 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 7.0         | 76.6 | 76.6 | 20.7        | 90.3 | 90.3 | 19.7       | 19.7 | 19.7 | 19.7       | 19.7 | 19.7 |
| Volume/Cap:                                          | 0.34        | 0.40 | 0.11 | 0.40        | 0.41 | 0.01 | 0.10       | 0.10 | 0.10 | 0.41       | 0.41 | 0.41 |
| Delay/Veh:                                           | 59.4        | 12.9 | 10.4 | 48.0        | 7.2  | 5.1  | 45.7       | 45.7 | 45.7 | 48.8       | 48.8 | 48.8 |
| 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:                                          | 59.4        | 12.9 | 10.4 | 48.0        | 7.2  | 5.1  | 45.7       | 45.7 | 45.7 | 48.8       | 48.8 | 48.8 |
| LOS by Move:                                         | E           | B    | B    | D           | A    | A    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 9    | 2    | 4           | 8    | 0    | 1          | 1    | 1    | 4          | 4    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3341: BOOKSIN/CURTNER

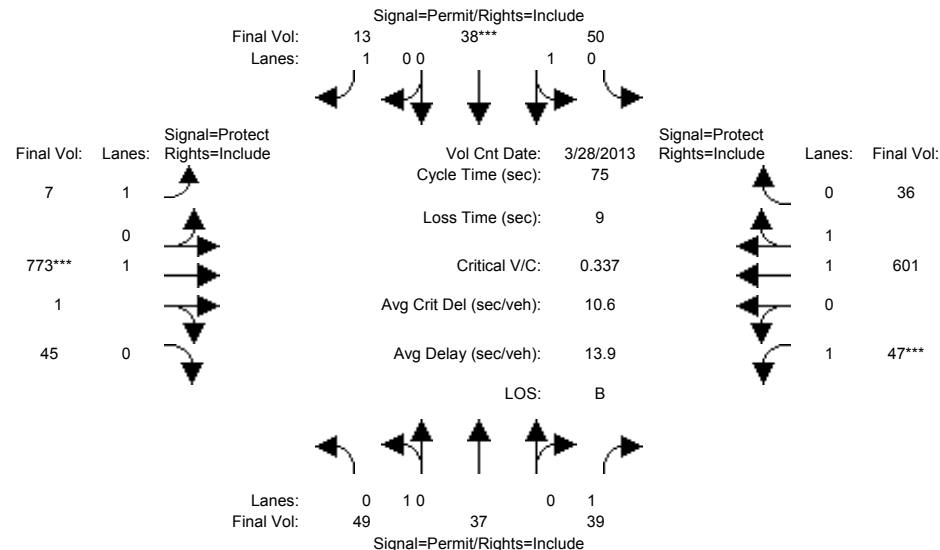


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| 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:                                 | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 67          | 51   | 53   | 66          | 47   | 14   | 24         | 472  | 24   | 36         | 768  | 72   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.57        | 0.43 | 1.00 | 0.58        | 0.42 | 1.00 | 1.00       | 1.90 | 0.10 | 1.00       | 1.82 | 0.18 |
| Final Sat.:                                  | 1022        | 778  | 1750 | 1051        | 749  | 1750 | 1750       | 3521 | 179  | 1750       | 3383 | 317  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.07        | 0.07 | 0.03 | 0.06        | 0.06 | 0.01 | 0.01       | 0.13 | 0.13 | 0.02       | 0.23 | 0.23 |
| Crit Moves:                                  | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 12.5        | 12.5 | 12.5 | 12.5        | 12.5 | 12.5 | 10.0       | 26.8 | 26.8 | 26.7       | 43.5 | 43.5 |
| Volume/Cap:                                  | 0.39        | 0.39 | 0.18 | 0.38        | 0.38 | 0.05 | 0.10       | 0.38 | 0.38 | 0.06       | 0.39 | 0.39 |
| Delay/Veh:                                   | 28.7        | 28.7 | 27.1 | 28.5        | 28.5 | 26.3 | 28.8       | 18.1 | 18.1 | 15.9       | 8.7  | 8.7  |
| 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:                                  | 28.7        | 28.7 | 27.1 | 28.5        | 28.5 | 26.3 | 28.8       | 18.1 | 18.1 | 15.9       | 8.7  | 8.7  |
| LOS by Move:                                 | C           | C    | C    | C           | C    | C    | C          | B    | B    | B          | A    | A    |
| HCM2kAvgQ:                                   | 3           | 3    | 1    | 3           | 3    | 0    | 0          | 4    | 4    | 1          | 5    | 5    |

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

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Background (PM)

## Intersection #3341: BOOKSIN/CURTNER

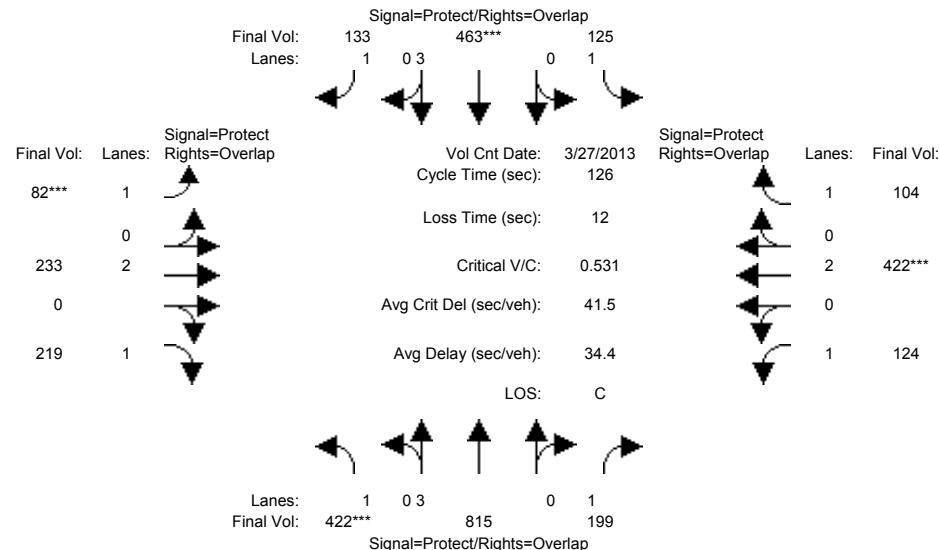


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                 | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                 | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                  | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 36   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 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:                                | 49          | 37   | 39   | 50          | 38   | 13   | 7          | 773  | 45   | 47         | 601  | 36   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.57        | 0.43 | 1.00 | 0.57        | 0.43 | 1.00 | 1.00       | 1.89 | 0.11 | 1.00       | 1.88 | 0.12 |
| Final Sat.:                                  | 1026        | 774  | 1750 | 1023        | 777  | 1750 | 1750       | 3496 | 204  | 1750       | 3491 | 209  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.05        | 0.05 | 0.02 | 0.05        | 0.05 | 0.01 | 0.00       | 0.22 | 0.22 | 0.03       | 0.17 | 0.17 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 10.1        | 10.1 | 10.1 | 10.1        | 10.1 | 10.1 | 24.4       | 45.9 | 45.9 | 10.0       | 31.5 | 31.5 |
| Volume/Cap:                                  | 0.35        | 0.35 | 0.16 | 0.36        | 0.36 | 0.05 | 0.01       | 0.36 | 0.36 | 0.20       | 0.41 | 0.41 |
| Delay/Veh:                                   | 30.3        | 30.3 | 29.0 | 30.4        | 30.4 | 28.4 | 17.2       | 7.4  | 7.4  | 29.4       | 15.4 | 15.4 |
| 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:                                  | 30.3        | 30.3 | 29.0 | 30.4        | 30.4 | 28.4 | 17.2       | 7.4  | 7.4  | 29.4       | 15.4 | 15.4 |
| LOS by Move:                                 | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                   | 2           | 2    | 1    | 2           | 2    | 0    | 0          | 5    | 5    | 1          | 5    | 5    |

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

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Background (AM)

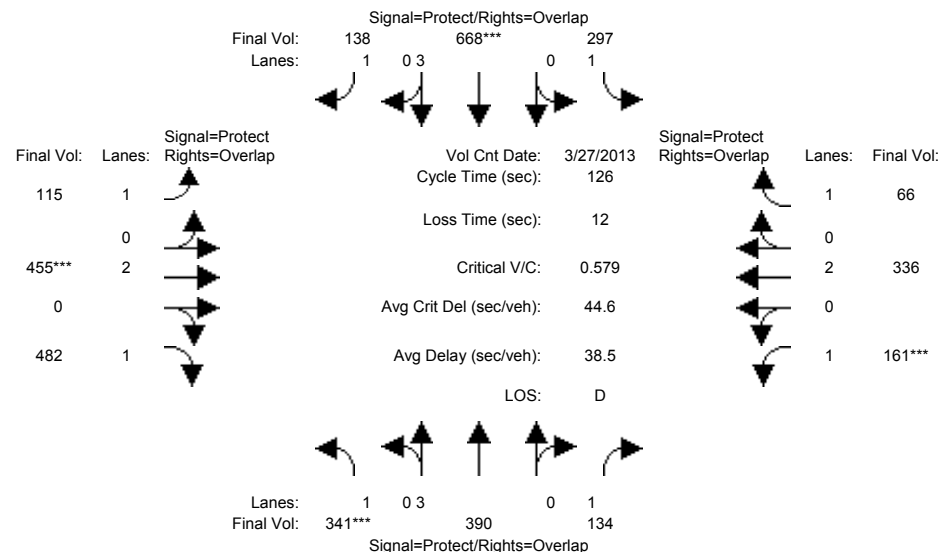
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| 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:                                         | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 422         | 815  | 199  | 125         | 463  | 133  | 82         | 233  | 219  | 124        | 422  | 104  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.14 | 0.11 | 0.07        | 0.08 | 0.08 | 0.05       | 0.06 | 0.13 | 0.07       | 0.11 | 0.06 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 57.2        | 51.0 | 68.7 | 25.5        | 19.3 | 30.4 | 11.1       | 19.8 | 77.0 | 17.7       | 26.4 | 51.9 |
| Volume/Cap:                                          | 0.53        | 0.35 | 0.21 | 0.35        | 0.53 | 0.31 | 0.53       | 0.39 | 0.20 | 0.50       | 0.53 | 0.14 |
| Delay/Veh:                                           | 25.4        | 26.1 | 14.8 | 43.8        | 49.8 | 39.7 | 58.4       | 48.1 | 11.0 | 51.8       | 45.0 | 23.3 |
| 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:                                          | 25.4        | 26.1 | 14.8 | 43.8        | 49.8 | 39.7 | 58.4       | 48.1 | 11.0 | 51.8       | 45.0 | 23.3 |
| LOS by Move:                                         | C           | C    | B    | D           | D    | D    | E          | D    | B    | D          | D    | C    |
| HCM2kAvgQ:                                           | 12          | 7    | 4    | 4           | 5    | 4    | 3          | 4    | 4    | 5          | 7    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (PM)

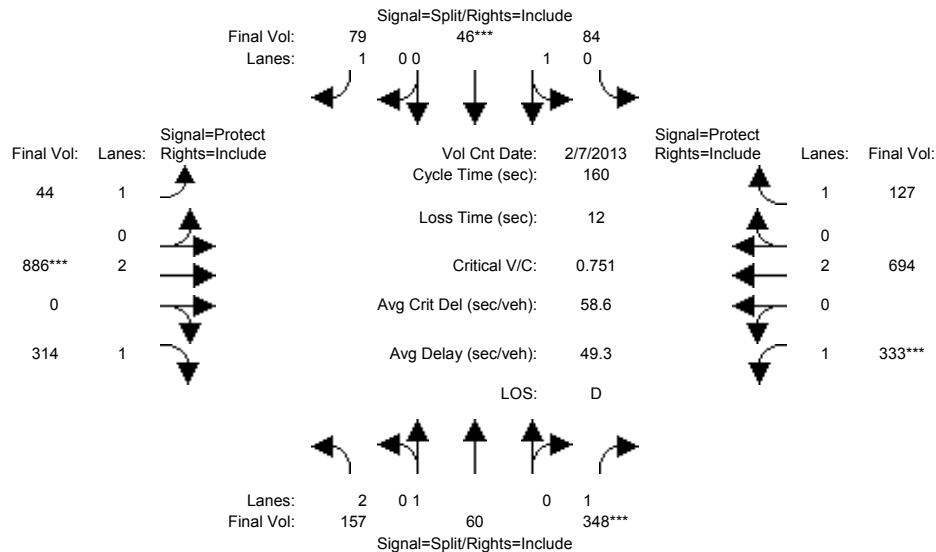
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 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:                                         | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 66   |
| 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:                                         | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 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:                                          | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 66   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 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:                                        | 341         | 390  | 134  | 297         | 668  | 138  | 115        | 455  | 482  | 161        | 336  | 66   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.07 | 0.08 | 0.17        | 0.12 | 0.08 | 0.07       | 0.12 | 0.28 | 0.09       | 0.09 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 42.4        | 21.6 | 41.7 | 46.3        | 25.5 | 45.2 | 19.6       | 26.1 | 68.5 | 20.0       | 26.4 | 72.7 |
| Volume/Cap:                                          | 0.58        | 0.40 | 0.23 | 0.46        | 0.58 | 0.22 | 0.42       | 0.58 | 0.51 | 0.58       | 0.42 | 0.07 |
| Delay/Veh:                                           | 35.9        | 46.7 | 30.8 | 30.9        | 46.1 | 28.3 | 49.1       | 46.1 | 18.6 | 52.1       | 43.5 | 11.7 |
| 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:                                          | 35.9        | 46.7 | 30.8 | 30.9        | 46.1 | 28.3 | 49.1       | 46.1 | 18.6 | 52.1       | 43.5 | 11.7 |
| LOS by Move:                                         | D           | D    | C    | C           | D    | C    | D          | D    | B    | D          | D    | B    |
| HCM2kAvgQ:                                           | 11          | 4    | 4    | 9           | 8    | 4    | 4          | 8    | 12   | 6          | 5    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3377: CANOAS GARDEN/CURTNER



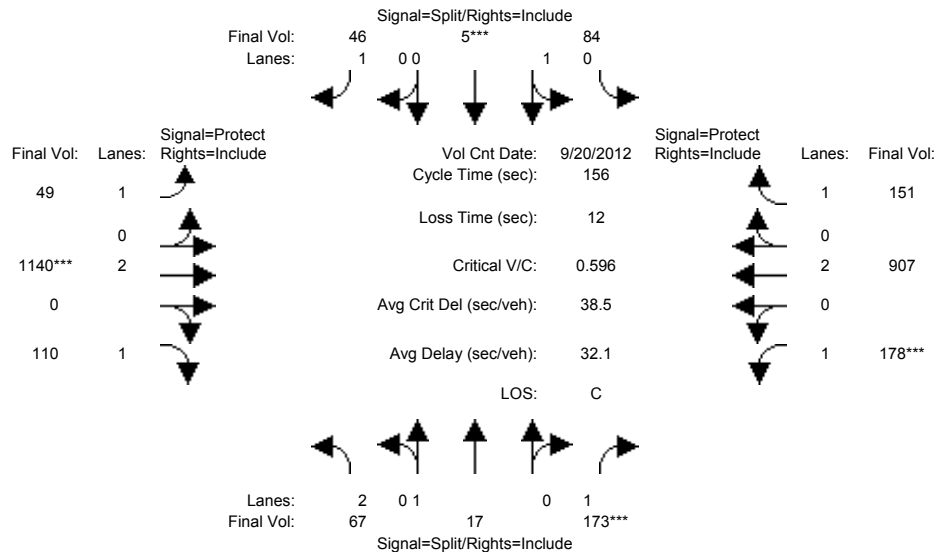
| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 7 Feb 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| Growth Adj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 877  | 314  | 333        | 678  | 127  |
| Added Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                        | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 9    | 0    | 0          | 16   | 0    |
| Initial Fut:                                | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 886  | 314  | 333        | 694  | 127  |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                 | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 886  | 314  | 333        | 694  | 127  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 886  | 314  | 333        | 694  | 127  |
| PCE Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                               | 157         | 60   | 348  | 84          | 46   | 79   | 44         | 886  | 314  | 333        | 694  | 127  |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                      | 2.00        | 1.00 | 1.00 | 0.65        | 0.35 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                 | 3150        | 1900 | 1750 | 1163        | 637  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.05        | 0.03 | 0.20 | 0.07        | 0.07 | 0.05 | 0.03       | 0.23 | 0.18 | 0.19       | 0.18 | 0.07 |
| Crit Moves:                                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                 | 42.4        | 42.4 | 42.4 | 15.4        | 15.4 | 15.4 | 17.4       | 49.7 | 49.7 | 40.5       | 72.8 | 72.8 |
| Volume/Cap:                                 | 0.19        | 0.12 | 0.75 | 0.75        | 0.75 | 0.47 | 0.23       | 0.75 | 0.58 | 0.75       | 0.40 | 0.16 |
| Delay/Veh:                                  | 45.6        | 44.8 | 60.7 | 87.1        | 87.1 | 70.5 | 65.8       | 52.3 | 47.9 | 62.1       | 29.2 | 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:                                 | 45.6        | 44.8 | 60.7 | 87.1        | 87.1 | 70.5 | 65.8       | 52.3 | 47.9 | 62.1       | 29.2 | 25.7 |
| LOS by Move:                                | D           | D    | E    | F           | F    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                  | 3           | 2    | 18   | 8           | 8    | 4    | 2          | 19   | 13   | 16         | 11   | 4    |

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



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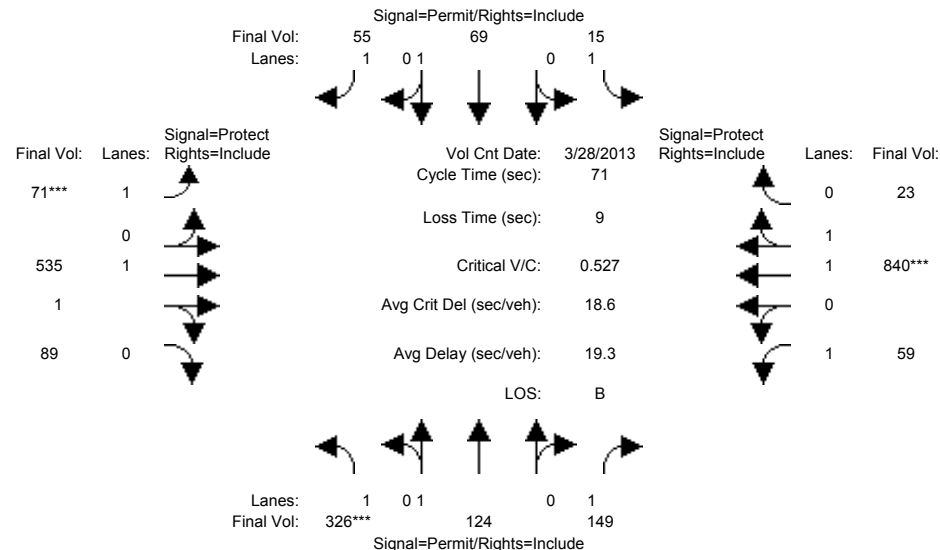
## Intersection #3377: CANOAS GARDEN/CURTNER



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1124 | 110  | 178        | 898  | 151  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 16   | 0    | 0          | 9    | 0    |
| Initial Fut:                                         | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1140 | 110  | 178        | 907  | 151  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1140 | 110  | 178        | 907  | 151  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1140 | 110  | 178        | 907  | 151  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 67          | 17   | 173  | 84          | 5    | 46   | 49         | 1140 | 110  | 178        | 907  | 151  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 0.94        | 0.06 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1699        | 101  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.01 | 0.10 | 0.05        | 0.05 | 0.03 | 0.03       | 0.30 | 0.06 | 0.10       | 0.24 | 0.09 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 25.9        | 25.9 | 25.9 | 12.9        | 12.9 | 12.9 | 16.6       | 78.5 | 78.5 | 26.6       | 88.5 | 88.5 |
| Volume/Cap:                                          | 0.13        | 0.05 | 0.60 | 0.60        | 0.60 | 0.32 | 0.26       | 0.60 | 0.12 | 0.60       | 0.42 | 0.15 |
| Delay/Veh:                                           | 55.6        | 54.8 | 63.6 | 75.4        | 75.4 | 68.6 | 64.8       | 28.0 | 20.6 | 63.0       | 19.3 | 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:                                          | 55.6        | 54.8 | 63.6 | 75.4        | 75.4 | 68.6 | 64.8       | 28.0 | 20.6 | 63.0       | 19.3 | 16.0 |
| LOS by Move:                                         | E           | D    | E    | E           | E    | E    | E          | C    | C    | E          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 9    | 5           | 5    | 2    | 2          | 19   | 3    | 8          | 12   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

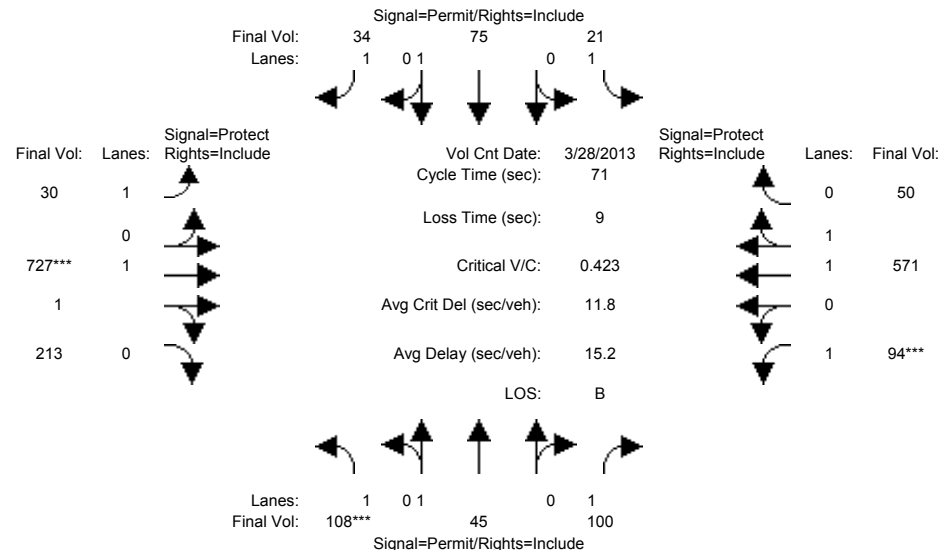
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 23   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 23   |
| 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:                                         | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 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:                                          | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 23   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 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:                                        | 326         | 124  | 149  | 15          | 69   | 55   | 71         | 535  | 89   | 59         | 840  | 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       | 0.98 | 0.95 | 0.92       | 0.97 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.71 | 0.29 | 1.00       | 1.95 | 0.05 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 3172 | 528  | 1750       | 3601 | 99   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.07 | 0.09 | 0.01        | 0.04 | 0.03 | 0.04       | 0.17 | 0.17 | 0.03       | 0.23 | 0.23 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 23.1        | 23.1 | 23.1 | 23.1        | 23.1 | 23.1 | 10.0       | 21.2 | 21.2 | 17.7       | 28.9 | 28.9 |
| Volume/Cap:                                          | 0.57        | 0.20 | 0.26 | 0.03        | 0.11 | 0.10 | 0.29       | 0.56 | 0.56 | 0.14       | 0.57 | 0.57 |
| Delay/Veh:                                           | 21.3        | 17.5 | 17.9 | 16.3        | 16.9 | 16.8 | 28.0       | 21.7 | 21.7 | 20.8       | 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:                                          | 21.3        | 17.5 | 17.9 | 16.3        | 16.9 | 16.8 | 28.0       | 21.7 | 21.7 | 20.8       | 16.8 | 16.8 |
| LOS by Move:                                         | C           | B    | B    | B           | B    | B    | C          | C    | C    | C          | B    | B    |
| HCM2kAvgQ:                                           | 6           | 2    | 3    | 0           | 1    | 1    | 1          | 6    | 6    | 1          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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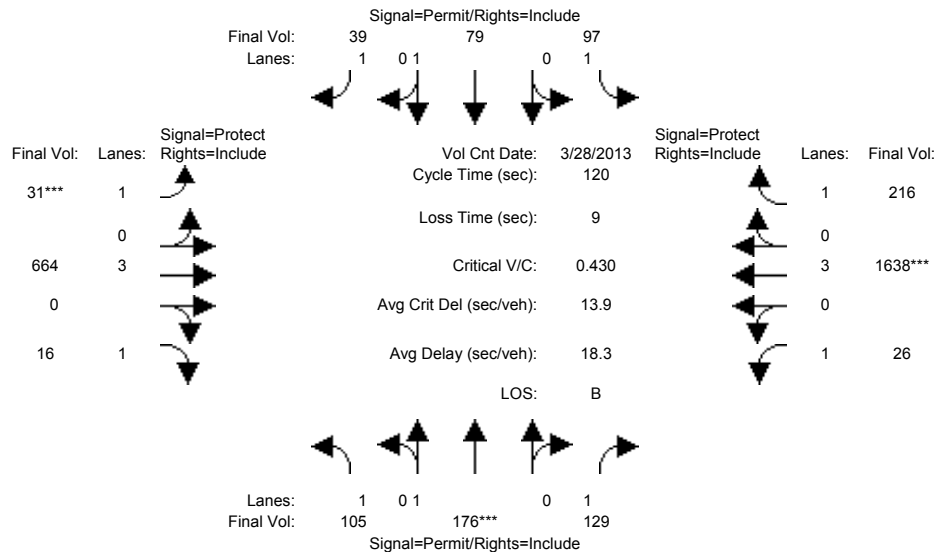
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| 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:                                         | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 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:                                          | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 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:                                        | 108         | 45   | 100  | 21          | 75   | 34   | 30         | 727  | 213  | 94         | 571  | 50   |
| Saturation 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       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.53 | 0.47 | 1.00       | 1.83 | 0.17 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 2861 | 838  | 1750       | 3402 | 298  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.02 | 0.06 | 0.01        | 0.04 | 0.02 | 0.02       | 0.25 | 0.25 | 0.05       | 0.17 | 0.17 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.2        | 10.2 | 10.2 | 10.2        | 10.2 | 10.2 | 23.7       | 41.8 | 41.8 | 10.0       | 28.2 | 28.2 |
| Volume/Cap:                                          | 0.43        | 0.17 | 0.40 | 0.08        | 0.28 | 0.14 | 0.05       | 0.43 | 0.43 | 0.38       | 0.42 | 0.42 |
| Delay/Veh:                                           | 29.0        | 27.0 | 28.7 | 26.5        | 27.7 | 26.8 | 16.1       | 8.2  | 8.2  | 28.7       | 15.7 | 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:                                          | 29.0        | 27.0 | 28.7 | 26.5        | 27.7 | 26.8 | 16.1       | 8.2  | 8.2  | 28.7       | 15.7 | 15.7 |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 2    | 0           | 2    | 1    | 0          | 6    | 6    | 2          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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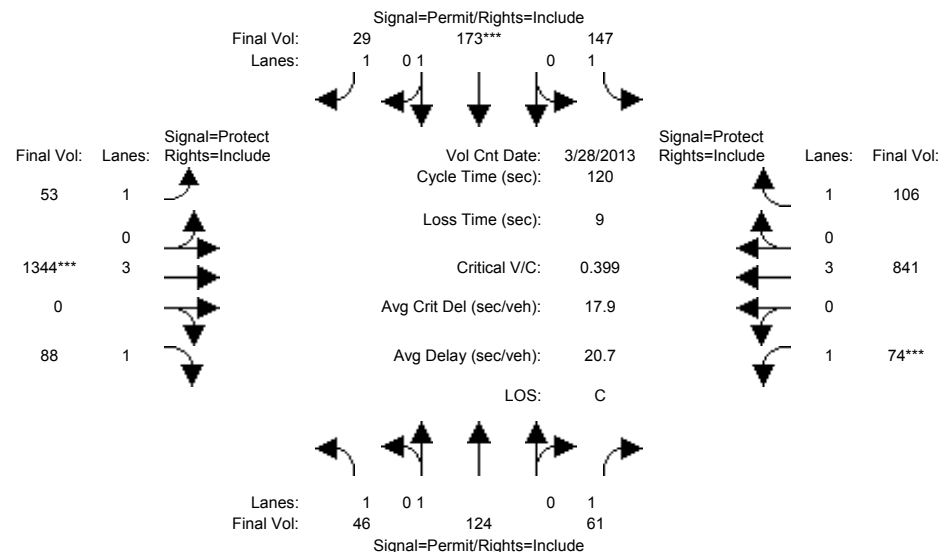
## Intersection #3399: CHERRY/HILLSDALE



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 662  | 16   | 26         | 1638 | 216  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 2    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 664  | 16   | 26         | 1638 | 216  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 664  | 16   | 26         | 1638 | 216  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 664  | 16   | 26         | 1638 | 216  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 105         | 176  | 129  | 97          | 79   | 39   | 31         | 664  | 16   | 26         | 1638 | 216  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.09 | 0.07 | 0.06        | 0.04 | 0.02 | 0.02       | 0.12 | 0.01 | 0.01       | 0.29 | 0.12 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 25.4        | 25.4 | 25.4 | 25.4        | 25.4 | 25.4 | 7.0        | 57.1 | 57.1 | 28.6       | 78.6 | 78.6 |
| Volume/Cap:                                          | 0.28        | 0.44 | 0.35 | 0.26        | 0.20 | 0.11 | 0.30       | 0.24 | 0.02 | 0.06       | 0.44 | 0.19 |
| Delay/Veh:                                           | 40.1        | 41.9 | 40.9 | 39.9        | 39.2 | 38.3 | 55.8       | 18.7 | 16.7 | 35.4       | 10.1 | 8.2  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 40.1        | 41.9 | 40.9 | 39.9        | 39.2 | 38.3 | 55.8       | 18.7 | 16.7 | 35.4       | 10.1 | 8.2  |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | E          | B    | B    | D          | B    | A    |
| HCM2kAvgQ:                                           | 3           | 5    | 4    | 3           | 2    | 1    | 1          | 5    | 0    | 1          | 10   | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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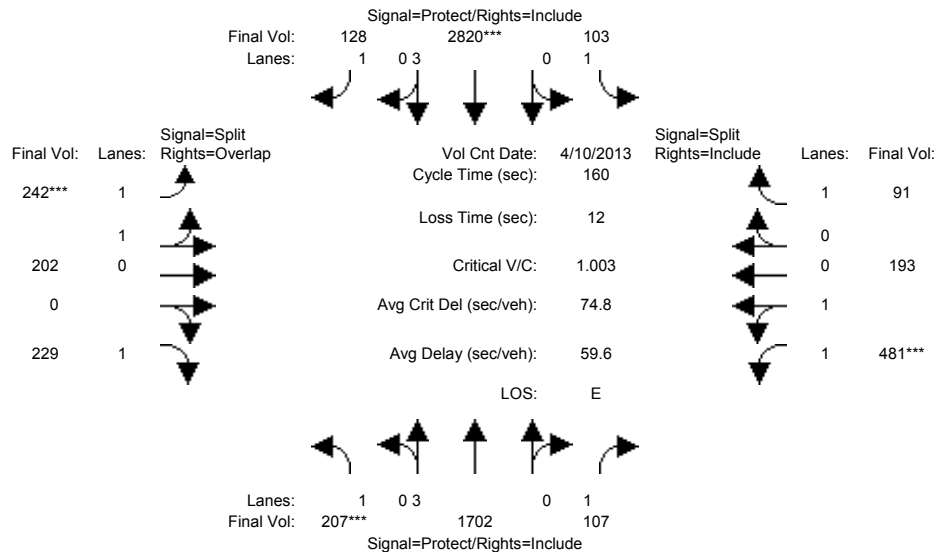
## Intersection #3399: CHERRY/HILLSDALE



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| 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:                                         | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 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:                                          | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 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:                                        | 46          | 124  | 61   | 147         | 173  | 29   | 53         | 1344 | 88   | 74         | 841  | 106  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.07 | 0.03 | 0.08        | 0.09 | 0.02 | 0.03       | 0.24 | 0.05 | 0.04       | 0.15 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.4        | 27.4 | 27.4 | 27.4        | 27.4 | 27.4 | 23.7       | 70.9 | 70.9 | 12.7       | 59.9 | 59.9 |
| Volume/Cap:                                          | 0.12        | 0.29 | 0.15 | 0.37        | 0.40 | 0.07 | 0.15       | 0.40 | 0.09 | 0.40       | 0.30 | 0.12 |
| Delay/Veh:                                           | 36.8        | 38.6 | 37.2 | 39.6        | 39.9 | 36.4 | 40.1       | 13.2 | 10.6 | 51.5       | 17.7 | 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:                                          | 36.8        | 38.6 | 37.2 | 39.6        | 39.9 | 36.4 | 40.1       | 13.2 | 10.6 | 51.5       | 17.7 | 16.1 |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | D          | B    | B    | D          | B    | B    |
| HCM2kAvgQ:                                           | 1           | 4    | 2    | 5           | 5    | 1    | 2          | 9    | 1    | 3          | 6    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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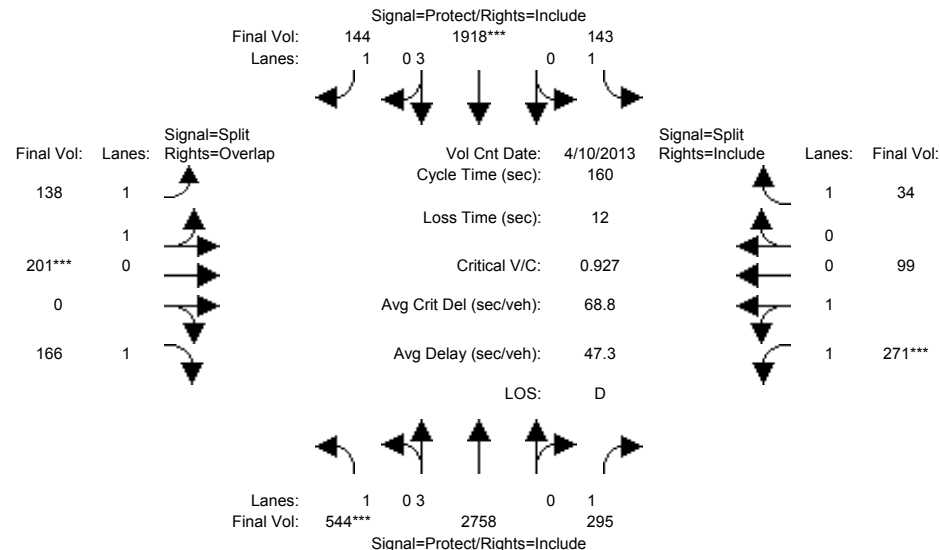
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 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:                                         | 167         | 1089 | 79   | 103         | 863  | 128  | 242        | 202  | 96   | 383        | 193  | 91   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 40          | 613  | 28   | 0           | 1957 | 0    | 0          | 0    | 133  | 98         | 0    | 0    |
| Initial Fut:                                         | 207         | 1702 | 107  | 103         | 2820 | 128  | 242        | 202  | 229  | 481        | 193  | 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:                                          | 207         | 1702 | 107  | 103         | 2820 | 128  | 242        | 202  | 229  | 481        | 193  | 91   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 207         | 1702 | 107  | 103         | 2820 | 128  | 242        | 202  | 229  | 481        | 193  | 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:                                        | 207         | 1702 | 107  | 103         | 2820 | 128  | 242        | 202  | 229  | 481        | 193  | 91   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.10       | 0.90 | 1.00 | 1.44       | 0.56 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1935       | 1615 | 1750 | 2533       | 1016 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.12        | 0.30 | 0.06 | 0.06        | 0.49 | 0.07 | 0.13       | 0.13 | 0.13 | 0.19       | 0.19 | 0.05 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 18.9        | 81.7 | 81.7 | 16.1        | 78.9 | 78.9 | 20.0       | 20.0 | 38.8 | 30.3       | 30.3 | 30.3 |
| Volume/Cap:                                          | 1.00        | 0.58 | 0.12 | 0.58        | 1.00 | 0.15 | 1.00       | 1.00 | 0.54 | 1.00       | 1.00 | 0.27 |
| Delay/Veh:                                           | 134.1       | 27.6 | 20.5 | 73.8        | 58.3 | 22.3 | 113.6      | 114  | 54.2 | 100.4      | 100  | 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:                                          | 134.1       | 27.6 | 20.5 | 73.8        | 58.3 | 22.3 | 113.6      | 114  | 54.2 | 100.4      | 100  | 55.9 |
| LOS by Move:                                         | F           | C    | C    | E           | E    | C    | F          | F    | D    | F          | F    | E    |
| HCM2kAvgQ:                                           | 15          | 19   | 3    | 5           | 51   | 4    | 14         | 14   | 10   | 23         | 23   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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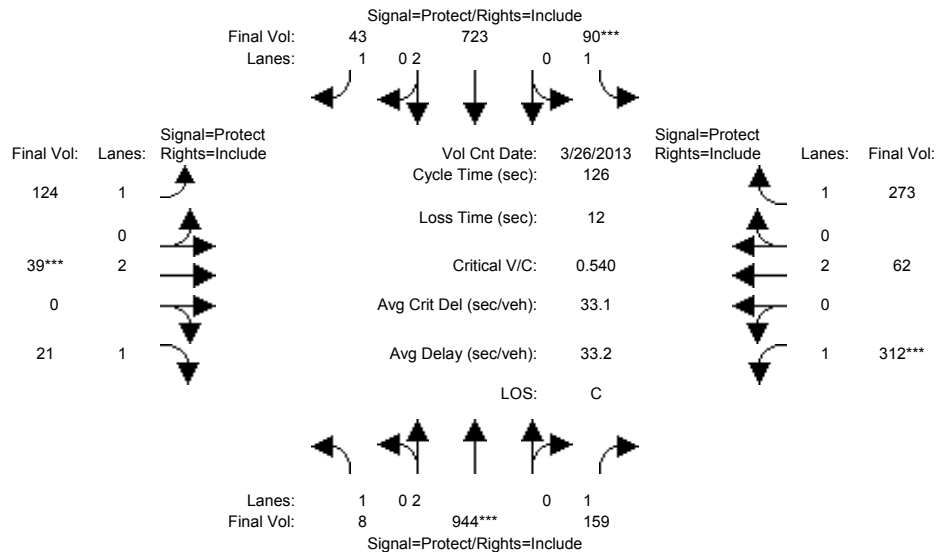
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 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:                                         | 401         | 702  | 186  | 143         | 1277 | 144  | 138        | 201  | 140  | 217        | 99   | 34   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 143         | 2056 | 109  | 0           | 641  | 0    | 0          | 0    | 26   | 54         | 0    | 0    |
| Initial Fut:                                         | 544         | 2758 | 295  | 143         | 1918 | 144  | 138        | 201  | 166  | 271        | 99   | 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:                                          | 544         | 2758 | 295  | 143         | 1918 | 144  | 138        | 201  | 166  | 271        | 99   | 34   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 544         | 2758 | 295  | 143         | 1918 | 144  | 138        | 201  | 166  | 271        | 99   | 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:                                        | 544         | 2758 | 295  | 143         | 1918 | 144  | 138        | 201  | 166  | 271        | 99   | 34   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.47       | 0.53 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 2600       | 950  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.31        | 0.48 | 0.17 | 0.08        | 0.34 | 0.08 | 0.08       | 0.11 | 0.09 | 0.10       | 0.10 | 0.02 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            | **** |      |            |      |      |
| Green Time:                                          | 53.7        | 95.6 | 95.6 | 16.1        | 58.1 | 58.1 | 18.3       | 18.3 | 71.9 | 18.0       | 18.0 | 18.0 |
| Volume/Cap:                                          | 0.93        | 0.81 | 0.28 | 0.81        | 0.93 | 0.23 | 0.69       | 0.93 | 0.21 | 0.93       | 0.93 | 0.17 |
| Delay/Veh:                                           | 72.2        | 26.6 | 15.7 | 94.1        | 56.8 | 35.6 | 72.3       | 99.4 | 26.9 | 97.8       | 97.8 | 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:                                          | 72.2        | 26.6 | 15.7 | 94.1        | 56.8 | 35.6 | 72.3       | 99.4 | 26.9 | 97.8       | 97.8 | 64.7 |
| LOS by Move:                                         | E           | C    | B    | F           | E    | D    | E          | F    | C    | F          | F    | E    |
| HCM2kAvgQ:                                           | 31          | 36   | 7    | 8           | 32   | 5    | 7          | 11   | 5    | 13         | 13   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3404: CHYNOWETH/SNELL

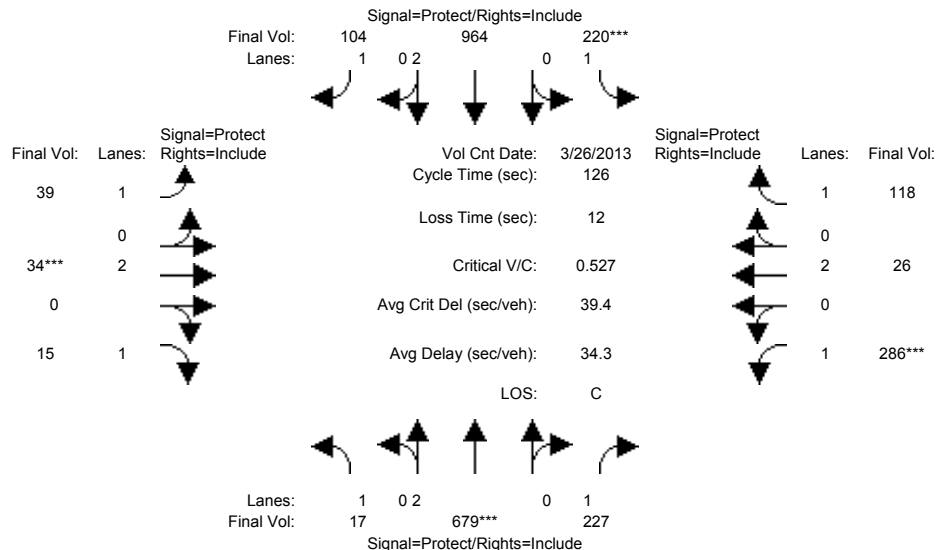


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| 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:                                         | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 8           | 944  | 159  | 90          | 723  | 43   | 124        | 39   | 21   | 312        | 62   | 273  |
| Saturation 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       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.25 | 0.09 | 0.05        | 0.19 | 0.02 | 0.07       | 0.01 | 0.01 | 0.18       | 0.02 | 0.16 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 14.7        | 54.0 | 54.0 | 11.2        | 50.5 | 50.5 | 15.2       | 10.0 | 10.0 | 38.8       | 33.5 | 33.5 |
| Volume/Cap:                                          | 0.04        | 0.58 | 0.21 | 0.58        | 0.47 | 0.06 | 0.59       | 0.13 | 0.15 | 0.58       | 0.06 | 0.59 |
| Delay/Veh:                                           | 49.4        | 27.9 | 22.7 | 60.5        | 28.2 | 23.2 | 56.6       | 54.1 | 54.6 | 38.3       | 34.5 | 42.1 |
| 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:                                          | 49.4        | 27.9 | 22.7 | 60.5        | 28.2 | 23.2 | 56.6       | 54.1 | 54.6 | 38.3       | 34.5 | 42.1 |
| LOS by Move:                                         | D           | C    | C    | E           | C    | C    | E          | D    | D    | D          | C    | D    |
| HCM2kAvgQ:                                           | 0           | 13   | 4    | 4           | 10   | 1    | 6          | 1    | 1    | 11         | 1    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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## Intersection #3404: CHYNOWETH/SNELL

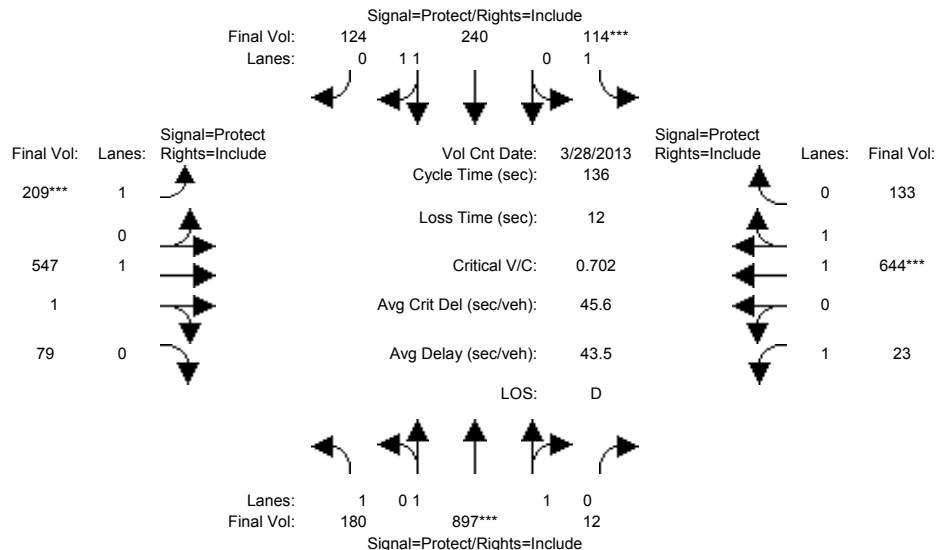


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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:                                 | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 118  |
| 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          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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:                                  | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 118  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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:                                | 17          | 679  | 227  | 220         | 964  | 104  | 39         | 34   | 15   | 286        | 26   | 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        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.01        | 0.18 | 0.13 | 0.13        | 0.25 | 0.06 | 0.02       | 0.01 | 0.01 | 0.16       | 0.01 | 0.07 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 12.2        | 39.7 | 39.7 | 27.9        | 55.5 | 55.5 | 19.1       | 10.0 | 10.0 | 36.3       | 27.3 | 27.3 |
| Volume/Cap:                                  | 0.10        | 0.57 | 0.41 | 0.57        | 0.58 | 0.13 | 0.15       | 0.11 | 0.11 | 0.57       | 0.03 | 0.31 |
| Delay/Veh:                                   | 52.2        | 36.6 | 34.4 | 45.6        | 26.9 | 21.0 | 46.7       | 54.0 | 54.2 | 39.7       | 39.0 | 42.0 |
| 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:                                  | 52.2        | 36.6 | 34.4 | 45.6        | 26.9 | 21.0 | 46.7       | 54.0 | 54.2 | 39.7       | 39.0 | 42.0 |
| LOS by Move:                                 | D           | D    | C    | D           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                   | 1           | 11   | 7    | 8           | 13   | 2    | 1          | 1    | 1    | 10         | 0    | 4    |

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

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## Intersection #3435: CURTNER/LINCOLN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 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:                                         | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 538  | 79   | 23         | 628  | 133  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 9    | 0    | 0          | 16   | 0    |
| Initial Fut:                                         | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 547  | 79   | 23         | 644  | 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:                                          | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 547  | 79   | 23         | 644  | 133  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 547  | 79   | 23         | 644  | 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:                                        | 180         | 897  | 12   | 114         | 240  | 124  | 209        | 547  | 79   | 23         | 644  | 133  |
| 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        | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.97 | 0.03 | 1.00        | 1.30 | 0.70 | 1.00       | 1.74 | 0.26 | 1.00       | 1.65 | 0.35 |
| Final Sat.:                                          | 1750        | 3651 | 49   | 1750        | 2439 | 1260 | 1750       | 3233 | 467  | 1750       | 3066 | 633  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.25 | 0.25 | 0.07        | 0.10 | 0.10 | 0.12       | 0.17 | 0.17 | 0.01       | 0.21 | 0.21 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 30.8        | 47.6 | 47.6 | 12.6        | 29.4 | 29.4 | 23.1       | 48.9 | 48.9 | 14.9       | 40.7 | 40.7 |
| Volume/Cap:                                          | 0.45        | 0.70 | 0.70 | 0.70        | 0.45 | 0.45 | 0.70       | 0.47 | 0.47 | 0.12       | 0.70 | 0.70 |
| Delay/Veh:                                           | 46.2        | 39.9 | 39.9 | 72.8        | 46.7 | 46.7 | 60.5       | 33.8 | 33.8 | 54.9       | 44.3 | 44.3 |
| 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        | 39.9 | 39.9 | 72.8        | 46.7 | 46.7 | 60.5       | 33.8 | 33.8 | 54.9       | 44.3 | 44.3 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | E          | C    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 7           | 17   | 17   | 5           | 7    | 7    | 9          | 10   | 10   | 1          | 14   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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

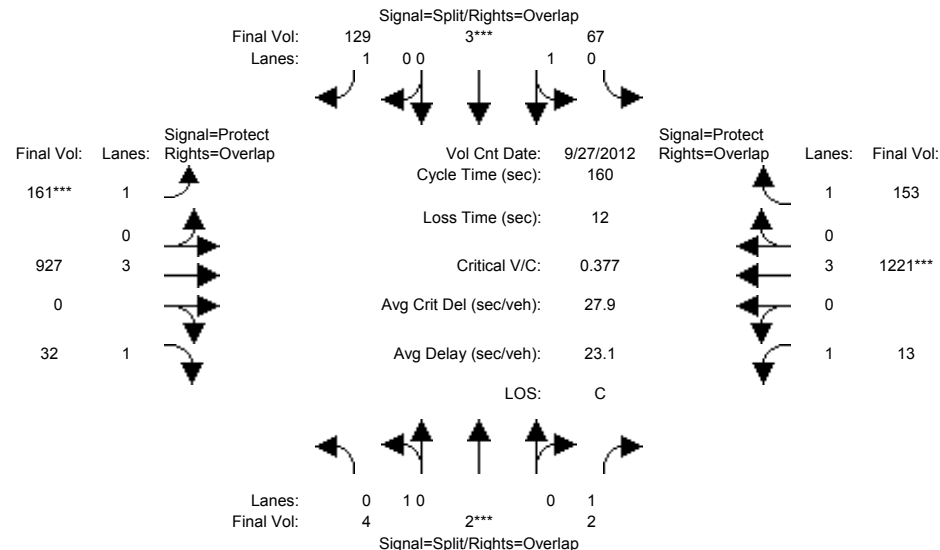
[illegible]

| Approach:                                            | North Bound |   |      |   | South Bound |      |   |      | East Bound |      |      |   | West Bound |   |      |  |
|------------------------------------------------------|-------------|---|------|---|-------------|------|---|------|------------|------|------|---|------------|---|------|--|
| Movement:                                            | L           | - | T    | - | R           | L    | - | T    | -          | R    | L    | - | T          | - | R    |  |
| -----                                                | -----       |   |      |   | -----       |      |   |      | -----      |      |      |   | -----      |   |      |  |
| Min. Green:                                          | 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  |  |
| -----                                                | -----       |   |      |   | -----       |      |   |      | -----      |      |      |   | -----      |   |      |  |
| Volume Module: >> Count Date: 28 Mar 2013 <<         |             |   |      |   |             |      |   |      |            |      |      |   |            |   |      |  |
| Base Vol:                                            | 111         |   | 311  |   | 18          | 207  |   | 709  |            | 155  | 190  |   | 524        |   | 155  |  |
| Growth Adj:                                          | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00 |  |
| Initial Bse:                                         | 111         |   | 311  |   | 18          | 207  |   | 709  |            | 155  | 190  |   | 524        |   | 155  |  |
| Added Vol:                                           | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0    | 0    |   | 0          |   | 0    |  |
| ATI:                                                 | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0    | 0    |   | 16         |   | 0    |  |
| Initial Fut:                                         | 111         |   | 311  |   | 18          | 207  |   | 709  |            | 155  | 190  |   | 540        |   | 155  |  |
| User Adj:                                            | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00 |  |
| PHF Adj:                                             | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00 |  |
| PHF Volume:                                          | 111         |   | 311  |   | 18          | 207  |   | 709  |            | 155  | 190  |   | 540        |   | 155  |  |
| Reduced Vol:                                         | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0    | 0    |   | 0          |   | 0    |  |
| Reduced Vol:                                         | 111         |   | 311  |   | 18          | 207  |   | 709  |            | 155  | 190  |   | 540        |   | 155  |  |
| PCE Adj:                                             | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00 |  |
| MLF Adj:                                             | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00 |  |
| FinalVolume:                                         | 111         |   | 311  |   | 18          | 207  |   | 709  |            | 155  | 190  |   | 540        |   | 155  |  |
| -----                                                | -----       |   |      |   | -----       |      |   |      | -----      |      |      |   | -----      |   |      |  |
| Saturation Flow Module:                              |             |   |      |   |             |      |   |      |            |      |      |   |            |   |      |  |
| Sat/Lane:                                            | 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 |  |
| Lanes:                                               | 1.00        |   | 1.89 |   | 0.11        | 1.00 |   | 1.63 |            | 0.37 | 1.00 |   | 1.54       |   | 0.46 |  |
| Final Sat.:                                          | 1750        |   | 3497 |   | 202         | 1750 |   | 3036 |            | 664  | 1750 |   | 2874       |   | 825  |  |
| -----                                                | -----       |   |      |   | -----       |      |   |      | -----      |      |      |   | -----      |   |      |  |
| Capacity Analysis Module:                            |             |   |      |   |             |      |   |      |            |      |      |   |            |   |      |  |
| Vol/Sat:                                             | 0.06        |   | 0.09 |   | 0.09        | 0.12 |   | 0.23 |            | 0.23 | 0.11 |   | 0.19       |   | 0.19 |  |
| Crit Moves:                                          | ****        |   |      |   |             | **** |   |      |            |      | **** |   |            |   |      |  |
| Green Time:                                          | 14.0        |   | 28.2 |   | 28.2        | 37.5 |   | 51.6 |            | 51.6 | 24.0 |   | 45.8       |   | 45.8 |  |
| Volume/Cap:                                          | 0.62        |   | 0.43 |   | 0.43        | 0.43 |   | 0.62 |            | 0.62 | 0.62 |   | 0.56       |   | 0.56 |  |
| Delay/Veh:                                           | 64.6        |   | 47.3 |   | 47.3        | 41.1 |   | 35.0 |            | 35.0 | 55.4 |   | 37.4       |   | 37.4 |  |
| User DelAdj:                                         | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00 | 1.00 |   | 1.00       |   | 1.00 |  |
| AdjDel/Veh:                                          | 64.6        |   | 47.3 |   | 47.3        | 41.1 |   | 35.0 |            | 35.0 | 55.4 |   | 37.4       |   | 37.4 |  |
| LOS by Move:                                         | E           |   | D    |   | D           | D    |   | C    |            | C    | E    |   | D          |   | D    |  |
| HCM2kAvgQ:                                           | 6           |   | 6    |   | 6           | 7    |   | 15   |            | 15   | 8    |   | 12         |   | 12   |  |
| Note: Queue reported is the number of cars per lane. |             |   |      |   |             |      |   |      |            |      |      |   |            |   |      |  |

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City of San Jose  
Communication HillsLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (AM)

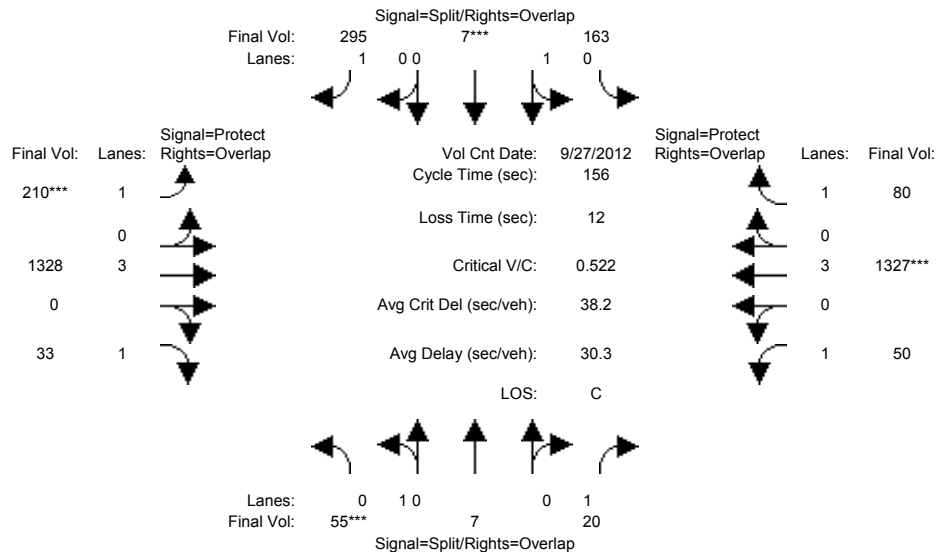
## Intersection #3436: CURTNER/LITTLE ORCHARD



| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |       |
| Base Vol:                                            | 4           | 2    | 2    | 67          | 3    | 129  | 161        | 866  | 32    | 13         | 1108 | 153   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 4           | 2    | 2    | 67          | 3    | 129  | 161        | 866  | 32    | 13         | 1108 | 153   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0     |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 61   | 0     | 0          | 113  | 0     |
| Initial Fut:                                         | 4           | 2    | 2    | 67          | 3    | 129  | 161        | 927  | 32    | 13         | 1221 | 153   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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    | 2    | 67          | 3    | 129  | 161        | 927  | 32    | 13         | 1221 | 153   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0     |
| Reduced Vol:                                         | 4           | 2    | 2    | 67          | 3    | 129  | 161        | 927  | 32    | 13         | 1221 | 153   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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    | 2    | 67          | 3    | 129  | 161        | 927  | 32    | 13         | 1221 | 153   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92  | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 0.67        | 0.33 | 1.00 | 0.96        | 0.04 | 1.00 | 1.00       | 3.00 | 1.00  | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 1200        | 600  | 1750 | 1723        | 77   | 1750 | 1750       | 5700 | 1750  | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |       |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.04        | 0.04 | 0.07 | 0.09       | 0.16 | 0.02  | 0.01       | 0.21 | 0.09  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |       |            |      |       |
| Green Time:                                          | 10.0        | 10.0 | 36.0 | 15.6        | 15.6 | 52.3 | 36.8       | 96.5 | 106.5 | 26.0       | 85.7 | 101.2 |
| Volume/Cap:                                          | 0.05        | 0.05 | 0.01 | 0.40        | 0.40 | 0.23 | 0.40       | 0.27 | 0.03  | 0.05       | 0.40 | 0.14  |
| Delay/Veh:                                           | 70.7        | 70.7 | 48.1 | 69.3        | 69.3 | 39.3 | 52.9       | 15.1 | 9.1   | 56.6       | 22.1 | 11.9  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 70.7        | 70.7 | 48.1 | 69.3        | 69.3 | 39.3 | 52.9       | 15.1 | 9.1   | 56.6       | 22.1 | 11.9  |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | D          | B    | A     | E          | C    | B     |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 4           | 4    | 5    | 7          | 7    | 1     | 1          | 11   | 3     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |       |

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Background (PM)

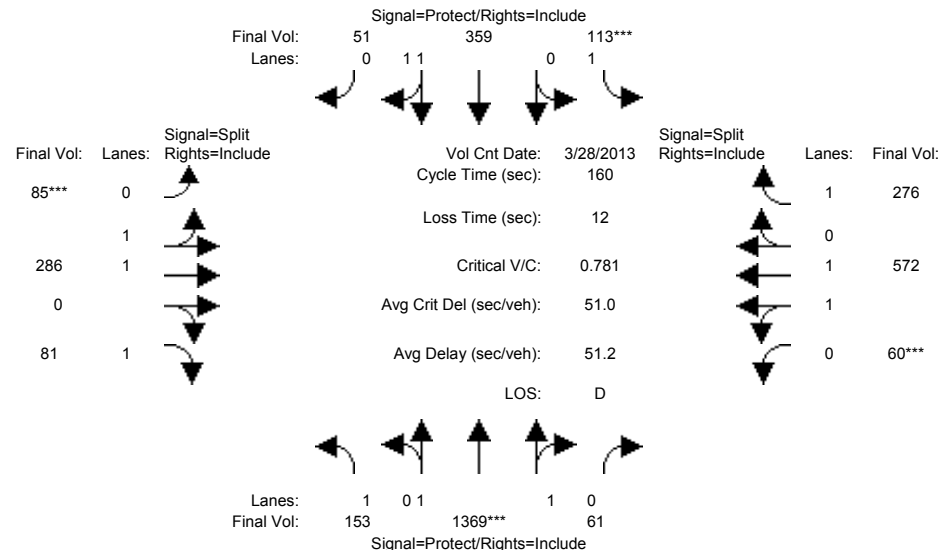
## Intersection #3436: CURTNER/LITTLE ORCHARD



| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 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:                                         | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1212 | 33   | 50         | 1264 | 80   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 116  | 0    | 0          | 63   | 0    |
| Initial Fut:                                         | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1328 | 33   | 50         | 1327 | 80   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1328 | 33   | 50         | 1327 | 80   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1328 | 33   | 50         | 1327 | 80   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 55          | 7    | 20   | 163         | 7    | 295  | 210        | 1328 | 33   | 50         | 1327 | 80   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.89        | 0.11 | 1.00 | 0.96        | 0.04 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1597        | 203  | 1750 | 1726        | 74   | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.03 | 0.01 | 0.09        | 0.09 | 0.17 | 0.12       | 0.23 | 0.02 | 0.03       | 0.23 | 0.05 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.3        | 10.3 | 27.3 | 28.2        | 28.2 | 64.1 | 35.9       | 88.4 | 98.7 | 17.0       | 69.6 | 97.8 |
| Volume/Cap:                                          | 0.52        | 0.52 | 0.07 | 0.52        | 0.52 | 0.41 | 0.52       | 0.41 | 0.03 | 0.26       | 0.52 | 0.07 |
| Delay/Veh:                                           | 74.6        | 74.6 | 53.8 | 59.3        | 59.3 | 32.9 | 53.8       | 19.2 | 10.7 | 64.5       | 31.4 | 11.4 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 74.6        | 74.6 | 53.8 | 59.3        | 59.3 | 32.9 | 53.8       | 19.2 | 10.7 | 64.5       | 31.4 | 11.4 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | C    | D          | B    | B    | E          | C    | B    |
| HCM2kAvgQ:                                           | 4           | 4    | 1    | 8           | 8    | 11   | 9          | 11   | 1    | 2          | 15   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

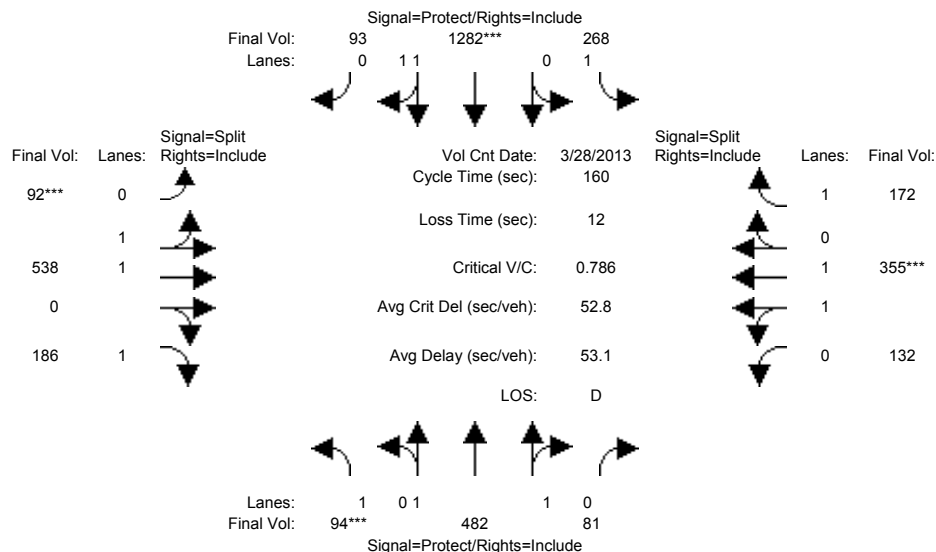
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 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:                                         | 153         | 1368 | 60   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 276  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 1    | 1    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 153         | 1369 | 61   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 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:                                          | 153         | 1369 | 61   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 276  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 153         | 1369 | 61   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 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:                                        | 153         | 1369 | 61   | 113         | 359  | 51   | 85         | 286  | 81   | 60         | 572  | 276  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.91 | 0.09 | 1.00        | 1.74 | 0.26 | 0.47       | 1.53 | 1.00 | 0.20       | 1.80 | 1.00 |
| Final Sat.:                                          | 1750        | 3542 | 158  | 1750        | 3239 | 460  | 848        | 2852 | 1750 | 351        | 3348 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.39 | 0.39 | 0.06        | 0.11 | 0.11 | 0.10       | 0.10 | 0.05 | 0.17       | 0.17 | 0.16 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 40.8        | 79.2 | 79.2 | 13.2        | 51.7 | 51.7 | 20.6       | 20.6 | 20.6 | 35.0       | 35.0 | 35.0 |
| Volume/Cap:                                          | 0.34        | 0.78 | 0.78 | 0.78        | 0.34 | 0.34 | 0.78       | 0.78 | 0.36 | 0.78       | 0.78 | 0.72 |
| Delay/Veh:                                           | 49.1        | 35.5 | 35.5 | 95.3        | 41.4 | 41.4 | 75.7       | 75.7 | 64.7 | 63.8       | 63.8 | 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:                                          | 49.1        | 35.5 | 35.5 | 95.3        | 41.4 | 41.4 | 75.7       | 75.7 | 64.7 | 63.8       | 63.8 | 64.5 |
| LOS by Move:                                         | D           | D    | D    | F           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 30   | 30   | 6           | 7    | 7    | 9          | 9    | 4    | 15         | 15   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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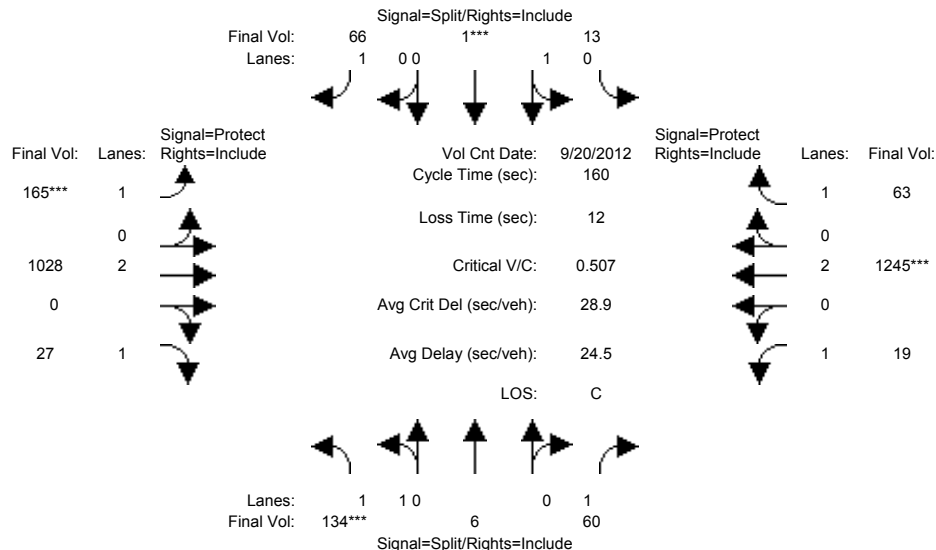
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 131        | 355  | 172  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 1          | 0    | 0    |
| Initial Fut:                                         | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 132        | 355  | 172  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 132        | 355  | 172  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 132        | 355  | 172  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 94          | 482  | 81   | 268         | 1282 | 93   | 92         | 538  | 186  | 132        | 355  | 172  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.70 | 0.30 | 1.00        | 1.86 | 0.14 | 0.30       | 1.70 | 1.00 | 0.56       | 1.44 | 1.00 |
| Final Sat.:                                          | 1750        | 3167 | 532  | 1750        | 3450 | 250  | 540        | 3159 | 1750 | 1003       | 2696 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.15 | 0.15 | 0.15        | 0.37 | 0.37 | 0.17       | 0.17 | 0.11 | 0.13       | 0.13 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.9        | 43.1 | 43.1 | 43.4        | 75.6 | 75.6 | 34.7       | 34.7 | 34.7 | 26.8       | 26.8 | 26.8 |
| Volume/Cap:                                          | 0.79        | 0.56 | 0.56 | 0.56        | 0.79 | 0.79 | 0.79       | 0.79 | 0.49 | 0.79       | 0.79 | 0.59 |
| Delay/Veh:                                           | 101.7       | 51.1 | 51.1 | 51.7        | 37.8 | 37.8 | 64.4       | 64.4 | 55.9 | 70.5       | 70.5 | 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:                                          | 101.7       | 51.1 | 51.1 | 51.7        | 37.8 | 37.8 | 64.4       | 64.4 | 55.9 | 70.5       | 70.5 | 64.6 |
| LOS by Move:                                         | F           | D    | D    | D           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 12   | 12   | 12          | 29   | 29   | 15         | 15   | 8    | 12         | 12   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3439: CURTNER/STONE

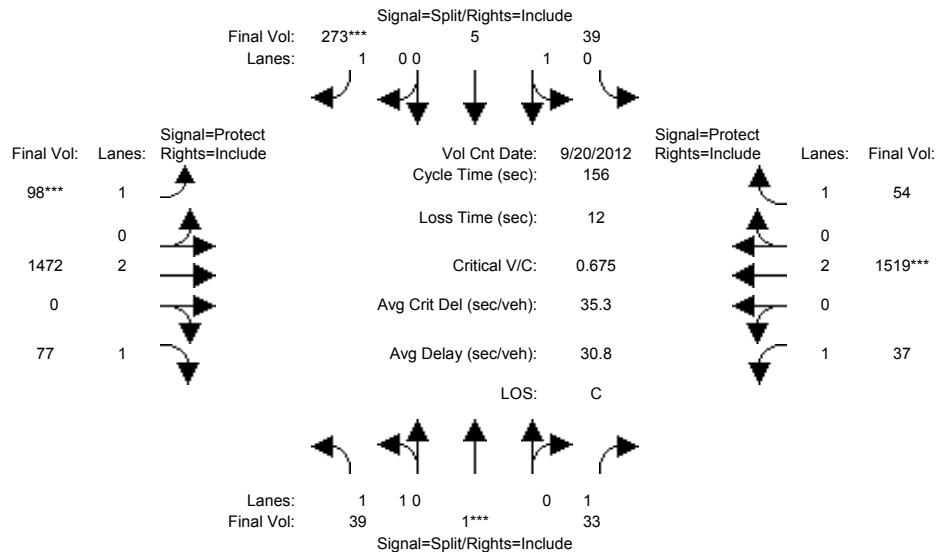


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 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:                                         | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 967  | 27    | 19         | 1132 | 63   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 61   | 0     | 0          | 113  | 0    |
| Initial Fut:                                         | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 1028 | 27    | 19         | 1245 | 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:                                          | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 1028 | 27    | 19         | 1245 | 63   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 1028 | 27    | 19         | 1245 | 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:                                        | 134         | 6    | 60   | 13          | 1    | 66   | 165        | 1028 | 27    | 19         | 1245 | 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 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92  | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.92        | 0.08 | 1.00 | 0.93        | 0.07 | 1.00 | 1.00       | 2.00 | 1.00  | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3398        | 152  | 1750 | 1671        | 129  | 1750 | 1750       | 3800 | 1750  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.04 | 0.03 | 0.01        | 0.01 | 0.04 | 0.09       | 0.27 | 0.02  | 0.01       | 0.33 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |       | ****       |      |      |
| Green Time:                                          | 11.6        | 11.6 | 11.6 | 11.9        | 11.9 | 11.9 | 27.8       | 107  | 107.1 | 17.3       | 96.7 | 96.7 |
| Volume/Cap:                                          | 0.54        | 0.54 | 0.47 | 0.10        | 0.10 | 0.51 | 0.54       | 0.40 | 0.02  | 0.10       | 0.54 | 0.06 |
| Delay/Veh:                                           | 74.0        | 74.0 | 74.0 | 69.4        | 69.4 | 74.5 | 62.3       | 12.1 | 8.9   | 64.5       | 18.9 | 13.0 |
| 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:                                          | 74.0        | 74.0 | 74.0 | 69.4        | 69.4 | 74.5 | 62.3       | 12.1 | 8.9   | 64.5       | 18.9 | 13.0 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | B    | A     | E          | B    | B    |
| HCM2kAvgQ:                                           | 4           | 4    | 4    | 1           | 1    | 4    | 8          | 11   | 0     | 1          | 17   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |



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## Intersection #3439: CURTNER/STONE

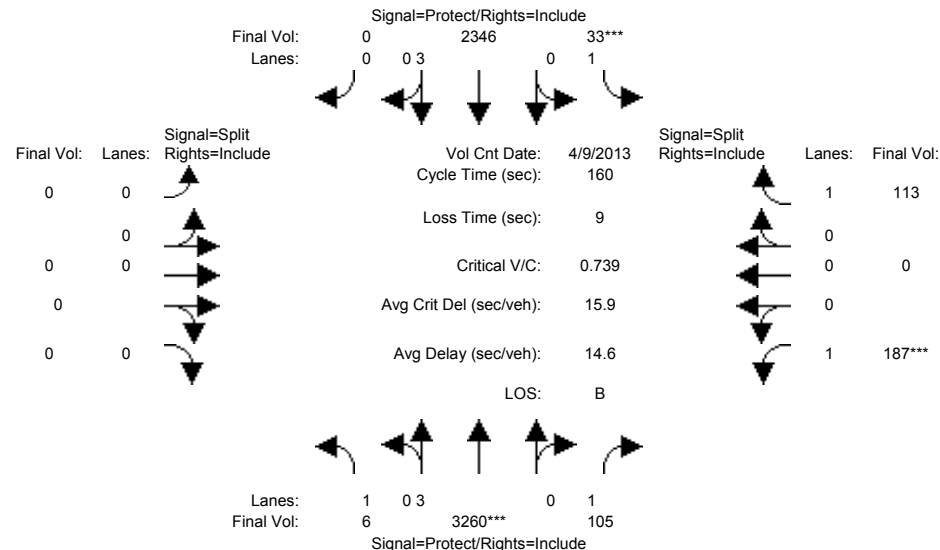


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 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:                                 | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1356 | 77   | 37         | 1456 | 54   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 116  | 0    | 0          | 63   | 0    |
| Initial Fut:                                 | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1472 | 77   | 37         | 1519 | 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          | 1    | 33   | 39          | 5    | 273  | 98         | 1472 | 77   | 37         | 1519 | 54   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1472 | 77   | 37         | 1519 | 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:                                | 39          | 1    | 33   | 39          | 5    | 273  | 98         | 1472 | 77   | 37         | 1519 | 54   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.93        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.95        | 0.05 | 1.00 | 0.89        | 0.11 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 3461        | 89   | 1750 | 1595        | 205  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.01        | 0.01 | 0.02 | 0.02        | 0.02 | 0.16 | 0.06       | 0.39 | 0.04 | 0.02       | 0.40 | 0.03 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 10.0        | 10.0 | 10.0 | 34.2        | 34.2 | 34.2 | 12.3       | 89.5 | 89.5 | 10.4       | 87.6 | 87.6 |
| Volume/Cap:                                  | 0.18        | 0.18 | 0.29 | 0.11        | 0.11 | 0.71 | 0.71       | 0.68 | 0.08 | 0.32       | 0.71 | 0.05 |
| Delay/Veh:                                   | 69.5        | 69.5 | 71.1 | 48.9        | 48.9 | 62.5 | 86.2       | 24.0 | 14.9 | 71.0       | 26.2 | 15.5 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 69.5        | 69.5 | 71.1 | 48.9        | 48.9 | 62.5 | 86.2       | 24.0 | 14.9 | 71.0       | 26.2 | 15.5 |
| LOS by Move:                                 | E           | E    | E    | D           | D    | E    | F          | C    | B    | E          | C    | B    |
| HCM2kAvgQ:                                   | 1           | 1    | 2    | 2           | 2    | 14   | 5          | 24   | 2    | 2          | 26   | 1    |

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

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Background (AM)

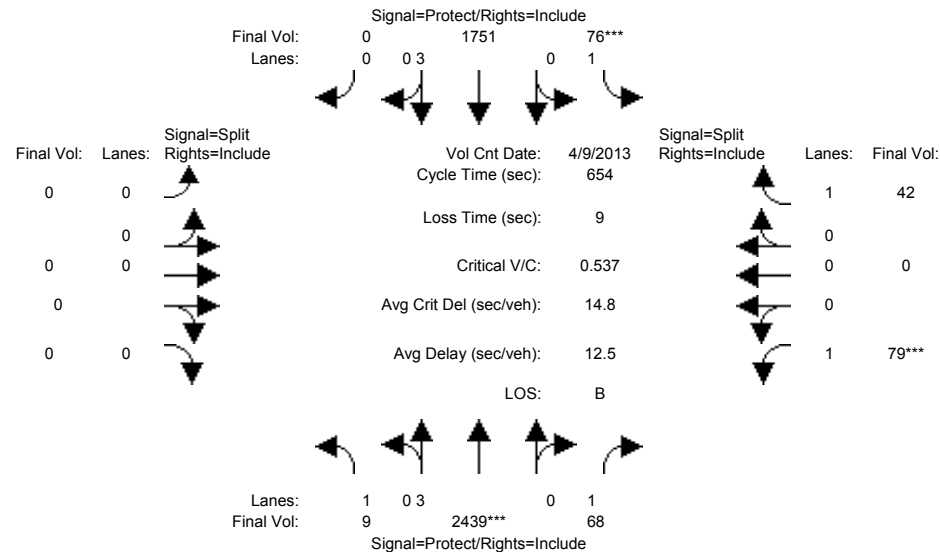
## Intersection #3462: EDENVIEW/MONTEREY



| 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   | 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: 9 Apr 2013 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 6           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| Growth Adj:                                          | 1.00        | 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           | 1625 | 105   | 33          | 728  | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 1635 | 0     | 0           | 1618 | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 6           | 3260 | 105   | 33          | 2346 | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 3260 | 105   | 33          | 2346 | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 6           | 3260 | 105   | 33          | 2346 | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 6           | 3260 | 105   | 33          | 2346 | 0    | 0          | 0    | 0    | 187        | 0    | 113  |
| Saturation 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.57 | 0.06  | 0.02        | 0.41 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.06 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.3        | 121  | 121.3 | 7.0         | 116  | 0.0  | 0.0        | 0.0  | 0.0  | 22.7       | 0.0  | 22.7 |
| Volume/Cap:                                          | 0.04        | 0.75 | 0.08  | 0.43        | 0.57 | 0.00 | 0.00       | 0.00 | 0.00 | 0.75       | 0.00 | 0.46 |
| Delay/Veh:                                           | 68.5        | 11.7 | 5.0   | 78.4        | 10.5 | 0.0  | 0.0        | 0.0  | 0.0  | 78.3       | 0.0  | 64.3 |
| 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:                                          | 68.5        | 11.7 | 5.0   | 78.4        | 10.5 | 0.0  | 0.0        | 0.0  | 0.0  | 78.3       | 0.0  | 64.3 |
| LOS by Move:                                         | E           | B    | A     | E           | B    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 30   | 1     | 2           | 17   | 0    | 0          | 0    | 0    | 11         | 0    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #3462: EDENVIEW/MONTEREY

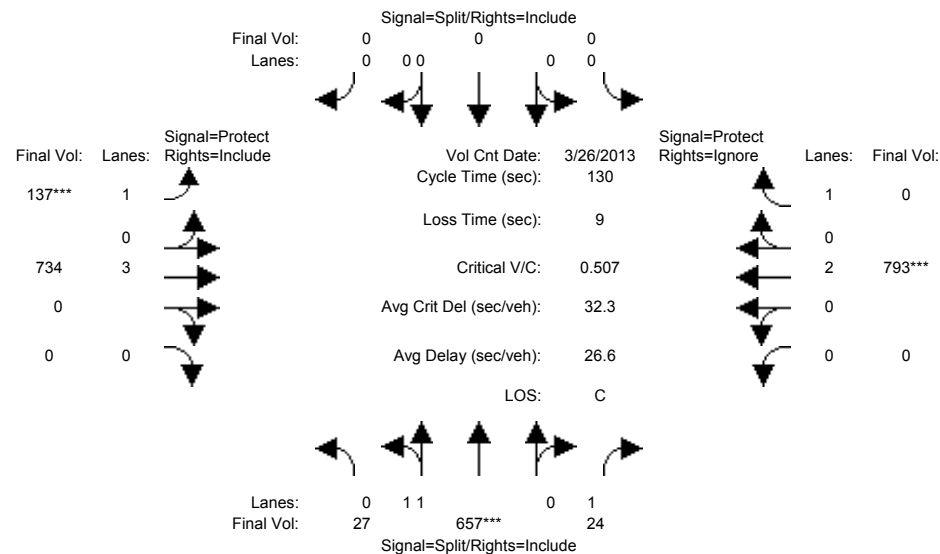


| Approach:                                   | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|---------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement:                                   | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R     |
| Min. Green:                                 | 7           | 10   | 10    | 7           | 10   | 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: 9 Apr 2013 << |             |      |       |             |      |      |            |      |      |            |      |       |
| Base Vol:                                   | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 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:                                | 9           | 832  | 68    | 76          | 1483 | 0    | 0          | 0    | 0    | 79         | 0    | 42    |
| Added Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                        | 0           | 1607 | 0     | 0           | 268  | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Initial Fut:                                | 9           | 2439 | 68    | 76          | 1751 | 0    | 0          | 0    | 0    | 79         | 0    | 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:                                 | 9           | 2439 | 68    | 76          | 1751 | 0    | 0          | 0    | 0    | 79         | 0    | 42    |
| Reduct Vol:                                 | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                | 9           | 2439 | 68    | 76          | 1751 | 0    | 0          | 0    | 0    | 79         | 0    | 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:                               | 9           | 2439 | 68    | 76          | 1751 | 0    | 0          | 0    | 0    | 79         | 0    | 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00  |
| Final Sat.:                                 | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750  |
| Capacity Analysis Module:                   |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                    | 0.01        | 0.43 | 0.04  | 0.04        | 0.31 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.02  |
| Crit Moves:                                 | ****        |      |       |             |      |      |            |      |      |            |      |       |
| Green Time:                                 | 49.8        | 522  | 521.5 | 52.9        | 525  | 0.0  | 0.0        | 0.0  | 0.0  | 55.0       | 0.0  | 55.0  |
| Volume/Cap:                                 | 0.07        | 0.54 | 0.05  | 0.54        | 0.38 | 0.00 | 0.00       | 0.00 | 0.00 | 0.54       | 0.00 | 0.29  |
| Delay/Veh:                                  | 103.2       | 8.7  | 5.1   | 110.0       | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 109.3      | 0.0  | 104.2 |
| 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:                                 | 103.2       | 8.7  | 5.1   | 110.0       | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 109.3      | 0.0  | 104.2 |
| LOS by Move:                                | F           | A    | A     | F           | A    | A    | A          | A    | A    | F          | A    | F     |
| HCM2kAvgQ:                                  | 1           | 20   | 1     | 6           | 12   | 0    | 0          | 0    | 0    | 7          | 0    | 3     |

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

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Background (AM)

## Intersection #3472: 11TH/KEYES

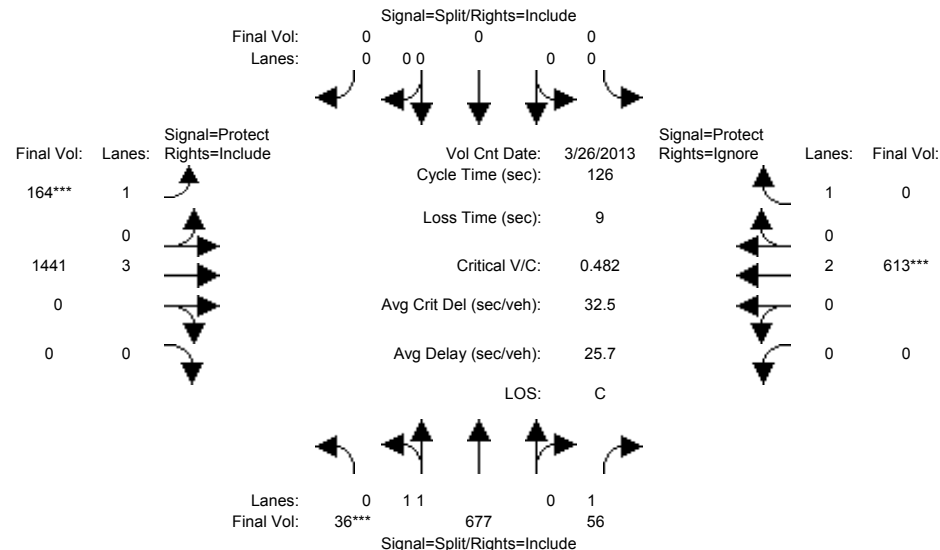


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                         | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 1017 |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 26          | 615  | 20   | 0           | 0    | 0    | 120        | 611  | 0    | 0          | 709  | 1017 |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 1           | 42   | 4    | 0           | 0    | 0    | 17         | 123  | 0    | 0          | 84   | 31   |
| Initial Fut:                                 | 27          | 657  | 24   | 0           | 0    | 0    | 137        | 734  | 0    | 0          | 793  | 1048 |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                  | 27          | 657  | 24   | 0           | 0    | 0    | 137        | 734  | 0    | 0          | 793  | 0    |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 27          | 657  | 24   | 0           | 0    | 0    | 137        | 734  | 0    | 0          | 793  | 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 | 0.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                | 27          | 657  | 24   | 0           | 0    | 0    | 137        | 734  | 0    | 0          | 793  | 0    |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.97 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.08        | 1.92 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 146         | 3554 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.18        | 0.18 | 0.01 | 0.00        | 0.00 | 0.00 | 0.08       | 0.13 | 0.00 | 0.00       | 0.21 | 0.00 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 47.4        | 47.4 | 47.4 | 0.0         | 0.0  | 0.0  | 20.1       | 73.6 | 0.0  | 0.0        | 53.5 | 0.0  |
| Volume/Cap:                                  | 0.51        | 0.51 | 0.04 | 0.00        | 0.00 | 0.00 | 0.51       | 0.23 | 0.00 | 0.00       | 0.51 | 0.00 |
| Delay/Veh:                                   | 32.5        | 32.5 | 26.6 | 0.0         | 0.0  | 0.0  | 52.0       | 14.1 | 0.0  | 0.0        | 28.7 | 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:                                  | 32.5        | 32.5 | 26.6 | 0.0         | 0.0  | 0.0  | 52.0       | 14.1 | 0.0  | 0.0        | 28.7 | 0.0  |
| LOS by Move:                                 | C           | C    | C    | A           | A    | A    | D          | B    | A    | A          | C    | A    |
| HCM2kAvgQ:                                   | 11          | 11   | 1    | 0           | 0    | 0    | 5          | 5    | 0    | 0          | 11   | 0    |

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

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## Intersection #3472: 11TH/KEYES

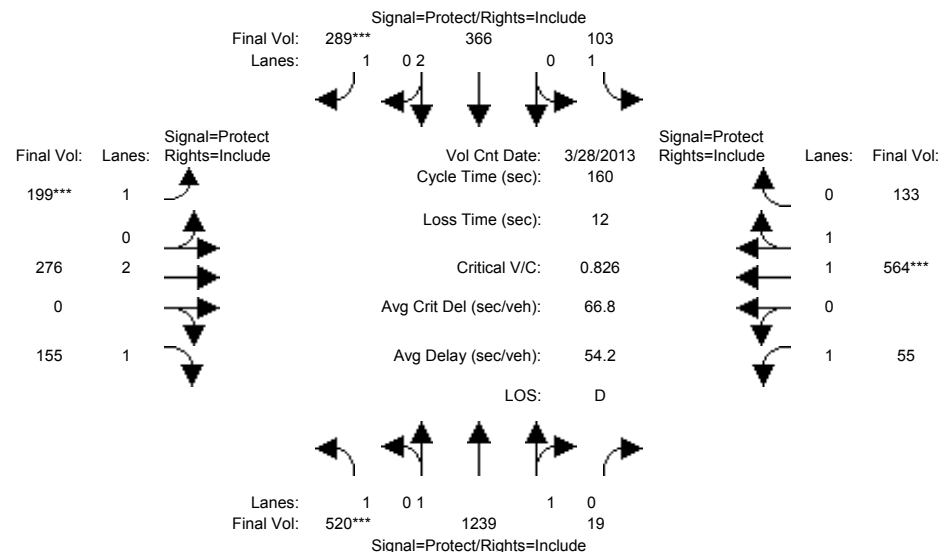


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 10          | 10   | 10   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                         | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 725  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 34          | 589  | 43   | 0           | 0    | 0    | 140        | 1162 | 0    | 0          | 447  | 725  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 2           | 88   | 13   | 0           | 0    | 0    | 24         | 279  | 0    | 0          | 166  | 55   |
| Initial Fut:                                 | 36          | 677  | 56   | 0           | 0    | 0    | 164        | 1441 | 0    | 0          | 613  | 780  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                  | 36          | 677  | 56   | 0           | 0    | 0    | 164        | 1441 | 0    | 0          | 613  | 0    |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 36          | 677  | 56   | 0           | 0    | 0    | 164        | 1441 | 0    | 0          | 613  | 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 | 0.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                | 36          | 677  | 56   | 0           | 0    | 0    | 164        | 1441 | 0    | 0          | 613  | 0    |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.98 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.10        | 1.90 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 187         | 3513 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.19        | 0.19 | 0.03 | 0.00        | 0.00 | 0.00 | 0.09       | 0.25 | 0.00 | 0.00       | 0.16 | 0.00 |
| Crit Moves:                                  | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 50.4        | 50.4 | 50.4 | 0.0         | 0.0  | 0.0  | 24.5       | 66.6 | 0.0  | 0.0        | 42.2 | 0.0  |
| Volume/Cap:                                  | 0.48        | 0.48 | 0.08 | 0.00        | 0.00 | 0.00 | 0.48       | 0.48 | 0.00 | 0.00       | 0.48 | 0.00 |
| Delay/Veh:                                   | 28.4        | 28.4 | 23.5 | 0.0         | 0.0  | 0.0  | 46.2       | 18.8 | 0.0  | 0.0        | 33.6 | 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:                                  | 28.4        | 28.4 | 23.5 | 0.0         | 0.0  | 0.0  | 46.2       | 18.8 | 0.0  | 0.0        | 33.6 | 0.0  |
| LOS by Move:                                 | C           | C    | C    | A           | A    | A    | D          | B    | A    | A          | C    | A    |
| HCM2kAvgQ:                                   | 10          | 10   | 1    | 0           | 0    | 0    | 6          | 11   | 0    | 0          | 9    | 0    |

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

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Background (AM)

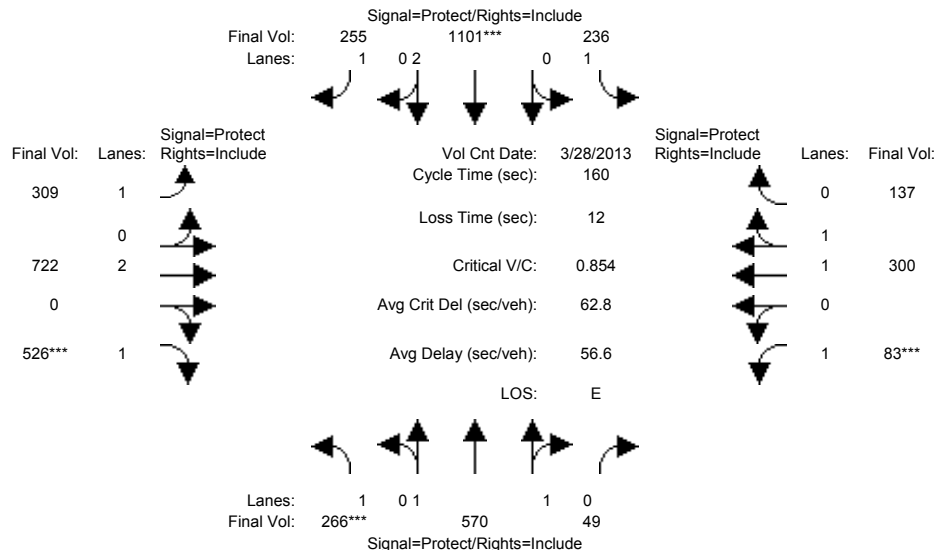
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                         | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                         | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                          | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 133  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 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:                                        | 520         | 1239 | 19   | 103         | 366  | 289  | 199        | 276  | 155  | 55         | 564  | 133  |
| 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        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.97 | 0.03 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.61 | 0.39 |
| Final Sat.:                                          | 1750        | 3644 | 56   | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2993 | 706  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.30        | 0.34 | 0.34 | 0.06        | 0.10 | 0.17 | 0.11       | 0.07 | 0.09 | 0.03       | 0.19 | 0.19 |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      |            | **** |      |
| Green Time:                                          | 57.5        | 76.3 | 76.3 | 13.2        | 32.0 | 32.0 | 22.0       | 39.2 | 39.2 | 19.3       | 36.5 | 36.5 |
| Volume/Cap:                                          | 0.83        | 0.71 | 0.71 | 0.71        | 0.48 | 0.83 | 0.83       | 0.30 | 0.36 | 0.26       | 0.83 | 0.83 |
| Delay/Veh:                                           | 55.5        | 34.6 | 34.6 | 87.0        | 57.2 | 76.2 | 87.5       | 49.4 | 50.6 | 64.5       | 65.5 | 65.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 55.5        | 34.6 | 34.6 | 87.0        | 57.2 | 76.2 | 87.5       | 49.4 | 50.6 | 64.5       | 65.5 | 65.5 |
| LOS by Move:                                         | E           | C    | C    | F           | E    | E    | F          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 25          | 24   | 24   | 6           | 8    | 15   | 11         | 5    | 7    | 3          | 17   | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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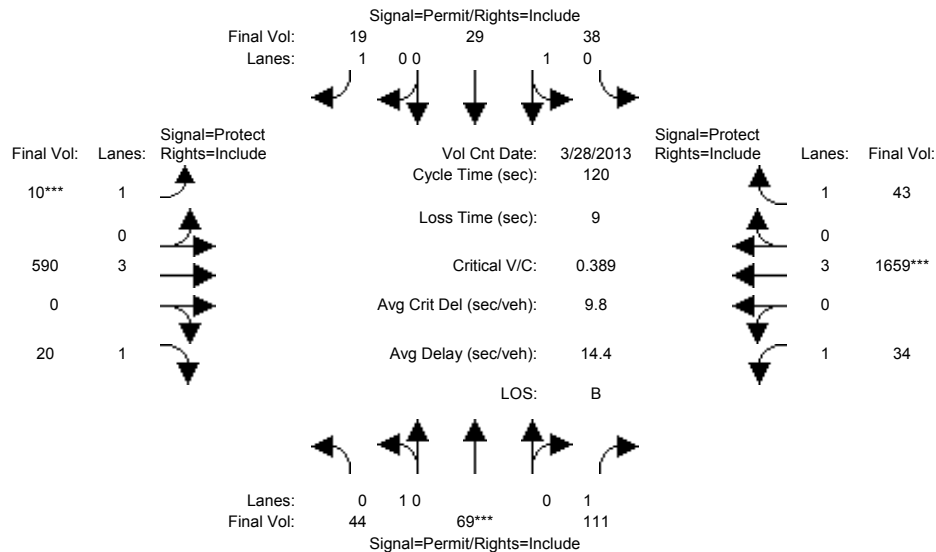
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                         | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                         | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                          | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 137  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 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:                                        | 266         | 570  | 49   | 236         | 1101 | 255  | 309        | 722  | 526  | 83         | 300  | 137  |
| 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 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.84 | 0.16 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.36 | 0.64 |
| Final Sat.:                                          | 1750        | 3407 | 293  | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2539 | 1160 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.17 | 0.17 | 0.13        | 0.29 | 0.15 | 0.18       | 0.19 | 0.30 | 0.05       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      | **** |            |      |      |
| Green Time:                                          | 28.5        | 45.8 | 45.8 | 36.9        | 54.3 | 54.3 | 39.1       | 56.3 | 56.3 | 8.9        | 26.1 | 26.1 |
| Volume/Cap:                                          | 0.85        | 0.58 | 0.58 | 0.58        | 0.85 | 0.43 | 0.72       | 0.54 | 0.85 | 0.85       | 0.72 | 0.72 |
| Delay/Veh:                                           | 83.6        | 49.8 | 49.8 | 56.9        | 54.9 | 41.4 | 61.5       | 41.9 | 59.2 | 122.8      | 67.8 | 67.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 83.6        | 49.8 | 49.8 | 56.9        | 54.9 | 41.4 | 61.5       | 41.9 | 59.2 | 122.8      | 67.8 | 67.8 |
| LOS by Move:                                         | F           | D    | D    | E           | D    | D    | E          | D    | E    | F          | E    | E    |
| HCM2kAvgQ:                                           | 14          | 13   | 13   | 11          | 26   | 10   | 15         | 14   | 26   | 5          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3586: HILLSDALE/JARVIS



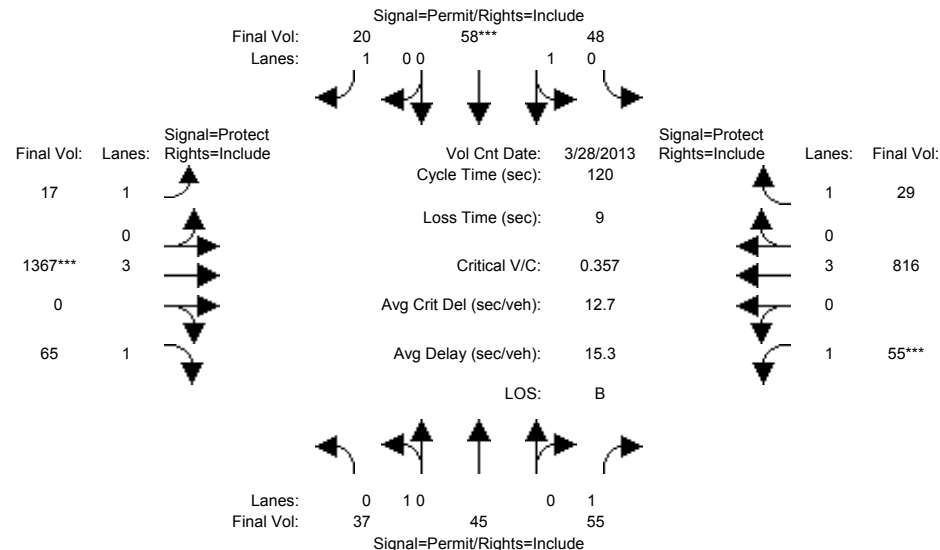
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 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:                                 | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 588  | 20   | 34         | 1659 | 43   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 2    | 0    | 0          | 0    | 0    |
| Initial Fut:                                 | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 590  | 20   | 34         | 1659 | 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:                                  | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 590  | 20   | 34         | 1659 | 43   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 590  | 20   | 34         | 1659 | 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:                                | 44          | 69   | 111  | 38          | 29   | 19   | 10         | 590  | 20   | 34         | 1659 | 43   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.39        | 0.61 | 1.00 | 0.57        | 0.43 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 701         | 1099 | 1750 | 1021        | 779  | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.06        | 0.06 | 0.06 | 0.04        | 0.04 | 0.01 | 0.01       | 0.10 | 0.01 | 0.02       | 0.29 | 0.02 |
| Crit Moves:                                  | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 18.5        | 18.5 | 18.5 | 18.5        | 18.5 | 18.5 | 7.0        | 59.2 | 59.2 | 33.4       | 85.5 | 85.5 |
| Volume/Cap:                                  | 0.41        | 0.41 | 0.41 | 0.24        | 0.24 | 0.07 | 0.10       | 0.21 | 0.02 | 0.07       | 0.41 | 0.03 |
| Delay/Veh:                                   | 46.8        | 46.8 | 46.9 | 45.1        | 45.1 | 43.6 | 53.9       | 17.2 | 15.6 | 32.0       | 7.0  | 5.1  |
| 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:                                  | 46.8        | 46.8 | 46.9 | 45.1        | 45.1 | 43.6 | 53.9       | 17.2 | 15.6 | 32.0       | 7.0  | 5.1  |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | B    | B    | C          | A    | A    |
| HCM2kAvgQ:                                   | 4           | 4    | 4    | 2           | 2    | 1    | 0          | 4    | 0    | 1          | 8    | 0    |

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



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## Intersection #3586: HILLSDALE/JARVIS

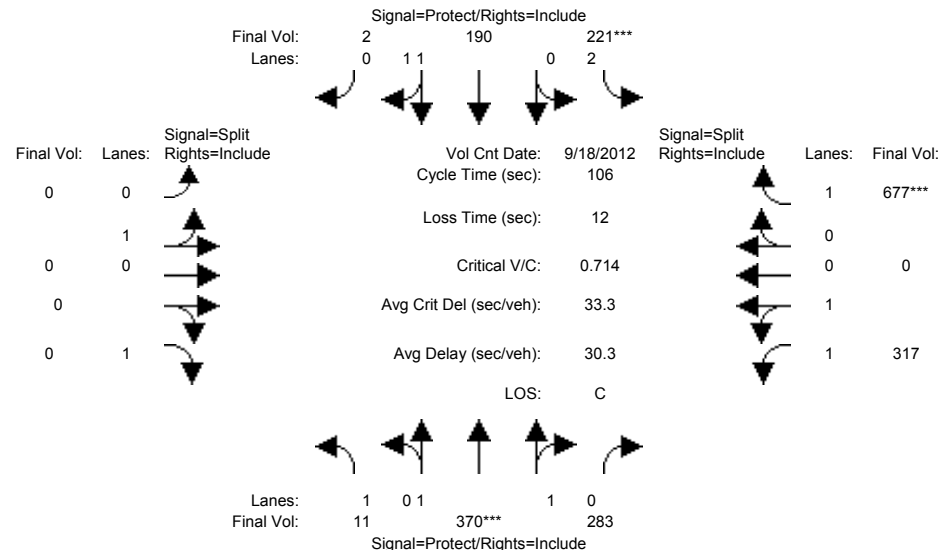


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                 | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                 | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                  | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 29   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 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:                                | 37          | 45   | 55   | 48          | 58   | 20   | 17         | 1367 | 65   | 55         | 816  | 29   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.45        | 0.55 | 1.00 | 0.45        | 0.55 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 812         | 988  | 1750 | 815         | 985  | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.05        | 0.05 | 0.03 | 0.06        | 0.06 | 0.01 | 0.01       | 0.24 | 0.04 | 0.03       | 0.14 | 0.02 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 19.8        | 19.8 | 19.8 | 19.8        | 19.8 | 19.8 | 26.4       | 80.6 | 80.6 | 10.6       | 64.8 | 64.8 |
| Volume/Cap:                                  | 0.28        | 0.28 | 0.19 | 0.36        | 0.36 | 0.07 | 0.04       | 0.36 | 0.06 | 0.36       | 0.27 | 0.03 |
| Delay/Veh:                                   | 44.3        | 44.3 | 43.5 | 45.2        | 45.2 | 42.4 | 36.9       | 8.6  | 6.7  | 52.9       | 14.9 | 12.9 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 44.3        | 44.3 | 43.5 | 45.2        | 45.2 | 42.4 | 36.9       | 8.6  | 6.7  | 52.9       | 14.9 | 12.9 |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | A    | A    | D          | B    | B    |
| HCM2kAvgQ:                                   | 3           | 3    | 2    | 4           | 4    | 1    | 0          | 7    | 1    | 2          | 5    | 1    |

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

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Background (AM)

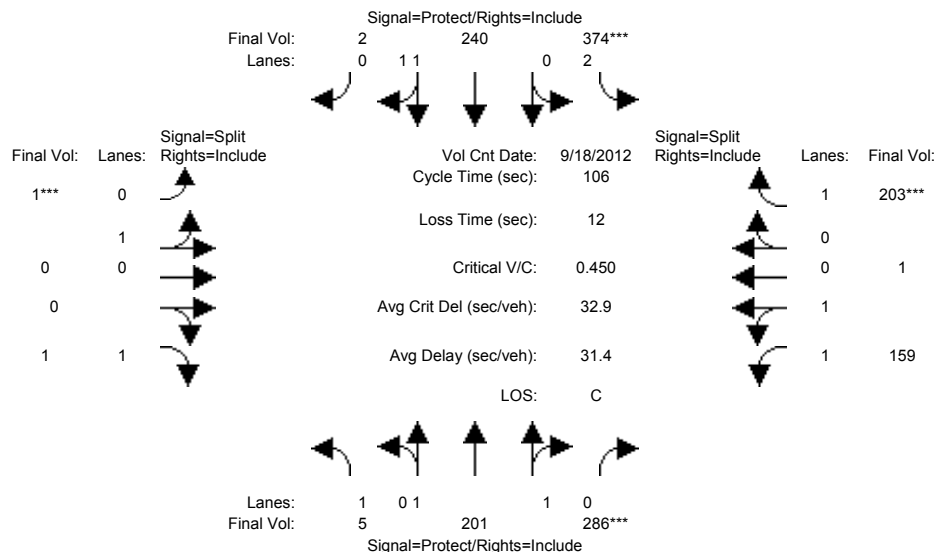
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| 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:                                         | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 11          | 370  | 283  | 221         | 190  | 2    | 0          | 0    | 0    | 317        | 0    | 677  |
| 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.11 | 0.89 | 2.00        | 1.98 | 0.02 | 0.00       | 1.00 | 1.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 2095 | 1603 | 3150        | 3661 | 39   | 0          | 1800 | 1750 | 3550       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.18 | 0.18 | 0.07        | 0.05 | 0.05 | 0.00       | 0.00 | 0.00 | 0.09       | 0.00 | 0.39 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 15.1        | 26.2 | 26.2 | 10.4        | 21.5 | 21.5 | 0.0        | 0.0  | 0.0  | 57.4       | 0.0  | 57.4 |
| Volume/Cap:                                          | 0.04        | 0.71 | 0.71 | 0.71        | 0.26 | 0.26 | 0.00       | 0.00 | 0.00 | 0.16       | 0.00 | 0.71 |
| Delay/Veh:                                           | 39.3        | 39.2 | 39.2 | 54.1        | 35.7 | 35.7 | 0.0        | 0.0  | 0.0  | 12.3       | 0.0  | 20.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 39.3        | 39.2 | 39.2 | 54.1        | 35.7 | 35.7 | 0.0        | 0.0  | 0.0  | 12.3       | 0.0  | 20.8 |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | A          | A    | A    | B          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 10   | 10   | 6           | 3    | 3    | 0          | 0    | 0    | 3          | 0    | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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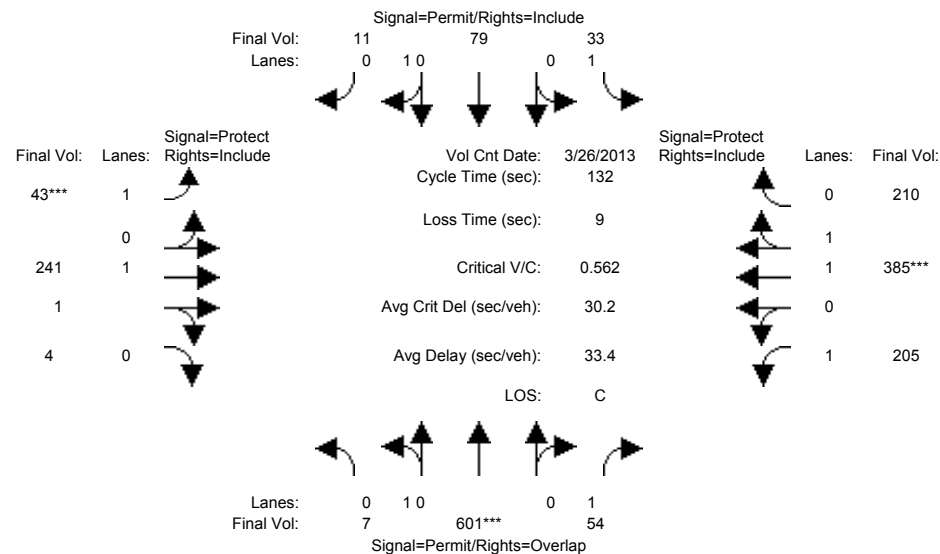
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| 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:                                         | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 5           | 201  | 286  | 374         | 240  | 2    | 1          | 0    | 1    | 159        | 1    | 203  |
| Saturation 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 2.00        | 1.98 | 0.02 | 1.00       | 0.00 | 1.00 | 1.99       | 0.01 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 3150        | 3669 | 31   | 1800       | 0    | 1750 | 3528       | 22   | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.11 | 0.16 | 0.12        | 0.07 | 0.07 | 0.00       | 0.00 | 0.00 | 0.05       | 0.05 | 0.12 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 24.5        | 34.5 | 34.5 | 25.0        | 35.0 | 35.0 | 10.0       | 0.0  | 10.0 | 24.5       | 24.5 | 24.5 |
| Volume/Cap:                                          | 0.01        | 0.33 | 0.50 | 0.50        | 0.20 | 0.20 | 0.01       | 0.00 | 0.01 | 0.20       | 0.20 | 0.50 |
| Delay/Veh:                                           | 31.4        | 27.1 | 29.3 | 35.6        | 25.5 | 25.5 | 43.5       | 0.0  | 43.5 | 32.9       | 32.9 | 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:                                          | 31.4        | 27.1 | 29.3 | 35.6        | 25.5 | 25.5 | 43.5       | 0.0  | 43.5 | 32.9       | 32.9 | 36.5 |
| LOS by Move:                                         | C           | C    | C    | D           | C    | C    | D          | A    | D    | C          | C    | D    |
| HCM2kAvgQ:                                           | 0           | 5    | 8    | 7           | 3    | 3    | 0          | 0    | 0    | 2          | 2    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3616: KEYES/SECOND

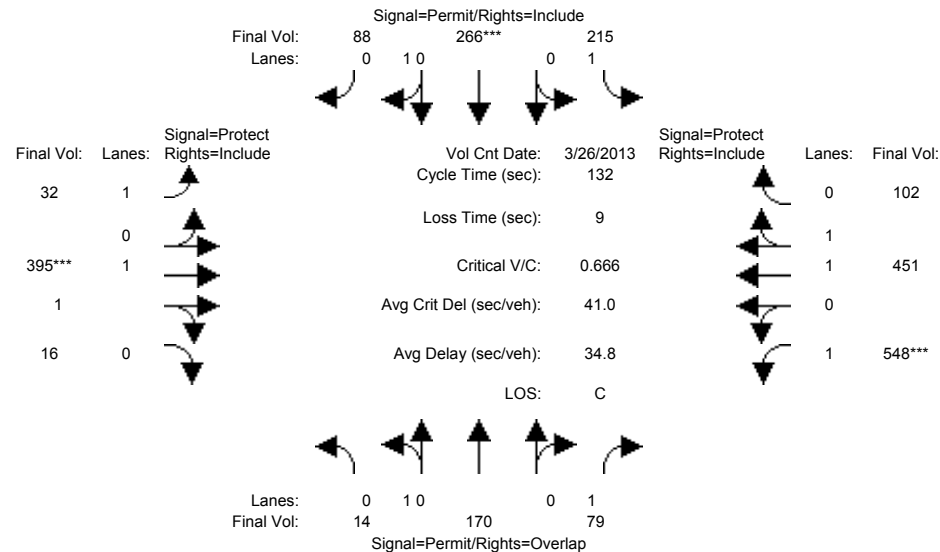


| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 6           | 474  | 43    | 26          | 79   | 12   | 34         | 227  | 5    | 165        | 390  | 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:                                 | 6           | 474  | 43    | 26          | 79   | 12   | 34         | 227  | 5    | 165        | 390  | 166  |
| Added Vol:                                   | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 1           | 127  | 11    | 7           | 0    | -1   | 9          | 14   | -1   | 40         | -5   | 44   |
| Initial Fut:                                 | 7           | 601  | 54    | 33          | 79   | 11   | 43         | 241  | 4    | 205        | 385  | 210  |
| User Adj:                                    | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 7           | 601  | 54    | 33          | 79   | 11   | 43         | 241  | 4    | 205        | 385  | 210  |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 7           | 601  | 54    | 33          | 79   | 11   | 43         | 241  | 4    | 205        | 385  | 210  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 7           | 601  | 54    | 33          | 79   | 11   | 43         | 241  | 4    | 205        | 385  | 210  |
| Saturation Flow Module:                      |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92  | 0.92        | 0.95 | 0.95 | 0.92       | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                       | 0.01        | 0.99 | 1.00  | 1.00        | 0.88 | 0.12 | 1.00       | 1.97 | 0.03 | 1.00       | 1.27 | 0.73 |
| Final Sat.:                                  | 21          | 1779 | 1750  | 1750        | 1580 | 220  | 1750       | 3640 | 60   | 1750       | 2393 | 1305 |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.34        | 0.34 | 0.03  | 0.02        | 0.05 | 0.05 | 0.02       | 0.07 | 0.07 | 0.12       | 0.16 | 0.16 |
| Crit Moves:                                  |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 78.6        | 78.6 | 105.6 | 78.6        | 78.6 | 78.6 | 7.0        | 17.4 | 17.4 | 27.0       | 37.4 | 37.4 |
| Volume/Cap:                                  | 0.57        | 0.57 | 0.04  | 0.03        | 0.08 | 0.08 | 0.46       | 0.50 | 0.50 | 0.57       | 0.57 | 0.57 |
| Delay/Veh:                                   | 17.0        | 17.0 | 2.7   | 11.0        | 11.4 | 11.4 | 64.3       | 54.0 | 54.0 | 49.6       | 41.1 | 41.1 |
| 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:                                  | 17.0        | 17.0 | 2.7   | 11.0        | 11.4 | 11.4 | 64.3       | 54.0 | 54.0 | 49.6       | 41.1 | 41.1 |
| LOS by Move:                                 | B           | B    | A     | B           | B    | B    | E          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                   | 16          | 16   | 0     | 1           | 2    | 2    | 2          | 5    | 5    | 8          | 10   | 10   |

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

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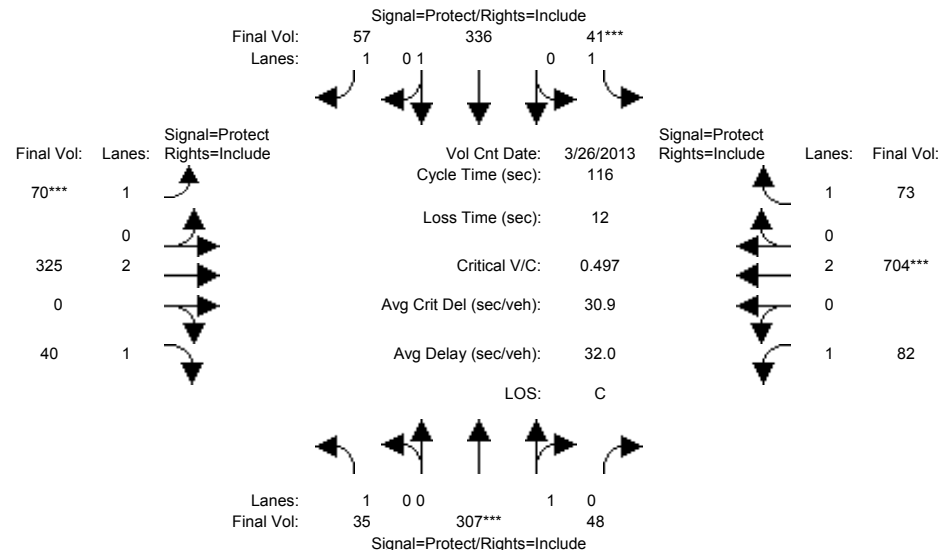
## Intersection #3616: KEYES/SECOND



| 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: 26 Mar 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 11          | 135  | 63    | 178         | 325  | 77   | 26         | 381  | 15   | 451        | 441  | 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:                                         | 11          | 135  | 63    | 178         | 325  | 77   | 26         | 381  | 15   | 451        | 441  | 81   |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 3           | 35   | 16    | 37          | -59  | 11   | 6          | 14   | 1    | 97         | 10   | 21   |
| Initial Fut:                                         | 14          | 170  | 79    | 215         | 266  | 88   | 32         | 395  | 16   | 548        | 451  | 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:                                          | 14          | 170  | 79    | 215         | 266  | 88   | 32         | 395  | 16   | 548        | 451  | 102  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 14          | 170  | 79    | 215         | 266  | 88   | 32         | 395  | 16   | 548        | 451  | 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:                                        | 14          | 170  | 79    | 215         | 266  | 88   | 32         | 395  | 16   | 548        | 451  | 102  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92  | 0.92        | 0.95 | 0.95 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.08        | 0.92 | 1.00  | 1.00        | 0.75 | 0.25 | 1.00       | 1.92 | 0.08 | 1.00       | 1.62 | 0.38 |
| Final Sat.:                                          | 137         | 1663 | 1750  | 1750        | 1353 | 447  | 1750       | 3556 | 144  | 1750       | 3017 | 682  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.10 | 0.05  | 0.12        | 0.20 | 0.20 | 0.02       | 0.11 | 0.11 | 0.31       | 0.15 | 0.15 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 39.0        | 39.0 | 101.0 | 39.0        | 39.0 | 39.0 | 22.0       | 22.0 | 22.0 | 62.0       | 62.0 | 62.0 |
| Volume/Cap:                                          | 0.35        | 0.35 | 0.06  | 0.42        | 0.67 | 0.67 | 0.11       | 0.67 | 0.67 | 0.67       | 0.32 | 0.32 |
| Delay/Veh:                                           | 36.9        | 36.9 | 3.8   | 37.9        | 44.0 | 44.0 | 46.8       | 54.3 | 54.3 | 29.1       | 21.9 | 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:                                          | 36.9        | 36.9 | 3.8   | 37.9        | 44.0 | 44.0 | 46.8       | 54.3 | 54.3 | 29.1       | 21.9 | 21.9 |
| LOS by Move:                                         | D           | D    | A     | D           | D    | D    | D          | D    | D    | C          | C    | C    |
| HCM2kAvgQ:                                           | 6           | 6    | 1     | 7           | 13   | 13   | 1          | 8    | 8    | 18         | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #3618: KEYES/SEVENTH

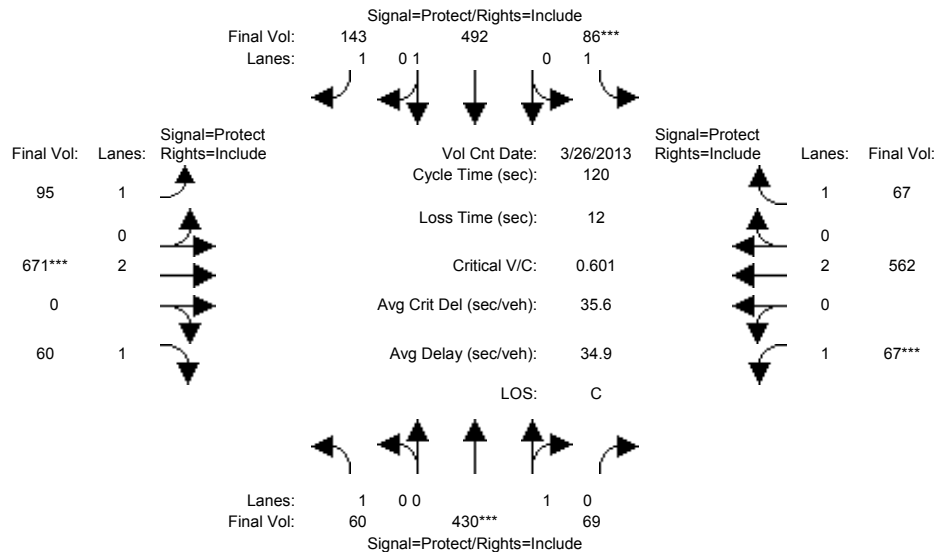


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 24          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 24          | 276  | 38   | 39          | 295  | 44   | 66         | 264  | 20   | 69         | 620  | 65   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 11          | 31   | 10   | 2           | 41   | 13   | 4          | 61   | 20   | 13         | 84   | 8    |
| Initial Fut:                                 | 35          | 307  | 48   | 41          | 336  | 57   | 70         | 325  | 40   | 82         | 704  | 73   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 35          | 307  | 48   | 41          | 336  | 57   | 70         | 325  | 40   | 82         | 704  | 73   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 35          | 307  | 48   | 41          | 336  | 57   | 70         | 325  | 40   | 82         | 704  | 73   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 35          | 307  | 48   | 41          | 336  | 57   | 70         | 325  | 40   | 82         | 704  | 73   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 0.86 | 0.14 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1750        | 1557 | 243  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.02        | 0.20 | 0.20 | 0.02        | 0.18 | 0.03 | 0.04       | 0.09 | 0.02 | 0.05       | 0.19 | 0.04 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 13.3        | 45.3 | 45.3 | 7.0         | 39.0 | 39.0 | 9.2        | 30.4 | 30.4 | 21.3       | 42.5 | 42.5 |
| Volume/Cap:                                  | 0.17        | 0.51 | 0.51 | 0.39        | 0.53 | 0.10 | 0.51       | 0.33 | 0.09 | 0.26       | 0.51 | 0.11 |
| Delay/Veh:                                   | 46.8        | 27.4 | 27.4 | 54.8        | 31.9 | 26.5 | 54.2       | 34.7 | 32.4 | 41.0       | 28.9 | 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:                                  | 46.8        | 27.4 | 27.4 | 54.8        | 31.9 | 26.5 | 54.2       | 34.7 | 32.4 | 41.0       | 28.9 | 24.4 |
| LOS by Move:                                 | D           | C    | C    | D           | C    | C    | D          | C    | C    | D          | C    | C    |
| HCM2kAvgQ:                                   | 1           | 10   | 10   | 2           | 9    | 1    | 3          | 4    | 1    | 3          | 9    | 2    |

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

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Background (PM)

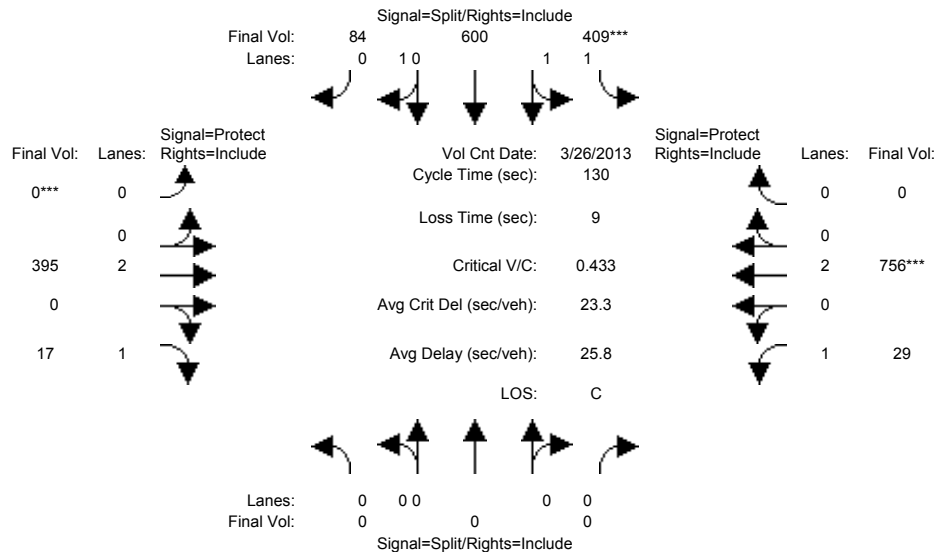
## Intersection #3618: KEYES/SEVENTH



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 40          | 376  | 48   | 81          | 405  | 114  | 82         | 522  | 46   | 45         | 424  | 60   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 20          | 54   | 21   | 5           | 87   | 29   | 13         | 149  | 14   | 22         | 138  | 7    |
| Initial Fut:                                         | 60          | 430  | 69   | 86          | 492  | 143  | 95         | 671  | 60   | 67         | 562  | 67   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 60          | 430  | 69   | 86          | 492  | 143  | 95         | 671  | 60   | 67         | 562  | 67   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 60          | 430  | 69   | 86          | 492  | 143  | 95         | 671  | 60   | 67         | 562  | 67   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 60          | 430  | 69   | 86          | 492  | 143  | 95         | 671  | 60   | 67         | 562  | 67   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.86 | 0.14 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1551 | 249  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.28 | 0.28 | 0.05        | 0.26 | 0.08 | 0.05       | 0.18 | 0.03 | 0.04       | 0.15 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.0        | 55.3 | 55.3 | 9.8         | 53.2 | 53.2 | 12.1       | 35.2 | 35.2 | 7.6        | 30.7 | 30.7 |
| Volume/Cap:                                          | 0.34        | 0.60 | 0.60 | 0.60        | 0.58 | 0.18 | 0.54       | 0.60 | 0.12 | 0.60       | 0.58 | 0.15 |
| Delay/Veh:                                           | 51.5        | 25.4 | 25.4 | 60.2        | 26.2 | 20.4 | 54.5       | 37.3 | 31.1 | 63.6       | 39.8 | 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:                                          | 51.5        | 25.4 | 25.4 | 60.2        | 26.2 | 20.4 | 54.5       | 37.3 | 31.1 | 63.6       | 39.8 | 34.7 |
| LOS by Move:                                         | D           | C    | C    | E           | C    | C    | D          | D    | C    | E          | D    | C    |
| HCM2kAvgQ:                                           | 2           | 14   | 14   | 3           | 13   | 3    | 4          | 10   | 2    | 3          | 9    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3619: KEYES/10TH

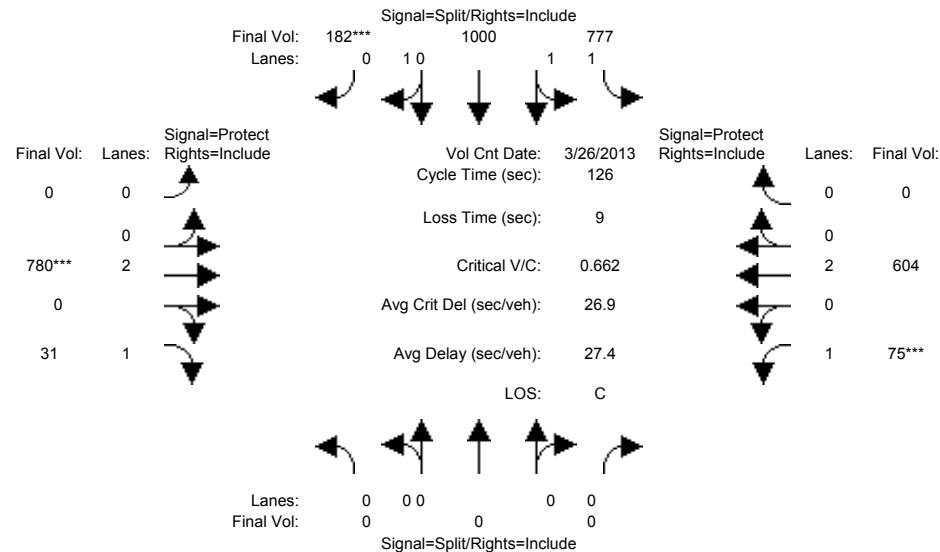


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 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    | 381         | 552  | 67   | 0          | 347  | 17   | 17         | 686  | 0    |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 28          | 48   | 17   | 0          | 48   | 0    | 12         | 70   | 0    |
| Initial Fut:                                         | 0           | 0    | 0    | 409         | 600  | 84   | 0          | 395  | 17   | 29         | 756  | 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    | 409         | 600  | 84   | 0          | 395  | 17   | 29         | 756  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 409         | 600  | 84   | 0          | 395  | 17   | 29         | 756  | 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           | 0    | 0    | 409         | 600  | 84   | 0          | 395  | 17   | 29         | 756  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.14        | 1.63 | 0.23 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2002        | 2936 | 411  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.20        | 0.20 | 0.20 | 0.00       | 0.10 | 0.01 | 0.02       | 0.20 | 0.00 |
| Crit Moves:                                          |             |      |      | ****        |      |      |            | **** |      |            |      | **** |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 61.3        | 61.3 | 61.3 | 0.0        | 39.3 | 39.3 | 20.4       | 59.7 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.43        | 0.43 | 0.43 | 0.00       | 0.34 | 0.03 | 0.11       | 0.43 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 22.9        | 22.9 | 22.9 | 0.0        | 35.5 | 32.0 | 47.2       | 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  | 22.9        | 22.9 | 22.9 | 0.0        | 35.5 | 32.0 | 47.2       | 23.9 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | D    | C    | D          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 10          | 10   | 10   | 0          | 6    | 0    | 1          | 10   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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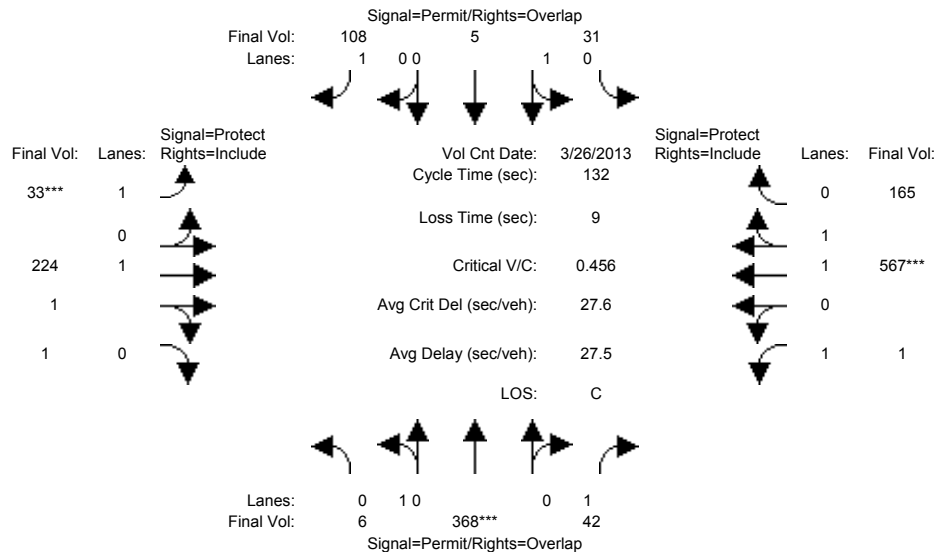
## Intersection #3619: KEYES/10TH



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 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    | 684         | 846  | 113  | 0          | 627  | 29   | 45         | 467  | 0    |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 93          | 154  | 69   | 0          | 153  | 2    | 30         | 137  | 0    |
| Initial Fut:                                         | 0           | 0    | 0    | 777         | 1000 | 182  | 0          | 780  | 31   | 75         | 604  | 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    | 777         | 1000 | 182  | 0          | 780  | 31   | 75         | 604  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 777         | 1000 | 182  | 0          | 780  | 31   | 75         | 604  | 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           | 0    | 0    | 777         | 1000 | 182  | 0          | 780  | 31   | 75         | 604  | 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 | 0.93        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.21        | 1.52 | 0.27 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 2122        | 2731 | 497  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.37        | 0.37 | 0.37 | 0.00       | 0.21 | 0.02 | 0.04       | 0.16 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 69.7        | 69.7 | 69.7 | 0.0        | 39.1 | 39.1 | 8.2        | 47.3 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.66        | 0.66 | 0.66 | 0.00       | 0.66 | 0.06 | 0.66       | 0.42 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 20.4        | 20.4 | 20.4 | 0.0        | 39.1 | 30.6 | 71.2       | 29.5 | 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  | 20.4        | 20.4 | 20.4 | 0.0        | 39.1 | 30.6 | 71.2       | 29.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | D    | C    | E          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 18          | 18   | 18   | 0          | 13   | 1    | 3          | 8    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3620: KEYES/THIRD

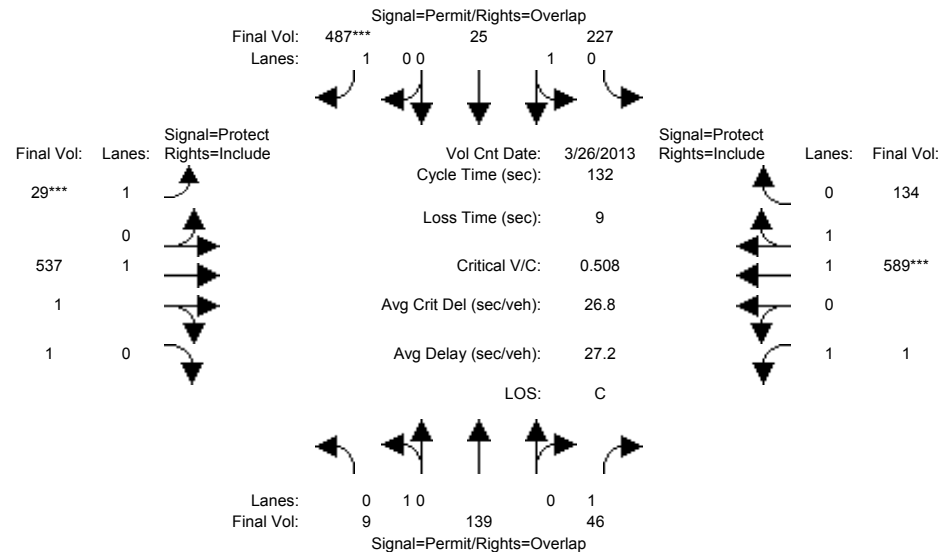


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 6           | 475  | 44   | 25          | 4    | 85   | 34         | 200  | 1    | 1          | 522  | 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:                                 | 6           | 475  | 44   | 25          | 4    | 85   | 34         | 200  | 1    | 1          | 522  | 167  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | -107 | -2   | 6           | 1    | 23   | -1         | 24   | 0    | 0          | 45   | -2   |
| Initial Fut:                                 | 6           | 368  | 42   | 31          | 5    | 108  | 33         | 224  | 1    | 1          | 567  | 165  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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           | 368  | 42   | 31          | 5    | 108  | 33         | 224  | 1    | 1          | 567  | 165  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 6           | 368  | 42   | 31          | 5    | 108  | 33         | 224  | 1    | 1          | 567  | 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:                                | 6           | 368  | 42   | 31          | 5    | 108  | 33         | 224  | 1    | 1          | 567  | 165  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.02        | 0.98 | 1.00 | 0.86        | 0.14 | 1.00 | 1.00       | 1.99 | 0.01 | 1.00       | 1.54 | 0.46 |
| Final Sat.:                                  | 29          | 1771 | 1750 | 1550        | 250  | 1750 | 1750       | 3684 | 16   | 1750       | 2865 | 834  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.21        | 0.21 | 0.02 | 0.02        | 0.02 | 0.06 | 0.02       | 0.06 | 0.06 | 0.00       | 0.20 | 0.20 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 59.4        | 59.4 | 85.6 | 59.4        | 59.4 | 66.4 | 7.0        | 37.4 | 37.4 | 26.2       | 56.6 | 56.6 |
| Volume/Cap:                                  | 0.46        | 0.46 | 0.04 | 0.04        | 0.04 | 0.12 | 0.36       | 0.21 | 0.21 | 0.00       | 0.46 | 0.46 |
| Delay/Veh:                                   | 25.6        | 25.6 | 8.4  | 20.4        | 20.4 | 17.4 | 62.7       | 36.2 | 36.2 | 42.4       | 27.1 | 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:                                  | 25.6        | 25.6 | 8.4  | 20.4        | 20.4 | 17.4 | 62.7       | 36.2 | 36.2 | 42.4       | 27.1 | 27.1 |
| LOS by Move:                                 | C           | C    | A    | C           | C    | B    | E          | D    | D    | D          | C    | C    |
| HCM2kAvgQ:                                   | 11          | 11   | 1    | 1           | 1    | 2    | 1          | 3    | 3    | 0          | 10   | 10   |

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

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2000 HCM Operations (Future Volume Alternative)  
Background (PM)

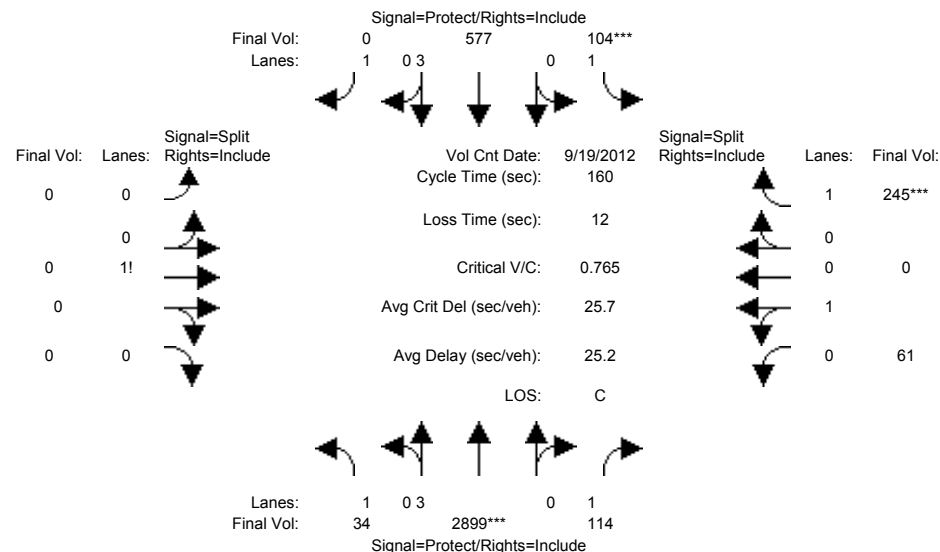
## Intersection #3620: KEYES/THIRD



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 11          | 136  | 64   | 178         | 20   | 381  | 25         | 502  | 1    | 1          | 570  | 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:                                         | 11          | 136  | 64   | 178         | 20   | 381  | 25         | 502  | 1    | 1          | 570  | 81   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | -2          | 3    | -18  | 49          | 5    | 106  | 4          | 35   | 0    | 0          | 19   | 53   |
| Initial Fut:                                         | 9           | 139  | 46   | 227         | 25   | 487  | 29         | 537  | 1    | 1          | 589  | 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:                                          | 9           | 139  | 46   | 227         | 25   | 487  | 29         | 537  | 1    | 1          | 589  | 134  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 139  | 46   | 227         | 25   | 487  | 29         | 537  | 1    | 1          | 589  | 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:                                        | 9           | 139  | 46   | 227         | 25   | 487  | 29         | 537  | 1    | 1          | 589  | 134  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.06        | 0.94 | 1.00 | 0.90        | 0.10 | 1.00 | 1.00       | 1.99 | 0.01 | 1.00       | 1.62 | 0.38 |
| Final Sat.:                                          | 109         | 1691 | 1750 | 1621        | 179  | 1750 | 1750       | 3693 | 7    | 1750       | 3014 | 686  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.08 | 0.03 | 0.14        | 0.14 | 0.28 | 0.02       | 0.15 | 0.15 | 0.00       | 0.20 | 0.20 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 62.1        | 62.1 | 78.4 | 62.1        | 62.1 | 69.1 | 7.0        | 44.6 | 44.6 | 16.3       | 53.9 | 53.9 |
| Volume/Cap:                                          | 0.17        | 0.17 | 0.04 | 0.30        | 0.30 | 0.53 | 0.31       | 0.43 | 0.43 | 0.00       | 0.48 | 0.48 |
| Delay/Veh:                                           | 20.3        | 20.3 | 11.2 | 21.7        | 21.7 | 21.4 | 62.1       | 34.1 | 34.1 | 50.8       | 29.0 | 29.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 20.3        | 20.3 | 11.2 | 21.7        | 21.7 | 21.4 | 62.1       | 34.1 | 34.1 | 50.8       | 29.0 | 29.0 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | E          | C    | C    | D          | C    | C    |
| HCM2kAvgQ:                                           | 4           | 4    | 1    | 6           | 6    | 14   | 1          | 8    | 8    | 0          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Background (AM)

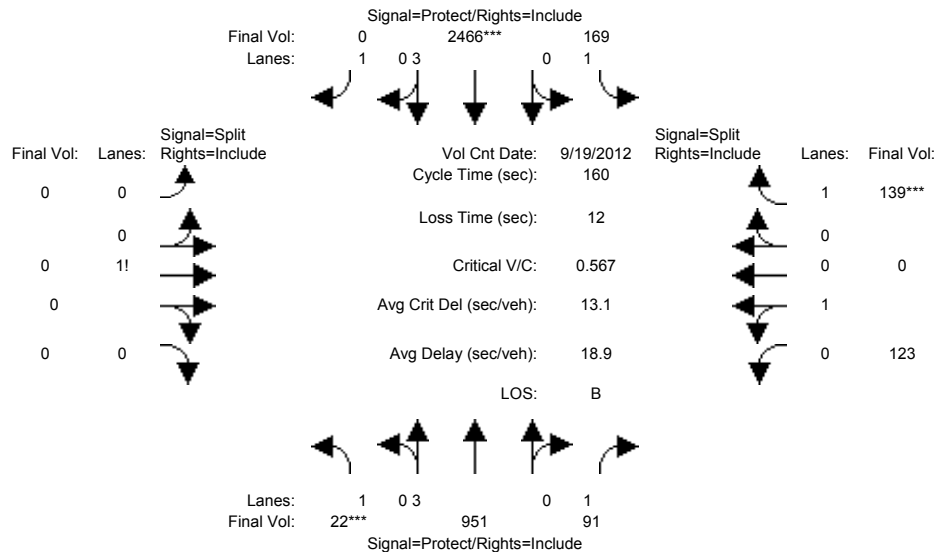
## Intersection #3646: LEWIS/MONTEREY



| 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:                                            | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 34          | 2881 | 114   | 88          | 545  | 0    | 0          | 0    | 0    | 61         | 0    | 236  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 18   | 0     | 16          | 32   | 0    | 0          | 0    | 0    | 0          | 0    | 9    |
| Initial Fut:                                         | 34          | 2899 | 114   | 104         | 577  | 0    | 0          | 0    | 0    | 61         | 0    | 245  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 34          | 2899 | 114   | 104         | 577  | 0    | 0          | 0    | 0    | 61         | 0    | 245  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 34          | 2899 | 114   | 104         | 577  | 0    | 0          | 0    | 0    | 61         | 0    | 245  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 34          | 2899 | 114   | 104         | 577  | 0    | 0          | 0    | 0    | 61         | 0    | 245  |
| Saturation 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       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.51 | 0.07  | 0.06        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.03       | 0.00 | 0.14 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 35.8        | 106  | 106.3 | 12.4        | 82.9 | 0.0  | 0.0        | 0.0  | 0.0  | 29.3       | 0.0  | 29.3 |
| Volume/Cap:                                          | 0.09        | 0.77 | 0.10  | 0.77        | 0.20 | 0.00 | 0.00       | 0.00 | 0.00 | 0.19       | 0.00 | 0.77 |
| Delay/Veh:                                           | 49.2        | 19.3 | 9.7   | 94.9        | 20.7 | 0.0  | 0.0        | 0.0  | 0.0  | 55.6       | 0.0  | 72.6 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 49.2        | 19.3 | 9.7   | 94.9        | 20.7 | 0.0  | 0.0        | 0.0  | 0.0  | 55.6       | 0.0  | 72.6 |
| LOS by Move:                                         | D           | B    | A     | F           | C    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 31   | 2     | 6           | 5    | 0    | 0          | 0    | 0    | 3          | 0    | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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Background (PM)

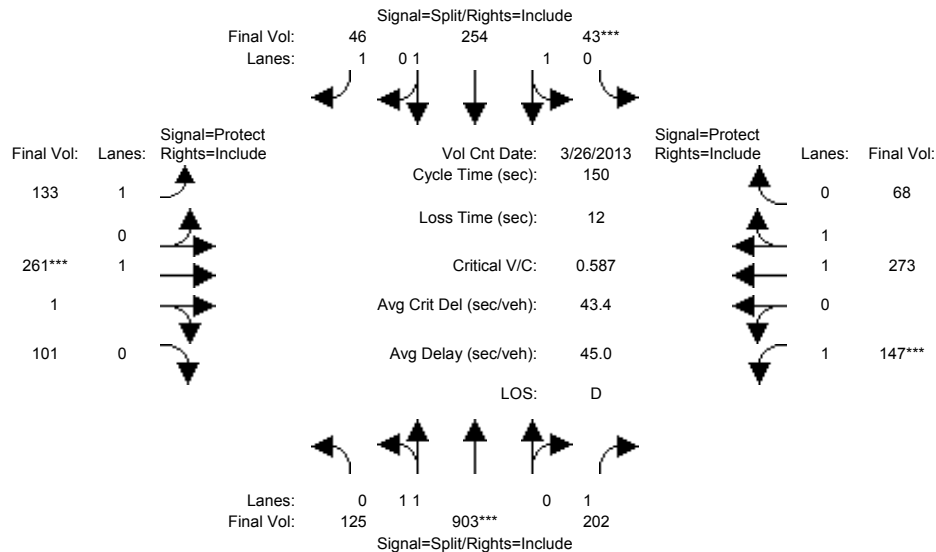
## Intersection #3646: LEWIS/MONTEREY



| 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:                                            | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 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:                                         | 22          | 916  | 91   | 160         | 2446 | 0    | 0          | 0    | 0    | 123        | 0    | 123  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 35   | 0    | 9           | 20   | 0    | 0          | 0    | 0    | 0          | 0    | 16   |
| Initial Fut:                                         | 22          | 951  | 91   | 169         | 2466 | 0    | 0          | 0    | 0    | 123        | 0    | 139  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 22          | 951  | 91   | 169         | 2466 | 0    | 0          | 0    | 0    | 123        | 0    | 139  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 22          | 951  | 91   | 169         | 2466 | 0    | 0          | 0    | 0    | 123        | 0    | 139  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 22          | 951  | 91   | 169         | 2466 | 0    | 0          | 0    | 0    | 123        | 0    | 139  |
| Saturation 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       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.17 | 0.05 | 0.10        | 0.43 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.08 |
| Crit Moves:                                          | ***         |      |      |             | ***  |      |            |      |      |            |      | ***  |
| Green Time:                                          | 7.0         | 79.9 | 79.9 | 46.2        | 119  | 0.0  | 0.0        | 0.0  | 0.0  | 21.9       | 0.0  | 21.9 |
| Volume/Cap:                                          | 0.29        | 0.33 | 0.10 | 0.33        | 0.58 | 0.00 | 0.00       | 0.00 | 0.00 | 0.50       | 0.00 | 0.58 |
| Delay/Veh:                                           | 76.2        | 24.1 | 21.2 | 45.2        | 9.4  | 0.0  | 0.0        | 0.0  | 0.0  | 65.6       | 0.0  | 68.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 76.2        | 24.1 | 21.2 | 45.2        | 9.4  | 0.0  | 0.0        | 0.0  | 0.0  | 65.6       | 0.0  | 68.3 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 9    | 2    | 7           | 18   | 0    | 0          | 0    | 0    | 6          | 0    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

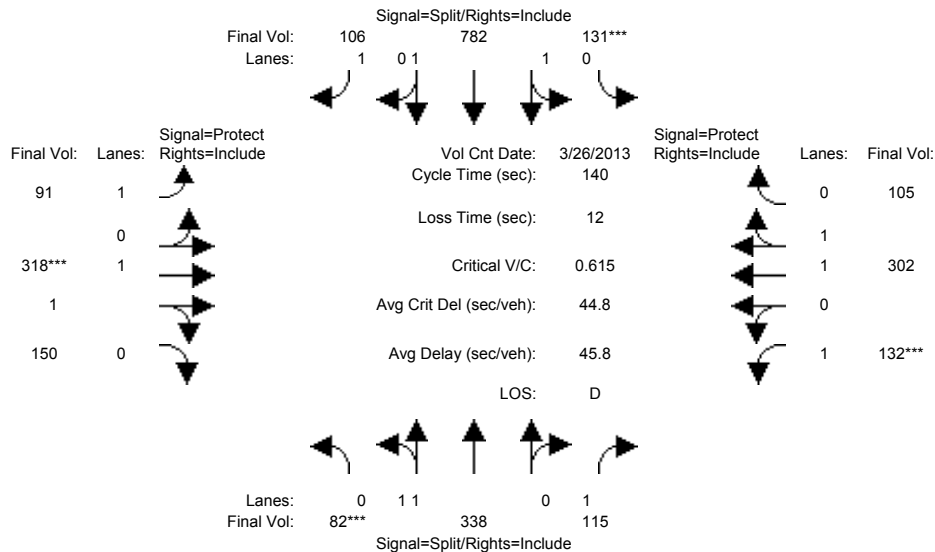
## Intersection #3650: LINCOLN/MINNESOTA



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 124         | 892  | 201  | 43          | 252  | 46   | 133        | 260  | 101  | 147        | 271  | 67   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 1           | 11   | 1    | 0           | 2    | 0    | 0          | 1    | 0    | 0          | 2    | 1    |
| Initial Fut:                                         | 125         | 903  | 202  | 43          | 254  | 46   | 133        | 261  | 101  | 147        | 273  | 68   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 903  | 202  | 43          | 254  | 46   | 133        | 261  | 101  | 147        | 273  | 68   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 125         | 903  | 202  | 43          | 254  | 46   | 133        | 261  | 101  | 147        | 273  | 68   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 903  | 202  | 43          | 254  | 46   | 133        | 261  | 101  | 147        | 273  | 68   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.25        | 1.75 | 1.00 | 0.30        | 1.70 | 1.00 | 1.00       | 1.43 | 0.57 | 1.00       | 1.59 | 0.41 |
| Final Sat.:                                          | 450         | 3250 | 1750 | 536         | 3164 | 1750 | 1750       | 2667 | 1032 | 1750       | 2962 | 738  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.28        | 0.28 | 0.12 | 0.08        | 0.08 | 0.03 | 0.08       | 0.10 | 0.10 | 0.08       | 0.09 | 0.09 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 71.0        | 71.0 | 71.0 | 20.5        | 20.5 | 20.5 | 21.0       | 25.0 | 25.0 | 21.5       | 25.5 | 25.5 |
| Volume/Cap:                                          | 0.59        | 0.59 | 0.24 | 0.59        | 0.59 | 0.19 | 0.54       | 0.59 | 0.59 | 0.59       | 0.54 | 0.54 |
| Delay/Veh:                                           | 29.3        | 29.3 | 23.7 | 62.6        | 62.6 | 57.8 | 62.5       | 59.2 | 59.2 | 63.7       | 57.9 | 57.9 |
| 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:                                          | 29.3        | 29.3 | 23.7 | 62.6        | 62.6 | 57.8 | 62.5       | 59.2 | 59.2 | 63.7       | 57.9 | 57.9 |
| LOS by Move:                                         | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 17          | 17   | 6    | 7           | 7    | 2    | 6          | 8    | 8    | 7          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (PM)

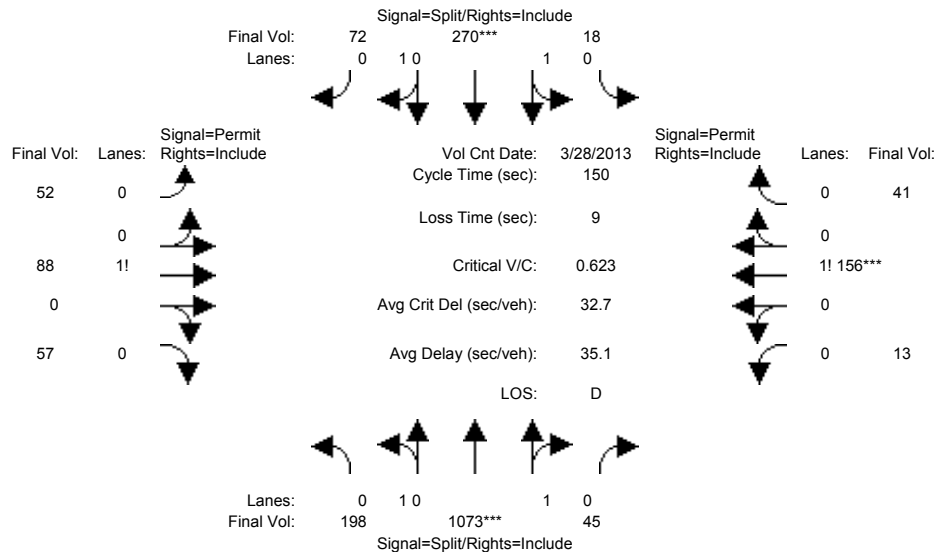
## Intersection #3650: LINCOLN/MINNESOTA



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 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:                                         | 79          | 320  | 111  | 127         | 740  | 101  | 90         | 303  | 145  | 130        | 290  | 101  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 3           | 18   | 4    | 4           | 42   | 5    | 1          | 15   | 5    | 2          | 12   | 4    |
| Initial Fut:                                         | 82          | 338  | 115  | 131         | 782  | 106  | 91         | 318  | 150  | 132        | 302  | 105  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 82          | 338  | 115  | 131         | 782  | 106  | 91         | 318  | 150  | 132        | 302  | 105  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 82          | 338  | 115  | 131         | 782  | 106  | 91         | 318  | 150  | 132        | 302  | 105  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 82          | 338  | 115  | 131         | 782  | 106  | 91         | 318  | 150  | 132        | 302  | 105  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.40        | 1.60 | 1.00 | 0.29        | 1.71 | 1.00 | 1.00       | 1.34 | 0.66 | 1.00       | 1.47 | 0.53 |
| Final Sat.:                                          | 722         | 2977 | 1750 | 531         | 3169 | 1750 | 1750       | 2513 | 1185 | 1750       | 2745 | 954  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.11 | 0.07 | 0.25        | 0.25 | 0.06 | 0.05       | 0.13 | 0.13 | 0.08       | 0.11 | 0.11 |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | **** | ****       | **** | **** |
| Green Time:                                          | 25.8        | 25.8 | 25.8 | 56.2        | 56.2 | 56.2 | 18.1       | 28.8 | 28.8 | 17.2       | 27.9 | 27.9 |
| Volume/Cap:                                          | 0.61        | 0.61 | 0.36 | 0.61        | 0.61 | 0.15 | 0.40       | 0.61 | 0.61 | 0.61       | 0.55 | 0.55 |
| Delay/Veh:                                           | 54.2        | 54.2 | 50.5 | 34.1        | 34.1 | 26.8 | 57.2       | 52.1 | 52.1 | 63.5       | 51.4 | 51.4 |
| 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:                                          | 54.2        | 54.2 | 50.5 | 34.1        | 34.1 | 26.8 | 57.2       | 52.1 | 52.1 | 63.5       | 51.4 | 51.4 |
| LOS by Move:                                         | D           | D    | D    | C           | C    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 8           | 8    | 4    | 16          | 16   | 3    | 4          | 9    | 9    | 6          | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Background (AM)

## Intersection #3652: LINCOLN/PINE



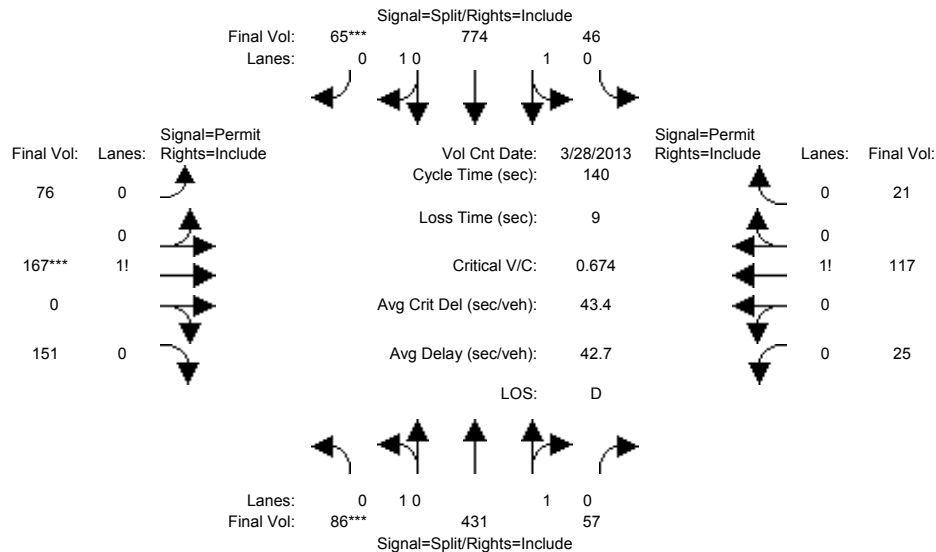
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 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:                                 | 198         | 1067 | 45   | 18          | 270  | 72   | 51         | 86   | 57   | 13         | 156  | 41   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 6    | 0    | 0           | 0    | 0    | 1          | 2    | 0    | 0          | 0    | 0    |
| Initial Fut:                                 | 198         | 1073 | 45   | 18          | 270  | 72   | 52         | 88   | 57   | 13         | 156  | 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:                                  | 198         | 1073 | 45   | 18          | 270  | 72   | 52         | 88   | 57   | 13         | 156  | 41   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 198         | 1073 | 45   | 18          | 270  | 72   | 52         | 88   | 57   | 13         | 156  | 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:                                | 198         | 1073 | 45   | 18          | 270  | 72   | 52         | 88   | 57   | 13         | 156  | 41   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                       | 0.30        | 1.63 | 0.07 | 0.10        | 1.50 | 0.40 | 0.26       | 0.45 | 0.29 | 0.06       | 0.74 | 0.20 |
| Final Sat.:                                  | 542         | 2935 | 123  | 180         | 2700 | 720  | 462        | 782  | 506  | 108        | 1300 | 342  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.37        | 0.37 | 0.37 | 0.10        | 0.10 | 0.10 | 0.11       | 0.11 | 0.11 | 0.12       | 0.12 | 0.12 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 88.0        | 88.0 | 88.0 | 24.1        | 24.1 | 24.1 | 28.9       | 28.9 | 28.9 | 28.9       | 28.9 | 28.9 |
| Volume/Cap:                                  | 0.62        | 0.62 | 0.62 | 0.62        | 0.62 | 0.62 | 0.58       | 0.58 | 0.58 | 0.62       | 0.62 | 0.62 |
| Delay/Veh:                                   | 20.8        | 20.8 | 20.8 | 60.8        | 60.8 | 60.8 | 57.7       | 57.7 | 57.7 | 59.2       | 59.2 | 59.2 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 20.8        | 20.8 | 20.8 | 60.8        | 60.8 | 60.8 | 57.7       | 57.7 | 57.7 | 59.2       | 59.2 | 59.2 |
| LOS by Move:                                 | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                   | 20          | 20   | 20   | 8           | 8    | 8    | 9          | 9    | 9    | 10         | 10   | 10   |

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



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Background (PM)

## Intersection #3652: LINCOLN/PINE

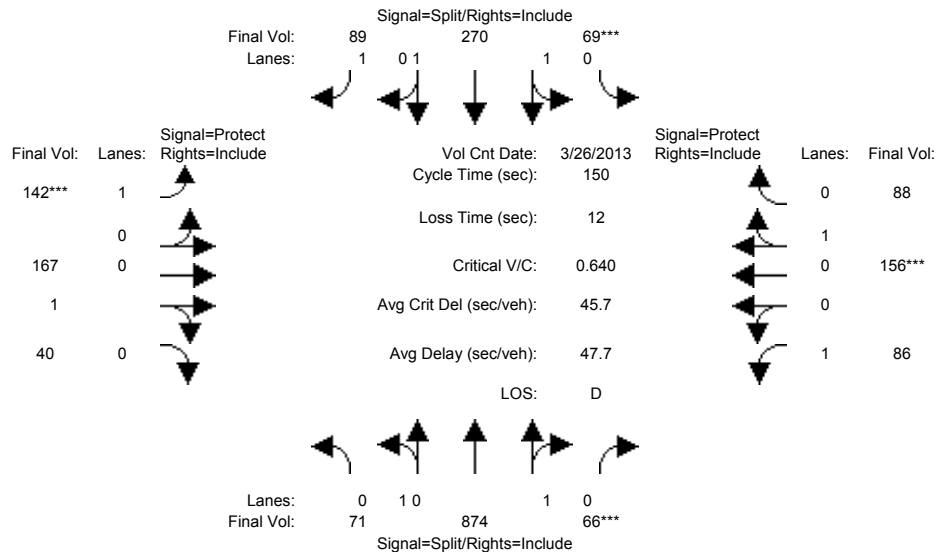


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 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:                                 | 86          | 431  | 57   | 46          | 767  | 65   | 76         | 167  | 151  | 25         | 117  | 21   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 0    | 0    | 0           | 7    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                 | 86          | 431  | 57   | 46          | 774  | 65   | 76         | 167  | 151  | 25         | 117  | 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:                                  | 86          | 431  | 57   | 46          | 774  | 65   | 76         | 167  | 151  | 25         | 117  | 21   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 86          | 431  | 57   | 46          | 774  | 65   | 76         | 167  | 151  | 25         | 117  | 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:                                | 86          | 431  | 57   | 46          | 774  | 65   | 76         | 167  | 151  | 25         | 117  | 21   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                       | 0.30        | 1.50 | 0.20 | 0.10        | 1.75 | 0.15 | 0.19       | 0.43 | 0.38 | 0.15       | 0.72 | 0.13 |
| Final Sat.:                                  | 539         | 2703 | 357  | 187         | 3148 | 264  | 338        | 742  | 671  | 268        | 1256 | 225  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.16        | 0.16 | 0.16 | 0.25        | 0.25 | 0.25 | 0.23       | 0.23 | 0.23 | 0.09       | 0.09 | 0.09 |
| Crit Moves:                                  | ****        |      |      |             |      | **** | ****       |      |      |            |      |      |
| Green Time:                                  | 33.1        | 33.1 | 33.1 | 51.1        | 51.1 | 51.1 | 46.8       | 46.8 | 46.8 | 46.8       | 46.8 | 46.8 |
| Volume/Cap:                                  | 0.67        | 0.67 | 0.67 | 0.67        | 0.67 | 0.67 | 0.67       | 0.67 | 0.67 | 0.28       | 0.28 | 0.28 |
| Delay/Veh:                                   | 50.7        | 50.7 | 50.7 | 38.8        | 38.8 | 38.8 | 43.1       | 43.1 | 43.1 | 34.5       | 34.5 | 34.5 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 50.7        | 50.7 | 50.7 | 38.8        | 38.8 | 38.8 | 43.1       | 43.1 | 43.1 | 34.5       | 34.5 | 34.5 |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | D    | D    | C          | C    | C    |
| HCM2kAvgQ:                                   | 13          | 13   | 13   | 16          | 16   | 16   | 15         | 15   | 15   | 5          | 5    | 5    |

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

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Background (AM)

## Intersection #3654: LINCOLN/WILLOW

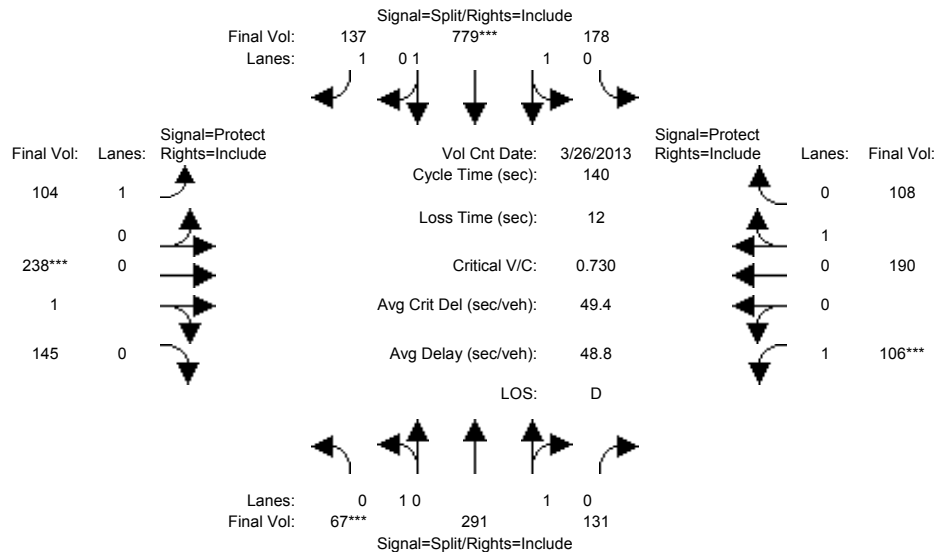


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 71          | 864  | 66   | 69          | 268  | 89   | 141        | 166  | 40   | 86         | 154  | 87   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 10   | 0    | 0           | 2    | 0    | 1          | 1    | 0    | 0          | 2    | 1    |
| Initial Fut:                                 | 71          | 874  | 66   | 69          | 270  | 89   | 142        | 167  | 40   | 86         | 156  | 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:                                  | 71          | 874  | 66   | 69          | 270  | 89   | 142        | 167  | 40   | 86         | 156  | 88   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 71          | 874  | 66   | 69          | 270  | 89   | 142        | 167  | 40   | 86         | 156  | 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:                                | 71          | 874  | 66   | 69          | 270  | 89   | 142        | 167  | 40   | 86         | 156  | 88   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                       | 0.14        | 1.73 | 0.13 | 0.42        | 1.58 | 1.00 | 1.00       | 0.81 | 0.19 | 1.00       | 0.64 | 0.36 |
| Final Sat.:                                  | 253         | 3112 | 235  | 753         | 2946 | 1750 | 1750       | 1452 | 348  | 1750       | 1151 | 649  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.28        | 0.28 | 0.28 | 0.09        | 0.09 | 0.05 | 0.08       | 0.12 | 0.12 | 0.05       | 0.14 | 0.14 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 65.8        | 65.8 | 65.8 | 21.5        | 21.5 | 21.5 | 19.0       | 32.1 | 32.1 | 18.6       | 31.8 | 31.8 |
| Volume/Cap:                                  | 0.64        | 0.64 | 0.64 | 0.64        | 0.64 | 0.36 | 0.64       | 0.54 | 0.54 | 0.40       | 0.64 | 0.64 |
| Delay/Veh:                                   | 33.8        | 33.8 | 33.8 | 63.3        | 63.3 | 58.9 | 68.4       | 53.8 | 53.8 | 61.7       | 57.6 | 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:                                  | 33.8        | 33.8 | 33.8 | 63.3        | 63.3 | 58.9 | 68.4       | 53.8 | 53.8 | 61.7       | 57.6 | 57.6 |
| LOS by Move:                                 | C           | C    | C    | E           | E    | E    | E          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                   | 19          | 19   | 19   | 8           | 8    | 4    | 7          | 9    | 9    | 4          | 11   | 11   |

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

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Background (PM)

## Intersection #3654: LINCOLN/WILLOW

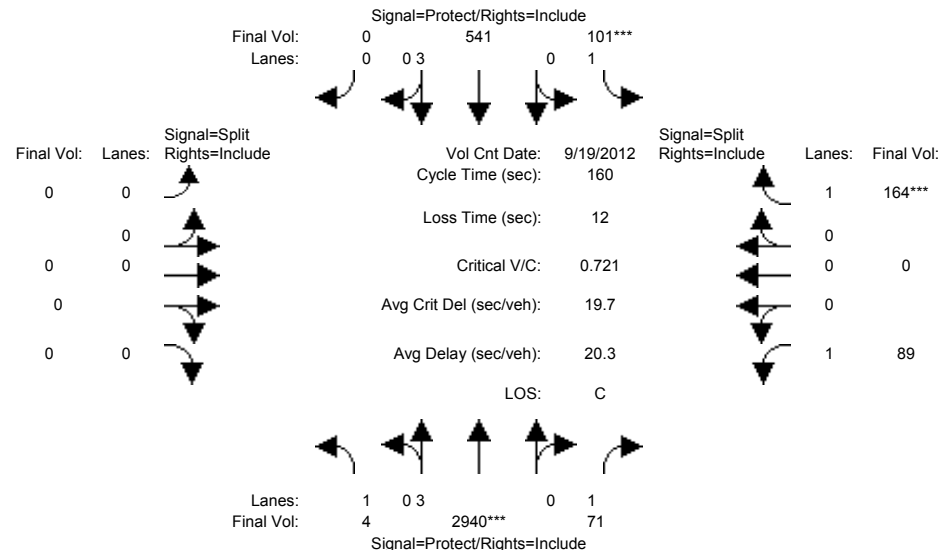


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 64          | 279  | 126  | 174         | 740  | 128  | 100        | 225  | 138  | 102        | 182  | 105  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 3           | 12   | 5    | 4           | 39   | 9    | 4          | 13   | 7    | 4          | 8    | 3    |
| Initial Fut:                                 | 67          | 291  | 131  | 178         | 779  | 137  | 104        | 238  | 145  | 106        | 190  | 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:                                  | 67          | 291  | 131  | 178         | 779  | 137  | 104        | 238  | 145  | 106        | 190  | 108  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 67          | 291  | 131  | 178         | 779  | 137  | 104        | 238  | 145  | 106        | 190  | 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 |
| Final Volume:                                | 67          | 291  | 131  | 178         | 779  | 137  | 104        | 238  | 145  | 106        | 190  | 108  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                       | 0.27        | 1.19 | 0.54 | 0.38        | 1.62 | 1.00 | 1.00       | 0.62 | 0.38 | 1.00       | 0.64 | 0.36 |
| Final Sat.:                                  | 493         | 2142 | 964  | 688         | 3011 | 1750 | 1750       | 1119 | 681  | 1750       | 1148 | 652  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.14        | 0.14 | 0.14 | 0.26        | 0.26 | 0.08 | 0.06       | 0.21 | 0.21 | 0.06       | 0.17 | 0.17 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 26.0        | 26.0 | 26.0 | 49.6        | 49.6 | 49.6 | 15.8       | 40.8 | 40.8 | 11.6       | 36.6 | 36.6 |
| Volume/Cap:                                  | 0.73        | 0.73 | 0.73 | 0.73        | 0.73 | 0.22 | 0.53       | 0.73 | 0.73 | 0.73       | 0.63 | 0.63 |
| Delay/Veh:                                   | 57.8        | 57.8 | 57.8 | 41.5        | 41.5 | 31.9 | 61.2       | 49.9 | 49.9 | 79.8       | 48.6 | 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:                                  | 57.8        | 57.8 | 57.8 | 41.5        | 41.5 | 31.9 | 61.2       | 49.9 | 49.9 | 79.8       | 48.6 | 48.6 |
| LOS by Move:                                 | E           | E    | E    | D           | D    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                   | 11          | 11   | 11   | 19          | 19   | 4    | 4          | 15   | 15   | 5          | 12   | 12   |

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

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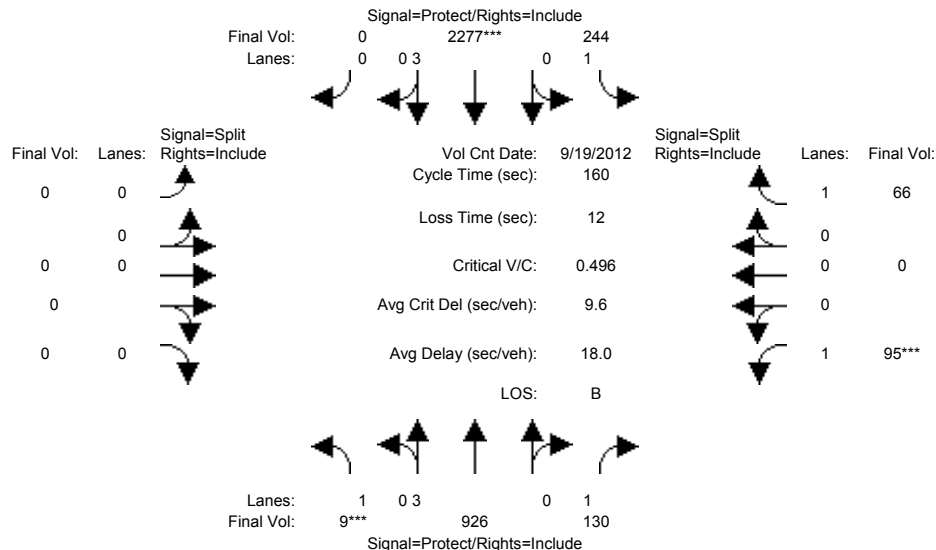
## Intersection #3706: MONTEREY/SOUTHSIDE



| 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   | 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: 19 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| 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:                                         | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2940 | 71    | 101         | 541  | 0    | 0          | 0    | 0    | 89         | 0    | 164  |
| Saturation 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.52 | 0.04  | 0.06        | 0.09 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.09 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 40.1        | 114  | 114.4 | 12.8        | 87.1 | 0.0  | 0.0        | 0.0  | 0.0  | 20.8       | 0.0  | 20.8 |
| Volume/Cap:                                          | 0.01        | 0.72 | 0.06  | 0.72        | 0.17 | 0.00 | 0.00       | 0.00 | 0.00 | 0.39       | 0.00 | 0.72 |
| Delay/Veh:                                           | 45.0        | 14.1 | 6.8   | 88.6        | 18.4 | 0.0  | 0.0        | 0.0  | 0.0  | 64.9       | 0.0  | 77.6 |
| 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:                                          | 45.0        | 14.1 | 6.8   | 88.6        | 18.4 | 0.0  | 0.0        | 0.0  | 0.0  | 64.9       | 0.0  | 77.6 |
| LOS by Move:                                         | D           | B    | A     | F           | B    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 28   | 1     | 5           | 4    | 0    | 0          | 0    | 0    | 4          | 0    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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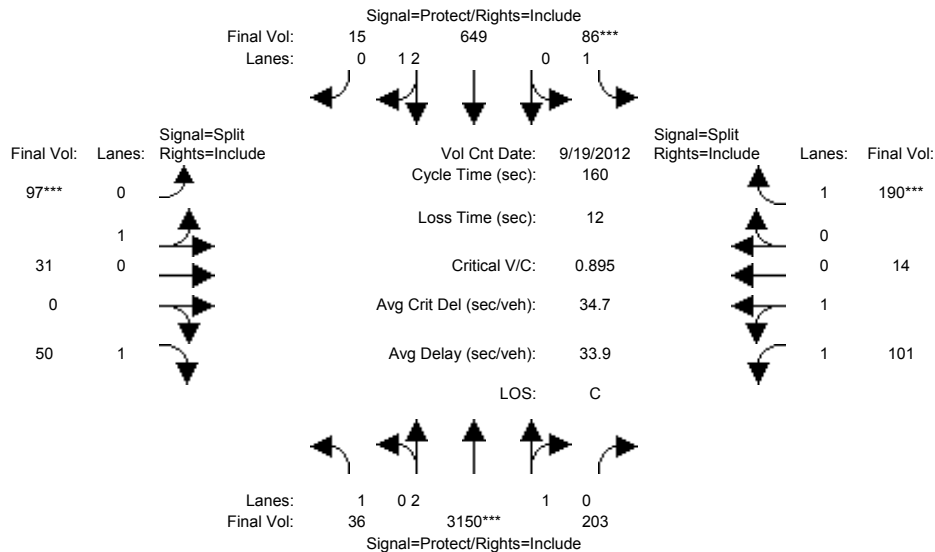
## Intersection #3706: MONTEREY/SOUTHSIDE



| 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   | 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: 19 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 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:                                         | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 66   |
| 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:                                         | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 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:                                          | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 66   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 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:                                        | 9           | 926  | 130  | 244         | 2277 | 0    | 0          | 0    | 0    | 95         | 0    | 66   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.16 | 0.07 | 0.14        | 0.40 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.04 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 7.0         | 70.6 | 70.6 | 60.6        | 124  | 0.0  | 0.0        | 0.0  | 0.0  | 16.9       | 0.0  | 16.9 |
| Volume/Cap:                                          | 0.12        | 0.37 | 0.17 | 0.37        | 0.51 | 0.00 | 0.00       | 0.00 | 0.00 | 0.51       | 0.00 | 0.36 |
| Delay/Veh:                                           | 74.2        | 29.9 | 27.1 | 36.3        | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 70.2       | 0.0  | 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:                                          | 74.2        | 29.9 | 27.1 | 36.3        | 6.8  | 0.0  | 0.0        | 0.0  | 0.0  | 70.2       | 0.0  | 67.7 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 10   | 4    | 9           | 14   | 0    | 0          | 0    | 0    | 5          | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3707: MONTEREY/UMBARGER

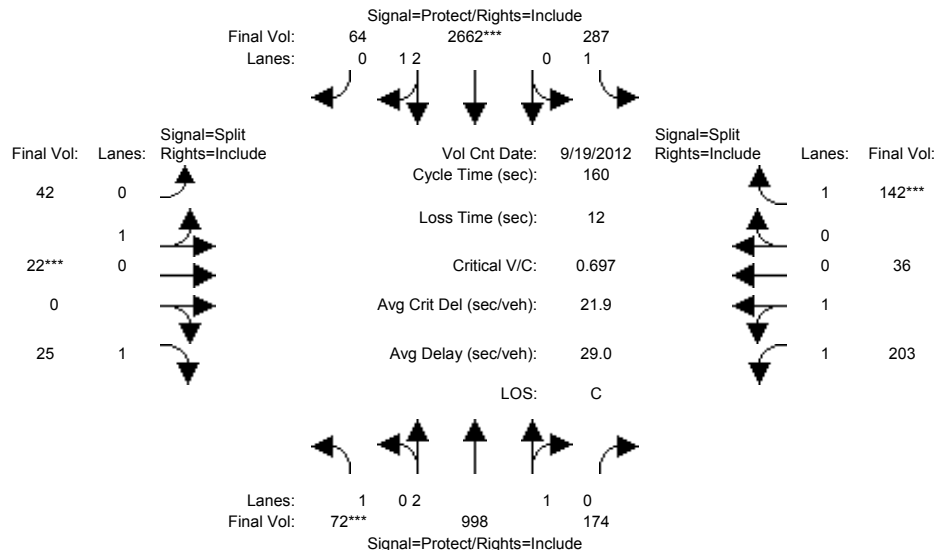


| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|-------|
| 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:                                    | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                 | 36          | 2900 | 142   | 86          | 513  | 15   | 97         | 31   | 50   | 65         | 14   | 190   |
| Added Vol:                                   | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                         | 0           | 250  | 61    | 0           | 136  | 0    | 0          | 0    | 0    | 36         | 0    | 0     |
| Initial Fut:                                 | 36          | 3150 | 203   | 86          | 649  | 15   | 97         | 31   | 50   | 101        | 14   | 190   |
| User Adj:                                    | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                  | 36          | 3150 | 203   | 86          | 649  | 15   | 97         | 31   | 50   | 101        | 14   | 190   |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                 | 36          | 3150 | 203   | 86          | 649  | 15   | 97         | 31   | 50   | 101        | 14   | 190   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                | 36          | 3150 | 203   | 86          | 649  | 15   | 97         | 31   | 50   | 101        | 14   | 190   |
| 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 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92  |
| Lanes:                                       | 1.00        | 2.81 | 0.19  | 1.00        | 2.93 | 0.07 | 0.76       | 0.24 | 1.00 | 1.76       | 0.24 | 1.00  |
| Final Sat.:                                  | 1750        | 5261 | 339   | 1750        | 5473 | 127  | 1364       | 436  | 1750 | 3118       | 432  | 1750  |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                     | 0.02        | 0.60 | 0.60  | 0.05        | 0.12 | 0.12 | 0.07       | 0.07 | 0.03 | 0.03       | 0.03 | 0.11  |
| Crit Moves:                                  | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                  | 31.2        | 107  | 107.1 | 8.8         | 84.6 | 84.6 | 12.7       | 12.7 | 12.7 | 19.4       | 19.4 | 19.4  |
| Volume/Cap:                                  | 0.11        | 0.89 | 0.89  | 0.89        | 0.22 | 0.22 | 0.89       | 0.89 | 0.36 | 0.27       | 0.27 | 0.89  |
| Delay/Veh:                                   | 53.0        | 25.0 | 25.0  | 134.1       | 20.2 | 20.2 | 118.4      | 118  | 71.4 | 64.2       | 64.2 | 103.9 |
| 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:                                  | 53.0        | 25.0 | 25.0  | 134.1       | 20.2 | 20.2 | 118.4      | 118  | 71.4 | 64.2       | 64.2 | 103.9 |
| LOS by Move:                                 | D           | C    | C     | F           | C    | C    | F          | F    | E    | E          | E    | F     |
| HCM2kAvgQ:                                   | 1           | 46   | 46    | 5           | 6    | 6    | 9          | 9    | 3    | 3          | 3    | 11    |

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

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Background (PM)

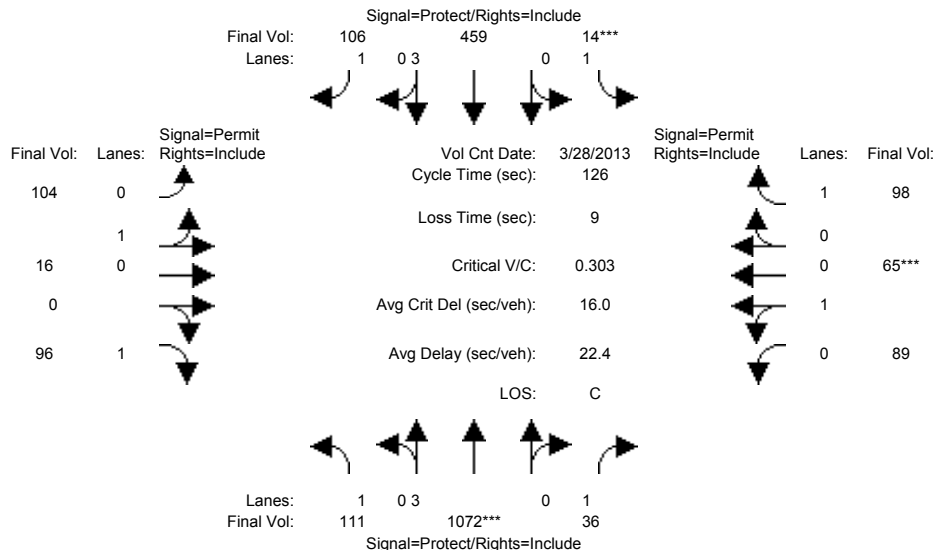
## Intersection #3707: MONTEREY/UMBARGER



| 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:                                            | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 72          | 857  | 137  | 287         | 2406 | 64    | 42         | 22   | 25   | 140        | 36   | 142  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 141  | 37   | 0           | 256  | 0     | 0          | 0    | 0    | 63         | 0    | 0    |
| Initial Fut:                                         | 72          | 998  | 174  | 287         | 2662 | 64    | 42         | 22   | 25   | 203        | 36   | 142  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 72          | 998  | 174  | 287         | 2662 | 64    | 42         | 22   | 25   | 203        | 36   | 142  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 72          | 998  | 174  | 287         | 2662 | 64    | 42         | 22   | 25   | 203        | 36   | 142  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 72          | 998  | 174  | 287         | 2662 | 64    | 42         | 22   | 25   | 203        | 36   | 142  |
| 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  | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 2.54 | 0.46 | 1.00        | 2.93 | 0.07  | 0.66       | 0.34 | 1.00 | 1.70       | 0.30 | 1.00 |
| Final Sat.:                                          | 1750        | 4768 | 831  | 1750        | 5468 | 131   | 1181       | 619  | 1750 | 3015       | 535  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.21 | 0.21 | 0.16        | 0.49 | 0.49  | 0.04       | 0.04 | 0.01 | 0.07       | 0.07 | 0.08 |
| Crit Moves:                                          | ***         |      |      | ***         |      |       | ***        |      |      |            |      | ***  |
| Green Time:                                          | 9.3         | 67.1 | 67.1 | 52.5        | 110  | 110.3 | 10.0       | 10.0 | 10.0 | 18.4       | 18.4 | 18.4 |
| Volume/Cap:                                          | 0.71        | 0.50 | 0.50 | 0.50        | 0.71 | 0.71  | 0.57       | 0.57 | 0.23 | 0.59       | 0.59 | 0.71 |
| Delay/Veh:                                           | 94.2        | 34.3 | 34.3 | 43.8        | 15.7 | 15.7  | 79.6       | 79.6 | 72.4 | 69.4       | 69.4 | 79.1 |
| 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:                                          | 94.2        | 34.3 | 34.3 | 43.8        | 15.7 | 15.7  | 79.6       | 79.6 | 72.4 | 69.4       | 69.4 | 79.1 |
| LOS by Move:                                         | F           | C    | C    | D           | B    | B     | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 4           | 14   | 14   | 12          | 27   | 27    | 4          | 4    | 1    | 6          | 6    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #3759: ROSENBAUM/SNELL

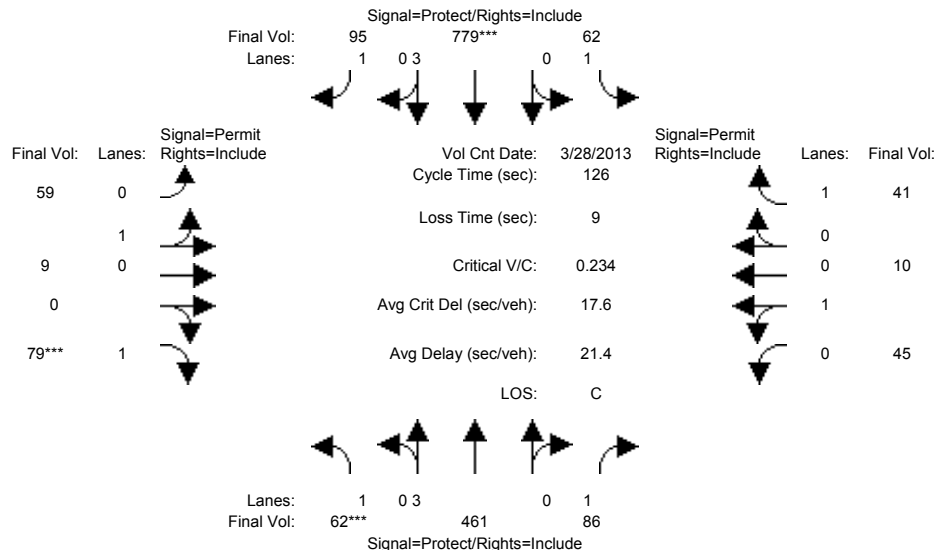


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| Growth Adj:                                          | 1.00        | 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         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| 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         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 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:                                          | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 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:                                        | 111         | 1072 | 36   | 14          | 459  | 106  | 104        | 16   | 96   | 89         | 65   | 98   |
| Saturation 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        | 3.00 | 1.00 | 0.87       | 0.13 | 1.00 | 0.58       | 0.42 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1560       | 240  | 1750 | 1040       | 760  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.19 | 0.02 | 0.01        | 0.08 | 0.06 | 0.07       | 0.07 | 0.05 | 0.09       | 0.09 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 36.4        | 75.6 | 75.6 | 7.0         | 46.2 | 46.2 | 34.4       | 34.4 | 34.4 | 34.4       | 34.4 | 34.4 |
| Volume/Cap:                                          | 0.22        | 0.31 | 0.03 | 0.14        | 0.22 | 0.17 | 0.24       | 0.24 | 0.20 | 0.31       | 0.31 | 0.21 |
| Delay/Veh:                                           | 34.2        | 12.5 | 10.3 | 57.3        | 27.5 | 27.0 | 35.9       | 35.9 | 35.4 | 36.8       | 36.8 | 35.5 |
| 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:                                          | 34.2        | 12.5 | 10.3 | 57.3        | 27.5 | 27.0 | 35.9       | 35.9 | 35.4 | 36.8       | 36.8 | 35.5 |
| LOS by Move:                                         | C           | B    | B    | E           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 3           | 7    | 1    | 1           | 4    | 3    | 4          | 4    | 3    | 5          | 5    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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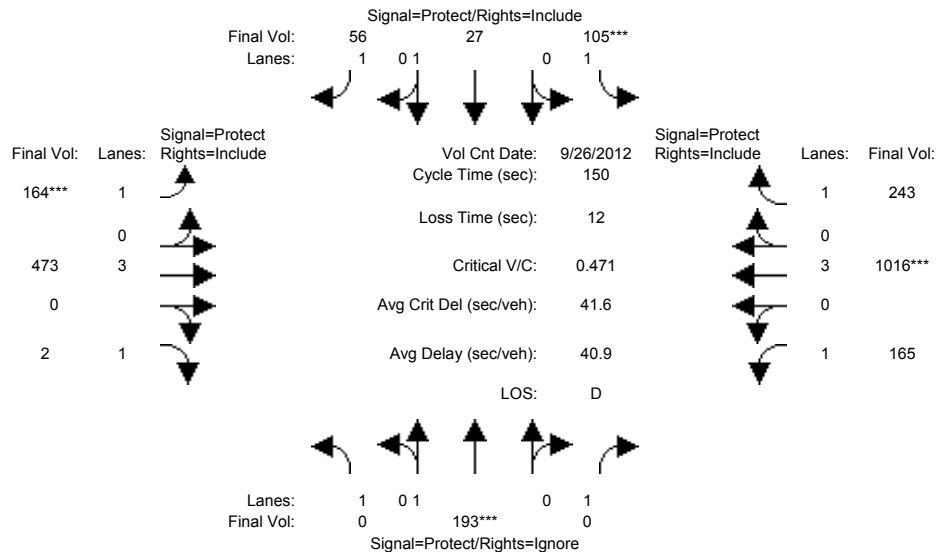
## Intersection #3759: ROSENBAUM/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                         | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                         | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                          | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 41   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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:                                        | 62          | 461  | 86   | 62          | 779  | 95   | 59         | 9    | 79   | 45         | 10   | 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 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.87       | 0.13 | 1.00 | 0.82       | 0.18 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1562       | 238  | 1750 | 1473       | 327  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.08 | 0.05 | 0.04        | 0.14 | 0.05 | 0.04       | 0.04 | 0.05 | 0.03       | 0.03 | 0.02 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            |      |      |
| Green Time:                                          | 19.1        | 54.9 | 54.9 | 37.7        | 73.6 | 73.6 | 24.3       | 24.3 | 24.3 | 24.3       | 24.3 | 24.3 |
| Volume/Cap:                                          | 0.23        | 0.19 | 0.11 | 0.12        | 0.23 | 0.09 | 0.20       | 0.20 | 0.23 | 0.16       | 0.16 | 0.12 |
| Delay/Veh:                                           | 47.5        | 21.8 | 21.1 | 32.1        | 12.7 | 11.6 | 42.9       | 42.9 | 43.3 | 42.5       | 42.5 | 42.2 |
| 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:                                          | 47.5        | 21.8 | 21.1 | 32.1        | 12.7 | 11.6 | 42.9       | 42.9 | 43.3 | 42.5       | 42.5 | 42.2 |
| LOS by Move:                                         | D           | C    | C    | C           | B    | B    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 3    | 2    | 2           | 5    | 2    | 2          | 2    | 3    | 2          | 2    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3803: SEVENTH/TULLY

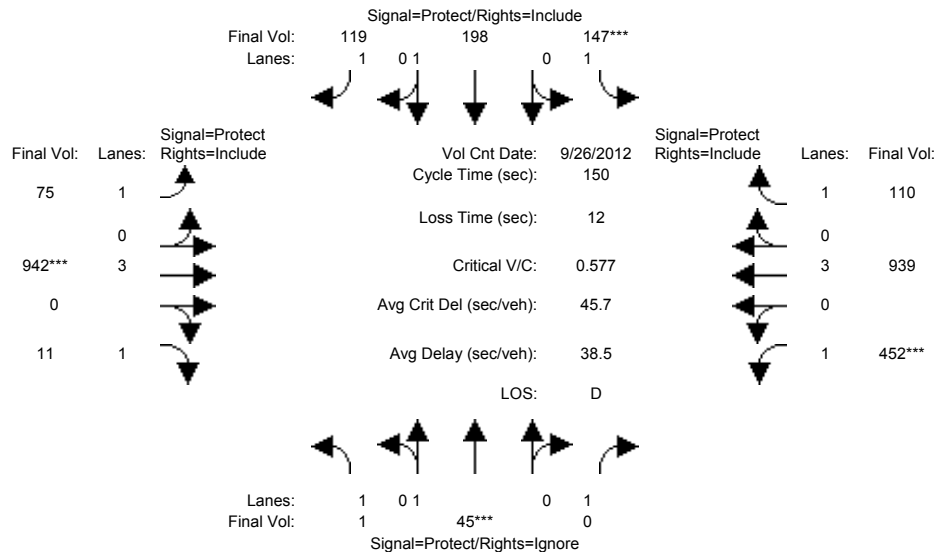


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 187  | 350  | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| Growth Adj:                                  | 1.00        | 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           | 187  | 350  | 105         | 24   | 56   | 164        | 473  | 2    | 125        | 1016 | 243  |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 6    | 74   | 0           | 3    | 0    | 0          | 0    | 0    | 40         | 0    | 0    |
| Initial Fut:                                 | 0           | 193  | 424  | 105         | 27   | 56   | 164        | 473  | 2    | 165        | 1016 | 243  |
| User Adj:                                    | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 0           | 193  | 0    | 105         | 27   | 56   | 164        | 473  | 2    | 165        | 1016 | 243  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 193  | 0    | 105         | 27   | 56   | 164        | 473  | 2    | 165        | 1016 | 243  |
| PCE Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 0           | 193  | 0    | 105         | 27   | 56   | 164        | 473  | 2    | 165        | 1016 | 243  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.10 | 0.00 | 0.06        | 0.01 | 0.03 | 0.09       | 0.08 | 0.00 | 0.09       | 0.18 | 0.14 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 32.3 | 0.0  | 19.1        | 51.4 | 51.4 | 29.8       | 40.5 | 40.5 | 46.0       | 56.7 | 56.7 |
| Volume/Cap:                                  | 0.00        | 0.47 | 0.00 | 0.47        | 0.04 | 0.09 | 0.47       | 0.31 | 0.00 | 0.31       | 0.47 | 0.37 |
| Delay/Veh:                                   | 0.0         | 52.2 | 0.0  | 62.3        | 32.9 | 33.5 | 54.1       | 43.7 | 40.0 | 40.1       | 35.4 | 34.0 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 0.0         | 52.2 | 0.0  | 62.3        | 32.9 | 33.5 | 54.1       | 43.7 | 40.0 | 40.1       | 35.4 | 34.0 |
| LOS by Move:                                 | A           | D    | A    | E           | C    | C    | D          | D    | D    | D          | D    | C    |
| HCM2kAvgQ:                                   | 0           | 7    | 0    | 5           | 1    | 2    | 7          | 5    | 0    | 6          | 11   | 8    |

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

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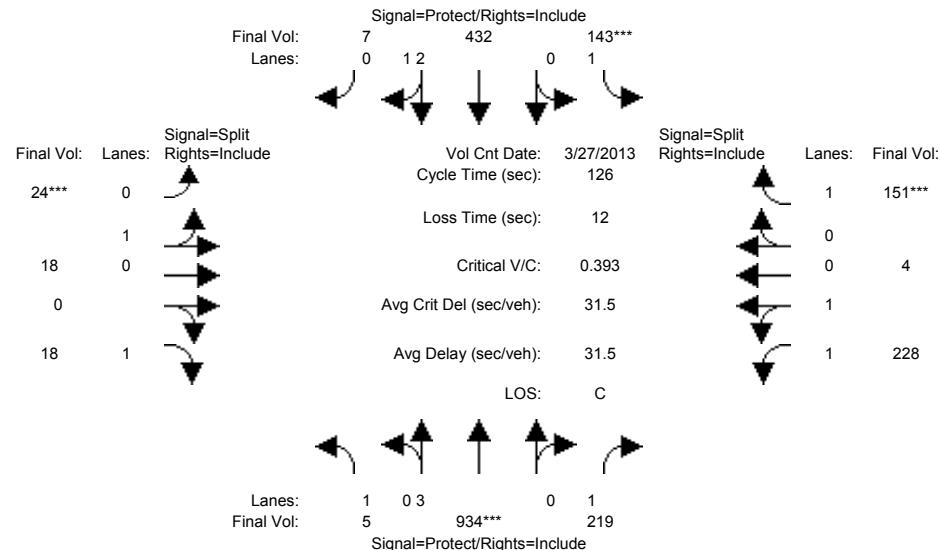
## Intersection #3803: SEVENTH/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 1           | 42   | 143  | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 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:                                         | 1           | 42   | 143  | 147         | 191  | 119  | 75         | 942  | 11   | 375        | 939  | 110  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 3    | 42   | 0           | 7    | 0    | 0          | 0    | 0    | 77         | 0    | 0    |
| Initial Fut:                                         | 1           | 45   | 185  | 147         | 198  | 119  | 75         | 942  | 11   | 452        | 939  | 110  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 1           | 45   | 0    | 147         | 198  | 119  | 75         | 942  | 11   | 452        | 939  | 110  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 1           | 45   | 0    | 147         | 198  | 119  | 75         | 942  | 11   | 452        | 939  | 110  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 1           | 45   | 0    | 147         | 198  | 119  | 75         | 942  | 11   | 452        | 939  | 110  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.02 | 0.00 | 0.08        | 0.10 | 0.07 | 0.04       | 0.17 | 0.01 | 0.26       | 0.16 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 9.6         | 10.0 | 0.0  | 21.2        | 21.5 | 21.5 | 23.6       | 41.7 | 41.7 | 65.1       | 83.2 | 83.2 |
| Volume/Cap:                                          | 0.01        | 0.36 | 0.00 | 0.59        | 0.73 | 0.47 | 0.27       | 0.59 | 0.02 | 0.59       | 0.30 | 0.11 |
| Delay/Veh:                                           | 65.7        | 68.6 | 0.0  | 64.3        | 70.8 | 60.4 | 56.2       | 47.5 | 39.4 | 33.6       | 17.8 | 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:                                          | 65.7        | 68.6 | 0.0  | 64.3        | 70.8 | 60.4 | 56.2       | 47.5 | 39.4 | 33.6       | 17.8 | 15.9 |
| LOS by Move:                                         | E           | E    | A    | E           | E    | E    | E          | D    | D    | C          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 2    | 0    | 7           | 9    | 5    | 3          | 12   | 0    | 17         | 7    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

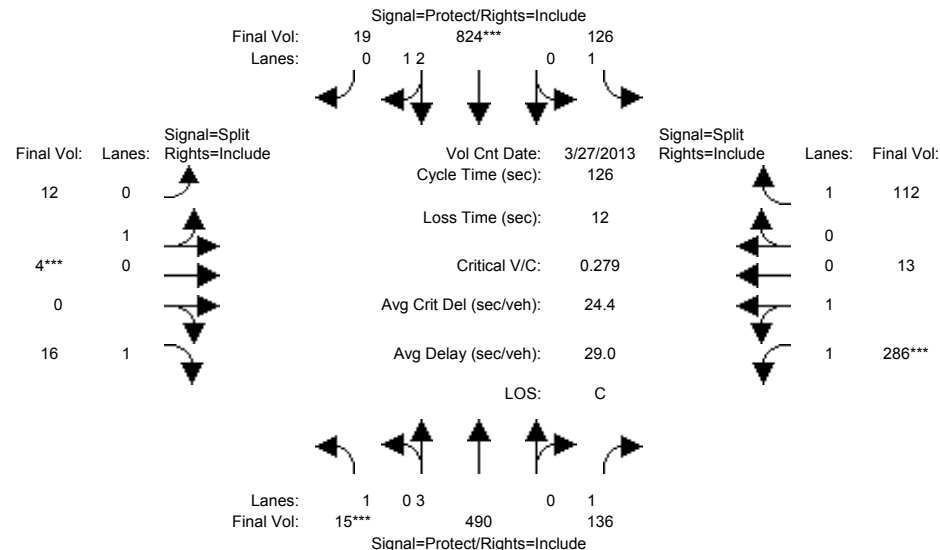
## Intersection #3807: SKYWAY/SNELL



| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 5           | 748  | 219  | 143         | 386  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 186  | 0    | 0           | 46   | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 5           | 934  | 219  | 143         | 432  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 5           | 934  | 219  | 143         | 432  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 934  | 219  | 143         | 432  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 5           | 934  | 219  | 143         | 432  | 7    | 24         | 18   | 18   | 228        | 4    | 151  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.95 | 0.05 | 0.57       | 0.43 | 1.00 | 1.97       | 0.03 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5511 | 89   | 1029       | 771  | 1750 | 3489       | 61   | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.16 | 0.13 | 0.08        | 0.08 | 0.08 | 0.02       | 0.02 | 0.01 | 0.07       | 0.07 | 0.09 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 31.7        | 51.4 | 51.4 | 25.6        | 45.3 | 45.3 | 10.0       | 10.0 | 10.0 | 27.0       | 27.0 | 27.0 |
| Volume/Cap:                                          | 0.01        | 0.40 | 0.31 | 0.40        | 0.22 | 0.22 | 0.29       | 0.29 | 0.13 | 0.30       | 0.30 | 0.40 |
| Delay/Veh:                                           | 35.4        | 26.6 | 25.5 | 44.3        | 28.1 | 28.1 | 55.8       | 55.8 | 54.4 | 41.8       | 41.8 | 43.2 |
| 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:                                          | 35.4        | 26.6 | 25.5 | 44.3        | 28.1 | 28.1 | 55.8       | 55.8 | 54.4 | 41.8       | 41.8 | 43.2 |
| LOS by Move:                                         | D           | C    | C    | D           | C    | C    | E          | E    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 8    | 6    | 5           | 4    | 4    | 2          | 2    | 1    | 4          | 4    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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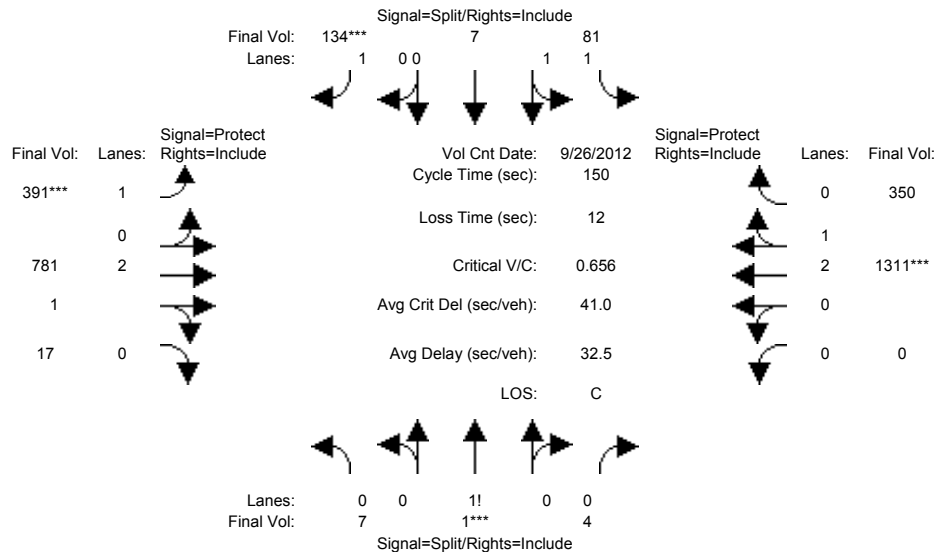
## Intersection #3807: SKYWAY/SNELL



| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 15          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| Growth Adj:                                          | 1.00        | 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          | 471  | 136  | 126         | 639  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 19   | 0    | 0           | 185  | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 15          | 490  | 136  | 126         | 824  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 15          | 490  | 136  | 126         | 824  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 15          | 490  | 136  | 126         | 824  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 15          | 490  | 136  | 126         | 824  | 19   | 12         | 4    | 16   | 286        | 13   | 112  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.98 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.93 | 0.07 | 0.75       | 0.25 | 1.00 | 1.91       | 0.09 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5474 | 126  | 1350       | 450  | 1750 | 3396       | 154  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.09 | 0.08 | 0.07        | 0.15 | 0.15 | 0.01       | 0.01 | 0.01 | 0.08       | 0.08 | 0.06 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 37.7 | 37.7 | 31.5        | 62.2 | 62.2 | 10.0       | 10.0 | 10.0 | 34.8       | 34.8 | 34.8 |
| Volume/Cap:                                          | 0.15        | 0.29 | 0.26 | 0.29        | 0.30 | 0.30 | 0.11       | 0.11 | 0.12 | 0.30       | 0.30 | 0.23 |
| Delay/Veh:                                           | 57.4        | 34.0 | 33.8 | 38.5        | 19.1 | 19.1 | 54.2       | 54.2 | 54.3 | 36.2       | 36.2 | 35.5 |
| 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:                                          | 57.4        | 34.0 | 33.8 | 38.5        | 19.1 | 19.1 | 54.2       | 54.2 | 54.3 | 36.2       | 36.2 | 35.5 |
| LOS by Move:                                         | E           | C    | C    | D           | B    | B    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 5    | 4    | 4           | 6    | 6    | 1          | 1    | 1    | 5          | 5    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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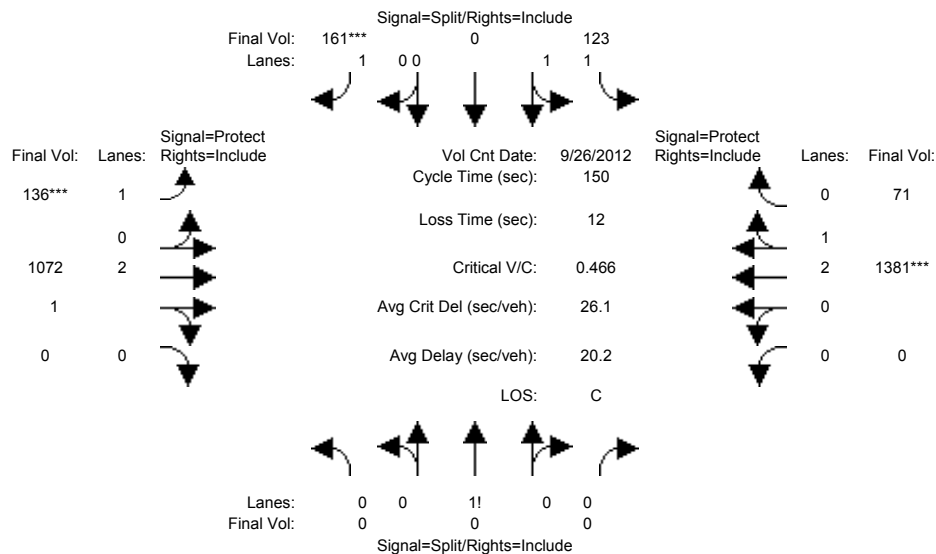
## Intersection #3824: 10TH/TULLY



| 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    | 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 7           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 7           | 1    | 4    | 81          | 7    | 123  | 369        | 730  | 17    | 0          | 1283 | 350  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 11   | 22         | 51   | 0     | 0          | 28   | 0    |
| Initial Fut:                                         | 7           | 1    | 4    | 81          | 7    | 134  | 391        | 781  | 17    | 0          | 1311 | 350  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 134  | 391        | 781  | 17    | 0          | 1311 | 350  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 7           | 1    | 4    | 81          | 7    | 134  | 391        | 781  | 17    | 0          | 1311 | 350  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 134  | 391        | 781  | 17    | 0          | 1311 | 350  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.92 | 0.92 | 0.93        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95  | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.59        | 0.08 | 0.33 | 1.84        | 0.16 | 1.00 | 1.00       | 2.93 | 0.07  | 0.00       | 2.34 | 0.66 |
| Final Sat.:                                          | 1021        | 146  | 583  | 3268        | 282  | 1750 | 1750       | 5481 | 119   | 0          | 4418 | 1180 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.01 | 0.01 | 0.02        | 0.02 | 0.08 | 0.22       | 0.14 | 0.14  | 0.00       | 0.30 | 0.30 |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | ****  | ****       | **** | **** |
| Green Time:                                          | 10.0        | 10.0 | 10.0 | 16.4        | 16.4 | 16.4 | 47.9       | 112  | 111.6 | 0.0        | 63.6 | 63.6 |
| Volume/Cap:                                          | 0.10        | 0.10 | 0.10 | 0.23        | 0.23 | 0.70 | 0.70       | 0.19 | 0.19  | 0.00       | 0.70 | 0.70 |
| Delay/Veh:                                           | 66.2        | 66.2 | 66.2 | 61.3        | 61.3 | 75.3 | 48.6       | 5.8  | 5.8   | 0.0        | 36.3 | 36.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 66.2        | 66.2 | 66.2 | 61.3        | 61.3 | 75.3 | 48.6       | 5.8  | 5.8   | 0.0        | 36.3 | 36.3 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | D          | A    | A     | A          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 1    | 1    | 2           | 2    | 7    | 17         | 4    | 4     | 0          | 21   | 21   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

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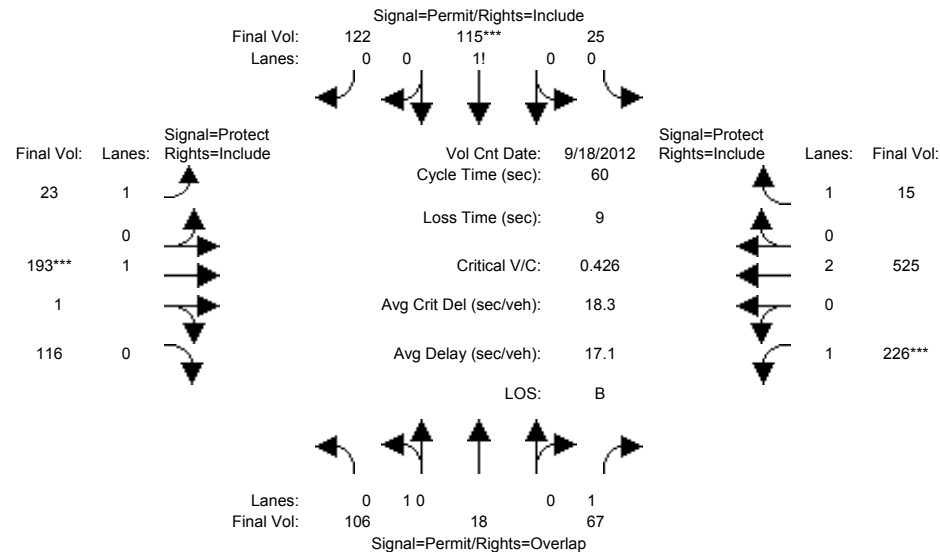
## Intersection #3824: 10TH/TULLY



| 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   | 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| Growth Adj:                                          | 1.00        | 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    | 123         | 0    | 139  | 124        | 1042 | 0    | 0          | 1328 | 71   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 22   | 12         | 30   | 0    | 0          | 53   | 0    |
| Initial Fut:                                         | 0           | 0    | 0    | 123         | 0    | 161  | 136        | 1072 | 0    | 0          | 1381 | 71   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 123         | 0    | 161  | 136        | 1072 | 0    | 0          | 1381 | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 123         | 0    | 161  | 136        | 1072 | 0    | 0          | 1381 | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 0    | 0    | 123         | 0    | 161  | 136        | 1072 | 0    | 0          | 1381 | 71   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.92 | 0.92 | 0.93        | 1.00 | 0.92 | 0.92       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.00        | 1.00 | 0.00 | 2.00        | 0.00 | 1.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.85 | 0.15 |
| Final Sat.:                                          | 0           | 1750 | 0    | 3550        | 0    | 1750 | 1750       | 5600 | 0    | 0          | 5326 | 274  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.03        | 0.00 | 0.09 | 0.08       | 0.19 | 0.00 | 0.00       | 0.26 | 0.26 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 29.6        | 0.0  | 29.6 | 25.0       | 108  | 0.0  | 0.0        | 83.4 | 83.4 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.18        | 0.00 | 0.47 | 0.47       | 0.26 | 0.00 | 0.00       | 0.47 | 0.47 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 50.2        | 0.0  | 54.2 | 57.7       | 7.2  | 0.0  | 0.0        | 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:                                          | 0.0         | 0.0  | 0.0  | 50.2        | 0.0  | 54.2 | 57.7       | 7.2  | 0.0  | 0.0        | 20.1 | 20.1 |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | E          | A    | A    | A          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 7    | 6          | 6    | 0    | 0          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3849: HILLSDALE/NARVAEZ



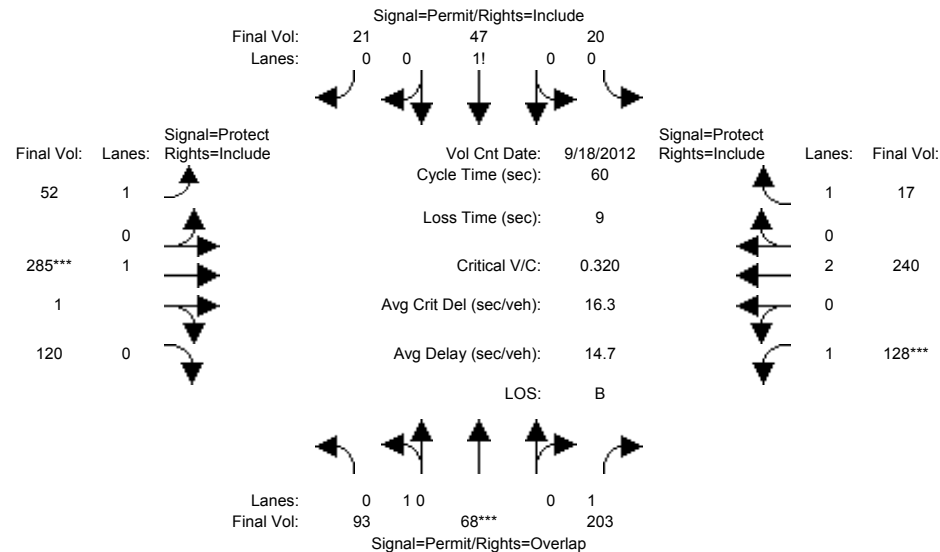
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 18 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 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:                                 | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 221  | 116  | 226        | 634  | 15   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 0          | -28  | 0    | 0          | -109 | 0    |
| Initial Fut:                                 | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 193  | 116  | 226        | 525  | 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:                                  | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 193  | 116  | 226        | 525  | 15   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 193  | 116  | 226        | 525  | 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:                                | 106         | 18   | 67   | 25          | 115  | 122  | 23         | 193  | 116  | 226        | 525  | 15   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.99 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.85        | 0.15 | 1.00 | 0.09        | 0.44 | 0.47 | 1.00       | 1.23 | 0.77 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1539        | 261  | 1750 | 167         | 768  | 815  | 1750       | 2310 | 1388 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.07        | 0.07 | 0.04 | 0.15        | 0.15 | 0.15 | 0.01       | 0.08 | 0.08 | 0.13       | 0.14 | 0.01 |
| Crit Moves:                                  | *****       |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 21.1        | 21.1 | 39.2 | 21.1        | 21.1 | 21.1 | 12.3       | 11.8 | 11.8 | 18.2       | 17.6 | 17.6 |
| Volume/Cap:                                  | 0.20        | 0.20 | 0.06 | 0.43        | 0.43 | 0.43 | 0.06       | 0.43 | 0.43 | 0.43       | 0.47 | 0.03 |
| Delay/Veh:                                   | 13.7        | 13.7 | 3.8  | 15.3        | 15.3 | 15.3 | 19.3       | 21.6 | 21.6 | 17.3       | 17.7 | 15.1 |
| 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:                                  | 13.7        | 13.7 | 3.8  | 15.3        | 15.3 | 15.3 | 19.3       | 21.6 | 21.6 | 17.3       | 17.7 | 15.1 |
| LOS by Move:                                 | B           | B    | A    | B           | B    | B    | B          | C    | C    | B          | B    | B    |
| HCM2kAvgQ:                                   | 2           | 2    | 0    | 4           | 4    | 4    | 0          | 3    | 3    | 4          | 4    | 0    |

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



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## Intersection #3849: HILLSDALE/NARVAEZ

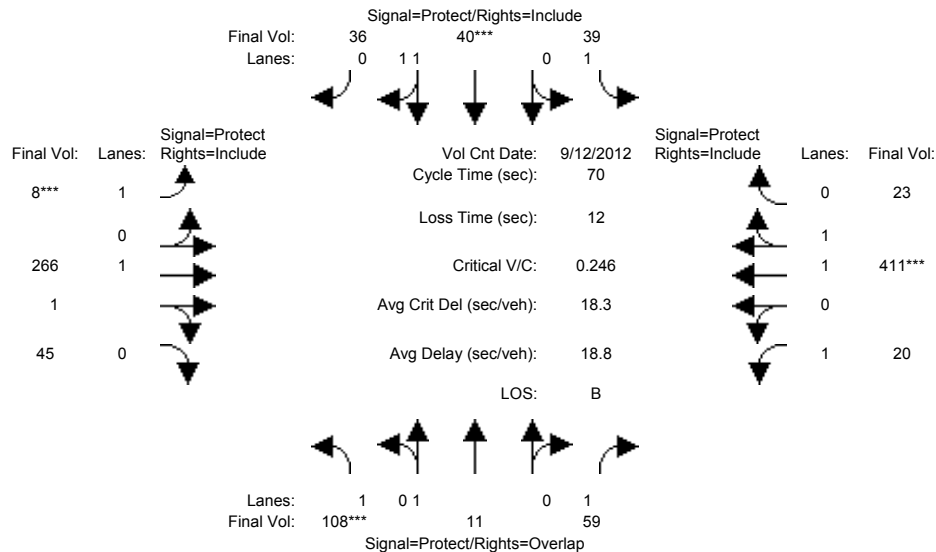


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 18 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 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:                                 | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 393  | 120  | 128        | 251  | 17   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 0          | -108 | 0    | 0          | -11  | 0    |
| Initial Fut:                                 | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 285  | 120  | 128        | 240  | 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:                                  | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 285  | 120  | 128        | 240  | 17   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 285  | 120  | 128        | 240  | 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:                                | 93          | 68   | 203  | 20          | 47   | 21   | 52         | 285  | 120  | 128        | 240  | 17   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.58        | 0.42 | 1.00 | 0.23        | 0.53 | 0.24 | 1.00       | 1.39 | 0.61 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1040        | 760  | 1750 | 398         | 935  | 418  | 1750       | 2603 | 1096 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.09        | 0.09 | 0.12 | 0.05        | 0.05 | 0.05 | 0.03       | 0.11 | 0.11 | 0.07       | 0.06 | 0.01 |
| Crit Moves:                                  | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 16.8        | 16.8 | 30.5 | 16.8        | 16.8 | 16.8 | 14.1       | 20.5 | 20.5 | 13.7       | 20.1 | 20.1 |
| Volume/Cap:                                  | 0.32        | 0.32 | 0.23 | 0.18        | 0.18 | 0.18 | 0.13       | 0.32 | 0.32 | 0.32       | 0.19 | 0.03 |
| Delay/Veh:                                   | 17.5        | 17.5 | 8.3  | 16.6        | 16.6 | 16.6 | 18.2       | 14.7 | 14.7 | 19.7       | 14.2 | 13.4 |
| 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:                                  | 17.5        | 17.5 | 8.3  | 16.6        | 16.6 | 16.6 | 18.2       | 14.7 | 14.7 | 19.7       | 14.2 | 13.4 |
| LOS by Move:                                 | B           | B    | A    | B           | B    | B    | B          | B    | B    | B          | B    | B    |
| HCM2kAvgQ:                                   | 2           | 2    | 2    | 1           | 1    | 1    | 1          | 3    | 3    | 2          | 2    | 0    |

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

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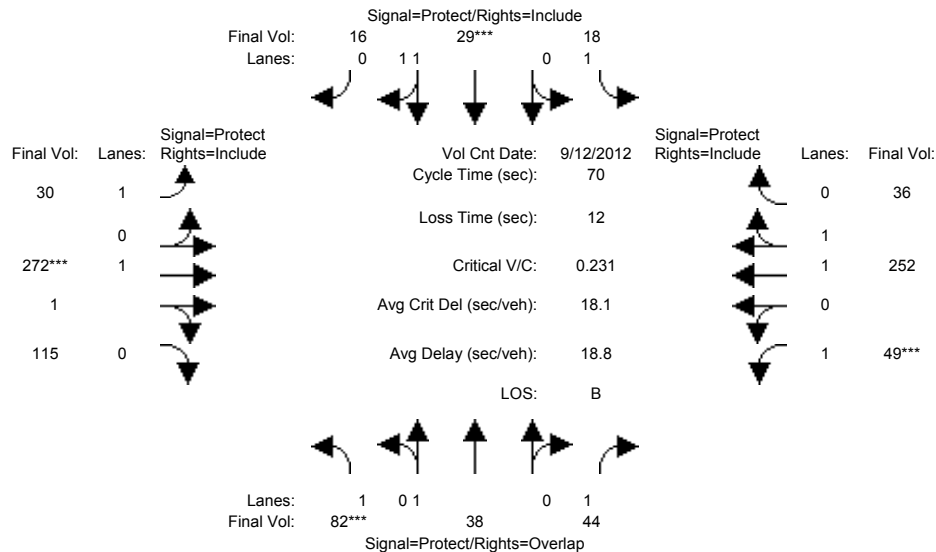
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 23   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 23   |
| 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:                                         | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 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:                                          | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 23   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 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:                                        | 108         | 11   | 59   | 39          | 40   | 36   | 8          | 266  | 45   | 20         | 411  | 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 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.03 | 0.97 | 1.00       | 1.70 | 0.30 | 1.00       | 1.89 | 0.11 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1946 | 1751 | 1750       | 3164 | 535  | 1750       | 3504 | 196  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.01 | 0.03 | 0.02        | 0.02 | 0.02 | 0.00       | 0.08 | 0.08 | 0.01       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.1        | 14.2 | 28.1 | 9.9         | 10.0 | 10.0 | 7.0        | 19.9 | 19.9 | 13.9       | 26.9 | 26.9 |
| Volume/Cap:                                          | 0.31        | 0.03 | 0.08 | 0.16        | 0.14 | 0.14 | 0.05       | 0.30 | 0.30 | 0.06       | 0.31 | 0.31 |
| Delay/Veh:                                           | 24.3        | 22.4 | 13.0 | 26.7        | 26.4 | 26.4 | 28.6       | 19.7 | 19.7 | 22.8       | 15.2 | 15.2 |
| 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:                                          | 24.3        | 22.4 | 13.0 | 26.7        | 26.4 | 26.4 | 28.6       | 19.7 | 19.7 | 22.8       | 15.2 | 15.2 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 0    | 1    | 1           | 1    | 1    | 0          | 3    | 3    | 0          | 3    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (PM)

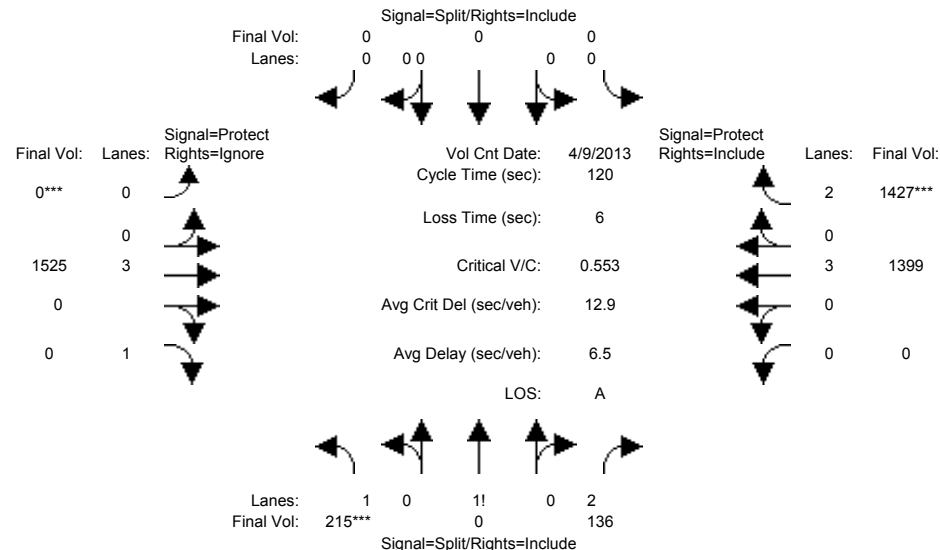
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                         | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                         | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                          | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 36   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 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:                                        | 82          | 38   | 44   | 18          | 29   | 16   | 30         | 272  | 115  | 49         | 252  | 36   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.27 | 0.73 | 1.00       | 1.39 | 0.61 | 1.00       | 1.74 | 0.26 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 2383 | 1315 | 1750       | 2600 | 1099 | 1750       | 3237 | 462  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.02 | 0.03 | 0.01        | 0.01 | 0.01 | 0.02       | 0.10 | 0.10 | 0.03       | 0.08 | 0.08 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.5        | 13.3 | 20.7 | 9.3         | 10.0 | 10.0 | 14.6       | 28.0 | 28.0 | 7.5        | 20.9 | 20.9 |
| Volume/Cap:                                          | 0.26        | 0.11 | 0.08 | 0.08        | 0.09 | 0.09 | 0.08       | 0.26 | 0.26 | 0.26       | 0.26 | 0.26 |
| Delay/Veh:                                           | 25.2        | 23.6 | 17.8 | 26.8        | 26.1 | 26.1 | 22.4       | 14.2 | 14.2 | 29.5       | 18.8 | 18.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 25.2        | 23.6 | 17.8 | 26.8        | 26.1 | 26.1 | 22.4       | 14.2 | 14.2 | 29.5       | 18.8 | 18.8 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 1    | 0           | 0    | 0    | 1          | 3    | 3    | 1          | 2    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

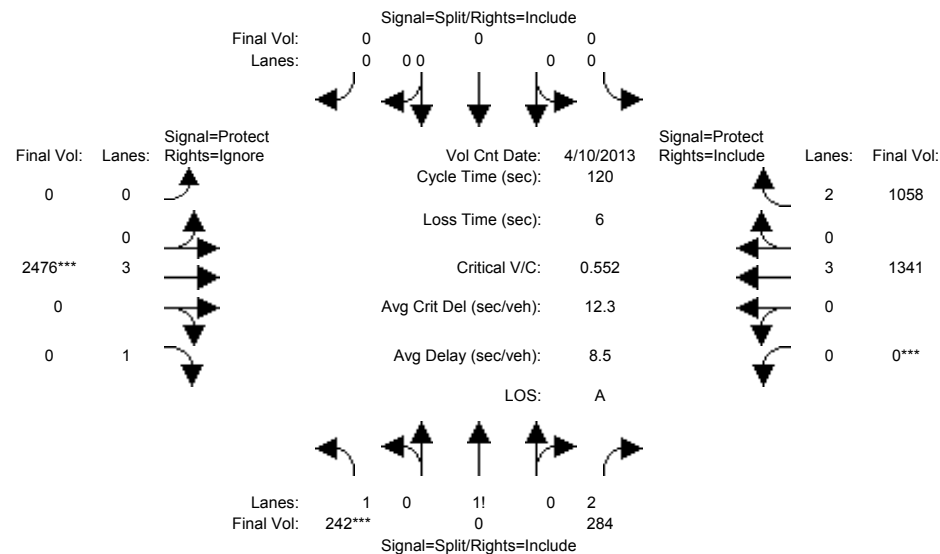
## Intersection #4082: 101/TULLY (E)



| 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: >> Count Date: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 629  | 0          | 1378 | 1407 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1474 | 629  | 0          | 1378 | 1407 |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 51   | 0    | 0          | 21   | 20   |
| Initial Fut:                                         | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1525 | 629  | 0          | 1399 | 1427 |
| 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:                                          | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1525 | 0    | 0          | 1399 | 1427 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1525 | 0    | 0          | 1399 | 1427 |
| 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:                                        | 215         | 0    | 136  | 0           | 0    | 0    | 0          | 1525 | 0    | 0          | 1399 | 1427 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.68        | 0.00 | 2.32 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2978        | 0    | 3657 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.00 | 0.04 | 0.00        | 0.00 | 0.00 | 0.00       | 0.27 | 0.00 | 0.00       | 0.25 | 0.45 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      |            |      | **** |
| Green Time:                                          | 15.7        | 0.0  | 15.7 | 0.0         | 0.0  | 0.0  | 0.0        | 98.3 | 0.0  | 0.0        | 98.3 | 98.3 |
| Volume/Cap:                                          | 0.55        | 0.00 | 0.28 | 0.00        | 0.00 | 0.00 | 0.00       | 0.33 | 0.00 | 0.00       | 0.30 | 0.55 |
| Delay/Veh:                                           | 49.9        | 0.0  | 47.2 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.6  | 3.8  |
| 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:                                          | 49.9        | 0.0  | 47.2 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.6  | 3.8  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 5           | 0    | 3    | 0           | 0    | 0    | 0          | 5    | 0    | 0          | 4    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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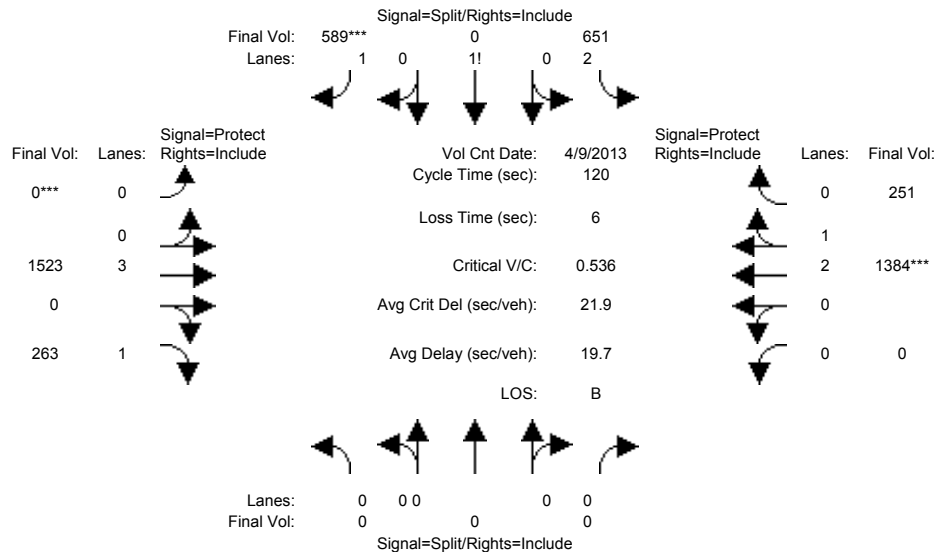
## Intersection #4082: 101/TULLY (E)



| 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           | 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: >> Count Date: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 396  | 0          | 1264 | 1026 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2371 | 396  | 0          | 1264 | 1026 |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 105  | 0    | 0          | 77   | 32   |
| Initial Fut:                                         | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2476 | 396  | 0          | 1341 | 1058 |
| 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:                                          | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2476 | 0    | 0          | 1341 | 1058 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2476 | 0    | 0          | 1341 | 1058 |
| 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:                                        | 242         | 0    | 284  | 0           | 0    | 0    | 0          | 2476 | 0    | 0          | 1341 | 1058 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.84 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.54        | 0.00 | 2.46 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2690        | 0    | 3911 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.00 | 0.07 | 0.00        | 0.00 | 0.00 | 0.00       | 0.43 | 0.00 | 0.00       | 0.24 | 0.34 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            | **** |      |            |      |      |
| Green Time:                                          | 19.6        | 0.0  | 19.6 | 0.0         | 0.0  | 0.0  | 0.0        | 94.4 | 0.0  | 0.0        | 94.4 | 94.4 |
| Volume/Cap:                                          | 0.55        | 0.00 | 0.45 | 0.00        | 0.00 | 0.00 | 0.00       | 0.55 | 0.00 | 0.00       | 0.30 | 0.43 |
| Delay/Veh:                                           | 46.9        | 0.0  | 45.6 | 0.0         | 0.0  | 0.0  | 0.0        | 5.0  | 0.0  | 0.0        | 3.6  | 4.2  |
| 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:                                          | 46.9        | 0.0  | 45.6 | 0.0         | 0.0  | 0.0  | 0.0        | 5.0  | 0.0  | 0.0        | 3.6  | 4.2  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 6           | 0    | 5    | 0           | 0    | 0    | 0          | 12   | 0    | 0          | 4    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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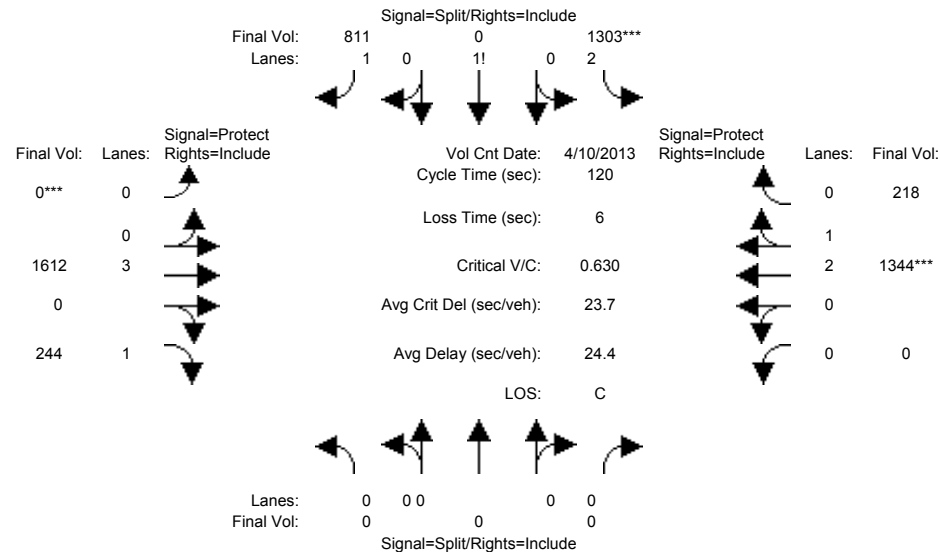
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 0    | 0    | 633         | 0    | 589  | 0          | 1497 | 263  | 0          | 1364 | 251  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 18          | 0    | 0    | 0          | 26   | 0    | 0          | 20   | 0    |
| Initial Fut:                                         | 0           | 0    | 0    | 651         | 0    | 589  | 0          | 1523 | 263  | 0          | 1384 | 251  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 651         | 0    | 589  | 0          | 1523 | 263  | 0          | 1384 | 251  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 651         | 0    | 589  | 0          | 1523 | 263  | 0          | 1384 | 251  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 651         | 0    | 589  | 0          | 1523 | 263  | 0          | 1384 | 251  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.45        | 0.00 | 1.55 | 0.00       | 3.00 | 1.00 | 0.00       | 2.52 | 0.48 |
| Final Sat.:                                          | 0           | 0    | 0    | 3877        | 0    | 2715 | 0          | 5700 | 1750 | 0          | 4739 | 859  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.17        | 0.00 | 0.22 | 0.00       | 0.27 | 0.15 | 0.00       | 0.29 | 0.29 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 48.6        | 0.0  | 48.6 | 0.0        | 65.4 | 65.4 | 0.0        | 65.4 | 65.4 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.41        | 0.00 | 0.54 | 0.00       | 0.49 | 0.28 | 0.00       | 0.54 | 0.54 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 25.6        | 0.0  | 27.4 | 0.0        | 17.1 | 14.8 | 0.0        | 17.7 | 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:                                          | 0.0         | 0.0  | 0.0  | 25.6        | 0.0  | 27.4 | 0.0        | 17.1 | 14.8 | 0.0        | 17.7 | 17.7 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | B    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 8           | 0    | 12   | 0          | 11   | 5    | 0          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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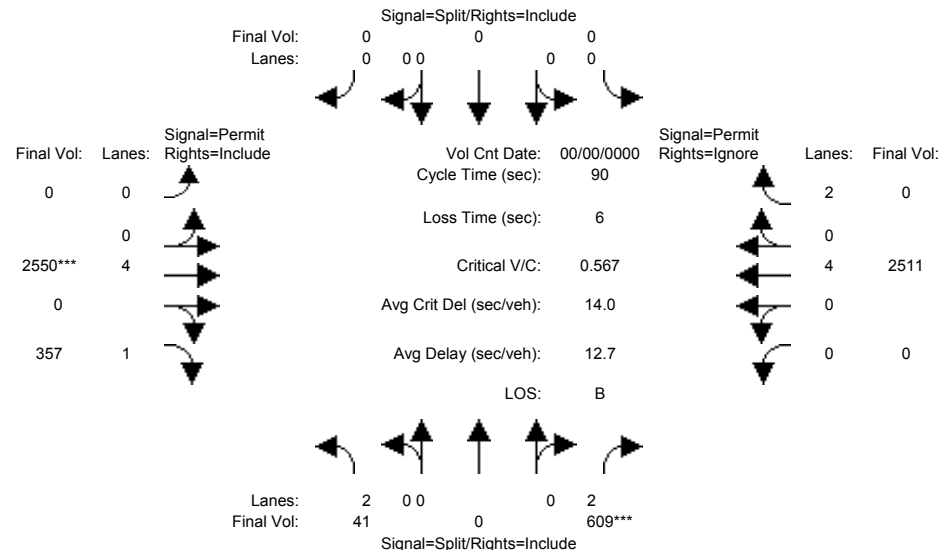
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| Growth Adj:                                          | 1.00        | 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    | 1267        | 0    | 811  | 0          | 1546 | 244  | 0          | 1275 | 218  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 36          | 0    | 0    | 0          | 66   | 0    | 0          | 69   | 0    |
| Initial Fut:                                         | 0           | 0    | 0    | 1303        | 0    | 811  | 0          | 1612 | 244  | 0          | 1344 | 218  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1303        | 0    | 811  | 0          | 1612 | 244  | 0          | 1344 | 218  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1303        | 0    | 811  | 0          | 1612 | 244  | 0          | 1344 | 218  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1303        | 0    | 811  | 0          | 1612 | 244  | 0          | 1344 | 218  |
| Saturation 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       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.54        | 0.00 | 1.46 | 0.00       | 3.00 | 1.00 | 0.00       | 2.57 | 0.43 |
| Final Sat.:                                          | 0           | 0    | 0    | 4082        | 0    | 2558 | 0          | 5700 | 1750 | 0          | 4817 | 781  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.32        | 0.00 | 0.32 | 0.00       | 0.28 | 0.14 | 0.00       | 0.28 | 0.28 |
| Crit Moves:                                          |             |      |      | ****        |      |      |            | **** |      |            |      | **** |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 60.8        | 0.0  | 60.8 | 0.0        | 53.2 | 53.2 | 0.0        | 53.2 | 53.2 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.63        | 0.00 | 0.63 | 0.00       | 0.64 | 0.31 | 0.00       | 0.63 | 0.63 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 21.8        | 0.0  | 21.7 | 0.0        | 26.5 | 21.9 | 0.0        | 26.3 | 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:                                          | 0.0         | 0.0  | 0.0  | 21.8        | 0.0  | 21.7 | 0.0        | 26.5 | 21.9 | 0.0        | 26.3 | 26.3 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | C    | C    | A          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 16          | 0    | 16   | 0          | 15   | 6    | 0          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

## Intersection #4084: Capitol/101 (E)



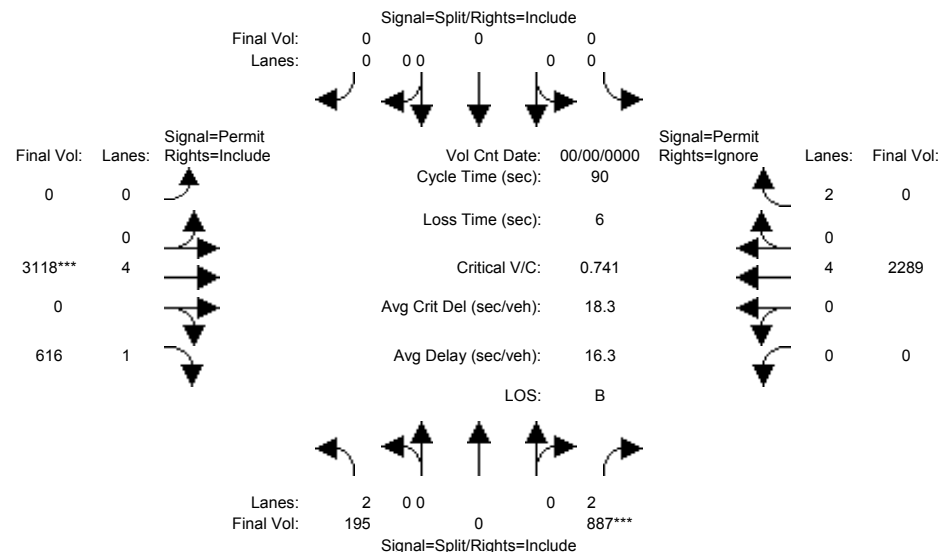
| Approach:                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|--------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 0 0 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                            | 41          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 1685 |
| Growth Adj:                          | 1.00        | 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          | 0    | 598  | 0           | 0    | 0    | 0          | 2516 | 357  | 0          | 2481 | 1685 |
| Added Vol:                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                 | 0           | 0    | 11   | 0           | 0    | 0    | 0          | 34   | 0    | 0          | 30   | 0    |
| Initial Fut:                         | 41          | 0    | 609  | 0           | 0    | 0    | 0          | 2550 | 357  | 0          | 2511 | 1685 |
| User Adj:                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                          | 41          | 0    | 609  | 0           | 0    | 0    | 0          | 2550 | 357  | 0          | 2511 | 0    |
| Reduct Vol:                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                         | 41          | 0    | 609  | 0           | 0    | 0    | 0          | 2550 | 357  | 0          | 2511 | 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 | 0.00 |
| MLF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                        | 41          | 0    | 609  | 0           | 0    | 0    | 0          | 2550 | 357  | 0          | 2511 | 0    |
| Saturation Flow Module:              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                             | 0.01        | 0.00 | 0.19 | 0.00        | 0.00 | 0.00 | 0.00       | 0.34 | 0.20 | 0.00       | 0.33 | 0.00 |
| Crit Moves:                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                          | 30.7        | 0.0  | 30.7 | 0.0         | 0.0  | 0.0  | 0.0        | 53.3 | 53.3 | 0.0        | 53.3 | 0.0  |
| Volume/Cap:                          | 0.04        | 0.00 | 0.57 | 0.00        | 0.00 | 0.00 | 0.00       | 0.57 | 0.34 | 0.00       | 0.56 | 0.00 |
| Delay/Veh:                           | 19.8        | 0.0  | 24.9 | 0.0         | 0.0  | 0.0  | 0.0        | 11.4 | 9.6  | 0.0        | 11.3 | 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:                          | 19.8        | 0.0  | 24.9 | 0.0         | 0.0  | 0.0  | 0.0        | 11.4 | 9.6  | 0.0        | 11.3 | 0.0  |
| LOS by Move:                         | B           | A    | C    | A           | A    | A    | A          | B    | A    | A          | B    | A    |
| HCM2kAvgQ:                           | 0           | 0    | 8    | 0           | 0    | 0    | 0          | 11   | 5    | 0          | 11   | 0    |

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



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## Intersection #4084: Capitol/101 (E)

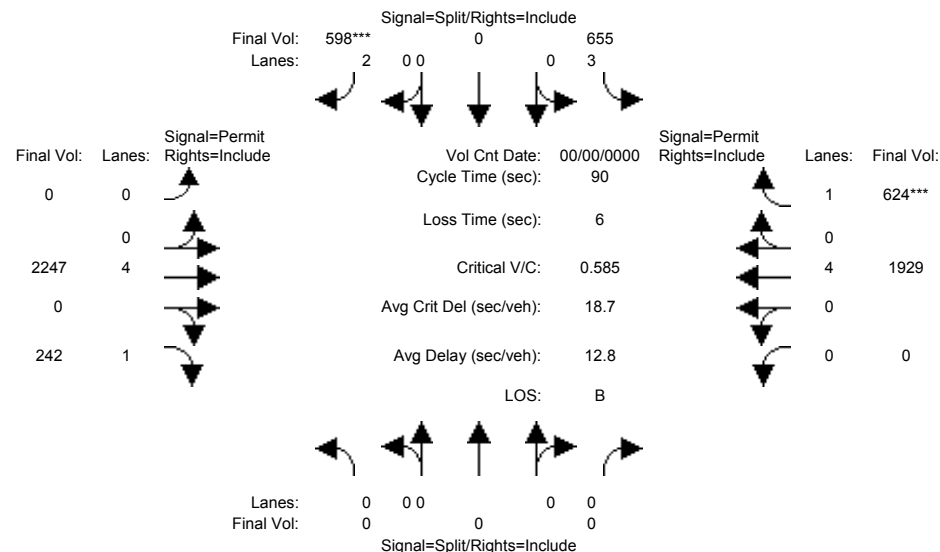


| Approach:                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|--------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 0 0 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                            | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 893  |
| Growth Adj:                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                         | 195         | 0    | 848  | 0           | 0    | 0    | 0          | 3052 | 616  | 0          | 2187 | 893  |
| Added Vol:                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                 | 0           | 0    | 39   | 0           | 0    | 0    | 0          | 66   | 0    | 0          | 102  | 0    |
| Initial Fut:                         | 195         | 0    | 887  | 0           | 0    | 0    | 0          | 3118 | 616  | 0          | 2289 | 893  |
| User Adj:                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                          | 195         | 0    | 887  | 0           | 0    | 0    | 0          | 3118 | 616  | 0          | 2289 | 0    |
| Reduct Vol:                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                         | 195         | 0    | 887  | 0           | 0    | 0    | 0          | 3118 | 616  | 0          | 2289 | 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 | 0.00 |
| MLF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                        | 195         | 0    | 887  | 0           | 0    | 0    | 0          | 3118 | 616  | 0          | 2289 | 0    |
| Saturation Flow Module:              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                             | 0.06        | 0.00 | 0.28 | 0.00        | 0.00 | 0.00 | 0.00       | 0.41 | 0.35 | 0.00       | 0.30 | 0.00 |
| Crit Moves:                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                          | 34.2        | 0.0  | 34.2 | 0.0         | 0.0  | 0.0  | 0.0        | 49.8 | 49.8 | 0.0        | 49.8 | 0.0  |
| Volume/Cap:                          | 0.16        | 0.00 | 0.74 | 0.00        | 0.00 | 0.00 | 0.00       | 0.74 | 0.64 | 0.00       | 0.54 | 0.00 |
| Delay/Veh:                           | 18.5        | 0.0  | 26.6 | 0.0         | 0.0  | 0.0  | 0.0        | 15.9 | 15.3 | 0.0        | 13.0 | 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:                          | 18.5        | 0.0  | 26.6 | 0.0         | 0.0  | 0.0  | 0.0        | 15.9 | 15.3 | 0.0        | 13.0 | 0.0  |
| LOS by Move:                         | B           | A    | C    | A           | A    | A    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                           | 2           | 0    | 13   | 0           | 0    | 0    | 0          | 17   | 13   | 0          | 10   | 0    |

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

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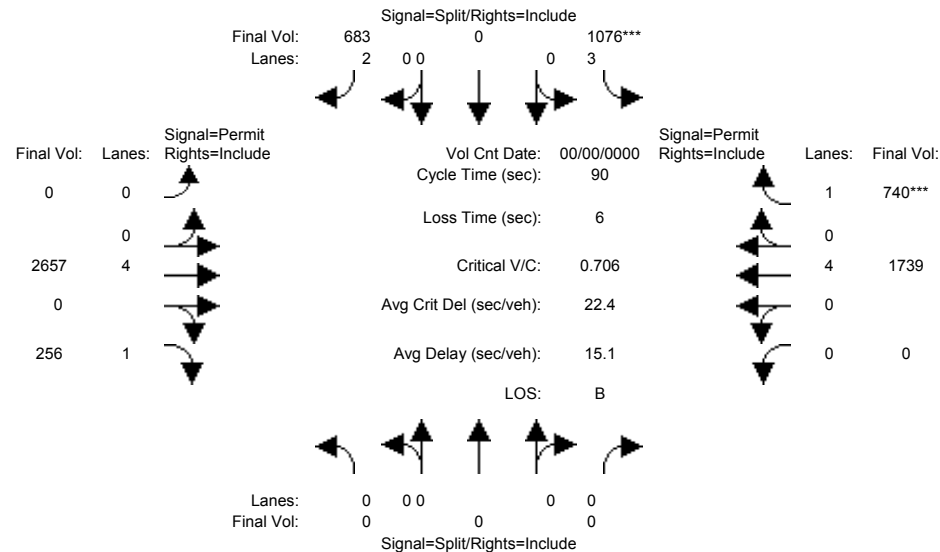
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| Growth Adj:                                          | 1.00        | 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    | 655         | 0    | 598  | 0          | 2218 | 242  | 0          | 1907 | 615  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 29   | 0    | 0          | 22   | 9    |
| Initial Fut:                                         | 0           | 0    | 0    | 655         | 0    | 598  | 0          | 2247 | 242  | 0          | 1929 | 624  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 655         | 0    | 598  | 0          | 2247 | 242  | 0          | 1929 | 624  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 655         | 0    | 598  | 0          | 2247 | 242  | 0          | 1929 | 624  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 0    | 0    | 655         | 0    | 598  | 0          | 2247 | 242  | 0          | 1929 | 624  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.14        | 0.00 | 0.19 | 0.00       | 0.30 | 0.14 | 0.00       | 0.25 | 0.36 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 29.2        | 0.0  | 29.2 | 0.0        | 54.8 | 54.8 | 0.0        | 54.8 | 54.8 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.44        | 0.00 | 0.59 | 0.00       | 0.49 | 0.23 | 0.00       | 0.42 | 0.59 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 24.2        | 0.0  | 26.2 | 0.0        | 9.8  | 8.1  | 0.0        | 9.3  | 11.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 24.2        | 0.0  | 26.2 | 0.0        | 9.8  | 8.1  | 0.0        | 9.3  | 11.5 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | A    | A    | A          | A    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 6           | 0    | 9    | 0          | 9    | 3    | 0          | 7    | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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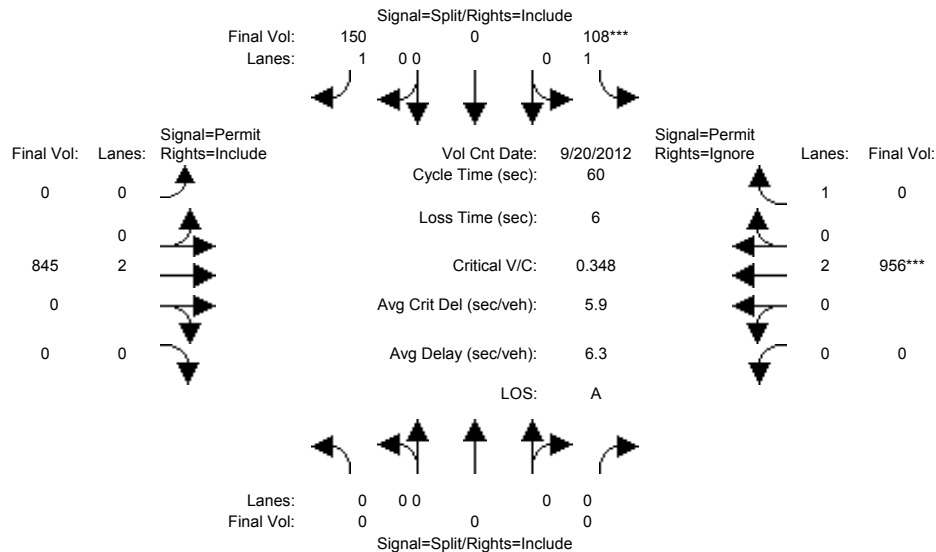
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| Growth Adj:                                          | 1.00        | 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    | 1076        | 0    | 683  | 0          | 2592 | 256  | 0          | 1675 | 707  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 65   | 0    | 0          | 64   | 33   |
| Initial Fut:                                         | 0           | 0    | 0    | 1076        | 0    | 683  | 0          | 2657 | 256  | 0          | 1739 | 740  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1076        | 0    | 683  | 0          | 2657 | 256  | 0          | 1739 | 740  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1076        | 0    | 683  | 0          | 2657 | 256  | 0          | 1739 | 740  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1076        | 0    | 683  | 0          | 2657 | 256  | 0          | 1739 | 740  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.24        | 0.00 | 0.22 | 0.00       | 0.35 | 0.15 | 0.00       | 0.23 | 0.42 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 30.1        | 0.0  | 30.1 | 0.0        | 53.9 | 53.9 | 0.0        | 53.9 | 53.9 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.71        | 0.00 | 0.65 | 0.00       | 0.58 | 0.24 | 0.00       | 0.38 | 0.71 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 27.6        | 0.0  | 26.9 | 0.0        | 11.3 | 8.6  | 0.0        | 9.5  | 14.8 |
| 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  | 27.6        | 0.0  | 26.9 | 0.0        | 11.3 | 8.6  | 0.0        | 9.5  | 14.8 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | A    | A          | A    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 12          | 0    | 10   | 0          | 12   | 4    | 0          | 6    | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

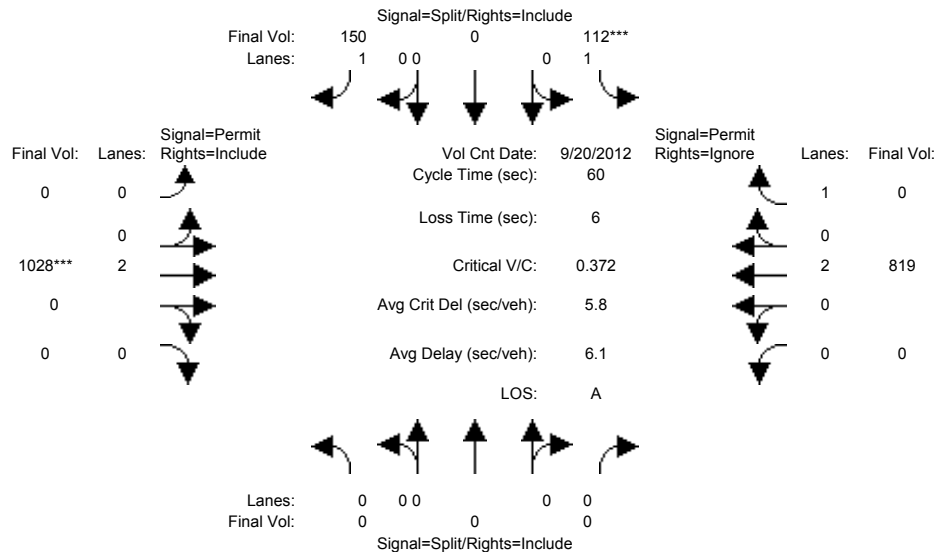
## Intersection #4106: ALMADEN EXP/CURTNER (W)



| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 139  |
| Growth Adj:                                          | 1.00        | 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    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 139  |
| 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    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 139  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 108         | 0    | 150  | 0          | 845  | 0    | 0          | 956  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.06        | 0.00 | 0.09 | 0.00       | 0.22 | 0.00 | 0.00       | 0.25 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 13.7        | 0.0  | 13.7 | 0.0        | 40.3 | 0.0  | 0.0        | 40.3 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.27        | 0.00 | 0.37 | 0.00       | 0.33 | 0.00 | 0.00       | 0.37 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 19.4        | 0.0  | 20.1 | 0.0        | 4.2  | 0.0  | 0.0        | 4.4  | 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  | 19.4        | 0.0  | 20.1 | 0.0        | 4.2  | 0.0  | 0.0        | 4.4  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | A    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 3    | 0          | 3    | 0    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Background (PM)

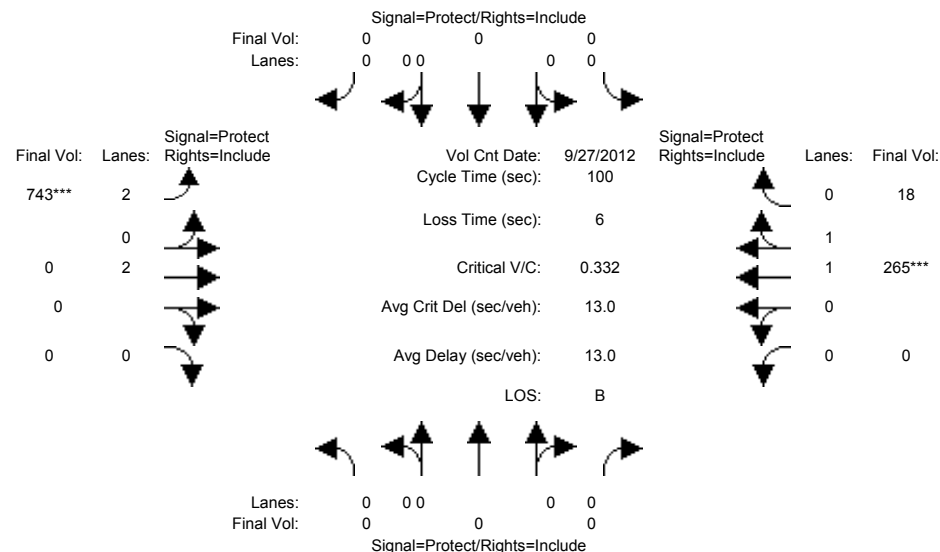
## Intersection #4106: ALMADEN EXP/CURTNER (W)



| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 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:                                         | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 209  |
| 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    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 209  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 112         | 0    | 150  | 0          | 1028 | 0    | 0          | 819  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.06        | 0.00 | 0.09 | 0.00       | 0.27 | 0.00 | 0.00       | 0.22 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 13.0        | 0.0  | 13.0 | 0.0        | 41.0 | 0.0  | 0.0        | 41.0 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.30        | 0.00 | 0.40 | 0.00       | 0.40 | 0.00 | 0.00       | 0.32 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 20.1        | 0.0  | 20.8 | 0.0        | 4.2  | 0.0  | 0.0        | 3.9  | 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  | 20.1        | 0.0  | 20.8 | 0.0        | 4.2  | 0.0  | 0.0        | 3.9  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 3    | 0          | 4    | 0    | 0          | 3    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5502: 87/ALMADEN

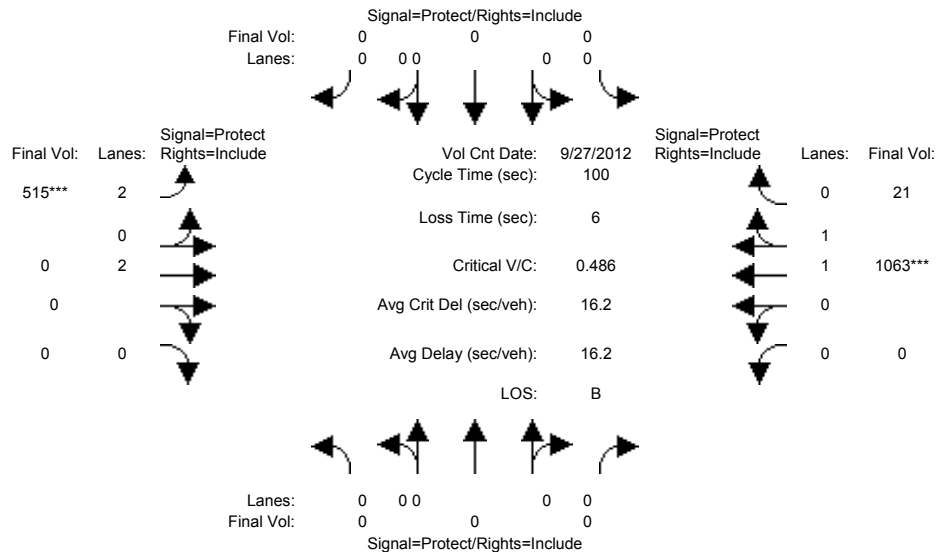


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                         | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 1944 | 0    | 0          | 265  | 18   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 1944 | 0    | 0          | 265  | 18   |
| 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    | 0           | 0    | 0    | 743        | 1944 | 0    | 0          | 265  | 18   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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    | 0           | 0    | 0    | 743        | 0    | 0    | 0          | 265  | 18   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 0    | 0    | 0          | 265  | 18   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 0           | 0    | 0    | 0           | 0    | 0    | 743        | 0    | 0    | 0          | 265  | 18   |
| Saturation 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.87 | 0.13 |
| Final Sat.:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3464 | 235  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.24       | 0.00 | 0.00 | 0.00       | 0.08 | 0.08 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 71.0       | 0.0  | 0.0  | 0.0        | 23.0 | 23.0 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.33       | 0.00 | 0.00 | 0.00       | 0.33 | 0.33 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 5.6        | 0.0  | 0.0  | 0.0        | 32.3 | 32.3 |
| 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  | 0.0         | 0.0  | 0.0  | 5.6        | 0.0  | 0.0  | 0.0        | 32.3 | 32.3 |
| LOS by Move:                                 | A           | A    | A    | A           | A    | A    | A          | A    | A    | A          | C    | C    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 5          | 0    | 0    | 0          | 4    | 4    |

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

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Background (PM)

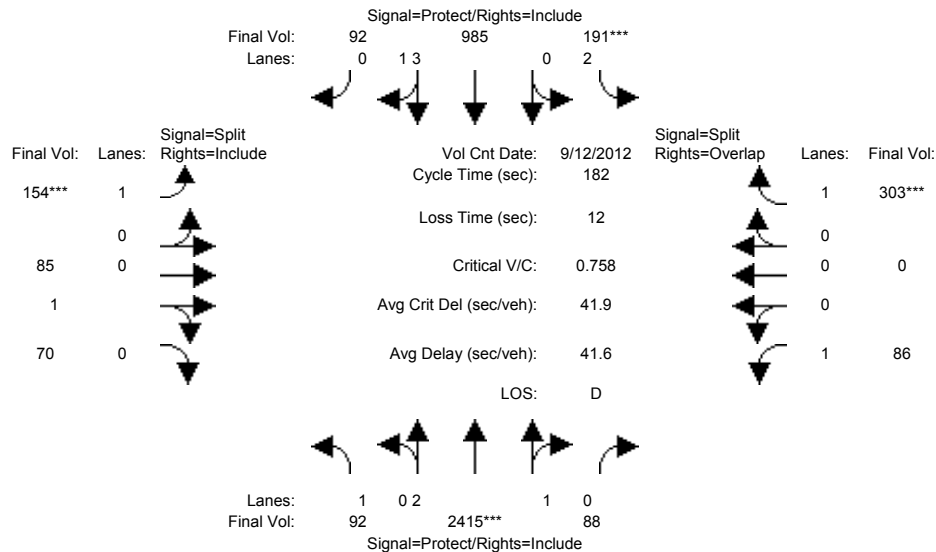
## Intersection #5502: 87/ALMADEN



| 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    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 289  | 0    | 0          | 1063 | 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:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 289  | 0    | 0          | 1063 | 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:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 289  | 0    | 0          | 1063 | 21   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 0           | 0    | 0    | 515        | 0    | 0    | 0          | 1063 | 21   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 0    | 0    | 0          | 1063 | 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:                                        | 0           | 0    | 0    | 0           | 0    | 0    | 515        | 0    | 0    | 0          | 1063 | 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 | 0.83       | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.96 | 0.04 |
| Final Sat.:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3628 | 72   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.16       | 0.00 | 0.00 | 0.00       | 0.29 | 0.29 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 33.7       | 0.0  | 0.0  | 0.0        | 60.3 | 60.3 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.49       | 0.00 | 0.00 | 0.00       | 0.49 | 0.49 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 26.7       | 0.0  | 0.0  | 0.0        | 11.3 | 11.3 |
| 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  | 0.0         | 0.0  | 0.0  | 26.7       | 0.0  | 0.0  | 0.0        | 11.3 | 11.3 |
| LOS by Move:                                         | A           | A    | A    | A           | A    | A    | C          | A    | A    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 8          | 0    | 0    | 0          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (AM)

## Intersection #5506: ALMADEN/FOXWORTHY

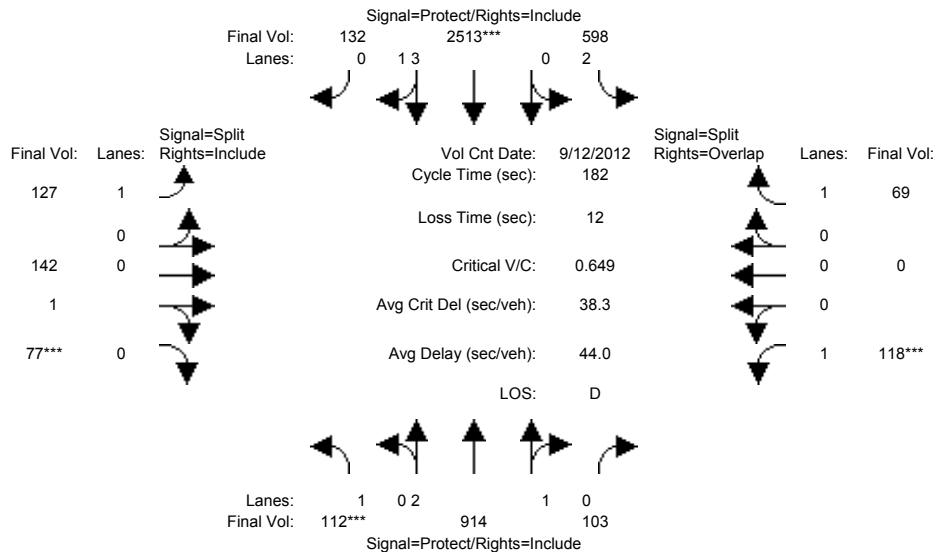


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 12 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 92          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| Growth Adj:                                          | 1.00        | 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          | 2412 | 88    | 191         | 981  | 91   | 153        | 85   | 70   | 86         | 0    | 303  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 3    | 0     | 0           | 4    | 1    | 1          | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 92          | 2415 | 88    | 191         | 985  | 92   | 154        | 85   | 70   | 86         | 0    | 303  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 2415 | 88    | 191         | 985  | 92   | 154        | 85   | 70   | 86         | 0    | 303  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 92          | 2415 | 88    | 191         | 985  | 92   | 154        | 85   | 70   | 86         | 0    | 303  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 92          | 2415 | 88    | 191         | 985  | 92   | 154        | 85   | 70   | 86         | 0    | 303  |
| 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 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.89 | 0.11  | 2.00        | 3.64 | 0.36 | 1.00       | 0.55 | 0.45 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5403 | 197   | 3150        | 6858 | 641  | 1750       | 987  | 813  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.45 | 0.45  | 0.06        | 0.14 | 0.14 | 0.09       | 0.09 | 0.09 | 0.05       | 0.00 | 0.17 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 32.7        | 107  | 107.3 | 14.6        | 89.2 | 89.2 | 21.1       | 21.1 | 21.1 | 27.0       | 0.0  | 41.6 |
| Volume/Cap:                                          | 0.29        | 0.76 | 0.76  | 0.76        | 0.29 | 0.29 | 0.76       | 0.74 | 0.74 | 0.33       | 0.00 | 0.76 |
| Delay/Veh:                                           | 67.0        | 29.4 | 29.4  | 101.1       | 27.8 | 27.8 | 100.9      | 98.8 | 98.8 | 72.8       | 0.0  | 78.2 |
| 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:                                          | 67.0        | 29.4 | 29.4  | 101.1       | 27.8 | 27.8 | 100.9      | 98.8 | 98.8 | 72.8       | 0.0  | 78.2 |
| LOS by Move:                                         | E           | C    | C     | F           | C    | C    | F          | F    | F    | E          | A    | E    |
| HCM2kAvgQ:                                           | 5           | 35   | 35    | 7           | 9    | 9    | 11         | 10   | 10   | 5          | 0    | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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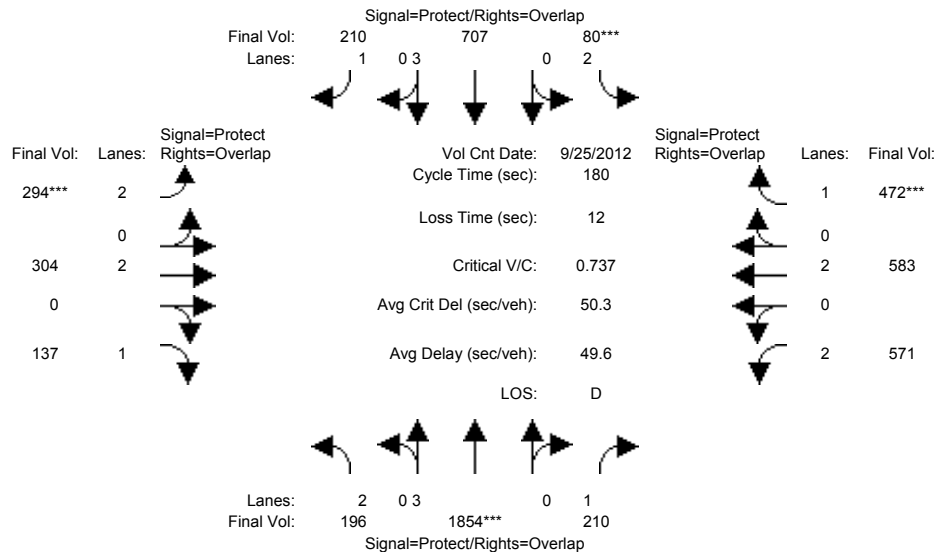
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 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:                                         | 112         | 898  | 103  | 598         | 2497 | 131  | 126        | 142  | 77   | 118        | 0    | 69   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 16   | 0    | 0           | 16   | 1    | 1          | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 112         | 914  | 103  | 598         | 2513 | 132  | 127        | 142  | 77   | 118        | 0    | 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:                                          | 112         | 914  | 103  | 598         | 2513 | 132  | 127        | 142  | 77   | 118        | 0    | 69   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 112         | 914  | 103  | 598         | 2513 | 132  | 127        | 142  | 77   | 118        | 0    | 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:                                        | 112         | 914  | 103  | 598         | 2513 | 132  | 127        | 142  | 77   | 118        | 0    | 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        | 0.99 | 0.95 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.68 | 0.32 | 2.00        | 3.79 | 0.21 | 1.00       | 0.65 | 0.35 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5032 | 567  | 3150        | 7125 | 374  | 1750       | 1167 | 633  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.18 | 0.18 | 0.19        | 0.35 | 0.35 | 0.07       | 0.12 | 0.12 | 0.07       | 0.00 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 18.0        | 57.2 | 57.2 | 59.8        | 99.0 | 99.0 | 34.1       | 34.1 | 34.1 | 18.9       | 0.0  | 78.7 |
| Volume/Cap:                                          | 0.65        | 0.58 | 0.58 | 0.58        | 0.65 | 0.65 | 0.39       | 0.65 | 0.65 | 0.65       | 0.00 | 0.09 |
| Delay/Veh:                                           | 96.3        | 53.7 | 53.7 | 53.0        | 30.1 | 30.1 | 68.2       | 77.7 | 77.7 | 94.9       | 0.0  | 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:                                          | 96.3        | 53.7 | 53.7 | 53.0        | 30.1 | 30.1 | 68.2       | 77.7 | 77.7 | 94.9       | 0.0  | 30.8 |
| LOS by Move:                                         | F           | D    | D    | D           | C    | C    | E          | E    | E    | F          | A    | C    |
| HCM2kAvgQ:                                           | 7           | 16   | 16   | 16          | 26   | 26   | 7          | 12   | 12   | 7          | 0    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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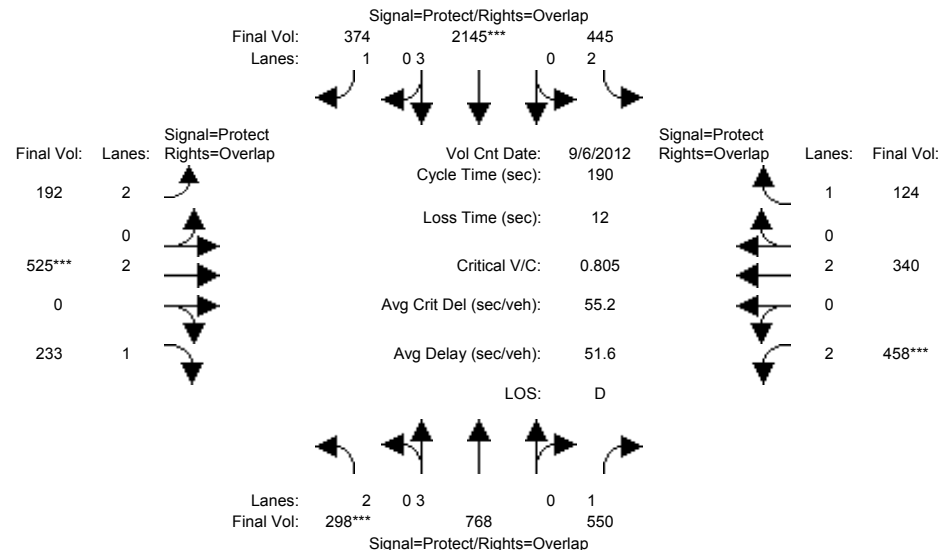
## Intersection #5512: ALMADEN/BRANHAM



| 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:                                            | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 181         | 1774 | 193   | 79          | 663  | 209  | 284        | 295  | 107  | 541        | 581  | 470  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 15          | 80   | 17    | 1           | 44   | 1    | 10         | 9    | 30   | 30         | 2    | 2    |
| Initial Fut:                                         | 196         | 1854 | 210   | 80          | 707  | 210  | 294        | 304  | 137  | 571        | 583  | 472  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 1854 | 210   | 80          | 707  | 210  | 294        | 304  | 137  | 571        | 583  | 472  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 196         | 1854 | 210   | 80          | 707  | 210  | 294        | 304  | 137  | 571        | 583  | 472  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 196         | 1854 | 210   | 80          | 707  | 210  | 294        | 304  | 137  | 571        | 583  | 472  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.33 | 0.12  | 0.03        | 0.12 | 0.12 | 0.09       | 0.08 | 0.08 | 0.18       | 0.15 | 0.27 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 29.3        | 80.6 | 136.4 | 7.0         | 58.4 | 81.5 | 23.1       | 24.6 | 53.9 | 55.8       | 57.2 | 64.2 |
| Volume/Cap:                                          | 0.38        | 0.73 | 0.16  | 0.65        | 0.38 | 0.27 | 0.73       | 0.59 | 0.26 | 0.59       | 0.48 | 0.76 |
| Delay/Veh:                                           | 67.8        | 41.7 | 6.1   | 97.2        | 47.1 | 30.8 | 81.8       | 74.6 | 48.2 | 53.3       | 49.8 | 56.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 67.8        | 41.7 | 6.1   | 97.2        | 47.1 | 30.8 | 81.8       | 74.6 | 48.2 | 53.3       | 49.8 | 56.3 |
| LOS by Move:                                         | E           | D    | A     | F           | D    | C    | F          | E    | D    | D          | D    | E    |
| HCM2kAvgQ:                                           | 6           | 27   | 3     | 4           | 10   | 7    | 10         | 8    | 6    | 15         | 12   | 25   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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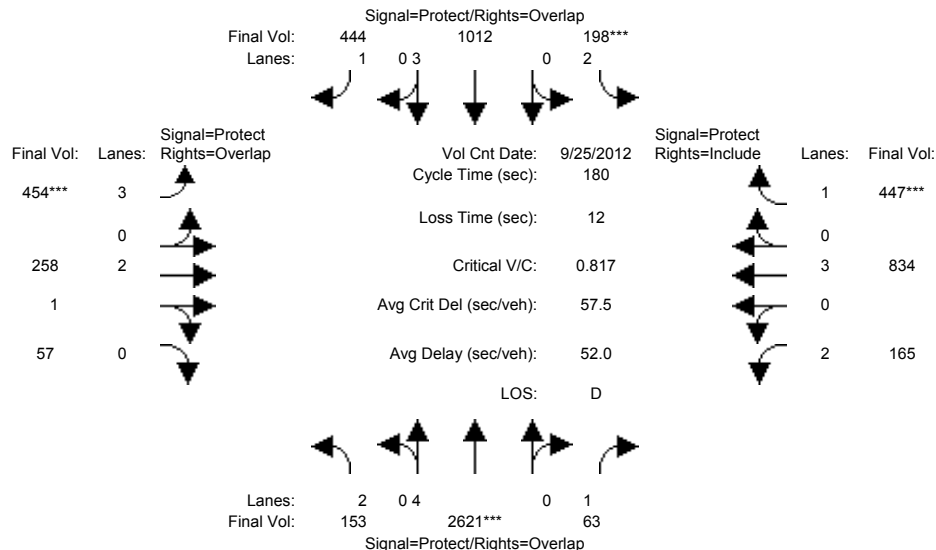
## Intersection #5512: ALMADEN/BRANHAM



| 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          | 76   | 10    | 14          | 88   | 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:                                            | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 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:                                         | 227         | 667  | 477   | 430         | 1982 | 361   | 192        | 522  | 165  | 390        | 340  | 124  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 71          | 101  | 73    | 15          | 163  | 13    | 0          | 3    | 68   | 68         | 0    | 0    |
| Initial Fut:                                         | 298         | 768  | 550   | 445         | 2145 | 374   | 192        | 525  | 233  | 458        | 340  | 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:                                          | 298         | 768  | 550   | 445         | 2145 | 374   | 192        | 525  | 233  | 458        | 340  | 124  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 298         | 768  | 550   | 445         | 2145 | 374   | 192        | 525  | 233  | 458        | 340  | 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:                                        | 298         | 768  | 550   | 445         | 2145 | 374   | 192        | 525  | 233  | 458        | 340  | 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  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00  | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750  | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.13 | 0.31  | 0.14        | 0.38 | 0.21  | 0.06       | 0.14 | 0.13 | 0.15       | 0.09 | 0.07 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 22.3        | 82.1 | 116.4 | 29.0        | 88.8 | 119.0 | 30.2       | 32.6 | 54.9 | 34.3       | 36.7 | 65.7 |
| Volume/Cap:                                          | 0.81        | 0.31 | 0.51  | 0.93        | 0.81 | 0.34  | 0.38       | 0.81 | 0.46 | 0.81       | 0.46 | 0.20 |
| Delay/Veh:                                           | 93.9        | 35.5 | 21.2  | 103.4       | 37.1 | 8.8   | 72.0       | 82.9 | 56.1 | 82.9       | 68.4 | 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:                                          | 93.9        | 35.5 | 21.2  | 103.4       | 37.1 | 8.8   | 72.0       | 82.9 | 56.1 | 82.9       | 68.4 | 43.9 |
| LOS by Move:                                         | F           | D    | C     | F           | D    | A     | E          | F    | E    | F          | E    | D    |
| HCM2kAvgQ:                                           | 11          | 9    | 19    | 19          | 32   | 5     | 6          | 15   | 13   | 16         | 9    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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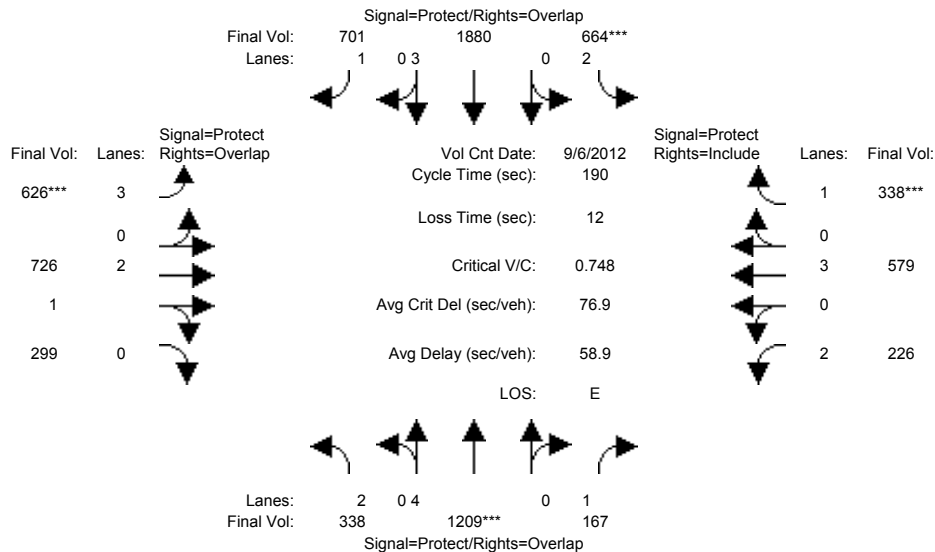
## Intersection #5513: ALMADEN/BLOSSOM HILL



| 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:                                            | 151         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 151         | 2539 | 46    | 196         | 995  | 435  | 433        | 238  | 57   | 156        | 823  | 445  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 2           | 82   | 17    | 2           | 17   | 9    | 21         | 20   | 0    | 9          | 11   | 2    |
| Initial Fut:                                         | 153         | 2621 | 63    | 198         | 1012 | 444  | 454        | 258  | 57   | 165        | 834  | 447  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 153         | 2621 | 63    | 198         | 1012 | 444  | 454        | 258  | 57   | 165        | 834  | 447  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 153         | 2621 | 63    | 198         | 1012 | 444  | 454        | 258  | 57   | 165        | 834  | 447  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 153         | 2621 | 63    | 198         | 1012 | 444  | 454        | 258  | 57   | 165        | 834  | 447  |
| 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 | 0.80       | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.00 | 1.00 | 3.00       | 2.44 | 0.56 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 5700 | 1750 | 4551       | 4585 | 1013 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.34 | 0.04  | 0.06        | 0.18 | 0.25 | 0.10       | 0.06 | 0.06 | 0.05       | 0.15 | 0.26 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 19.3        | 75.9 | 113.7 | 13.8        | 70.5 | 92.5 | 22.0       | 40.5 | 59.8 | 37.7       | 56.2 | 56.2 |
| Volume/Cap:                                          | 0.45        | 0.82 | 0.06  | 0.82        | 0.45 | 0.49 | 0.82       | 0.25 | 0.17 | 0.25       | 0.47 | 0.82 |
| Delay/Veh:                                           | 76.4        | 47.7 | 12.7  | 100.9       | 40.6 | 28.9 | 86.3       | 57.4 | 42.6 | 59.5       | 50.0 | 66.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 76.4        | 47.7 | 12.7  | 100.9       | 40.6 | 28.9 | 86.3       | 57.4 | 42.6 | 59.5       | 50.0 | 66.5 |
| LOS by Move:                                         | E           | D    | B     | F           | D    | C    | F          | E    | D    | E          | D    | E    |
| HCM2kAvgQ:                                           | 5           | 31   | 1     | 7           | 13   | 17   | 11         | 5    | 4    | 4          | 12   | 25   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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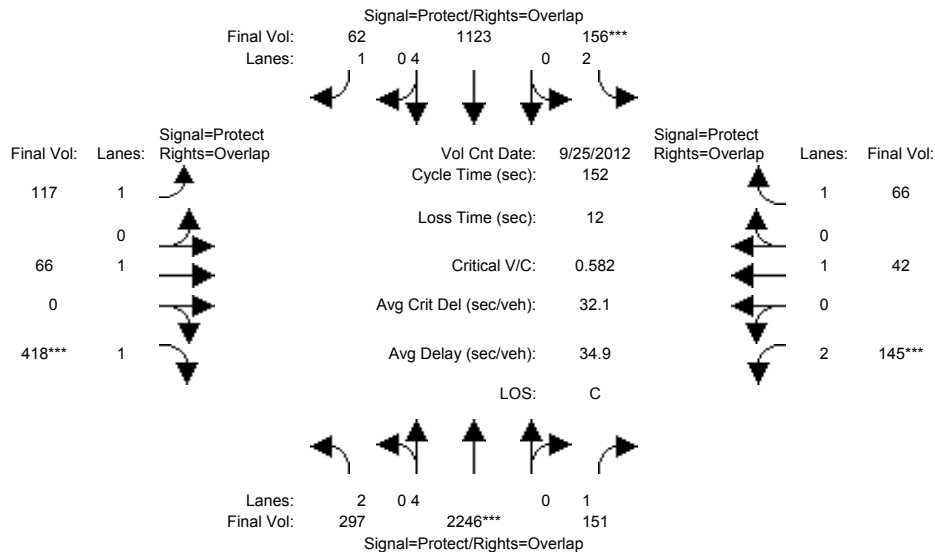
## Intersection #5513: ALMADEN/BLOSSOM HILL



| 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          | 64   | 10   | 50          | 91   | 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:                                            | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 337         | 1140 | 123  | 638         | 1770 | 647   | 584        | 683  | 299  | 183        | 541  | 338   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                                 | 1           | 69   | 44   | 26          | 110  | 54    | 42         | 43   | 0    | 43         | 38   | 0     |
| Initial Fut:                                         | 338         | 1209 | 167  | 664         | 1880 | 701   | 626        | 726  | 299  | 226        | 579  | 338   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 338         | 1209 | 167  | 664         | 1880 | 701   | 626        | 726  | 299  | 226        | 579  | 338   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 338         | 1209 | 167  | 664         | 1880 | 701   | 626        | 726  | 299  | 226        | 579  | 338   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 338         | 1209 | 167  | 664         | 1880 | 701   | 626        | 726  | 299  | 226        | 579  | 338   |
| 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  | 0.80       | 1.00 | 0.95 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.00 | 1.00  | 3.00       | 2.09 | 0.91 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 5700 | 1750  | 4551       | 3964 | 1633 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.11        | 0.16 | 0.10 | 0.21        | 0.33 | 0.40  | 0.14       | 0.18 | 0.18 | 0.07       | 0.10 | 0.19  |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | ****  | ****       | **** | **** | ****       | **** | ****  |
| Green Time:                                          | 20.9        | 64.0 | 82.4 | 50.0        | 93.1 | 119.8 | 26.6       | 45.6 | 66.5 | 18.4       | 37.4 | 37.4  |
| Volume/Cap:                                          | 0.98        | 0.47 | 0.22 | 0.80        | 0.67 | 0.64  | 0.98       | 0.76 | 0.52 | 0.74       | 0.52 | 0.98  |
| Delay/Veh:                                           | 126.4       | 49.8 | 33.9 | 71.0        | 29.4 | 12.0  | 112.4      | 69.8 | 49.4 | 93.0       | 68.6 | 119.4 |
| 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:                                          | 126.4       | 49.8 | 33.9 | 71.0        | 29.4 | 12.0  | 112.4      | 69.8 | 49.4 | 93.0       | 68.6 | 119.4 |
| LOS by Move:                                         | F           | D    | C    | E           | C    | B     | F          | E    | D    | F          | E    | F     |
| HCM2kAvgQ:                                           | 14          | 13   | 6    | 21          | 22   | 16    | 17         | 20   | 18   | 8          | 10   | 24    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |       |

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## Intersection #5521: ALMADEN/CHERRY

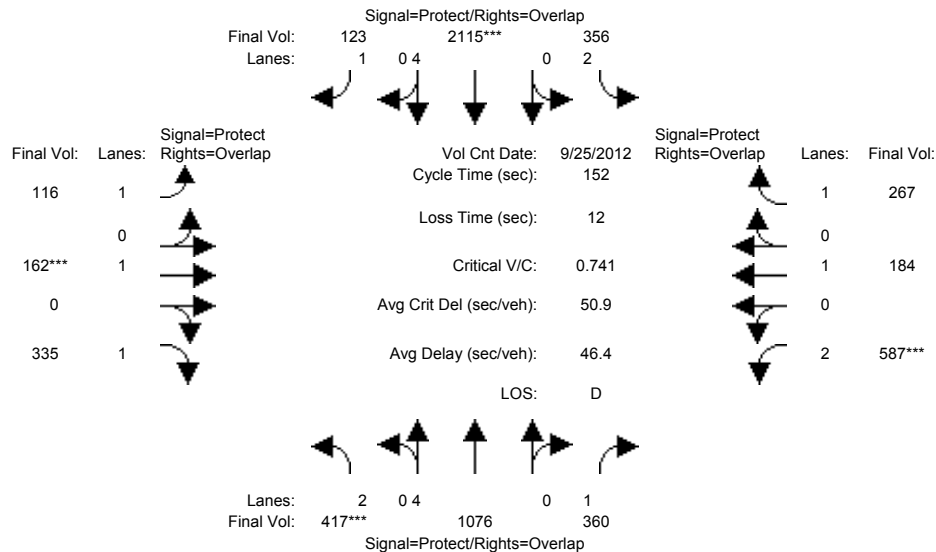


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                    | 297         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 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:                                 | 297         | 2246 | 64   | 65          | 1123 | 62   | 117        | 23   | 418  | 64         | 21   | 25   |
| Added Vol:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                         | 0           | 0    | 87   | 91          | 0    | 0    | 0          | 43   | 0    | 81         | 21   | 41   |
| Initial Fut:                                 | 297         | 2246 | 151  | 156         | 1123 | 62   | 117        | 66   | 418  | 145        | 42   | 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:                                  | 297         | 2246 | 151  | 156         | 1123 | 62   | 117        | 66   | 418  | 145        | 42   | 66   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 297         | 2246 | 151  | 156         | 1123 | 62   | 117        | 66   | 418  | 145        | 42   | 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:                                | 297         | 2246 | 151  | 156         | 1123 | 62   | 117        | 66   | 418  | 145        | 42   | 66   |
| 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 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                       | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 1.00       | 1.00 | 1.00 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                  | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 1750       | 1900 | 1750 | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.09        | 0.30 | 0.09 | 0.05        | 0.15 | 0.04 | 0.07       | 0.03 | 0.24 | 0.05       | 0.02 | 0.04 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 35.1        | 77.2 | 89.3 | 12.9        | 55.1 | 80.2 | 25.1       | 37.8 | 72.9 | 12.0       | 24.7 | 37.7 |
| Volume/Cap:                                  | 0.41        | 0.58 | 0.15 | 0.58        | 0.41 | 0.07 | 0.40       | 0.14 | 0.50 | 0.58       | 0.14 | 0.15 |
| Delay/Veh:                                   | 51.3        | 26.7 | 14.5 | 75.8        | 36.7 | 17.7 | 60.9       | 45.1 | 29.1 | 77.1       | 55.4 | 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:                                  | 51.3        | 26.7 | 14.5 | 75.8        | 36.7 | 17.7 | 60.9       | 45.1 | 29.1 | 77.1       | 55.4 | 45.4 |
| LOS by Move:                                 | D           | C    | B    | E           | D    | B    | E          | D    | C    | E          | E    | D    |
| HCM2kAvgQ:                                   | 7           | 18   | 3    | 4           | 10   | 2    | 5          | 2    | 14   | 5          | 2    | 3    |

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

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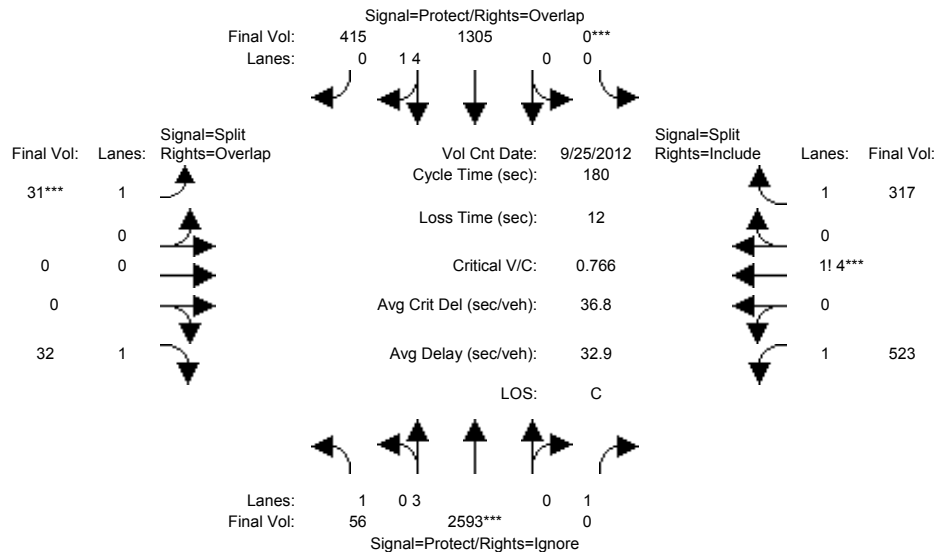
## Intersection #5521: ALMADEN/CHERRY



| 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:                                            | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 417         | 1076 | 95   | 127         | 2115 | 123  | 116        | 42   | 335  | 122        | 64   | 38   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 0    | 265  | 229         | 0    | 0    | 0          | 120  | 0    | 465        | 120  | 229  |
| Initial Fut:                                         | 417         | 1076 | 360  | 356         | 2115 | 123  | 116        | 162  | 335  | 587        | 184  | 267  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 417         | 1076 | 360  | 356         | 2115 | 123  | 116        | 162  | 335  | 587        | 184  | 267  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 417         | 1076 | 360  | 356         | 2115 | 123  | 116        | 162  | 335  | 587        | 184  | 267  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 417         | 1076 | 360  | 356         | 2115 | 123  | 116        | 162  | 335  | 587        | 184  | 267  |
| 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 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 1.00       | 1.00 | 1.00 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 1750       | 1900 | 1750 | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.14 | 0.21 | 0.11        | 0.28 | 0.07 | 0.07       | 0.09 | 0.19 | 0.19       | 0.10 | 0.15 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.2        | 46.9 | 85.1 | 37.4        | 57.1 | 79.7 | 22.6       | 17.5 | 44.7 | 38.2       | 33.1 | 70.5 |
| Volume/Cap:                                          | 0.74        | 0.46 | 0.37 | 0.46        | 0.74 | 0.13 | 0.44       | 0.74 | 0.65 | 0.74       | 0.44 | 0.33 |
| Delay/Veh:                                           | 67.6        | 43.0 | 19.6 | 50.7        | 42.8 | 18.8 | 64.4       | 85.1 | 53.2 | 58.5       | 54.9 | 26.9 |
| 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:                                          | 67.6        | 43.0 | 19.6 | 50.7        | 42.8 | 18.8 | 64.4       | 85.1 | 53.2 | 58.5       | 54.9 | 26.9 |
| LOS by Move:                                         | E           | D    | B    | D           | D    | B    | E          | F    | D    | E          | D    | C    |
| HCM2kAvgQ:                                           | 12          | 10   | 10   | 8           | 21   | 3    | 5          | 8    | 15   | 16         | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5522: 85/ALMADEN (N)

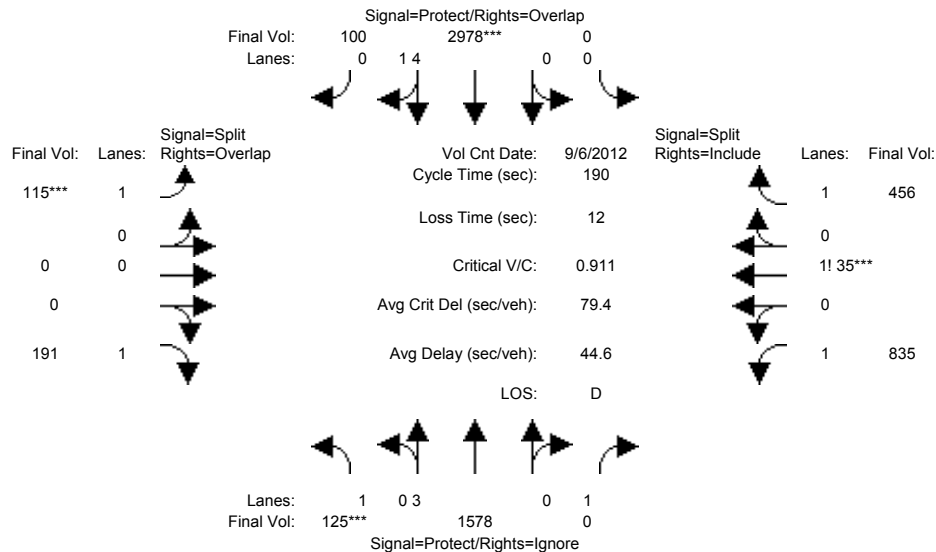


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 0    | 0           | 10   | 10   | 0          | 0    | 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: 25 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 56          | 2418 | 403  | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 56          | 2418 | 403  | 0           | 1213 | 415  | 31         | 0    | 32   | 523        | 4    | 252  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 175  | 0    | 0           | 92   | 0    | 0          | 0    | 0    | 0          | 0    | 65   |
| Initial Fut:                                         | 56          | 2593 | 403  | 0           | 1305 | 415  | 31         | 0    | 32   | 523        | 4    | 317  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 56          | 2593 | 0    | 0           | 1305 | 415  | 31         | 0    | 32   | 523        | 4    | 317  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 56          | 2593 | 0    | 0           | 1305 | 415  | 31         | 0    | 32   | 523        | 4    | 317  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 56          | 2593 | 0    | 0           | 1305 | 415  | 31         | 0    | 32   | 523        | 4    | 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 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.62       | 0.01 | 1.37 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 7600 | 1750 | 1750       | 0    | 1750 | 2829       | 17   | 2404 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.45 | 0.00 | 0.00        | 0.17 | 0.24 | 0.02       | 0.00 | 0.02 | 0.18       | 0.24 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 16.1        | 107  | 0.0  | 0.0         | 90.8 | 95.0 | 4.2        | 0.0  | 20.3 | 56.9       | 56.9 | 56.9 |
| Volume/Cap:                                          | 0.36        | 0.77 | 0.00 | 0.00        | 0.34 | 0.45 | 0.77       | 0.00 | 0.16 | 0.58       | 0.77 | 0.42 |
| Delay/Veh:                                           | 78.5        | 28.3 | 0.0  | 0.0         | 26.7 | 26.4 | 146.4      | 0.0  | 72.6 | 52.2       | 58.8 | 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:                                          | 78.5        | 28.3 | 0.0  | 0.0         | 26.7 | 26.4 | 146.4      | 0.0  | 72.6 | 52.2       | 58.8 | 48.6 |
| LOS by Move:                                         | E           | C    | A    | A           | C    | C    | F          | A    | E    | D          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 35   | 0    | 0           | 10   | 15   | 3          | 0    | 2    | 16         | 24   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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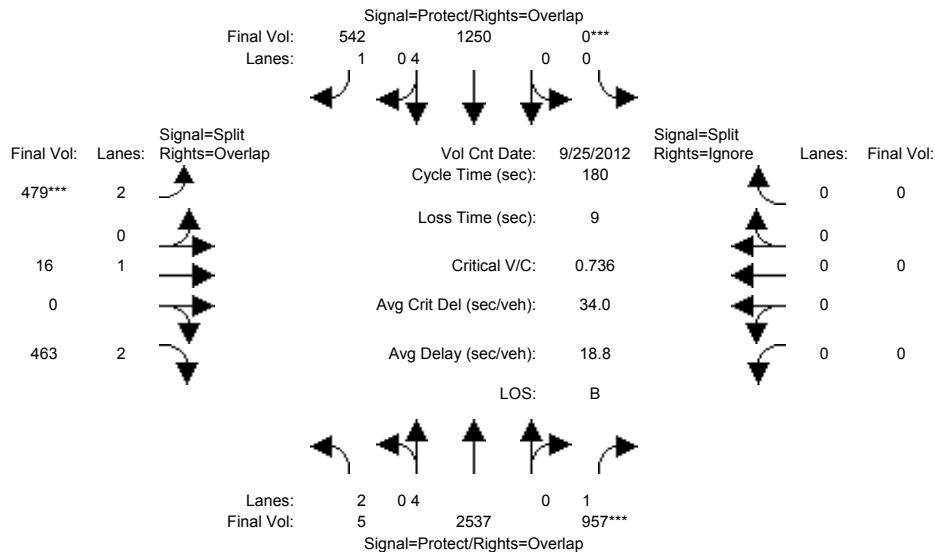
## Intersection #5522: 85/ALMADEN (N)



| Approach:                                            | North Bound |      |      | South Bound |      |       | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R     | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 14          | 90   | 10   | 14          | 90   | 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:                                            | 125         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| Growth Adj:                                          | 1.00        | 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         | 1285 | 0    | 0           | 2435 | 100   | 115        | 0    | 191  | 826        | 35   | 273  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 293  | 3    | 0           | 543  | 0     | 0          | 0    | 0    | 9          | 0    | 183  |
| Initial Fut:                                         | 125         | 1578 | 3    | 0           | 2978 | 100   | 115        | 0    | 191  | 835        | 35   | 456  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 125         | 1578 | 0    | 0           | 2978 | 100   | 115        | 0    | 191  | 835        | 35   | 456  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 125         | 1578 | 0    | 0           | 2978 | 100   | 115        | 0    | 191  | 835        | 35   | 456  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 125         | 1578 | 0    | 0           | 2978 | 100   | 115        | 0    | 191  | 835        | 35   | 456  |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95  | 0.92       | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.83 | 0.17  | 1.00       | 0.00 | 1.00 | 1.61       | 0.05 | 1.34 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 9094 | 305   | 1750       | 0    | 1750 | 2824       | 90   | 2336 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.28 | 0.00 | 0.00        | 0.33 | 0.33  | 0.07       | 0.00 | 0.11 | 0.30       | 0.39 | 0.20 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.0        | 104  | 0.0  | 0.0         | 90.0 | 104.0 | 14.0       | 0.0  | 28.0 | 60.0       | 60.0 | 60.0 |
| Volume/Cap:                                          | 0.97        | 0.51 | 0.00 | 0.00        | 0.69 | 0.60  | 0.89       | 0.00 | 0.74 | 0.94       | 1.23 | 0.62 |
| Delay/Veh:                                           | 157.3       | 27.0 | 0.0  | 0.0         | 32.0 | 20.1  | 135.2      | 0.0  | 88.4 | 75.0       | 177  | 55.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 157.3       | 27.0 | 0.0  | 0.0         | 32.0 | 20.1  | 135.2      | 0.0  | 88.4 | 75.0       | 177  | 55.8 |
| LOS by Move:                                         | F           | C    | A    | A           | C    | C     | F          | A    | F    | E          | F    | E    |
| HCM2kAvgQ:                                           | 9           | 18   | 0    | 0           | 23   | 17    | 10         | 0    | 13   | 35         | 61   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #5523: 85/ALMADEN (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:                                          | 7           | 10   | 10    | 0           | 10   | 10    | 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: 25 Sep 2012 <<         |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 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:                                         | 5           | 2426 | 948   | 0           | 1224 | 539   | 413        | 16   | 463  | 0          | 0    | 0    |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 111  | 9     | 0           | 26   | 3     | 66         | 0    | 0    | 0          | 0    | 0    |
| Initial Fut:                                         | 5           | 2537 | 957   | 0           | 1250 | 542   | 479        | 16   | 463  | 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 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 5           | 2537 | 957   | 0           | 1250 | 542   | 479        | 16   | 463  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 2537 | 957   | 0           | 1250 | 542   | 479        | 16   | 463  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 5           | 2537 | 957   | 0           | 1250 | 542   | 479        | 16   | 463  | 0          | 0    | 0    |
| 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  | 0.83       | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 0.00        | 4.00 | 1.00  | 2.00       | 1.00 | 2.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 0           | 7600 | 1750  | 3150       | 1900 | 3150 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.33 | 0.55  | 0.00        | 0.16 | 0.31  | 0.15       | 0.01 | 0.15 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 25.6        | 134  | 133.8 | 0.0         | 108  | 145.4 | 37.2       | 37.2 | 62.8 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.01        | 0.45 | 0.74  | 0.00        | 0.27 | 0.38  | 0.74       | 0.04 | 0.42 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 66.3        | 9.0  | 15.3  | 0.0         | 17.2 | 5.0   | 71.2       | 57.2 | 45.0 | 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:                                          | 66.3        | 9.0  | 15.3  | 0.0         | 17.2 | 5.0   | 71.2       | 57.2 | 45.0 | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | E           | A    | B     | A           | B    | A     | E          | E    | D    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 13   | 33    | 0           | 8    | 9     | 15         | 1    | 11   | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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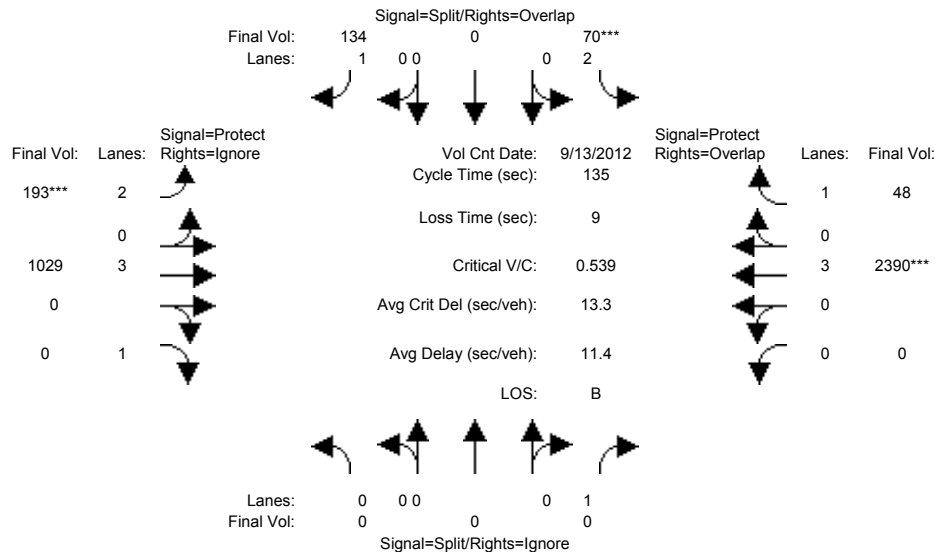
| Signal=Split                   |        | Signal=Protect/Rights=Overlap |        | Signal=Split                  |        |
|--------------------------------|--------|-------------------------------|--------|-------------------------------|--------|
| Final Vol:                     | Lanes: | Final Vol:                    | Lanes: | Final Vol:                    | Lanes: |
| 764***                         | 2      | 325                           | 1      | 2901***                       | 0      |
| 0                              | 0      | 04                            | 04     | 0                             | 0      |
| 200                            | 1      |                               |        | 0                             | 0      |
| 0                              |        |                               |        |                               |        |
| 511                            | 2      |                               |        |                               |        |
| Signal=Split<br>Rights=Overlap |        | Signal=Protect/Rights=Overlap |        | Signal=Split<br>Rights=Ignore |        |
| Vol Cnt Date: 9/6/2012         |        | Vol Cnt Date: 9/6/2012        |        | Vol Cnt Date: 9/6/2012        |        |
| Cycle Time (sec): 190          |        | Cycle Time (sec): 190         |        | Cycle Time (sec): 190         |        |
| Loss Time (sec): 9             |        | Loss Time (sec): 9            |        | Loss Time (sec): 9            |        |
| Critical V/C: 0.666            |        | Critical V/C: 0.666           |        | Critical V/C: 0.666           |        |
| Avg Crit Del (sec/veh): 30.7   |        | Avg Crit Del (sec/veh): 30.7  |        | Avg Crit Del (sec/veh): 30.7  |        |
| Avg Delay (sec/veh): 27.4      |        | Avg Delay (sec/veh): 27.4     |        | Avg Delay (sec/veh): 27.4     |        |
| LOS: C                         |        | LOS: C                        |        | LOS: C                        |        |

| Approach:                                            | North Bound |   |      |   | South Bound |      |   |      | East Bound |       |      |   | West Bound |   |      |  |
|------------------------------------------------------|-------------|---|------|---|-------------|------|---|------|------------|-------|------|---|------------|---|------|--|
| Movement:                                            | L           | - | T    | - | R           | L    | - | T    | -          | R     | L    | - | T          | - | R    |  |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Min. Green:                                          | 14          |   | 105  |   | 10          | 14   |   | 103  |            | 10    | 14   |   | 10         |   | 10   |  |
| Y+R:                                                 | 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:                                            | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| Growth Adj:                                          | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 1.00 |   | 1.00       |   | 1.00 |  |
| Initial Bse:                                         | 32          |   | 1433 |   | 822         | 0    |   | 2717 |            | 316   | 585  |   | 200        |   | 511  |  |
| Added Vol:                                           | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0     | 0    |   | 0          |   | 0    |  |
| ATI:                                                 | 0           |   | 115  |   | 2           | 0    |   | 184  |            | 9     | 179  |   | 0          |   | 0    |  |
| Initial Fut:                                         | 32          |   | 1548 |   | 824         | 0    |   | 2901 |            | 325   | 764  |   | 200        |   | 511  |  |
| User Adj:                                            | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 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 |  |
| PHF Volume:                                          | 32          |   | 1548 |   | 824         | 0    |   | 2901 |            | 325   | 764  |   | 200        |   | 511  |  |
| Reduced Vol:                                         | 0           |   | 0    |   | 0           | 0    |   | 0    |            | 0     | 0    |   | 0          |   | 0    |  |
| Reduced Vol:                                         | 32          |   | 1548 |   | 824         | 0    |   | 2901 |            | 325   | 764  |   | 200        |   | 511  |  |
| PCE Adj:                                             | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 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 |  |
| FinalVolume:                                         | 32          |   | 1548 |   | 824         | 0    |   | 2901 |            | 325   | 764  |   | 200        |   | 511  |  |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Saturation Flow Module:                              |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Sat/Lane:                                            | 1900        |   | 1900 |   | 1900        | 1900 |   | 1900 |            | 1900  | 1900 |   | 1900       |   | 1900 |  |
| Adjustment:                                          | 0.83        |   | 1.00 |   | 0.92        | 0.92 |   | 1.00 |            | 0.92  | 0.83 |   | 1.00       |   | 0.92 |  |
| Lanes:                                               | 2.00        |   | 4.00 |   | 1.00        | 0.00 |   | 4.00 |            | 1.00  | 2.00 |   | 1.00       |   | 2.00 |  |
| Final Sat.:                                          | 3150        |   | 7600 |   | 1750        | 0    |   | 7600 |            | 1750  | 3150 |   | 1900       |   | 3150 |  |
| ----- ----- ----- ----- -----                        |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Capacity Analysis Module:                            |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |
| Vol/Sat:                                             | 0.01        |   | 0.20 |   | 0.47        | 0.00 |   | 0.38 |            | 0.19  | 0.24 |   | 0.11       |   | 0.16 |  |
| Crit Moves:                                          | ****        |   |      |   |             | **** |   |      |            |       | **** |   |            |   |      |  |
| Green Time:                                          | 14.0        |   | 117  |   | 117.0       | 0.0  |   | 103  |            | 167.0 | 64.0 |   | 64.0       |   | 78.0 |  |
| Volume/Cap:                                          | 0.14        |   | 0.33 |   | 0.76        | 0.00 |   | 0.70 |            | 0.21  | 0.72 |   | 0.31       |   | 0.40 |  |
| Delay/Veh:                                           | 82.6        |   | 17.7 |   | 29.8        | 0.0  |   | 23.0 |            | 0.1   | 57.6 |   | 47.0       |   | 39.6 |  |
| User DelAdj:                                         | 1.00        |   | 1.00 |   | 1.00        | 1.00 |   | 1.00 |            | 1.00  | 1.00 |   | 1.00       |   | 1.00 |  |
| AdjDel/Veh:                                          | 82.6        |   | 17.7 |   | 29.8        | 0.0  |   | 23.0 |            | 0.1   | 57.6 |   | 47.0       |   | 39.6 |  |
| LOS by Move:                                         | F           |   | B    |   | C           | A    |   | C    |            | A     | E    |   | D          |   | D    |  |
| HCM2kAvgQ:                                           | 1           |   | 10   |   | 38          | 0    |   | 23   |            | 0     | 25   |   | 10         |   | 15   |  |
| Note: Queue reported is the number of cars per lane. |             |   |      |   |             |      |   |      |            |       |      |   |            |   |      |  |

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

City of San Jose  
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Background (AM)

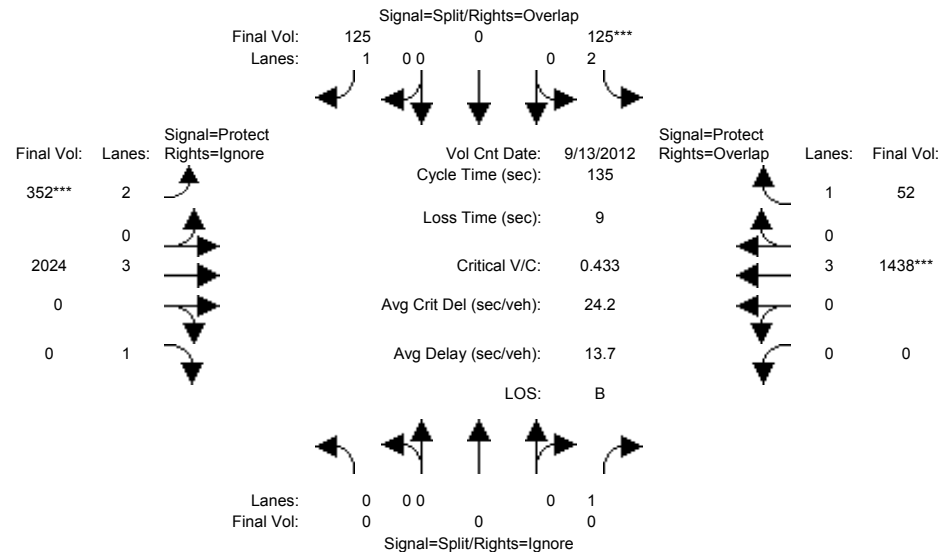
## Intersection #5708: CAPITOL/COPPERFIELD



| 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   | 10          | 0    | 10   | 7          | 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 0           | 0    | 51   | 70          | 0    | 134  | 193        | 1029 | 24   | 0          | 2390 | 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:                                         | 0           | 0    | 51   | 70          | 0    | 134  | 193        | 1029 | 24   | 0          | 2390 | 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:                                         | 0           | 0    | 51   | 70          | 0    | 134  | 193        | 1029 | 24   | 0          | 2390 | 48    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 0           | 0    | 0    | 70          | 0    | 134  | 193        | 1029 | 0    | 0          | 2390 | 48    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 0           | 0    | 0    | 70          | 0    | 134  | 193        | 1029 | 0    | 0          | 2390 | 48    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 0           | 0    | 0    | 70          | 0    | 134  | 193        | 1029 | 0    | 0          | 2390 | 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 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 0.00        | 0.00 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.02        | 0.00 | 0.08 | 0.06       | 0.18 | 0.00 | 0.00       | 0.42 | 0.03  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 10.0        | 0.0  | 24.8 | 14.8       | 116  | 0.0  | 0.0        | 101  | 111.2 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.30        | 0.00 | 0.42 | 0.56       | 0.21 | 0.00 | 0.00       | 0.56 | 0.03  |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 62.5        | 0.0  | 52.7 | 63.4       | 1.7  | 0.0  | 0.0        | 7.8  | 2.2   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 62.5        | 0.0  | 52.7 | 63.4       | 1.7  | 0.0  | 0.0        | 7.8  | 2.2   |
| LOS by Move:                                         | A           | A    | A    | E           | A    | D    | E          | A    | A    | A          | A    | A     |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 6    | 5          | 3    | 0    | 0          | 15   | 0     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

City of San Jose  
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Background (PM)

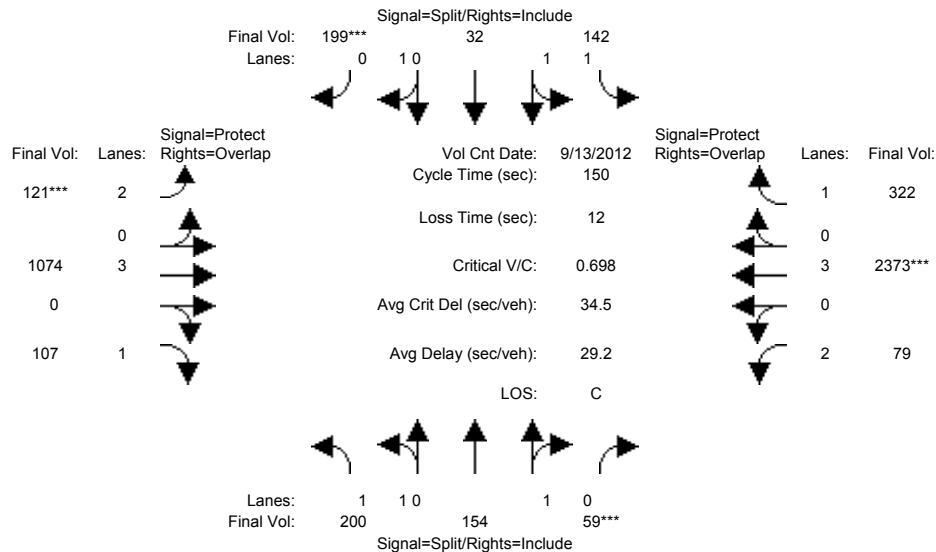
## Intersection #5708: CAPITOL/COPPERFIELD



| 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   | 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 27   | 125         | 0    | 125  | 352        | 2024 | 148  | 0          | 1438 | 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:                                         | 0           | 0    | 27   | 125         | 0    | 125  | 352        | 2024 | 148  | 0          | 1438 | 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:                                         | 0           | 0    | 27   | 125         | 0    | 125  | 352        | 2024 | 148  | 0          | 1438 | 52   |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 125         | 0    | 125  | 352        | 2024 | 0    | 0          | 1438 | 52   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 125         | 0    | 125  | 352        | 2024 | 0    | 0          | 1438 | 52   |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 0    | 0    | 125         | 0    | 125  | 352        | 2024 | 0    | 0          | 1438 | 52   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.04        | 0.00 | 0.07 | 0.11       | 0.36 | 0.00 | 0.00       | 0.25 | 0.03 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 12.4        | 0.0  | 47.3 | 34.9       | 114  | 0.0  | 0.0        | 78.7 | 91.1 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.43        | 0.00 | 0.20 | 0.43       | 0.42 | 0.00 | 0.00       | 0.43 | 0.04 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 62.6        | 0.0  | 31.5 | 43.5       | 2.9  | 0.0  | 0.0        | 16.1 | 7.4  |
| 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  | 62.6        | 0.0  | 31.5 | 43.5       | 2.9  | 0.0  | 0.0        | 16.1 | 7.4  |
| LOS by Move:                                         | A           | A    | A    | E           | A    | C    | D          | A    | A    | A          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 3           | 0    | 4    | 7          | 7    | 0    | 0          | 11   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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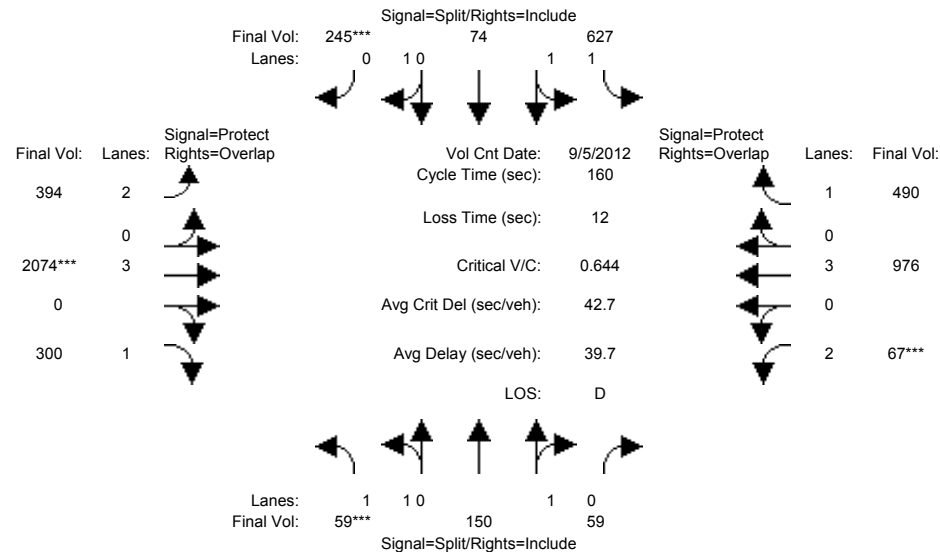
## Intersection #5711: CAPITOL/NARVAEZ



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 200         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| Growth Adj:                                          | 1.00        | 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 200         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 154  | 59   | 142         | 32   | 199  | 121        | 1074 | 107  | 79         | 2373 | 322   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.93        | 0.95 | 0.95 | 0.92        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 1.47        | 1.11 | 0.42 | 1.64        | 0.36 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 2591        | 1995 | 764  | 2879        | 649  | 1800 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.08        | 0.08 | 0.08 | 0.05        | 0.05 | 0.11 | 0.04       | 0.19 | 0.06 | 0.03       | 0.42 | 0.18  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 16.6        | 16.6 | 16.6 | 23.7        | 23.7 | 23.7 | 8.3        | 78.3 | 94.9 | 19.4       | 89.4 | 113.2 |
| Volume/Cap:                                          | 0.70        | 0.70 | 0.70 | 0.31        | 0.31 | 0.70 | 0.70       | 0.36 | 0.10 | 0.19       | 0.70 | 0.24  |
| Delay/Veh:                                           | 68.0        | 68.0 | 68.0 | 56.0        | 56.0 | 63.8 | 81.5       | 21.2 | 10.8 | 58.6       | 21.6 | 5.6   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 68.0        | 68.0 | 68.0 | 56.0        | 56.0 | 63.8 | 81.5       | 21.2 | 10.8 | 58.6       | 21.6 | 5.6   |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | F          | C    | B    | E          | C    | A     |
| HCM2kAvgQ:                                           | 7           | 7    | 7    | 4           | 4    | 9    | 3          | 9    | 2    | 2          | 25   | 5     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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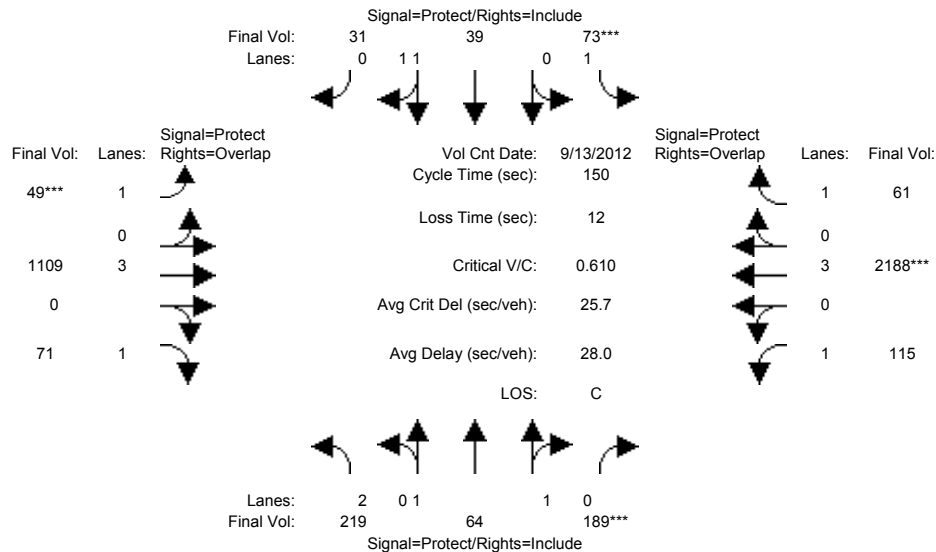
## Intersection #5711: CAPITOL/NARVAEZ



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 78   | 10   | 14         | 67   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| 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:                                         | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 59          | 150  | 59   | 627         | 74   | 245  | 394        | 2074 | 300  | 67         | 976  | 490   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.92        | 0.98 | 0.95 | 0.93        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 1.00        | 1.42 | 0.58 | 2.00        | 0.23 | 0.77 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 1750        | 2655 | 1044 | 3546        | 418  | 1386 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.03        | 0.06 | 0.06 | 0.18        | 0.18 | 0.18 | 0.13       | 0.36 | 0.17 | 0.02       | 0.17 | 0.28  |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.0        | 14.0 | 14.0 | 39.2        | 39.2 | 39.2 | 21.8       | 80.7 | 94.8 | 14.0       | 72.9 | 112.2 |
| Volume/Cap:                                          | 0.38        | 0.64 | 0.64 | 0.72        | 0.72 | 0.72 | 0.92       | 0.72 | 0.29 | 0.24       | 0.38 | 0.40  |
| Delay/Veh:                                           | 69.3        | 74.0 | 74.0 | 57.4        | 57.4 | 57.4 | 92.8       | 31.8 | 16.2 | 68.5       | 28.7 | 10.1  |
| 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:                                          | 69.3        | 74.0 | 74.0 | 57.4        | 57.4 | 57.4 | 92.8       | 31.8 | 16.2 | 68.5       | 28.7 | 10.1  |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | F          | C    | B    | E          | C    | B     |
| HCM2kAvgQ:                                           | 3           | 5    | 5    | 16          | 16   | 16   | 13         | 26   | 7    | 2          | 10   | 11    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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Background (AM)

## Intersection #5712: CAPITOL/VISTAPARK

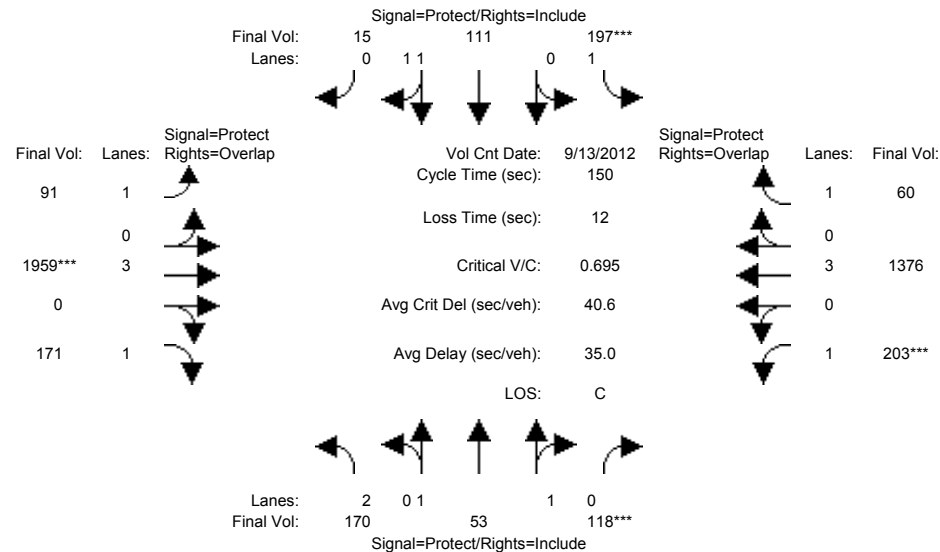


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 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:                                         | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 61    |
| 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:                                         | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 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:                                          | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 61    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 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:                                        | 219         | 64   | 189  | 73          | 39   | 31   | 49         | 1109 | 71   | 115        | 2188 | 61    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 1.00        | 1.09 | 0.91 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 2060 | 1638 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.07        | 0.03 | 0.11 | 0.04        | 0.02 | 0.02 | 0.03       | 0.19 | 0.04 | 0.07       | 0.38 | 0.03  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 18.8        | 26.5 | 26.5 | 10.2        | 18.0 | 18.0 | 7.0        | 75.7 | 94.4 | 25.6       | 94.2 | 104.5 |
| Volume/Cap:                                          | 0.56        | 0.19 | 0.61 | 0.61        | 0.16 | 0.16 | 0.60       | 0.39 | 0.06 | 0.39       | 0.61 | 0.05  |
| Delay/Veh:                                           | 67.3        | 52.9 | 63.6 | 89.1        | 60.0 | 60.0 | 98.7       | 23.3 | 10.8 | 59.0       | 17.6 | 7.2   |
| 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:                                          | 67.3        | 52.9 | 63.6 | 89.1        | 60.0 | 60.0 | 98.7       | 23.3 | 10.8 | 59.0       | 17.6 | 7.2   |
| LOS by Move:                                         | E           | D    | E    | F           | E    | E    | F          | C    | B    | E          | B    | A     |
| HCM2kAvgQ:                                           | 6           | 2    | 9    | 5           | 2    | 2    | 3          | 10   | 1    | 5          | 20   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |



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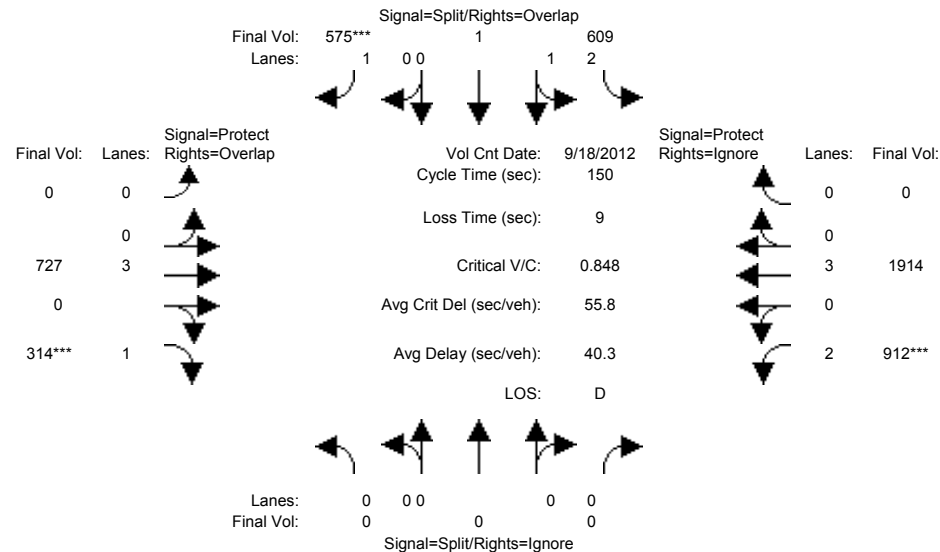
## Intersection #5712: CAPITOL/VISTAPARK



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| 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:                                         | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 170         | 53   | 118  | 197         | 111  | 15   | 91         | 1959 | 171  | 203        | 1376 | 60    |
| 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        | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 1.00        | 1.76 | 0.24 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 3259 | 440  | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.03 | 0.07 | 0.11        | 0.03 | 0.03 | 0.05       | 0.34 | 0.10 | 0.12       | 0.24 | 0.03  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 17.4        | 14.5 | 14.5 | 24.3        | 21.5 | 21.5 | 17.6       | 74.1 | 91.5 | 25.0       | 81.6 | 105.9 |
| Volume/Cap:                                          | 0.47        | 0.29 | 0.70 | 0.70        | 0.24 | 0.24 | 0.44       | 0.70 | 0.16 | 0.70       | 0.44 | 0.05  |
| Delay/Veh:                                           | 66.2        | 64.1 | 80.6 | 72.6        | 58.1 | 58.1 | 68.5       | 30.7 | 13.0 | 71.8       | 21.0 | 6.8   |
| 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:                                          | 66.2        | 64.1 | 80.6 | 72.6        | 58.1 | 58.1 | 68.5       | 30.7 | 13.0 | 71.8       | 21.0 | 6.8   |
| LOS by Move:                                         | E           | E    | F    | E           | E    | E    | E          | C    | B    | E          | C    | A     |
| HCM2kAvgQ:                                           | 4           | 2    | 6    | 10          | 3    | 3    | 4          | 24   | 4    | 10         | 13   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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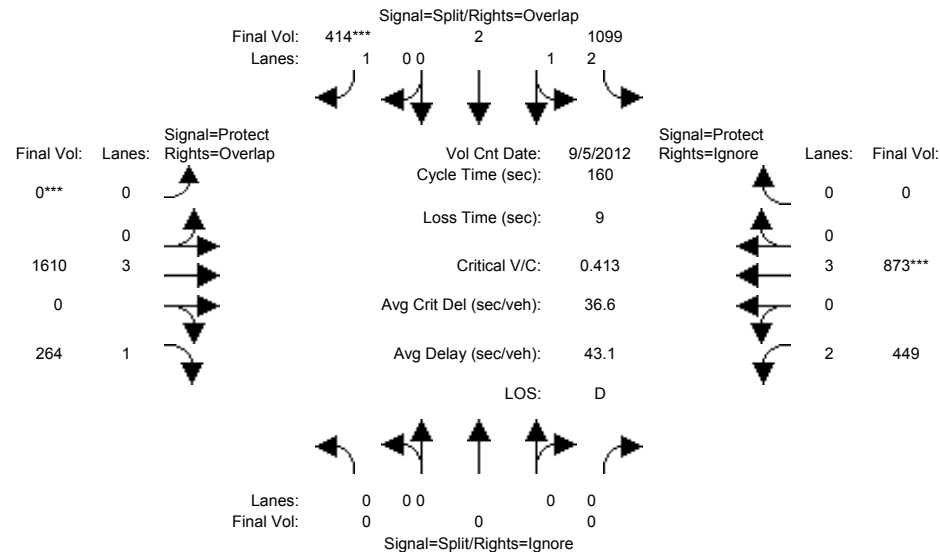
## Intersection #5713: 87/CAPITOL



| 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   | 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    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 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    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 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    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 609         | 1    | 575  | 0          | 727  | 314  | 912        | 1914 | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4942        | 8    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.12        | 0.12 | 0.33 | 0.00       | 0.13 | 0.18 | 0.29       | 0.34 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 58.1        | 58.1 | 58.1 | 0.0        | 31.7 | 31.7 | 51.2       | 82.9 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.32        | 0.32 | 0.85 | 0.00       | 0.60 | 0.85 | 0.85       | 0.61 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 32.2        | 32.2 | 51.8 | 0.0        | 54.3 | 73.4 | 52.3       | 22.9 | 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  | 32.2        | 32.2 | 51.8 | 0.0        | 54.3 | 73.4 | 52.3       | 22.9 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | D    | A          | D    | E    | D          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 7           | 7    | 28   | 0          | 10   | 16   | 23         | 19   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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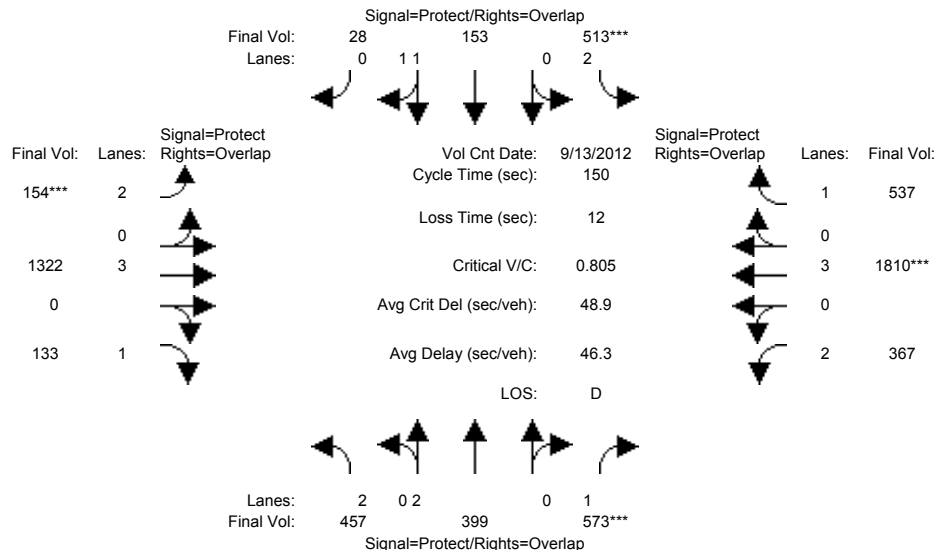
## Intersection #5713: 87/CAPITOL



| 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    | 14          | 10   | 10   | 0          | 72   | 10   | 14         | 112  | 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: 5 Sep 2012 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 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    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 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    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 1099        | 2    | 414  | 0          | 1610 | 264  | 449        | 873  | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4941        | 9    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.22        | 0.22 | 0.24 | 0.00       | 0.28 | 0.15 | 0.14       | 0.15 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 39.0        | 39.0 | 39.0 | 0.0        | 85.1 | 85.1 | 26.9       | 112  | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.91        | 0.91 | 0.97 | 0.00       | 0.53 | 0.28 | 0.85       | 0.22 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 69.4        | 69.4 | 95.7 | 0.0        | 24.6 | 20.8 | 76.5       | 8.5  | 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  | 69.4        | 69.4 | 95.7 | 0.0        | 24.6 | 20.8 | 76.5       | 8.5  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | E           | E    | F    | A          | C    | C    | E          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 24          | 24   | 27   | 0          | 17   | 7    | 14         | 5    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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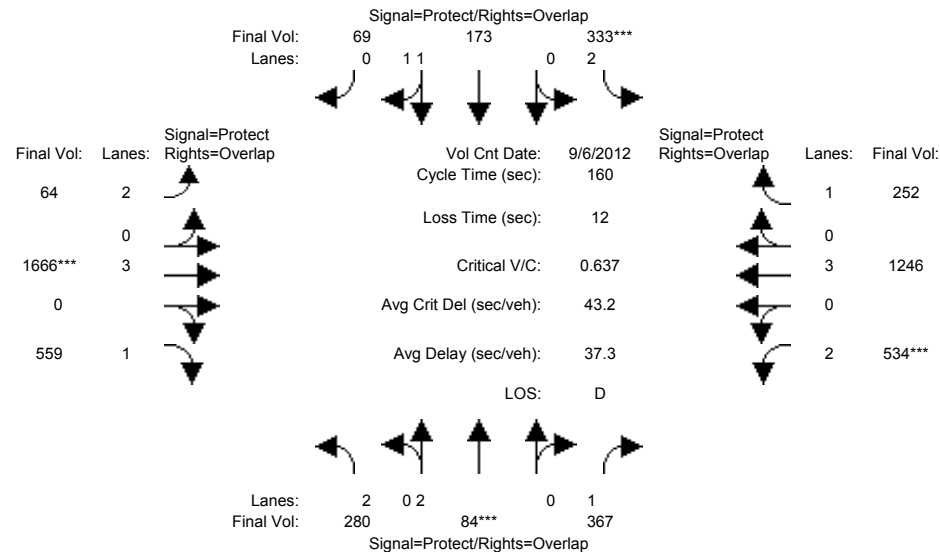
## Intersection #5715: CAPITOL/SNELL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 446         | 394  | 556  | 512         | 153  | 28   | 152        | 1298 | 131  | 367        | 1808 | 537  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 11          | 5    | 17   | 1           | 0    | 0    | 2          | 24   | 2    | 0          | 2    | 0    |
| Initial Fut:                                         | 457         | 399  | 573  | 513         | 153  | 28   | 154        | 1322 | 133  | 367        | 1810 | 537  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 457         | 399  | 573  | 513         | 153  | 28   | 154        | 1322 | 133  | 367        | 1810 | 537  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 457         | 399  | 573  | 513         | 153  | 28   | 154        | 1322 | 133  | 367        | 1810 | 537  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 457         | 399  | 573  | 513         | 153  | 28   | 154        | 1322 | 133  | 367        | 1810 | 537  |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 1.68 | 0.32 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3127 | 572  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.11 | 0.33 | 0.16        | 0.05 | 0.05 | 0.05       | 0.23 | 0.08 | 0.12       | 0.32 | 0.31 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 47.7        | 39.3 | 62.2 | 30.4        | 21.9 | 31.1 | 9.1        | 45.5 | 93.2 | 22.8       | 59.2 | 89.6 |
| Volume/Cap:                                          | 0.46        | 0.40 | 0.79 | 0.80        | 0.33 | 0.24 | 0.80       | 0.77 | 0.12 | 0.77       | 0.80 | 0.51 |
| Delay/Veh:                                           | 41.1        | 45.9 | 44.1 | 64.4        | 57.8 | 49.7 | 91.0       | 49.5 | 11.7 | 68.2       | 42.5 | 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:                                          | 41.1        | 45.9 | 44.1 | 64.4        | 57.8 | 49.7 | 91.0       | 49.5 | 11.7 | 68.2       | 42.5 | 18.0 |
| LOS by Move:                                         | D           | D    | D    | E           | E    | D    | F          | D    | B    | E          | D    | B    |
| HCM2kAvgQ:                                           | 10          | 7    | 25   | 14          | 4    | 3    | 5          | 18   | 3    | 11         | 26   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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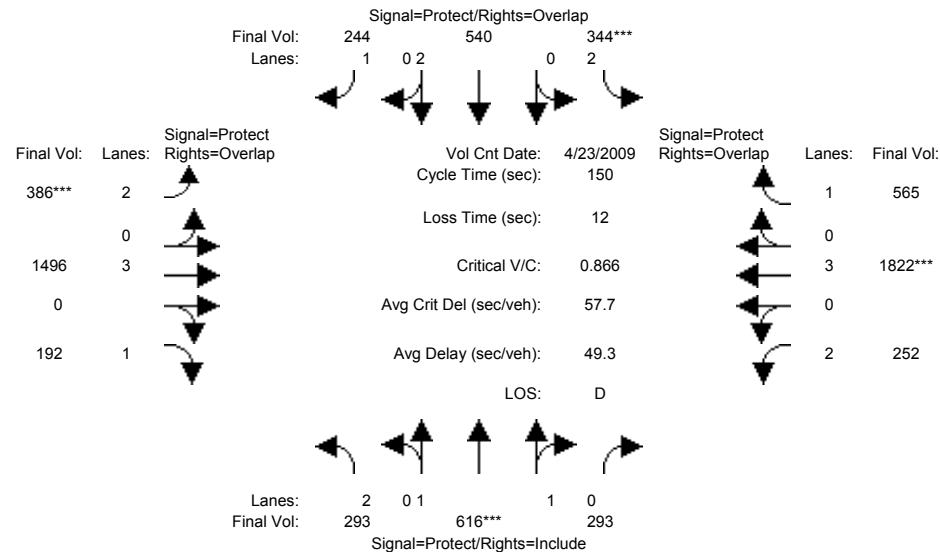
## Intersection #5715: CAPITOL/SNELL



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 77   | 10   | 14         | 62   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 279         | 84   | 366  | 333         | 173  | 69   | 64         | 1662 | 558  | 521        | 1212 | 243   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                                 | 1           | 0    | 1    | 0           | 0    | 0    | 0          | 4    | 1    | 13         | 34   | 9     |
| Initial Fut:                                         | 280         | 84   | 367  | 333         | 173  | 69   | 64         | 1666 | 559  | 534        | 1246 | 252   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 84   | 367  | 333         | 173  | 69   | 64         | 1666 | 559  | 534        | 1246 | 252   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 280         | 84   | 367  | 333         | 173  | 69   | 64         | 1666 | 559  | 534        | 1246 | 252   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 84   | 367  | 333         | 173  | 69   | 64         | 1666 | 559  | 534        | 1246 | 252   |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 1.41 | 0.59 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 2644 | 1055 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.09        | 0.02 | 0.21 | 0.11        | 0.07 | 0.07 | 0.02       | 0.29 | 0.32 | 0.17       | 0.22 | 0.14  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 19.3        | 10.0 | 47.6 | 23.4        | 14.2 | 35.3 | 21.1       | 77.0 | 96.3 | 37.6       | 93.5 | 116.9 |
| Volume/Cap:                                          | 0.74        | 0.35 | 0.71 | 0.72        | 0.74 | 0.30 | 0.15       | 0.61 | 0.53 | 0.72       | 0.37 | 0.20  |
| Delay/Veh:                                           | 75.4        | 72.8 | 54.4 | 70.7        | 79.7 | 52.2 | 61.7       | 30.8 | 19.2 | 59.9       | 17.8 | 6.9   |
| 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:                                          | 75.4        | 72.8 | 54.4 | 70.7        | 79.7 | 52.2 | 61.7       | 30.8 | 19.2 | 59.9       | 17.8 | 6.9   |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | B    | E          | B    | A     |
| HCM2kAvgQ:                                           | 8           | 2    | 19   | 10          | 6    | 5    | 2          | 19   | 17   | 15         | 10   | 4     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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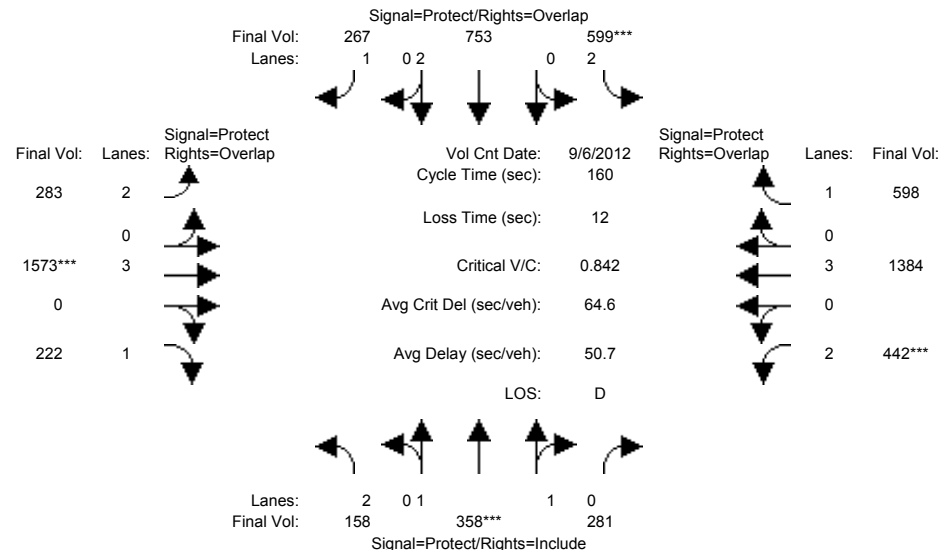
## Intersection #5720: CAPITOL/SENTER



| 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 2009 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 290         | 596  | 291  | 344         | 523  | 244  | 376        | 1456 | 189  | 252        | 1817 | 564  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 3           | 20   | 2    | 0           | 17   | 0    | 10         | 40   | 3    | 0          | 5    | 1    |
| Initial Fut:                                         | 293         | 616  | 293  | 344         | 540  | 244  | 386        | 1496 | 192  | 252        | 1822 | 565  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 616  | 293  | 344         | 540  | 244  | 386        | 1496 | 192  | 252        | 1822 | 565  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 293         | 616  | 293  | 344         | 540  | 244  | 386        | 1496 | 192  | 252        | 1822 | 565  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 616  | 293  | 344         | 540  | 244  | 386        | 1496 | 192  | 252        | 1822 | 565  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.34 | 0.66 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 2506 | 1192 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.25 | 0.25 | 0.11        | 0.14 | 0.14 | 0.12       | 0.26 | 0.11 | 0.08       | 0.32 | 0.32 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 24.3        | 42.5 | 42.5 | 18.9        | 37.1 | 58.4 | 21.2       | 58.7 | 83.0 | 17.9       | 55.3 | 74.2 |
| Volume/Cap:                                          | 0.57        | 0.87 | 0.87 | 0.87        | 0.57 | 0.36 | 0.87       | 0.67 | 0.20 | 0.67       | 0.87 | 0.65 |
| Delay/Veh:                                           | 59.7        | 58.8 | 58.8 | 82.1        | 50.4 | 32.9 | 79.2       | 38.5 | 16.9 | 67.9       | 48.0 | 30.0 |
| 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:                                          | 59.7        | 58.8 | 58.8 | 82.1        | 50.4 | 32.9 | 79.2       | 38.5 | 16.9 | 67.9       | 48.0 | 30.0 |
| LOS by Move:                                         | E           | E    | E    | F           | D    | C    | E          | D    | B    | E          | D    | C    |
| HCM2kAvgQ:                                           | 7           | 21   | 21   | 10          | 11   | 8    | 11         | 18   | 5    | 7          | 26   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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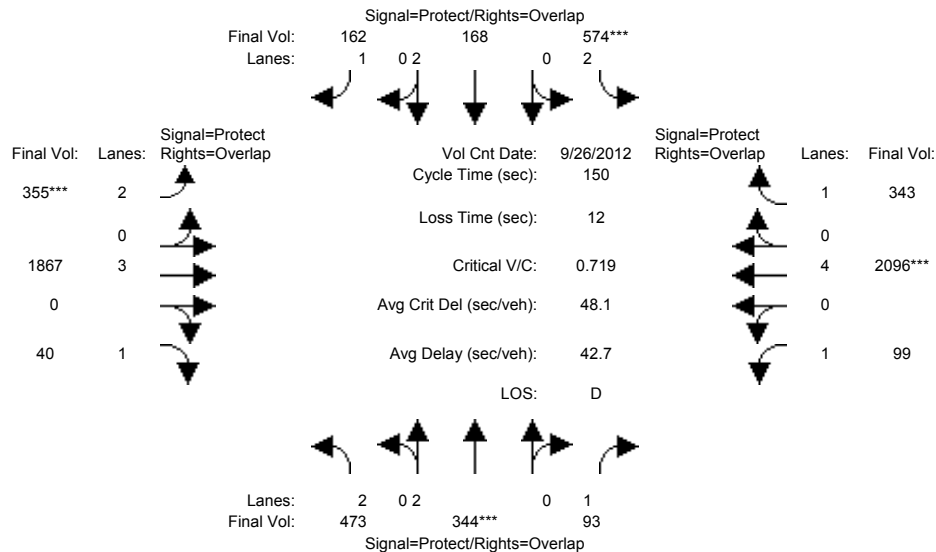
## Intersection #5720: CAPITOL/SENTER



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 61   | 10   | 14         | 61   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 158         | 342  | 281  | 591         | 730  | 262  | 283        | 1573 | 222  | 434        | 1355 | 590   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                                 | 0           | 16   | 0    | 8           | 23   | 5    | 0          | 0    | 0    | 8          | 29   | 8     |
| Initial Fut:                                         | 158         | 358  | 281  | 599         | 753  | 267  | 283        | 1573 | 222  | 442        | 1384 | 598   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 158         | 358  | 281  | 599         | 753  | 267  | 283        | 1573 | 222  | 442        | 1384 | 598   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 158         | 358  | 281  | 599         | 753  | 267  | 283        | 1573 | 222  | 442        | 1384 | 598   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 158         | 358  | 281  | 599         | 753  | 267  | 283        | 1573 | 222  | 442        | 1384 | 598   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.10 | 0.90 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 2072 | 1626 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.17 | 0.17 | 0.19        | 0.20 | 0.15 | 0.09       | 0.28 | 0.13 | 0.14       | 0.24 | 0.34  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 19.2        | 29.9 | 29.9 | 32.9        | 43.5 | 59.8 | 16.3       | 61.0 | 80.2 | 24.3       | 69.0 | 101.9 |
| Volume/Cap:                                          | 0.42        | 0.93 | 0.93 | 0.93        | 0.73 | 0.41 | 0.88       | 0.72 | 0.25 | 0.93       | 0.56 | 0.54  |
| Delay/Veh:                                           | 66.0        | 82.4 | 82.4 | 81.7        | 55.5 | 37.5 | 94.9       | 43.5 | 22.9 | 91.0       | 29.7 | 8.2   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 66.0        | 82.4 | 82.4 | 81.7        | 55.5 | 37.5 | 94.9       | 43.5 | 22.9 | 91.0       | 29.7 | 8.2   |
| LOS by Move:                                         | E           | F    | F    | F           | E    | D    | F          | D    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 4           | 18   | 18   | 19          | 18   | 12   | 9          | 21   | 6    | 14         | 14   | 9     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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## Intersection #5721: CAPITOL/McLAUGHLIN

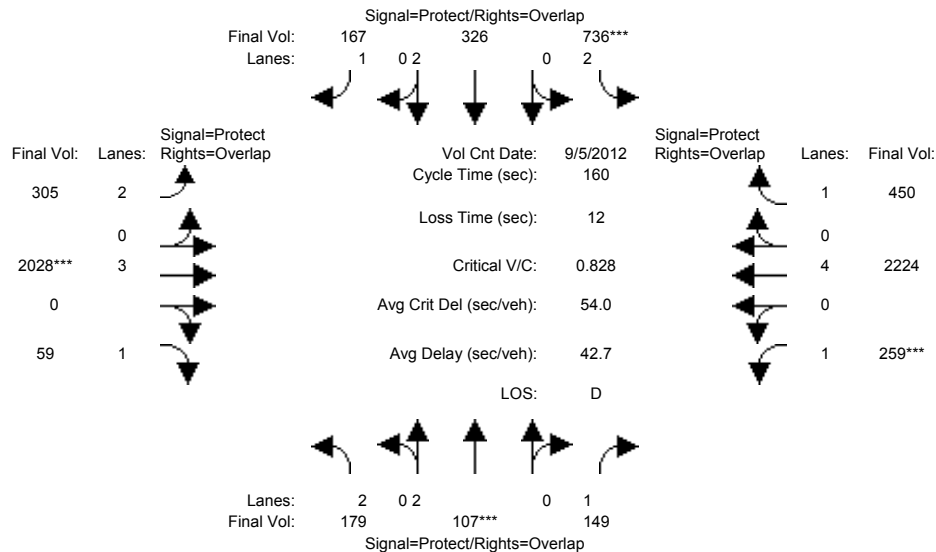


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39    | 99         | 2075 | 331  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 470         | 336  | 91   | 559         | 167  | 161  | 347        | 1810 | 39    | 99         | 2075 | 331  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| ATI:                                                 | 3           | 8    | 2    | 15          | 1    | 1    | 8          | 57   | 1     | 0          | 21   | 12   |
| Initial Fut:                                         | 473         | 344  | 93   | 574         | 168  | 162  | 355        | 1867 | 40    | 99         | 2096 | 343  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 473         | 344  | 93   | 574         | 168  | 162  | 355        | 1867 | 40    | 99         | 2096 | 343  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 473         | 344  | 93   | 574         | 168  | 162  | 355        | 1867 | 40    | 99         | 2096 | 343  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 473         | 344  | 93   | 574         | 168  | 162  | 355        | 1867 | 40    | 99         | 2096 | 343  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00  | 1.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750  | 1750       | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.09 | 0.05 | 0.18        | 0.04 | 0.09 | 0.11       | 0.33 | 0.02  | 0.06       | 0.28 | 0.20 |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | ****  | ****       | **** | **** |
| Green Time:                                          | 39.4        | 18.9 | 30.8 | 38.0        | 17.5 | 41.0 | 23.5       | 69.1 | 108.6 | 11.9       | 57.6 | 95.6 |
| Volume/Cap:                                          | 0.57        | 0.72 | 0.26 | 0.72        | 0.38 | 0.34 | 0.72       | 0.71 | 0.03  | 0.71       | 0.72 | 0.31 |
| Delay/Veh:                                           | 48.9        | 68.2 | 50.4 | 54.3        | 61.8 | 44.0 | 65.2       | 33.3 | 5.9   | 83.1       | 40.2 | 12.4 |
| 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:                                          | 48.9        | 68.2 | 50.4 | 54.3        | 61.8 | 44.0 | 65.2       | 33.3 | 5.9   | 83.1       | 40.2 | 12.4 |
| LOS by Move:                                         | D           | E    | D    | D           | E    | D    | E          | C    | A     | F          | D    | B    |
| HCM2kAvgQ:                                           | 11          | 8    | 4    | 15          | 3    | 6    | 9          | 22   | 1     | 6          | 21   | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |



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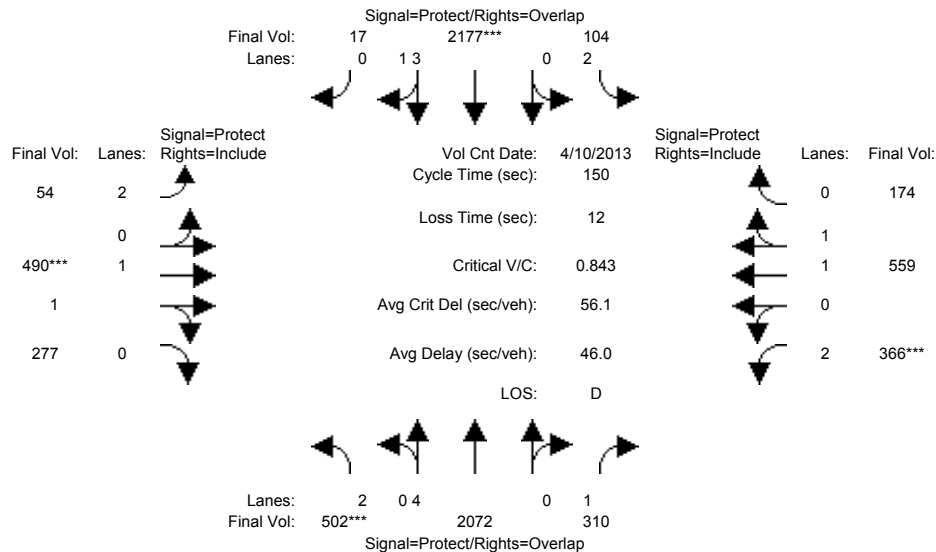
## Intersection #5721: CAPITOL/McLAUGHLIN



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 63   | 10   | 14         | 63   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 179         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 179         | 107  | 149  | 706         | 325  | 167  | 305        | 1987 | 59   | 254        | 2138 | 416   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                                 | 0           | 0    | 0    | 30          | 1    | 0    | 0          | 41   | 0    | 5          | 86   | 34    |
| Initial Fut:                                         | 179         | 107  | 149  | 736         | 326  | 167  | 305        | 2028 | 59   | 259        | 2224 | 450   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 107  | 149  | 736         | 326  | 167  | 305        | 2028 | 59   | 259        | 2224 | 450   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 179         | 107  | 149  | 736         | 326  | 167  | 305        | 2028 | 59   | 259        | 2224 | 450   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 107  | 149  | 736         | 326  | 167  | 305        | 2028 | 59   | 259        | 2224 | 450   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 1.00       | 4.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 1750       | 7600 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.06        | 0.03 | 0.09 | 0.23        | 0.09 | 0.10 | 0.10       | 0.36 | 0.03 | 0.15       | 0.29 | 0.26  |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |       |
| Green Time:                                          | 27.1        | 10.0 | 37.7 | 43.7        | 26.6 | 45.2 | 18.6       | 66.6 | 93.7 | 27.7       | 75.7 | 119.4 |
| Volume/Cap:                                          | 0.34        | 0.45 | 0.36 | 0.86        | 0.52 | 0.34 | 0.83       | 0.86 | 0.06 | 0.86       | 0.62 | 0.34  |
| Delay/Veh:                                           | 58.9        | 73.7 | 51.6 | 63.5        | 61.6 | 45.9 | 84.1       | 45.6 | 14.2 | 84.7       | 25.7 | 0.3   |
| 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:                                          | 58.9        | 73.7 | 51.6 | 63.5        | 61.6 | 45.9 | 84.1       | 45.6 | 14.2 | 84.7       | 25.7 | 0.3   |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | F          | D    | B    | F          | C    | A     |
| HCM2kAvgQ:                                           | 5           | 3    | 7    | 22          | 8    | 8    | 9          | 30   | 1    | 16         | 17   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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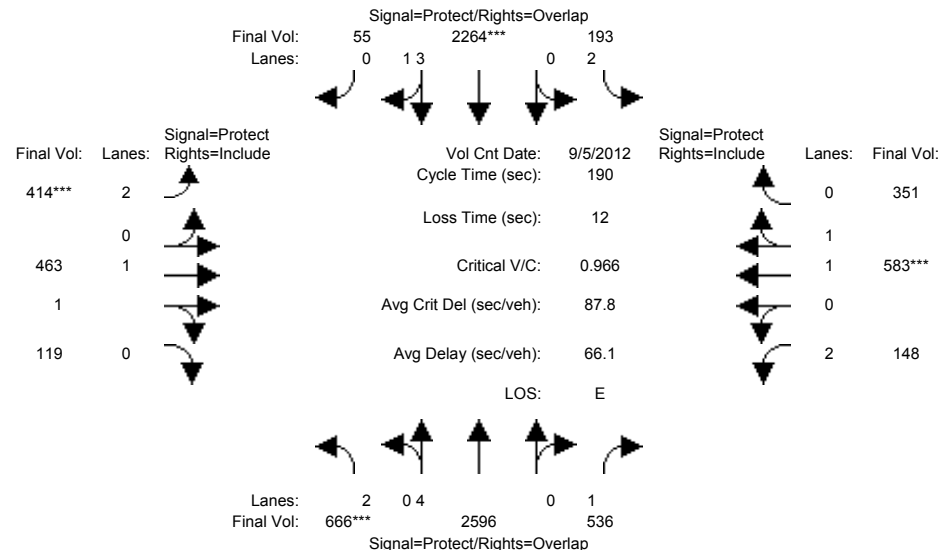
## Intersection #5723: CAPITOL/SILVER CREEK



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 499         | 2023 | 299  | 104         | 2150 | 17   | 41         | 325  | 257  | 359        | 509  | 174  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 3           | 49   | 11   | 0           | 27   | 0    | 13         | 165  | 20   | 7          | 50   | 0    |
| Initial Fut:                                         | 502         | 2072 | 310  | 104         | 2177 | 17   | 54         | 490  | 277  | 366        | 559  | 174  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 502         | 2072 | 310  | 104         | 2177 | 17   | 54         | 490  | 277  | 366        | 559  | 174  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 502         | 2072 | 310  | 104         | 2177 | 17   | 54         | 490  | 277  | 366        | 559  | 174  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 502         | 2072 | 310  | 104         | 2177 | 17   | 54         | 490  | 277  | 366        | 559  | 174  |
| 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       | 0.99 | 0.95 | 0.83       | 0.98 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.97 | 0.03 | 2.00       | 1.26 | 0.74 | 2.00       | 1.51 | 0.49 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7442 | 58   | 3150       | 2363 | 1336 | 3150       | 2821 | 878  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.27 | 0.18 | 0.03        | 0.29 | 0.29 | 0.02       | 0.21 | 0.21 | 0.12       | 0.20 | 0.20 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.4        | 68.7 | 89.3 | 11.8        | 52.1 | 63.0 | 11.0       | 36.9 | 36.9 | 20.7       | 46.6 | 46.6 |
| Volume/Cap:                                          | 0.84        | 0.60 | 0.30 | 0.42        | 0.84 | 0.70 | 0.23       | 0.84 | 0.84 | 0.84       | 0.64 | 0.64 |
| Delay/Veh:                                           | 69.2        | 30.6 | 15.1 | 67.0        | 47.9 | 36.3 | 66.1       | 61.0 | 61.0 | 77.0       | 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:                                          | 69.2        | 30.6 | 15.1 | 67.0        | 47.9 | 36.3 | 66.1       | 61.0 | 61.0 | 77.0       | 45.6 | 45.6 |
| LOS by Move:                                         | E           | C    | B    | E           | D    | D    | E          | E    | E    | E          | D    | D    |
| HCM2kAvgQ:                                           | 14          | 17   | 7    | 3           | 25   | 21   | 1          | 18   | 18   | 11         | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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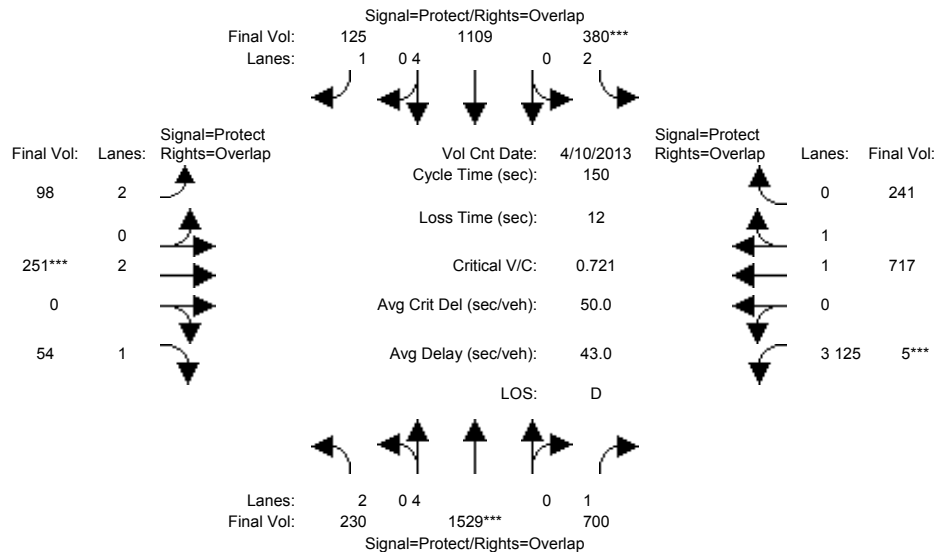
## Intersection #5723: CAPITOL/SILVER CREEK



| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R     |
| Min. Green:                                          | 14          | 94   | 10    | 14          | 72   | 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: 5 Sep 2012 <<          |             |      |       |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 664         | 2561 | 517   | 192         | 2206 | 43   | 414        | 345  | 113  | 116        | 376  | 350   |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                                 | 2           | 35   | 19    | 1           | 58   | 12   | 0          | 118  | 6    | 32         | 207  | 1     |
| Initial Fut:                                         | 666         | 2596 | 536   | 193         | 2264 | 55   | 414        | 463  | 119  | 148        | 583  | 351   |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 666         | 2596 | 536   | 193         | 2264 | 55   | 414        | 463  | 119  | 148        | 583  | 351   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 666         | 2596 | 536   | 193         | 2264 | 55   | 414        | 463  | 119  | 148        | 583  | 351   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 666         | 2596 | 536   | 193         | 2264 | 55   | 414        | 463  | 119  | 148        | 583  | 351   |
| 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       | 0.98 | 0.95 | 0.83       | 0.99 | 0.95  |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.90 | 0.10 | 2.00       | 1.58 | 0.42 | 2.00       | 1.23 | 0.77  |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7322 | 178  | 3150       | 2943 | 756  | 3150       | 2309 | 1390  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.21        | 0.34 | 0.31  | 0.06        | 0.31 | 0.31 | 0.13       | 0.16 | 0.16 | 0.05       | 0.25 | 0.25  |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 37.6        | 95.4 | 117.2 | 14.2        | 72.0 | 95.4 | 23.4       | 46.6 | 46.6 | 21.8       | 45.0 | 45.0  |
| Volume/Cap:                                          | 1.07        | 0.68 | 0.50  | 0.82        | 0.82 | 0.62 | 1.07       | 0.64 | 0.64 | 0.41       | 1.07 | 1.07  |
| Delay/Veh:                                           | 131.5       | 36.3 | 20.4  | 106.4       | 50.5 | 26.3 | 148.0      | 65.8 | 65.8 | 78.9       | 123  | 122.5 |
| 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:                                          | 131.5       | 36.3 | 20.4  | 106.4       | 50.5 | 26.3 | 148.0      | 65.8 | 65.8 | 78.9       | 123  | 122.5 |
| LOS by Move:                                         | F           | D    | C     | F           | D    | C    | F          | E    | E    | E          | F    | F     |
| HCM2kAvgQ:                                           | 28          | 28   | 18    | 7           | 29   | 19   | 18         | 16   | 16   | 5          | 34   | 34    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |       |

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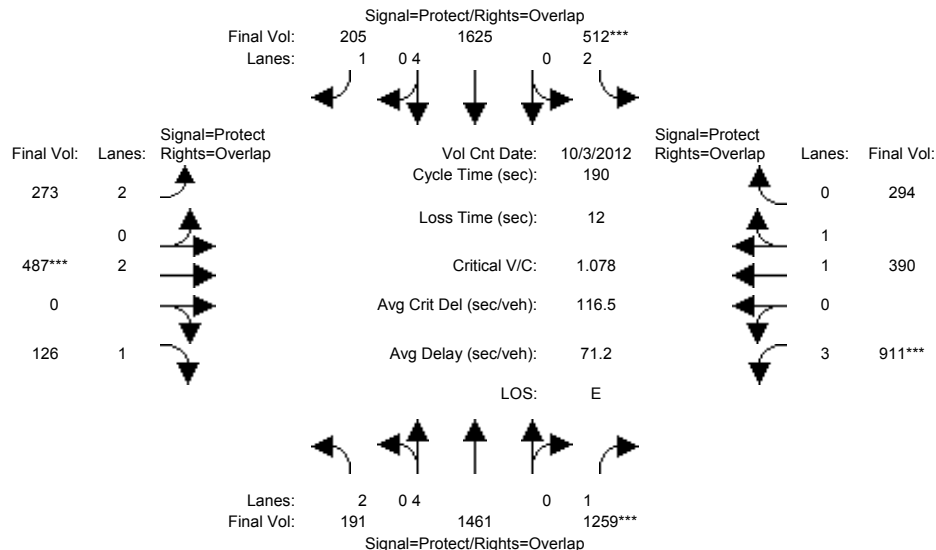
## Intersection #5724: ABORN/CAPITOL



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 229         | 1418 | 647  | 251         | 1035 | 109  | 89         | 210  | 54   | 1245       | 699  | 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:                                         | 229         | 1418 | 647  | 251         | 1035 | 109  | 89         | 210  | 54   | 1245       | 699  | 134  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 1           | 111  | 53   | 129         | 74   | 16   | 9          | 41   | 0    | 10         | 18   | 107  |
| Initial Fut:                                         | 230         | 1529 | 700  | 380         | 1109 | 125  | 98         | 251  | 54   | 1255       | 717  | 241  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 230         | 1529 | 700  | 380         | 1109 | 125  | 98         | 251  | 54   | 1255       | 717  | 241  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 230         | 1529 | 700  | 380         | 1109 | 125  | 98         | 251  | 54   | 1255       | 717  | 241  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 230         | 1529 | 700  | 380         | 1109 | 125  | 98         | 251  | 54   | 1255       | 717  | 241  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.80       | 0.98 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 2.00       | 2.00 | 1.00 | 3.00       | 1.48 | 0.52 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 3150       | 3800 | 1750 | 4551       | 2769 | 931  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.20 | 0.40 | 0.12        | 0.15 | 0.07 | 0.03       | 0.07 | 0.03 | 0.28       | 0.26 | 0.26 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 22.3        | 41.8 | 99.2 | 25.1        | 44.6 | 55.5 | 10.9       | 13.7 | 36.1 | 57.3       | 60.2 | 85.3 |
| Volume/Cap:                                          | 0.49        | 0.72 | 0.60 | 0.72        | 0.49 | 0.19 | 0.43       | 0.72 | 0.13 | 0.72       | 0.65 | 0.46 |
| Delay/Veh:                                           | 59.4        | 50.1 | 15.3 | 64.0        | 43.5 | 32.2 | 67.9       | 73.5 | 44.8 | 41.0       | 37.2 | 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:                                          | 59.4        | 50.1 | 15.3 | 64.0        | 43.5 | 32.2 | 67.9       | 73.5 | 44.8 | 41.0       | 37.2 | 19.0 |
| LOS by Move:                                         | E           | D    | B    | E           | D    | C    | E          | E    | D    | D          | D    | B    |
| HCM2kAvgQ:                                           | 6           | 16   | 19   | 10          | 10   | 4    | 3          | 6    | 2    | 20         | 18   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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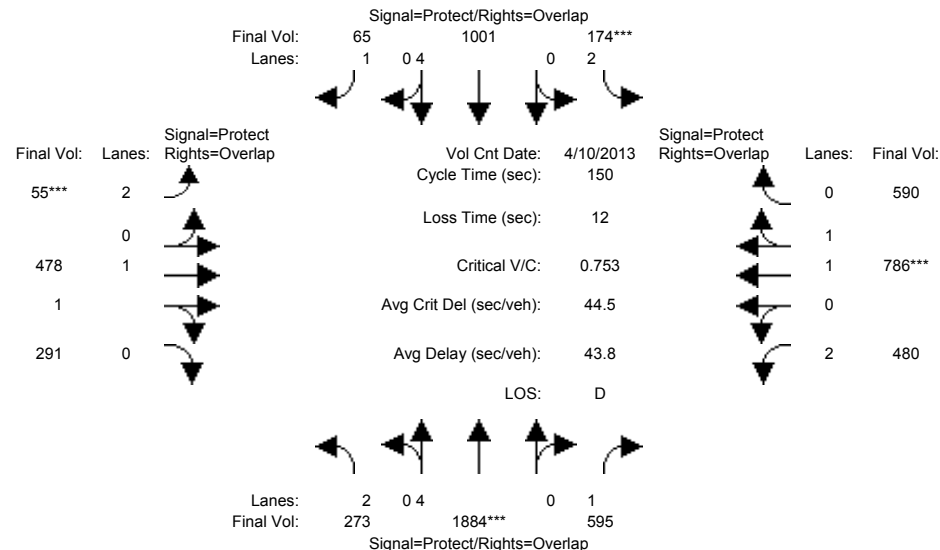
## Intersection #5724: ABORN/CAPITOL



| 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          | 77   | 10    | 14          | 72   | 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: 3 Oct 2012 <<          |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 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:                                         | 191         | 1310 | 1246  | 312         | 1456 | 188   | 245        | 470  | 126  | 863        | 339  | 77   |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 151  | 13    | 200         | 169  | 17    | 28         | 17   | 0    | 48         | 51   | 217  |
| Initial Fut:                                         | 191         | 1461 | 1259  | 512         | 1625 | 205   | 273        | 487  | 126  | 911        | 390  | 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:                                          | 191         | 1461 | 1259  | 512         | 1625 | 205   | 273        | 487  | 126  | 911        | 390  | 294  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 191         | 1461 | 1259  | 512         | 1625 | 205   | 273        | 487  | 126  | 911        | 390  | 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:                                        | 191         | 1461 | 1259  | 512         | 1625 | 205   | 273        | 487  | 126  | 911        | 390  | 294  |
| Saturation Flow Module:                              |             |      |       |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.80       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 4.00 | 1.00  | 2.00       | 2.00 | 1.00 | 3.00       | 1.12 | 0.88 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7600 | 1750  | 3150       | 3800 | 1750 | 4551       | 2108 | 1589 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.19 | 0.72  | 0.16        | 0.21 | 0.12  | 0.09       | 0.13 | 0.07 | 0.20       | 0.18 | 0.18 |
| Crit Moves:                                          |             |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 19.6        | 91.5 | 126.8 | 28.6        | 101  | 119.0 | 18.5       | 22.6 | 42.1 | 35.3       | 39.4 | 68.0 |
| Volume/Cap:                                          | 0.59        | 0.40 | 1.08  | 1.08        | 0.40 | 0.19  | 0.89       | 1.08 | 0.32 | 1.08       | 0.89 | 0.52 |
| Delay/Veh:                                           | 84.2        | 31.7 | 81.7  | 144.6       | 19.3 | 7.7   | 110.9      | 149  | 62.5 | 131.6      | 85.9 | 48.4 |
| 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:                                          | 84.2        | 31.7 | 81.7  | 144.6       | 19.3 | 7.7   | 110.9      | 149  | 62.5 | 131.6      | 85.9 | 48.4 |
| LOS by Move:                                         | F           | C    | F     | F           | B    | A     | F          | F    | E    | F          | F    | D    |
| HCM2kAvgQ:                                           | 6           | 13   | 94    | 22          | 10   | 3     | 10         | 18   | 7    | 27         | 22   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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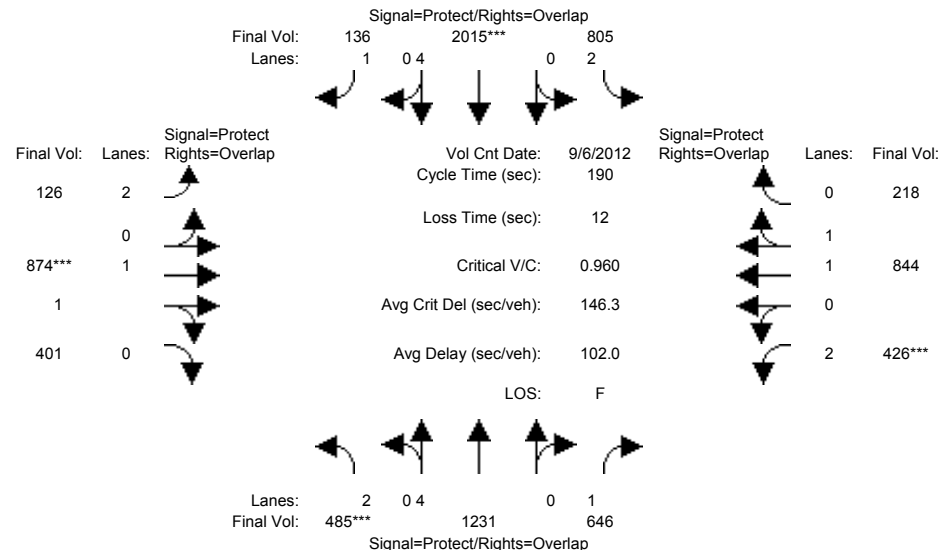
## Intersection #5725: CAPITOL/QUIMBY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 231         | 1709 | 552  | 166         | 857  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 231         | 1709 | 552  | 166         | 857  | 38   | 33         | 273  | 196  | 435        | 619  | 566  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 42          | 175  | 43   | 8           | 144  | 27   | 22         | 205  | 95   | 45         | 167  | 24   |
| Initial Fut:                                         | 273         | 1884 | 595  | 174         | 1001 | 65   | 55         | 478  | 291  | 480        | 786  | 590  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 273         | 1884 | 595  | 174         | 1001 | 65   | 55         | 478  | 291  | 480        | 786  | 590  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 273         | 1884 | 595  | 174         | 1001 | 65   | 55         | 478  | 291  | 480        | 786  | 590  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 273         | 1884 | 595  | 174         | 1001 | 65   | 55         | 478  | 291  | 480        | 786  | 590  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 2.00       | 1.22 | 0.78 | 2.00       | 1.12 | 0.88 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 3150       | 2299 | 1400 | 3150       | 2112 | 1586 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.25 | 0.34 | 0.06        | 0.13 | 0.04 | 0.02       | 0.21 | 0.21 | 0.15       | 0.37 | 0.37 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 23.3        | 48.1 | 81.6 | 10.7        | 35.5 | 42.5 | 7.0        | 45.7 | 69.0 | 33.5       | 72.2 | 82.9 |
| Volume/Cap:                                          | 0.56        | 0.77 | 0.63 | 0.77        | 0.56 | 0.13 | 0.37       | 0.68 | 0.45 | 0.68       | 0.77 | 0.67 |
| Delay/Veh:                                           | 60.0        | 47.6 | 25.0 | 83.7        | 50.7 | 40.1 | 71.0       | 47.5 | 27.8 | 56.1       | 34.3 | 24.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 60.0        | 47.6 | 25.0 | 83.7        | 50.7 | 40.1 | 71.0       | 47.5 | 27.8 | 56.1       | 34.3 | 24.8 |
| LOS by Move:                                         | E           | D    | C    | F           | D    | D    | E          | D    | C    | E          | C    | C    |
| HCM2kAvgQ:                                           | 7           | 19   | 19   | 5           | 10   | 2    | 1          | 16   | 12   | 12         | 26   | 22   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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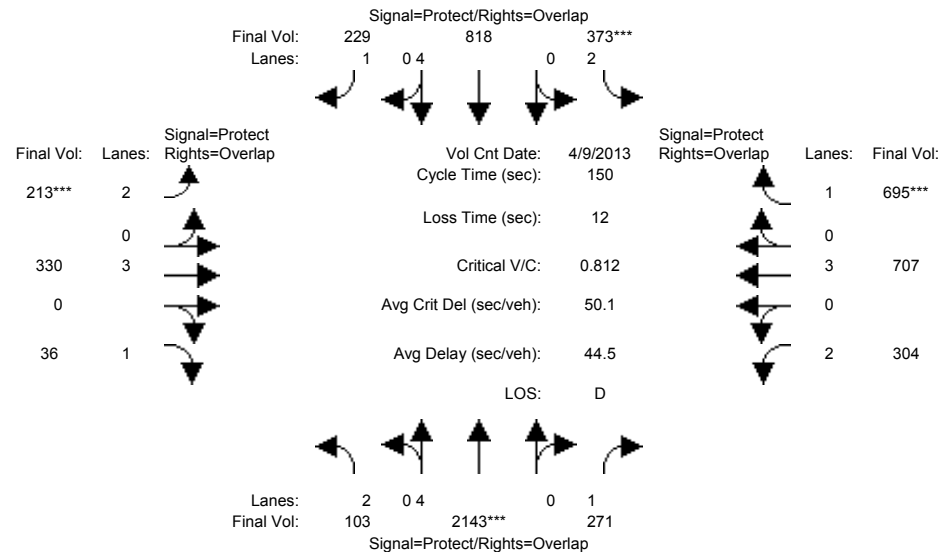
## Intersection #5725: CAPITOL/QUIMBY



| 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          | 62   | 10   | 14          | 90   | 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:                                            | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 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:                                         | 356         | 997  | 556  | 784         | 1732 | 71    | 61         | 493  | 338  | 331        | 377  | 207   |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| ATI:                                                 | 129         | 234  | 90   | 21          | 283  | 65    | 65         | 381  | 63   | 95         | 467  | 11    |
| Initial Fut:                                         | 485         | 1231 | 646  | 805         | 2015 | 136   | 126        | 874  | 401  | 426        | 844  | 218   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 485         | 1231 | 646  | 805         | 2015 | 136   | 126        | 874  | 401  | 426        | 844  | 218   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 485         | 1231 | 646  | 805         | 2015 | 136   | 126        | 874  | 401  | 426        | 844  | 218   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 485         | 1231 | 646  | 805         | 2015 | 136   | 126        | 874  | 401  | 426        | 844  | 218   |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92  | 0.83       | 0.99 | 0.95 | 0.83       | 0.98 | 0.95  |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00  | 2.00       | 1.35 | 0.65 | 2.00       | 1.58 | 0.42  |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750  | 3150       | 2535 | 1163 | 3150       | 2940 | 759   |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.15        | 0.16 | 0.37 | 0.26        | 0.27 | 0.08  | 0.04       | 0.34 | 0.34 | 0.14       | 0.29 | 0.29  |
| Crit Moves:                                          | ****        |      |      |             | **** |       |            | **** |      |            | **** |       |
| Green Time:                                          | 21.4        | 62.5 | 81.2 | 48.9        | 90.0 | 104.0 | 14.0       | 47.9 | 69.2 | 18.8       | 52.6 | 101.5 |
| Volume/Cap:                                          | 1.37        | 0.49 | 0.86 | 0.99        | 0.56 | 0.14  | 0.54       | 1.37 | 0.95 | 1.37       | 1.04 | 0.54  |
| Delay/Veh:                                           | 267.3       | 51.2 | 59.5 | 100.1       | 29.0 | 14.6  | 87.5       | 244  | 72.3 | 270.8      | 107  | 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:                                          | 267.3       | 51.2 | 59.5 | 100.1       | 29.0 | 14.6  | 87.5       | 244  | 72.3 | 270.8      | 107  | 29.2  |
| LOS by Move:                                         | F           | D    | E    | F           | C    | B     | F          | F    | E    | F          | F    | C     |
| HCM2kAvgQ:                                           | 26          | 14   | 37   | 31          | 16   | 3     | 4          | 58   | 40   | 23         | 35   | 27    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |       |

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## Intersection #5727: CAPITOL/TULLY

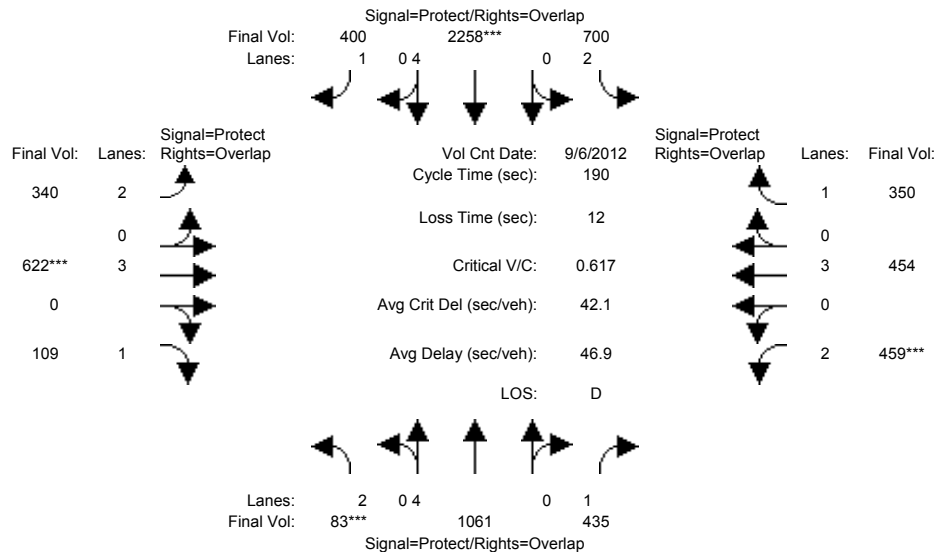


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 91          | 1988 | 226  | 280         | 719  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 91          | 1988 | 226  | 280         | 719  | 223  | 207        | 268  | 34   | 239        | 653  | 659  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 12          | 155  | 45   | 93          | 99   | 6    | 6          | 62   | 2    | 65         | 54   | 36   |
| Initial Fut:                                         | 103         | 2143 | 271  | 373         | 818  | 229  | 213        | 330  | 36   | 304        | 707  | 695  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 103         | 2143 | 271  | 373         | 818  | 229  | 213        | 330  | 36   | 304        | 707  | 695  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 103         | 2143 | 271  | 373         | 818  | 229  | 213        | 330  | 36   | 304        | 707  | 695  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 103         | 2143 | 271  | 373         | 818  | 229  | 213        | 330  | 36   | 304        | 707  | 695  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.28 | 0.15 | 0.12        | 0.11 | 0.13 | 0.07       | 0.06 | 0.02 | 0.10       | 0.12 | 0.40 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 22.4        | 52.1 | 90.0 | 21.9        | 51.6 | 64.1 | 12.5       | 26.2 | 48.5 | 37.9       | 51.5 | 73.4 |
| Volume/Cap:                                          | 0.22        | 0.81 | 0.26 | 0.81        | 0.31 | 0.31 | 0.81       | 0.33 | 0.06 | 0.38       | 0.36 | 0.81 |
| Delay/Veh:                                           | 56.4        | 46.5 | 14.3 | 72.6        | 36.2 | 28.5 | 84.8       | 54.5 | 35.1 | 46.7       | 37.0 | 38.4 |
| 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        | 46.5 | 14.3 | 72.6        | 36.2 | 28.5 | 84.8       | 54.5 | 35.1 | 46.7       | 37.0 | 38.4 |
| LOS by Move:                                         | E           | D    | B    | E           | D    | C    | F          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 23   | 6    | 11          | 7    | 7    | 6          | 4    | 1    | 7          | 8    | 30   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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Background (PM)

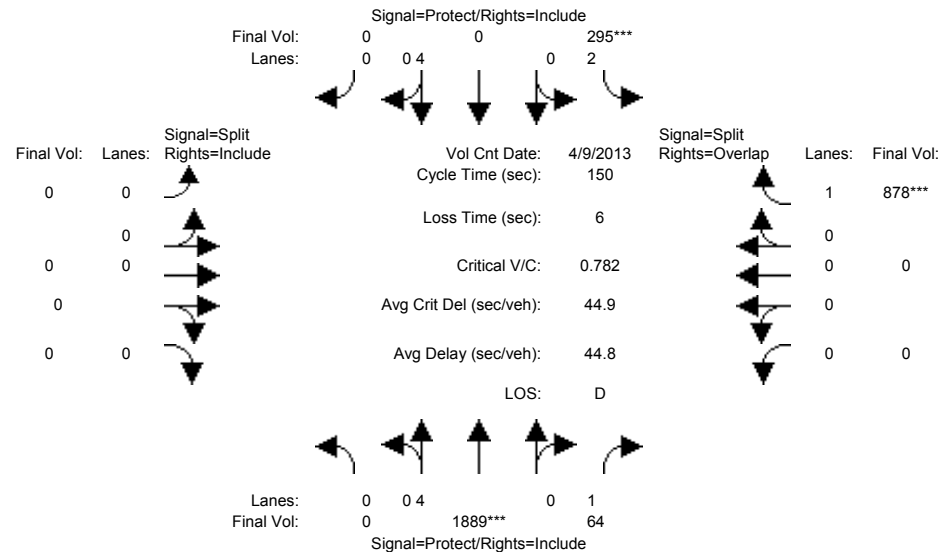
## Intersection #5727: CAPITOL/TULLY



| 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          | 55   | 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: 6 Sep 2012 <<          |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 80          | 896  | 323   | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 80          | 896  | 323   | 657         | 2044 | 390   | 336        | 580  | 102  | 342        | 398  | 265  |
| Added Vol:                                           | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 3           | 165  | 112   | 43          | 214  | 10    | 4          | 42   | 7    | 117        | 56   | 85   |
| Initial Fut:                                         | 83          | 1061 | 435   | 700         | 2258 | 400   | 340        | 622  | 109  | 459        | 454  | 350  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 83          | 1061 | 435   | 700         | 2258 | 400   | 340        | 622  | 109  | 459        | 454  | 350  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 83          | 1061 | 435   | 700         | 2258 | 400   | 340        | 622  | 109  | 459        | 454  | 350  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 83          | 1061 | 435   | 700         | 2258 | 400   | 340        | 622  | 109  | 459        | 454  | 350  |
| Saturation Flow Module:                              |             |      |       |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 4.00 | 1.00  | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7600 | 1750  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.14 | 0.25  | 0.22        | 0.30 | 0.23  | 0.11       | 0.11 | 0.06 | 0.15       | 0.08 | 0.20 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.0        | 64.5 | 101.1 | 49.5        | 100  | 136.8 | 36.8       | 27.4 | 41.4 | 36.6       | 27.2 | 76.7 |
| Volume/Cap:                                          | 0.36        | 0.41 | 0.47  | 0.85        | 0.56 | 0.32  | 0.56       | 0.76 | 0.29 | 0.76       | 0.56 | 0.50 |
| Delay/Veh:                                           | 84.7        | 48.3 | 28.1  | 75.4        | 22.1 | 1.7   | 70.4       | 82.2 | 62.4 | 77.9       | 76.7 | 42.8 |
| 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:                                          | 84.7        | 48.3 | 28.1  | 75.4        | 22.1 | 1.7   | 70.4       | 82.2 | 62.4 | 77.9       | 76.7 | 42.8 |
| LOS by Move:                                         | F           | D    | C     | E           | C    | A     | E          | F    | E    | E          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 11   | 16    | 23          | 16   | 2     | 11         | 12   | 6    | 16         | 8    | 19   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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Background (AM)

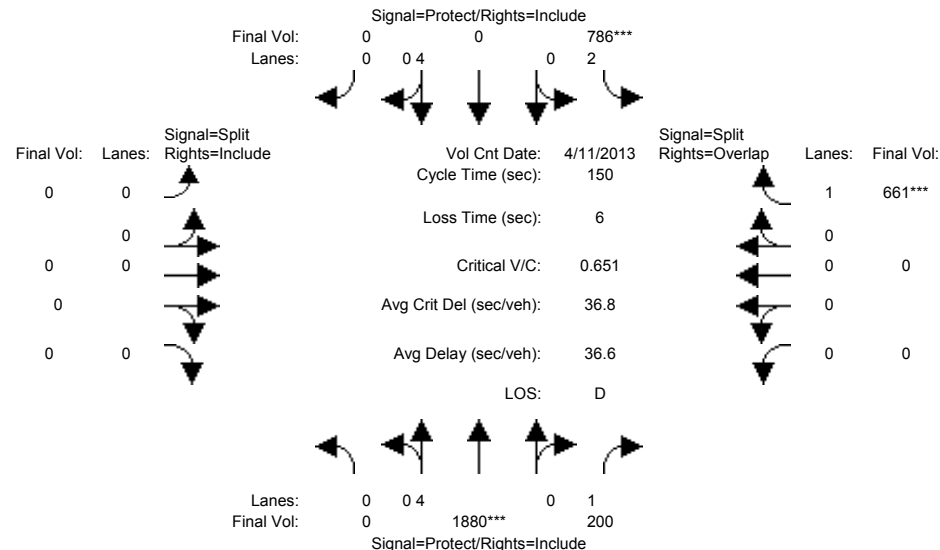
## Intersection #5735: CAPITOL/NIEMAN



| 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    | 0          | 0    | 0    | 0          | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1726 | 64   | 192         | 1248 | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| Growth Adj:                                          | 1.00        | 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           | 1726 | 64   | 192         | 1248 | 0    | 0          | 0    | 0    | 0          | 0    | 744  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 163  | 0    | 103         | 133  | 0    | 0          | 0    | 0    | 0          | 0    | 134  |
| Initial Fut:                                         | 0           | 1889 | 64   | 295         | 1381 | 0    | 0          | 0    | 0    | 0          | 0    | 878  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1889 | 64   | 295         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 878  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1889 | 64   | 295         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 878  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1889 | 64   | 295         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 878  |
| Saturation 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        | 4.00 | 1.00 | 2.00        | 4.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 7600 | 1750 | 3150        | 7600 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.25 | 0.04 | 0.09        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.50 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 0.0         | 47.7 | 47.7 | 18.0        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 96.3 |
| Volume/Cap:                                          | 0.00        | 0.78 | 0.11 | 0.78        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.78 |
| Delay/Veh:                                           | 0.0         | 49.0 | 36.6 | 78.9        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 24.7 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 49.0 | 36.6 | 78.9        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 24.7 |
| LOS by Move:                                         | A           | D    | D    | E           | A    | A    | A          | A    | A    | A          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 20   | 2    | 9           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 33   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background (PM)

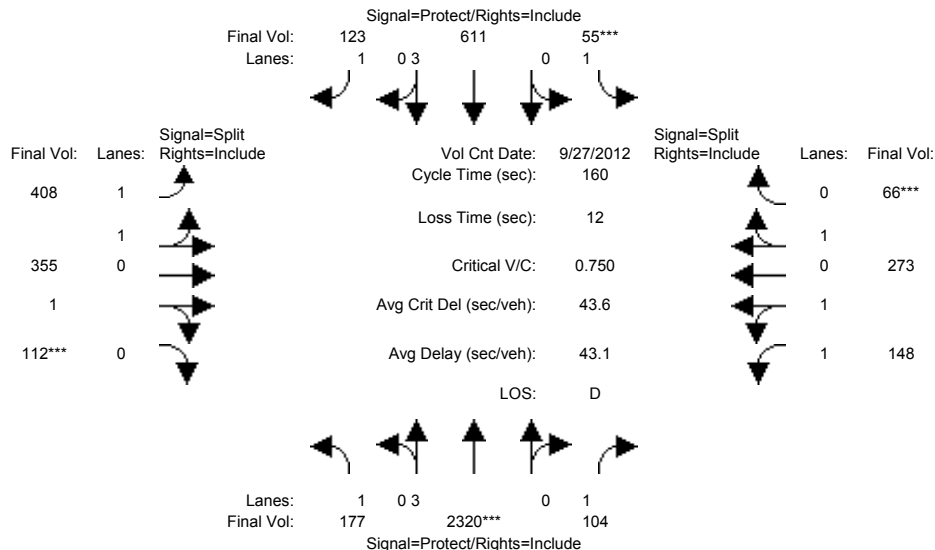
## Intersection #5735: CAPITOL/NIEMAN



| 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    | 0          | 0    | 0    | 0          | 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: 11 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1518 | 200  | 516         | 1565 | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| Growth Adj:                                          | 1.00        | 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           | 1518 | 200  | 516         | 1565 | 0    | 0          | 0    | 0    | 0          | 0    | 358  |
| Added Vol:                                           | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| ATI:                                                 | 0           | 362  | 0    | 270         | 339  | 0    | 0          | 0    | 0    | 0          | 0    | 303  |
| Initial Fut:                                         | 0           | 1880 | 200  | 786         | 1904 | 0    | 0          | 0    | 0    | 0          | 0    | 661  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1880 | 200  | 786         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 661  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1880 | 200  | 786         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 661  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1880 | 200  | 786         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 661  |
| Saturation 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        | 4.00 | 1.00 | 2.00        | 4.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 7600 | 1750 | 3150        | 7600 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.25 | 0.11 | 0.25        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.38 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 57.0 | 57.0 | 57.5        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 87.0 |
| Volume/Cap:                                          | 0.00        | 0.65 | 0.30 | 0.65        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.65 |
| Delay/Veh:                                           | 0.0         | 39.5 | 33.7 | 40.8        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 24.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 39.5 | 33.7 | 40.8        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 24.5 |
| LOS by Move:                                         | A           | D    | C    | D           | A    | A    | A          | A    | A    | A          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 18   | 7    | 18          | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 23   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (AM)

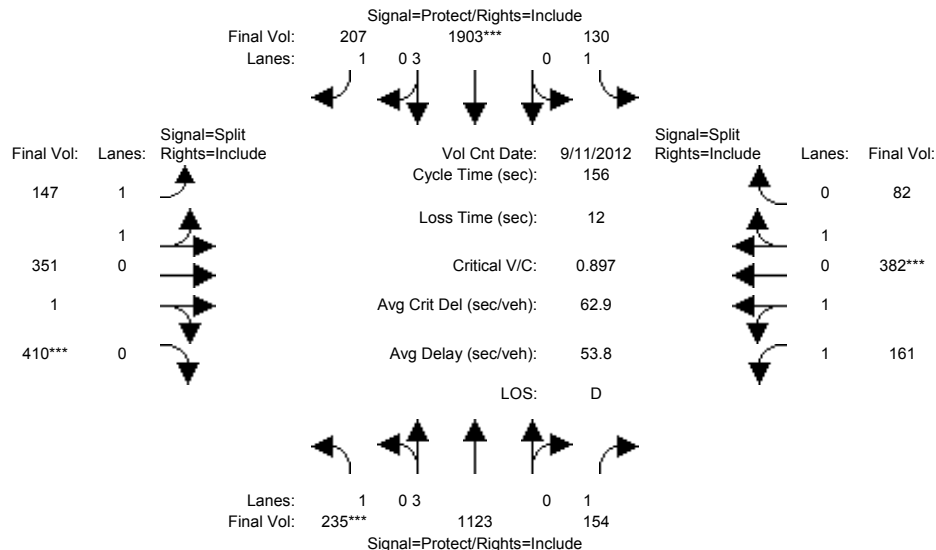
## Intersection #3060: ALMA/FIRST



| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 177         | 2320 | 104  | 55          | 611  | 123  | 408        | 355  | 112  | 148        | 273  | 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:                                         | 177         | 2320 | 104  | 55          | 611  | 123  | 408        | 355  | 112  | 148        | 273  | 66   |
| 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:                                         | 177         | 2320 | 104  | 55          | 611  | 123  | 408        | 355  | 112  | 148        | 273  | 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:                                          | 177         | 2320 | 104  | 55          | 611  | 123  | 408        | 355  | 112  | 148        | 273  | 66   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 177         | 2320 | 104  | 55          | 611  | 123  | 408        | 355  | 112  | 148        | 273  | 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:                                        | 177         | 2320 | 104  | 55          | 611  | 123  | 408        | 355  | 112  | 148        | 273  | 66   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.93       | 0.95 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.41       | 1.21 | 0.38 | 1.00       | 1.60 | 0.40 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 2494       | 2170 | 685  | 1750       | 2979 | 720  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.41 | 0.06 | 0.03        | 0.11 | 0.07 | 0.16       | 0.16 | 0.16 | 0.08       | 0.09 | 0.09 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 45.5        | 86.7 | 86.7 | 7.0         | 48.2 | 48.2 | 34.8       | 34.8 | 34.8 | 19.5       | 19.5 | 19.5 |
| Volume/Cap:                                          | 0.36        | 0.75 | 0.11 | 0.72        | 0.36 | 0.23 | 0.75       | 0.75 | 0.75 | 0.69       | 0.75 | 0.75 |
| Delay/Veh:                                           | 46.0        | 29.4 | 17.9 | 103.3       | 43.9 | 42.2 | 61.3       | 61.3 | 61.3 | 70.4       | 72.8 | 72.8 |
| 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:                                          | 46.0        | 29.4 | 17.9 | 103.3       | 43.9 | 42.2 | 61.3       | 61.3 | 61.3 | 70.4       | 72.8 | 72.8 |
| LOS by Move:                                         | D           | C    | B    | F           | D    | D    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 29   | 3    | 3           | 7    | 5    | 14         | 14   | 14   | 8          | 9    | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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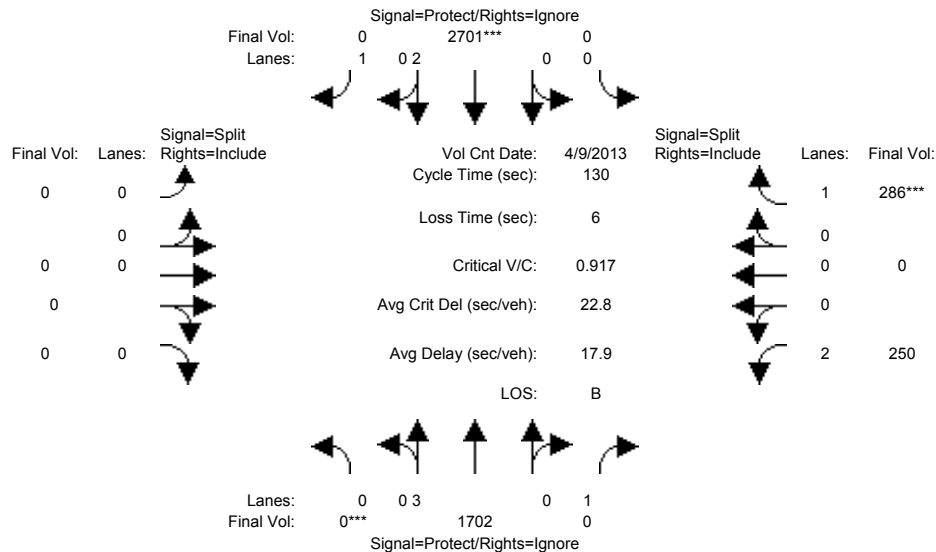
## Intersection #3060: ALMA/FIRST



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 235         | 1123 | 154  | 130         | 1903 | 207  | 147        | 351  | 410  | 161        | 382  | 82   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 235         | 1123 | 154  | 130         | 1903 | 207  | 147        | 351  | 410  | 161        | 382  | 82   |
| 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:                                         | 235         | 1123 | 154  | 130         | 1903 | 207  | 147        | 351  | 410  | 161        | 382  | 82   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 235         | 1123 | 154  | 130         | 1903 | 207  | 147        | 351  | 410  | 161        | 382  | 82   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 235         | 1123 | 154  | 130         | 1903 | 207  | 147        | 351  | 410  | 161        | 382  | 82   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 235         | 1123 | 154  | 130         | 1903 | 207  | 147        | 351  | 410  | 161        | 382  | 82   |
| Saturation 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       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.64 | 0.36 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 1750       | 3046 | 654  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.20 | 0.09 | 0.07        | 0.33 | 0.12 | 0.08       | 0.18 | 0.23 | 0.09       | 0.13 | 0.13 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            | **** |      |
| Green Time:                                          | 23.4        | 59.1 | 59.1 | 22.3        | 58.1 | 58.1 | 40.8       | 40.8 | 40.8 | 21.8       | 21.8 | 21.8 |
| Volume/Cap:                                          | 0.90        | 0.52 | 0.23 | 0.52        | 0.90 | 0.32 | 0.32       | 0.71 | 0.90 | 0.66       | 0.90 | 0.90 |
| Delay/Veh:                                           | 95.3        | 37.7 | 33.2 | 63.8        | 51.6 | 35.1 | 46.5       | 54.1 | 66.1 | 65.3       | 80.3 | 80.3 |
| 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:                                          | 95.3        | 37.7 | 33.2 | 63.8        | 51.6 | 35.1 | 46.5       | 54.1 | 66.1 | 65.3       | 80.3 | 80.3 |
| LOS by Move:                                         | F           | D    | C    | E           | D    | D    | D          | D    | E    | E          | F    | F    |
| HCM2kAvgQ:                                           | 13          | 13   | 5    | 6           | 30   | 7    | 6          | 15   | 22   | 8          | 12   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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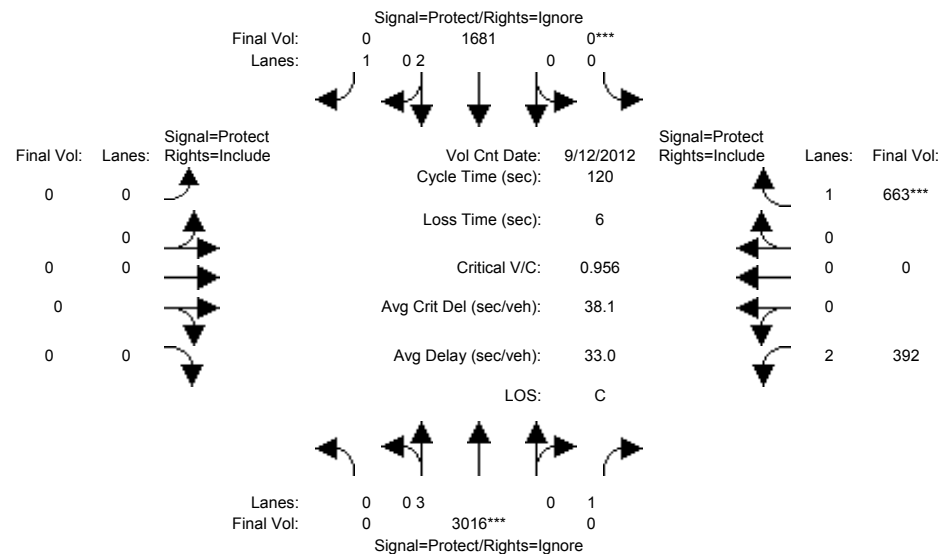
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1702 | 277  | 0           | 2701 | 391  | 0          | 0    | 0    | 250        | 0    | 286  |
| Growth Adj:                                          | 1.00        | 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           | 1702 | 277  | 0           | 2701 | 391  | 0          | 0    | 0    | 250        | 0    | 286  |
| 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           | 1702 | 277  | 0           | 2701 | 391  | 0          | 0    | 0    | 250        | 0    | 286  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 1702 | 0    | 0           | 2701 | 0    | 0          | 0    | 0    | 250        | 0    | 286  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1702 | 0    | 0           | 2701 | 0    | 0          | 0    | 0    | 250        | 0    | 286  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 1702 | 0    | 0           | 2701 | 0    | 0          | 0    | 0    | 250        | 0    | 286  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.30 | 0.00 | 0.00        | 0.71 | 0.00 | 0.00       | 0.00 | 0.00 | 0.08       | 0.00 | 0.16 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      |            |      | **** |
| Green Time:                                          | 0.0         | 101  | 0.0  | 0.0         | 101  | 0.0  | 0.0        | 0.0  | 0.0  | 23.2       | 0.0  | 23.2 |
| Volume/Cap:                                          | 0.00        | 0.39 | 0.00 | 0.00        | 0.92 | 0.00 | 0.00       | 0.00 | 0.00 | 0.45       | 0.00 | 0.92 |
| Delay/Veh:                                           | 0.0         | 4.7  | 0.0  | 0.0         | 16.4 | 0.0  | 0.0        | 0.0  | 0.0  | 48.2       | 0.0  | 82.8 |
| 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         | 4.7  | 0.0  | 0.0         | 16.4 | 0.0  | 0.0        | 0.0  | 0.0  | 48.2       | 0.0  | 82.8 |
| LOS by Move:                                         | A           | A    | A    | A           | B    | A    | A          | A    | A    | D          | A    | F    |
| HCM2kAvgQ:                                           | 0           | 7    | 0    | 0           | 45   | 0    | 0          | 0    | 0    | 6          | 0    | 16   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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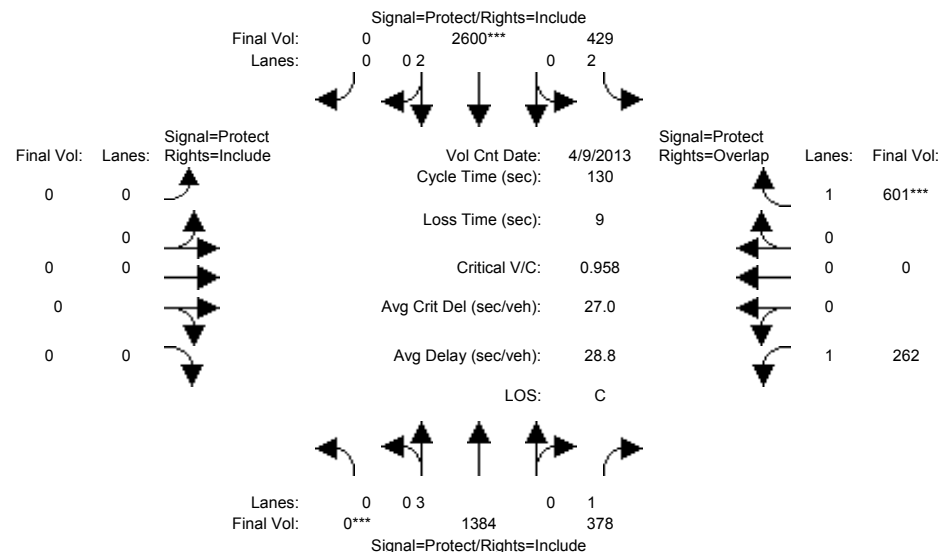
## Intersection #3078: BLOSSOM HILL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10   | 0           | 10   | 10   | 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 3016 | 354  | 0           | 1681 | 264  | 0          | 0    | 0    | 392        | 0    | 663  |
| Growth Adj:                                          | 1.00        | 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           | 3016 | 354  | 0           | 1681 | 264  | 0          | 0    | 0    | 392        | 0    | 663  |
| 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           | 3016 | 354  | 0           | 1681 | 264  | 0          | 0    | 0    | 392        | 0    | 663  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 3016 | 0    | 0           | 1681 | 0    | 0          | 0    | 0    | 392        | 0    | 663  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 3016 | 0    | 0           | 1681 | 0    | 0          | 0    | 0    | 392        | 0    | 663  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 3016 | 0    | 0           | 1681 | 0    | 0          | 0    | 0    | 392        | 0    | 663  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00 | 0.00        | 2.00 | 1.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 0           | 3800 | 1750 | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.53 | 0.00 | 0.00        | 0.44 | 0.00 | 0.00       | 0.00 | 0.00 | 0.12       | 0.00 | 0.38 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 66.4 | 0.0  | 0.0         | 66.4 | 0.0  | 0.0        | 0.0  | 0.0  | 47.6       | 0.0  | 47.6 |
| Volume/Cap:                                          | 0.00        | 0.96 | 0.00 | 0.00        | 0.80 | 0.00 | 0.00       | 0.00 | 0.00 | 0.31       | 0.00 | 0.96 |
| Delay/Veh:                                           | 0.0         | 33.5 | 0.0  | 0.0         | 23.7 | 0.0  | 0.0        | 0.0  | 0.0  | 25.1       | 0.0  | 58.9 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 33.5 | 0.0  | 0.0         | 23.7 | 0.0  | 0.0        | 0.0  | 0.0  | 25.1       | 0.0  | 58.9 |
| LOS by Move:                                         | A           | C    | A    | A           | C    | A    | A          | A    | A    | C          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 35   | 0    | 0           | 26   | 0    | 0          | 0    | 0    | 6          | 0    | 31   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3079: BLOSSOM HILL/MONTEREY (S)



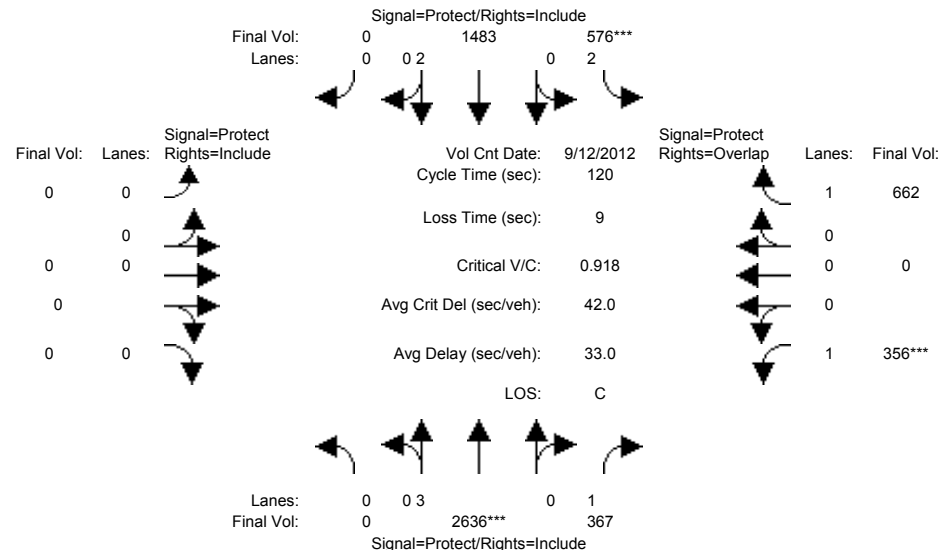
| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                   | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                 | 0           | 10   | 10   | 7           | 10   | 0    | 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: 9 Apr 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 0           | 1384 | 378  | 429         | 2600 | 0    | 0          | 0    | 0    | 262        | 0    | 601  |
| Growth Adj:                                 | 1.00        | 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           | 1384 | 378  | 429         | 2600 | 0    | 0          | 0    | 0    | 262        | 0    | 601  |
| 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           | 1384 | 378  | 429         | 2600 | 0    | 0          | 0    | 0    | 262        | 0    | 601  |
| User Adj:                                   | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                    | 1.00        | 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           | 1384 | 378  | 429         | 2600 | 0    | 0          | 0    | 0    | 262        | 0    | 601  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 0           | 1384 | 378  | 429         | 2600 | 0    | 0          | 0    | 0    | 262        | 0    | 601  |
| PCE Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                    | 1.00        | 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           | 1384 | 378  | 429         | 2600 | 0    | 0          | 0    | 0    | 262        | 0    | 601  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                 | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.00        | 0.24 | 0.22 | 0.14        | 0.68 | 0.00 | 0.00       | 0.00 | 0.00 | 0.15       | 0.00 | 0.34 |
| Crit Moves:                                 | ****        |      |      | ****        |      |      |            |      |      |            |      | **** |
| Green Time:                                 | 0.0         | 59.5 | 59.5 | 33.4        | 92.9 | 0.0  | 0.0        | 0.0  | 0.0  | 28.1       | 0.0  | 61.5 |
| Volume/Cap:                                 | 0.00        | 0.53 | 0.47 | 0.53        | 0.96 | 0.00 | 0.00       | 0.00 | 0.00 | 0.69       | 0.00 | 0.73 |
| Delay/Veh:                                  | 0.0         | 25.5 | 24.8 | 42.2        | 26.2 | 0.0  | 0.0        | 0.0  | 0.0  | 52.4       | 0.0  | 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:                                 | 0.0         | 25.5 | 24.8 | 42.2        | 26.2 | 0.0  | 0.0        | 0.0  | 0.0  | 52.4       | 0.0  | 30.7 |
| LOS by Move:                                | A           | C    | C    | D           | C    | A    | A          | A    | A    | D          | A    | C    |
| HCM2kAvgQ:                                  | 0           | 13   | 11   | 8           | 47   | 0    | 0          | 0    | 0    | 11         | 0    | 21   |

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



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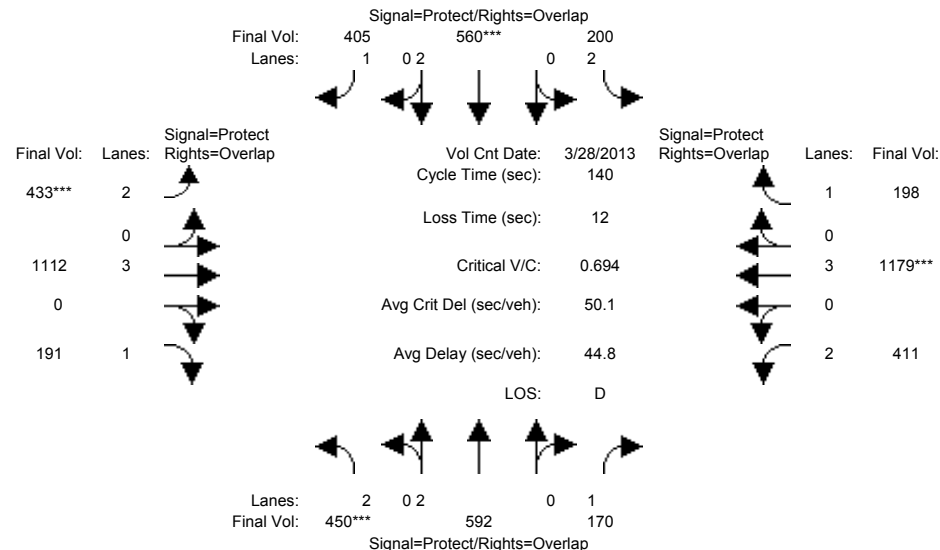
## Intersection #3079: BLOSSOM HILL/MONTEREY (S)



| 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    | 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 2636 | 367  | 576         | 1483 | 0    | 0          | 0    | 0    | 356        | 0    | 662  |
| Growth Adj:                                          | 1.00        | 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           | 2636 | 367  | 576         | 1483 | 0    | 0          | 0    | 0    | 356        | 0    | 662  |
| 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           | 2636 | 367  | 576         | 1483 | 0    | 0          | 0    | 0    | 356        | 0    | 662  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2636 | 367  | 576         | 1483 | 0    | 0          | 0    | 0    | 356        | 0    | 662  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2636 | 367  | 576         | 1483 | 0    | 0          | 0    | 0    | 356        | 0    | 662  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2636 | 367  | 576         | 1483 | 0    | 0          | 0    | 0    | 356        | 0    | 662  |
| Saturation 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        | 3.00 | 1.00 | 2.00        | 2.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 3800 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.46 | 0.21 | 0.18        | 0.39 | 0.00 | 0.00       | 0.00 | 0.00 | 0.20       | 0.00 | 0.38 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 60.5 | 60.5 | 23.9        | 84.4 | 0.0  | 0.0        | 0.0  | 0.0  | 26.6       | 0.0  | 50.5 |
| Volume/Cap:                                          | 0.00        | 0.92 | 0.42 | 0.92        | 0.55 | 0.00 | 0.00       | 0.00 | 0.00 | 0.92       | 0.00 | 0.90 |
| Delay/Veh:                                           | 0.0         | 32.8 | 19.0 | 65.6        | 8.9  | 0.0  | 0.0        | 0.0  | 0.0  | 71.9       | 0.0  | 46.3 |
| 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         | 32.8 | 19.0 | 65.6        | 8.9  | 0.0  | 0.0        | 0.0  | 0.0  | 71.9       | 0.0  | 46.3 |
| LOS by Move:                                         | A           | C    | B    | E           | A    | A    | A          | A    | A    | E          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 32   | 9    | 13          | 13   | 0    | 0          | 0    | 0    | 18         | 0    | 28   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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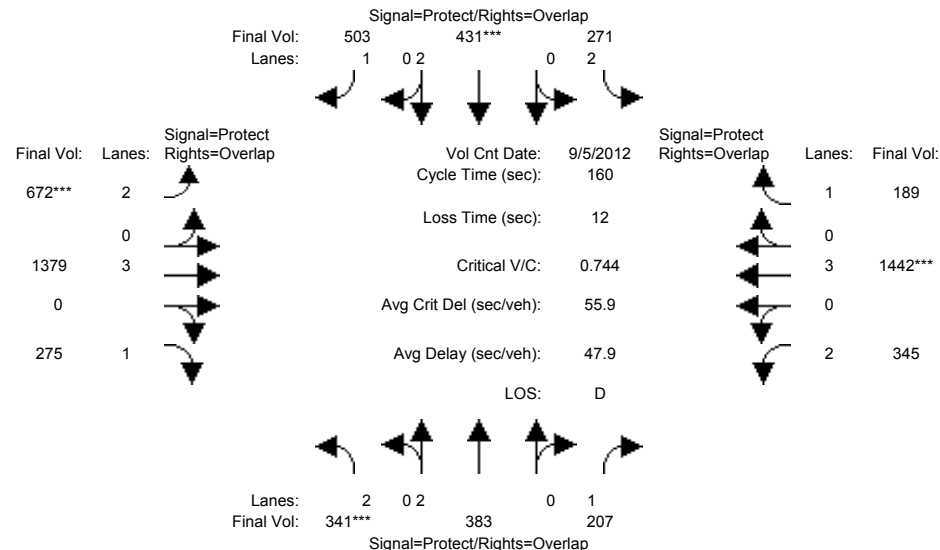
## Intersection #3081: BLOSSOM HILL/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 450         | 592  | 170  | 200         | 560  | 405  | 433        | 1112 | 191  | 411        | 1179 | 198  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 450         | 592  | 170  | 200         | 560  | 405  | 433        | 1112 | 191  | 411        | 1179 | 198  |
| 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:                                         | 450         | 592  | 170  | 200         | 560  | 405  | 433        | 1112 | 191  | 411        | 1179 | 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:                                          | 450         | 592  | 170  | 200         | 560  | 405  | 433        | 1112 | 191  | 411        | 1179 | 198  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 450         | 592  | 170  | 200         | 560  | 405  | 433        | 1112 | 191  | 411        | 1179 | 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:                                        | 450         | 592  | 170  | 200         | 560  | 405  | 433        | 1112 | 191  | 411        | 1179 | 198  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.16 | 0.10 | 0.06        | 0.15 | 0.23 | 0.14       | 0.20 | 0.11 | 0.13       | 0.21 | 0.11 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.8        | 41.6 | 69.4 | 17.0        | 29.7 | 57.5 | 27.7       | 41.6 | 70.4 | 27.8       | 41.7 | 58.7 |
| Volume/Cap:                                          | 0.69        | 0.52 | 0.20 | 0.52        | 0.69 | 0.56 | 0.69       | 0.66 | 0.22 | 0.66       | 0.69 | 0.27 |
| Delay/Veh:                                           | 54.8        | 41.4 | 19.8 | 59.1        | 53.6 | 32.7 | 55.6       | 43.9 | 19.5 | 54.2       | 44.8 | 26.8 |
| 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:                                          | 54.8        | 41.4 | 19.8 | 59.1        | 53.6 | 32.7 | 55.6       | 43.9 | 19.5 | 54.2       | 44.8 | 26.8 |
| LOS by Move:                                         | D           | D    | B    | E           | D    | C    | E          | D    | B    | D          | D    | C    |
| HCM2kAvgQ:                                           | 11          | 10   | 4    | 5           | 11   | 14   | 10         | 14   | 5    | 10         | 15   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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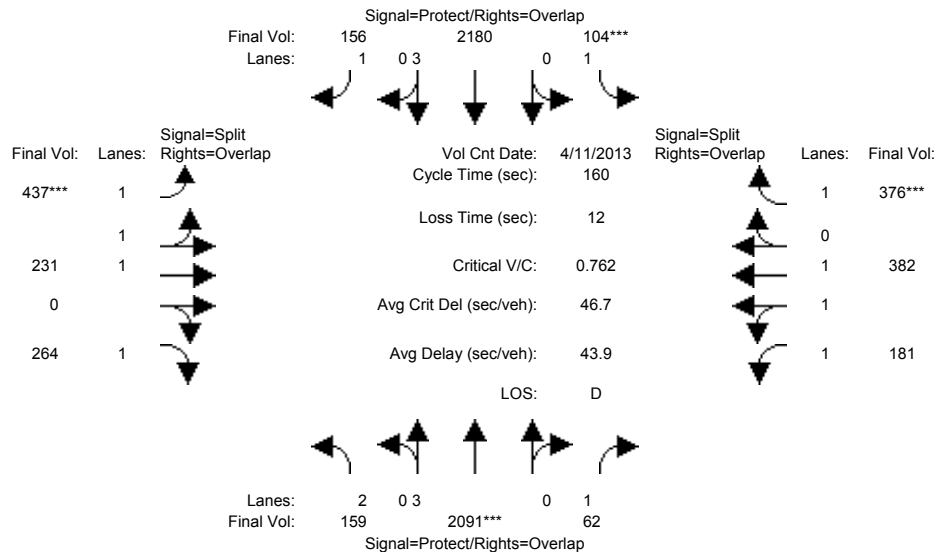
## Intersection #3081: BLOSSOM HILL/SNELL



| 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:                                            | 341         | 383  | 207  | 271         | 431  | 503  | 672        | 1379 | 275  | 345        | 1442 | 189  |
| Growth Adj:                                          | 1.00        | 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         | 383  | 207  | 271         | 431  | 503  | 672        | 1379 | 275  | 345        | 1442 | 189  |
| 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:                                         | 341         | 383  | 207  | 271         | 431  | 503  | 672        | 1379 | 275  | 345        | 1442 | 189  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 383  | 207  | 271         | 431  | 503  | 672        | 1379 | 275  | 345        | 1442 | 189  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 341         | 383  | 207  | 271         | 431  | 503  | 672        | 1379 | 275  | 345        | 1442 | 189  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 383  | 207  | 271         | 431  | 503  | 672        | 1379 | 275  | 345        | 1442 | 189  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.10 | 0.12 | 0.09        | 0.11 | 0.29 | 0.21       | 0.24 | 0.16 | 0.11       | 0.25 | 0.11 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 23.3        | 25.7 | 57.0 | 22.0        | 24.4 | 70.3 | 45.9       | 69.1 | 92.3 | 31.3       | 54.4 | 76.4 |
| Volume/Cap:                                          | 0.74        | 0.63 | 0.33 | 0.63        | 0.74 | 0.65 | 0.74       | 0.56 | 0.27 | 0.56       | 0.74 | 0.23 |
| Delay/Veh:                                           | 72.0        | 64.7 | 37.9 | 68.1        | 70.0 | 37.3 | 55.1       | 34.4 | 17.1 | 59.3       | 48.2 | 24.6 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 72.0        | 64.7 | 37.9 | 68.1        | 70.0 | 37.3 | 55.1       | 34.4 | 17.1 | 59.3       | 48.2 | 24.6 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | B    | E          | D    | C    |
| HCM2kAvgQ:                                           | 10          | 9    | 8    | 7           | 10   | 20   | 18         | 16   | 7    | 9          | 21   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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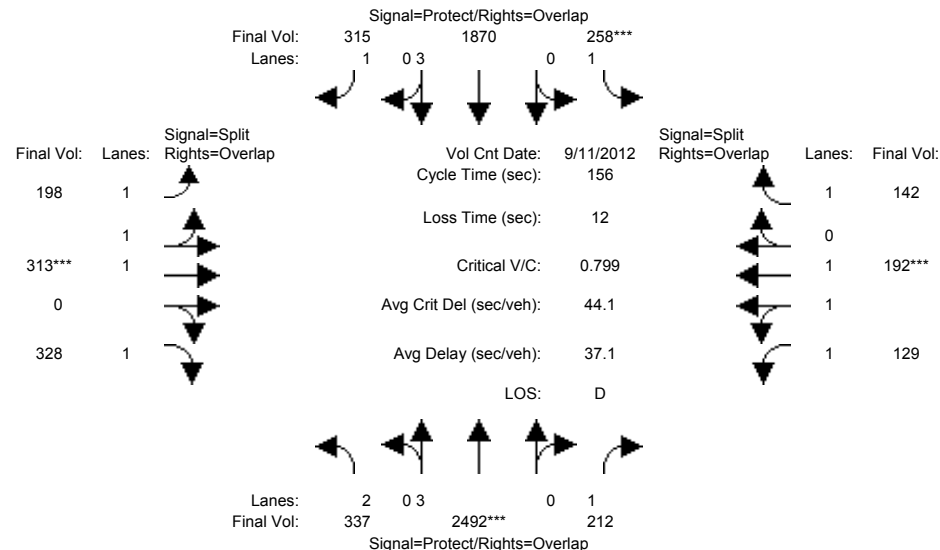
## Intersection #3082: BRANHAM/MONTEREY



| 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: 11 Apr 2013 <<         |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 159         | 2091 | 62    | 104         | 2180 | 156   | 437        | 231  | 264  | 181        | 382  | 376  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 159         | 2091 | 62    | 104         | 2180 | 156   | 437        | 231  | 264  | 181        | 382  | 376  |
| 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:                                         | 159         | 2091 | 62    | 104         | 2180 | 156   | 437        | 231  | 264  | 181        | 382  | 376  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 159         | 2091 | 62    | 104         | 2180 | 156   | 437        | 231  | 264  | 181        | 382  | 376  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 159         | 2091 | 62    | 104         | 2180 | 156   | 437        | 231  | 264  | 181        | 382  | 376  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 159         | 2091 | 62    | 104         | 2180 | 156   | 437        | 231  | 264  | 181        | 382  | 376  |
| 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  | 0.93       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00  | 2.00       | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 1750        | 5700 | 1750  | 3549       | 1896 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.37 | 0.04  | 0.06        | 0.38 | 0.09  | 0.12       | 0.12 | 0.15 | 0.10       | 0.10 | 0.21 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.4        | 77.0 | 109.7 | 12.5        | 79.1 | 104.9 | 25.9       | 25.9 | 36.3 | 32.6       | 32.6 | 45.1 |
| Volume/Cap:                                          | 0.77        | 0.76 | 0.05  | 0.76        | 0.77 | 0.14  | 0.76       | 0.75 | 0.67 | 0.51       | 0.49 | 0.76 |
| Delay/Veh:                                           | 90.2        | 35.3 | 8.2   | 94.3        | 34.5 | 10.5  | 68.1       | 67.7 | 60.6 | 56.9       | 56.7 | 59.4 |
| 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:                                          | 90.2        | 35.3 | 8.2   | 94.3        | 34.5 | 10.5  | 68.1       | 67.7 | 60.6 | 56.9       | 56.7 | 59.4 |
| LOS by Move:                                         | F           | D    | A     | F           | C    | B     | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 5           | 27   | 1     | 6           | 29   | 3     | 11         | 11   | 13   | 9          | 8    | 19   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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Background+Project Alt C (PM)

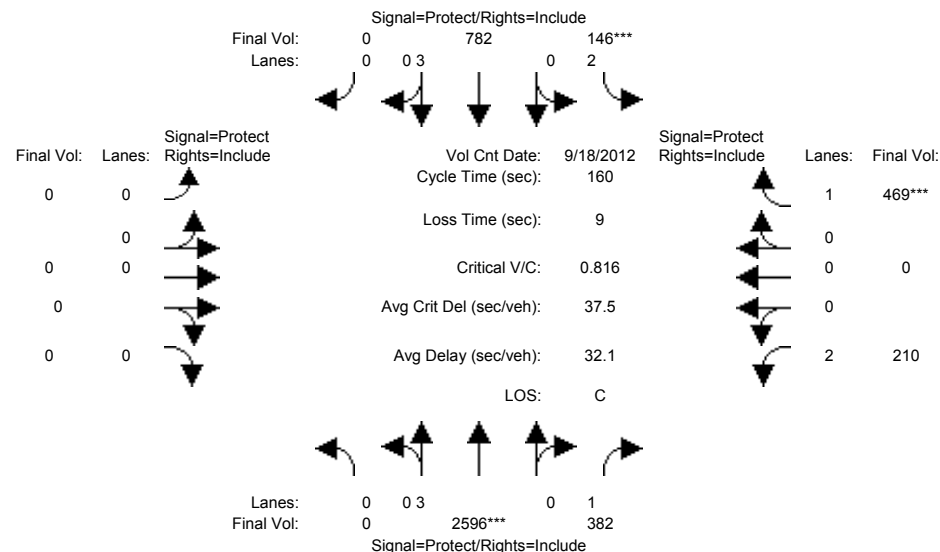
## Intersection #3082: BRANHAM/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 337         | 2492 | 212  | 258         | 1870 | 315   | 198        | 313  | 328  | 129        | 192  | 142  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 337         | 2492 | 212  | 258         | 1870 | 315   | 198        | 313  | 328  | 129        | 192  | 142  |
| 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:                                         | 337         | 2492 | 212  | 258         | 1870 | 315   | 198        | 313  | 328  | 129        | 192  | 142  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 337         | 2492 | 212  | 258         | 1870 | 315   | 198        | 313  | 328  | 129        | 192  | 142  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 337         | 2492 | 212  | 258         | 1870 | 315   | 198        | 313  | 328  | 129        | 192  | 142  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 337         | 2492 | 212  | 258         | 1870 | 315   | 198        | 313  | 328  | 129        | 192  | 142  |
| 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       | 0.98 | 0.92 | 0.93       | 0.98 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.20       | 1.80 | 1.00 | 1.24       | 1.76 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 1750        | 5700 | 1750  | 2110       | 3336 | 1750 | 2189       | 3258 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.44 | 0.12 | 0.15        | 0.33 | 0.18  | 0.09       | 0.09 | 0.19 | 0.06       | 0.06 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.1        | 85.4 | 96.9 | 28.8        | 86.1 | 104.4 | 18.3       | 18.3 | 46.4 | 11.5       | 11.5 | 40.3 |
| Volume/Cap:                                          | 0.59        | 0.80 | 0.20 | 0.80        | 0.59 | 0.27  | 0.80       | 0.80 | 0.63 | 0.80       | 0.80 | 0.31 |
| Delay/Veh:                                           | 60.4        | 29.9 | 12.8 | 73.9        | 23.6 | 10.5  | 74.1       | 74.1 | 49.9 | 81.9       | 81.9 | 47.1 |
| 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:                                          | 60.4        | 29.9 | 12.8 | 73.9        | 23.6 | 10.5  | 74.1       | 74.1 | 49.9 | 81.9       | 81.9 | 47.1 |
| LOS by Move:                                         | E           | C    | B    | E           | C    | B     | E          | E    | D    | F          | F    | D    |
| HCM2kAvgQ:                                           | 9           | 32   | 5    | 13          | 19   | 6     | 9          | 9    | 14   | 7          | 7    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #3091: CAPITOL/MONTEREY (N)

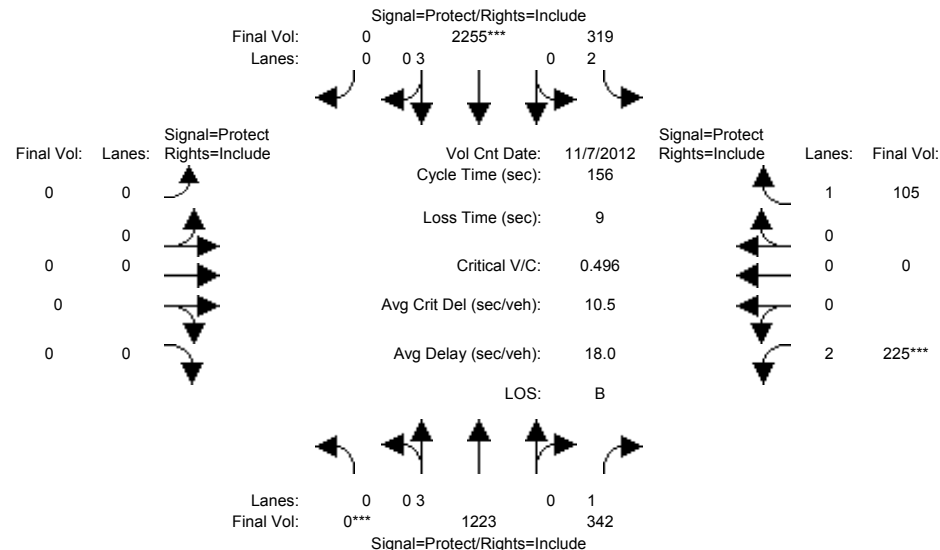


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 2596 | 382  | 146         | 782  | 0    | 0          | 0    | 0    | 210        | 0    | 469  |
| Growth Adj:                                          | 1.00        | 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           | 2596 | 382  | 146         | 782  | 0    | 0          | 0    | 0    | 210        | 0    | 469  |
| 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           | 2596 | 382  | 146         | 782  | 0    | 0          | 0    | 0    | 210        | 0    | 469  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2596 | 382  | 146         | 782  | 0    | 0          | 0    | 0    | 210        | 0    | 469  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2596 | 382  | 146         | 782  | 0    | 0          | 0    | 0    | 210        | 0    | 469  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2596 | 382  | 146         | 782  | 0    | 0          | 0    | 0    | 210        | 0    | 469  |
| Saturation 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:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.46 | 0.22 | 0.05        | 0.14 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.27 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 89.3 | 89.3 | 9.1         | 98.4 | 0.0  | 0.0        | 0.0  | 0.0  | 52.6       | 0.0  | 52.6 |
| Volume/Cap:                                          | 0.00        | 0.82 | 0.39 | 0.82        | 0.22 | 0.00 | 0.00       | 0.00 | 0.00 | 0.20       | 0.00 | 0.82 |
| Delay/Veh:                                           | 0.0         | 30.4 | 20.2 | 98.9        | 13.8 | 0.0  | 0.0        | 0.0  | 0.0  | 38.7       | 0.0  | 58.1 |
| 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         | 30.4 | 20.2 | 98.9        | 13.8 | 0.0  | 0.0        | 0.0  | 0.0  | 38.7       | 0.0  | 58.1 |
| LOS by Move:                                         | A           | C    | C    | F           | B    | A    | A          | A    | A    | D          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 34   | 11   | 5           | 5    | 0    | 0          | 0    | 0    | 4          | 0    | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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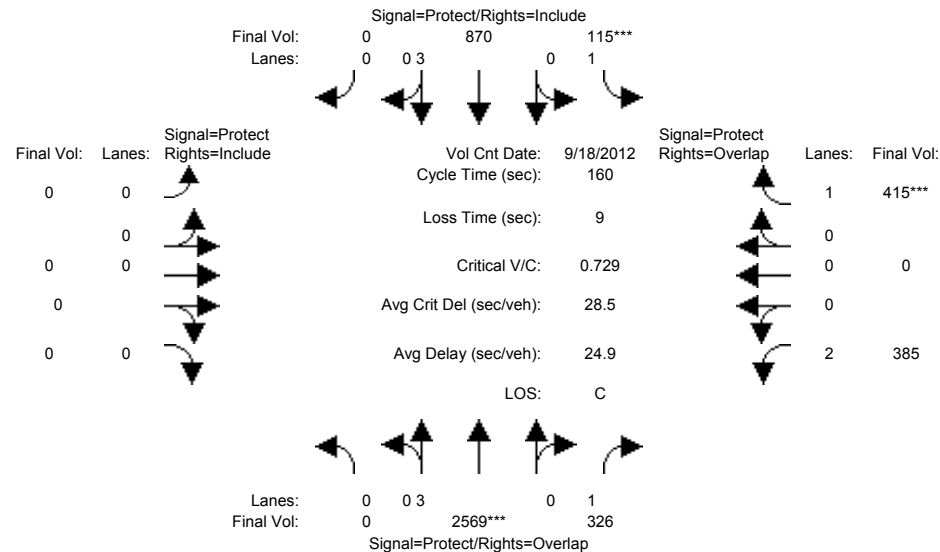
Intersection #3091: CAPITOL/MONTEREY (N)



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 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: 7 Nov 2012 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1223 | 342  | 319         | 2255 | 0    | 0          | 0    | 0    | 225        | 0    | 105  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 1223 | 342  | 319         | 2255 | 0    | 0          | 0    | 0    | 225        | 0    | 105  |
| 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           | 1223 | 342  | 319         | 2255 | 0    | 0          | 0    | 0    | 225        | 0    | 105  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1223 | 342  | 319         | 2255 | 0    | 0          | 0    | 0    | 225        | 0    | 105  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1223 | 342  | 319         | 2255 | 0    | 0          | 0    | 0    | 225        | 0    | 105  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1223 | 342  | 319         | 2255 | 0    | 0          | 0    | 0    | 225        | 0    | 105  |
| Saturation 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:                                               | 0.00        | 3.00 | 1.00 | 2.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750 | 3150        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.21 | 0.20 | 0.10        | 0.40 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      | ****       |      |      |
| Green Time:                                          | 0.0         | 84.6 | 84.6 | 39.9        | 125  | 0.0  | 0.0        | 0.0  | 0.0  | 22.5       | 0.0  | 22.5 |
| Volume/Cap:                                          | 0.00        | 0.40 | 0.36 | 0.40        | 0.50 | 0.00 | 0.00       | 0.00 | 0.00 | 0.50       | 0.00 | 0.42 |
| Delay/Veh:                                           | 0.0         | 20.9 | 20.5 | 48.4        | 5.3  | 0.0  | 0.0        | 0.0  | 0.0  | 62.4       | 0.0  | 61.9 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 20.9 | 20.5 | 48.4        | 5.3  | 0.0  | 0.0        | 0.0  | 0.0  | 62.4       | 0.0  | 61.9 |
| LOS by Move:                                         | A           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 11   | 10   | 7           | 12   | 0    | 0          | 0    | 0    | 6          | 0    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3092: CAPITOL/MONTEREY (S)

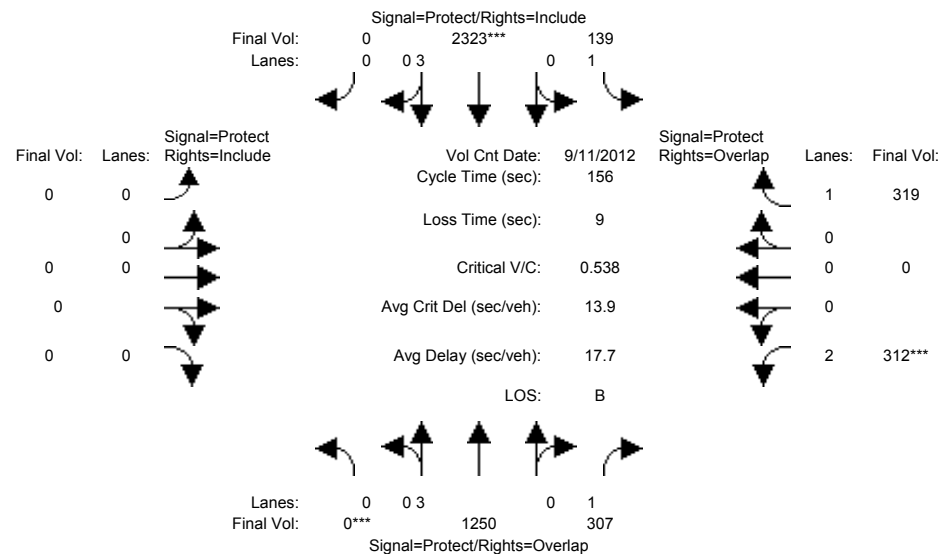


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10    | 7           | 10   | 0    | 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: 18 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 2569 | 326   | 115         | 870  | 0    | 0          | 0    | 0    | 385        | 0    | 415  |
| Growth Adj:                                          | 1.00        | 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           | 2569 | 326   | 115         | 870  | 0    | 0          | 0    | 0    | 385        | 0    | 415  |
| 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           | 2569 | 326   | 115         | 870  | 0    | 0          | 0    | 0    | 385        | 0    | 415  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 2569 | 326   | 115         | 870  | 0    | 0          | 0    | 0    | 385        | 0    | 415  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 2569 | 326   | 115         | 870  | 0    | 0          | 0    | 0    | 385        | 0    | 415  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 2569 | 326   | 115         | 870  | 0    | 0          | 0    | 0    | 385        | 0    | 415  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.45 | 0.19  | 0.07        | 0.15 | 0.00 | 0.00       | 0.00 | 0.00 | 0.12       | 0.00 | 0.24 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 98.9 | 136.6 | 14.4        | 113  | 0.0  | 0.0        | 0.0  | 0.0  | 37.6       | 0.0  | 52.1 |
| Volume/Cap:                                          | 0.00        | 0.73 | 0.22  | 0.73        | 0.22 | 0.00 | 0.00       | 0.00 | 0.00 | 0.52       | 0.00 | 0.73 |
| Delay/Veh:                                           | 0.0         | 22.0 | 2.2   | 86.6        | 8.0  | 0.0  | 0.0        | 0.0  | 0.0  | 54.0       | 0.0  | 52.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 22.0 | 2.2   | 86.6        | 8.0  | 0.0  | 0.0        | 0.0  | 0.0  | 54.0       | 0.0  | 52.5 |
| LOS by Move:                                         | A           | C    | A     | F           | A    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 28   | 3     | 6           | 5    | 0    | 0          | 0    | 0    | 10         | 0    | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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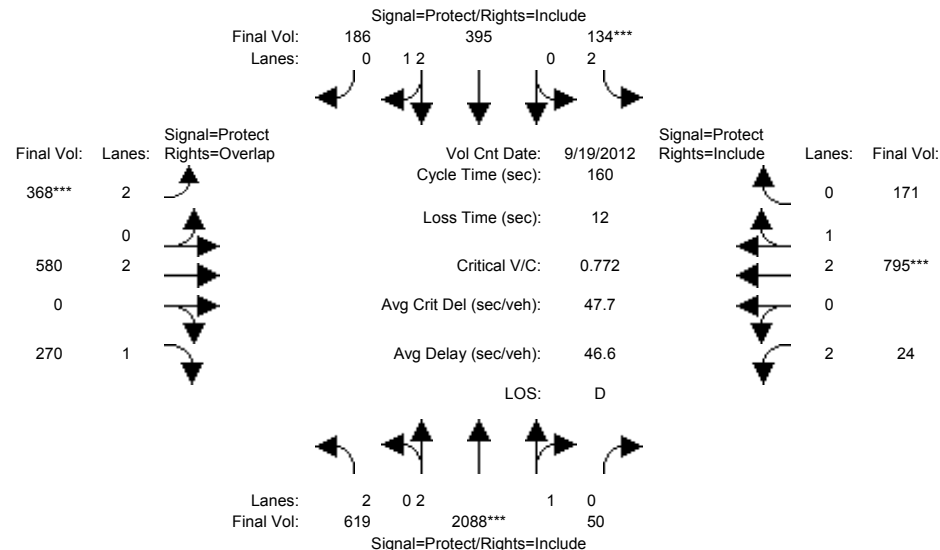
## Intersection #3092: CAPITOL/MONTEREY (S)



| 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    | 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: 11 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1250 | 307   | 139         | 2323 | 0    | 0          | 0    | 0    | 312        | 0    | 319  |
| Growth Adj:                                          | 1.00        | 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           | 1250 | 307   | 139         | 2323 | 0    | 0          | 0    | 0    | 312        | 0    | 319  |
| 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           | 1250 | 307   | 139         | 2323 | 0    | 0          | 0    | 0    | 312        | 0    | 319  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1250 | 307   | 139         | 2323 | 0    | 0          | 0    | 0    | 312        | 0    | 319  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1250 | 307   | 139         | 2323 | 0    | 0          | 0    | 0    | 312        | 0    | 319  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1250 | 307   | 139         | 2323 | 0    | 0          | 0    | 0    | 312        | 0    | 319  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.22 | 0.18  | 0.08        | 0.41 | 0.00 | 0.00       | 0.00 | 0.00 | 0.10       | 0.00 | 0.18 |
| Crit Moves:                                          | ***         |      |       |             | ***  |      |            |      |      | ***        |      |      |
| Green Time:                                          | 0.0         | 86.8 | 115.6 | 31.4        | 118  | 0.0  | 0.0        | 0.0  | 0.0  | 28.7       | 0.0  | 60.2 |
| Volume/Cap:                                          | 0.00        | 0.39 | 0.24  | 0.39        | 0.54 | 0.00 | 0.00       | 0.00 | 0.00 | 0.54       | 0.00 | 0.47 |
| Delay/Veh:                                           | 0.0         | 19.7 | 6.5   | 54.7        | 7.8  | 0.0  | 0.0        | 0.0  | 0.0  | 58.6       | 0.0  | 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:                                          | 0.0         | 19.7 | 6.5   | 54.7        | 7.8  | 0.0  | 0.0        | 0.0  | 0.0  | 58.6       | 0.0  | 36.5 |
| LOS by Move:                                         | A           | B    | A     | D           | A    | A    | A          | A    | A    | E          | A    | D    |
| HCM2kAvgQ:                                           | 0           | 11   | 5     | 6           | 15   | 0    | 0          | 0    | 0    | 8          | 0    | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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## Intersection #3095: CURTNER/MONTEREY

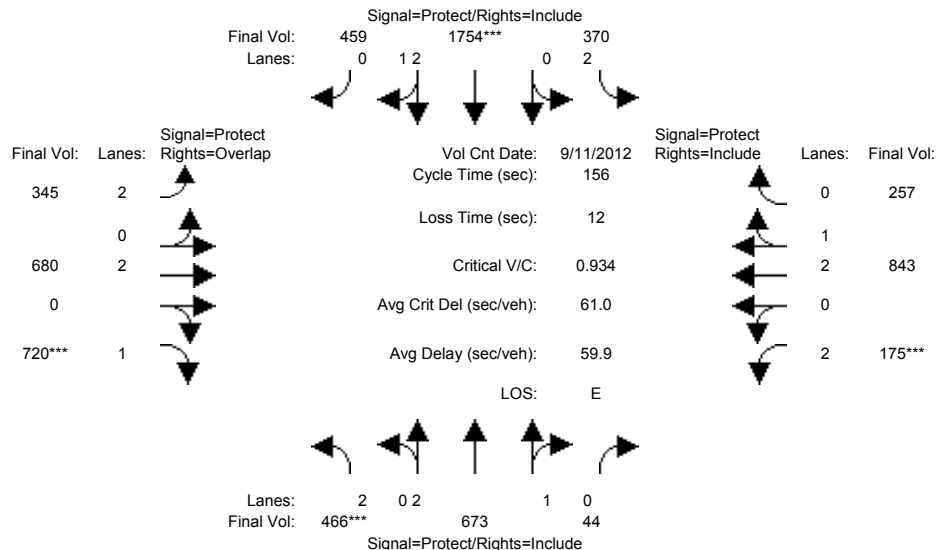


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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:                                    | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| 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:                                 | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                 | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.95 | 0.83       | 1.00 | 0.92  | 0.83       | 0.99 | 0.95 |
| Lanes:                                       | 2.00        | 2.93 | 0.07 | 2.00        | 2.00 | 1.00 | 2.00       | 2.00 | 1.00  | 2.00       | 2.45 | 0.55 |
| Final Sat.:                                  | 3150        | 5469 | 131  | 3150        | 3805 | 1792 | 3150       | 3800 | 1750  | 3150       | 4607 | 991  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                     | 0.20        | 0.38 | 0.38 | 0.04        | 0.10 | 0.10 | 0.12       | 0.15 | 0.15  | 0.01       | 0.17 | 0.17 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |       |            |      |      |
| Green Time:                                  | 57.6        | 79.2 | 79.2 | 8.8         | 30.4 | 30.4 | 24.2       | 46.6 | 104.2 | 13.4       | 35.8 | 35.8 |
| Volume/Cap:                                  | 0.55        | 0.77 | 0.77 | 0.77        | 0.55 | 0.55 | 0.77       | 0.52 | 0.24  | 0.09       | 0.77 | 0.77 |
| Delay/Veh:                                   | 41.4        | 34.4 | 34.4 | 93.5        | 59.1 | 59.1 | 72.8       | 47.9 | 11.6  | 67.9       | 61.3 | 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:                                  | 41.4        | 34.4 | 34.4 | 93.5        | 59.1 | 59.1 | 72.8       | 47.9 | 11.6  | 67.9       | 61.3 | 61.3 |
| LOS by Move:                                 | D           | C    | C    | F           | E    | E    | E          | D    | B     | E          | E    | E    |
| HCM2kAvgQ:                                   | 14          | 29   | 29   | 4           | 9    | 9    | 11         | 11   | 6     | 1          | 15   | 15   |

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

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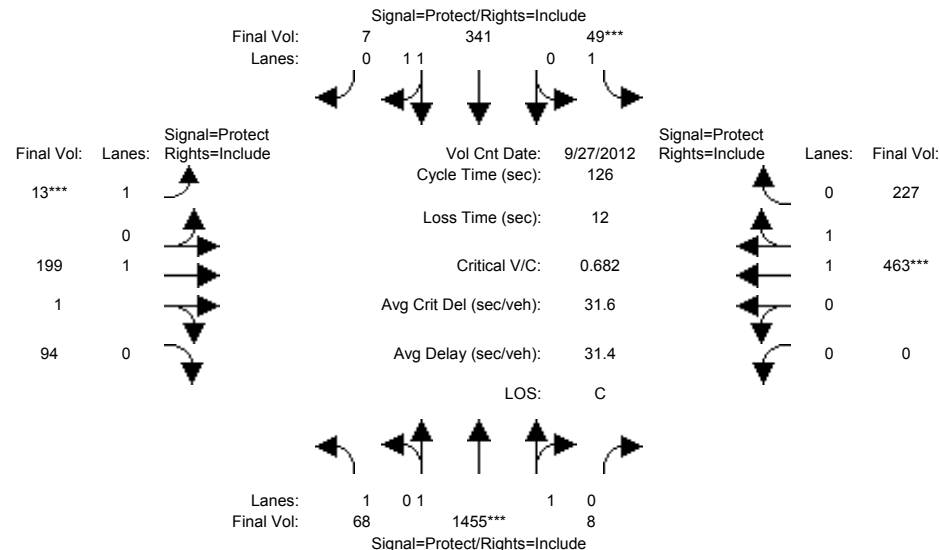
## Intersection #3095: CURTNER/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| 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:                                         | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 2.81 | 0.19 | 2.00        | 2.35 | 0.65 | 2.00       | 2.00 | 1.00 | 2.00       | 2.27 | 0.73 |
| Final Sat.:                                          | 3150        | 5256 | 344  | 3150        | 4437 | 1161 | 3150       | 3800 | 1750 | 3150       | 4290 | 1308 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.13 | 0.13 | 0.12        | 0.40 | 0.40 | 0.11       | 0.18 | 0.41 | 0.06       | 0.20 | 0.20 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      | **** |            |      |      |
| Green Time:                                          | 24.7        | 47.3 | 47.3 | 43.4        | 66.0 | 66.0 | 19.1       | 44.0 | 68.7 | 9.3        | 34.2 | 34.2 |
| Volume/Cap:                                          | 0.93        | 0.42 | 0.42 | 0.42        | 0.93 | 0.93 | 0.90       | 0.63 | 0.93 | 0.93       | 0.90 | 0.90 |
| Delay/Veh:                                           | 89.7        | 43.6 | 43.6 | 46.4        | 50.6 | 50.6 | 90.1       | 50.2 | 59.8 | 120.2      | 68.0 | 68.0 |
| 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:                                          | 89.7        | 43.6 | 43.6 | 46.4        | 50.6 | 50.6 | 90.1       | 50.2 | 59.8 | 120.2      | 68.0 | 68.0 |
| LOS by Move:                                         | F           | D    | D    | D           | D    | D    | F          | D    | E    | F          | E    | E    |
| HCM2kAvgQ:                                           | 15          | 9    | 9    | 8           | 37   | 37   | 11         | 14   | 38   | 6          | 19   | 19   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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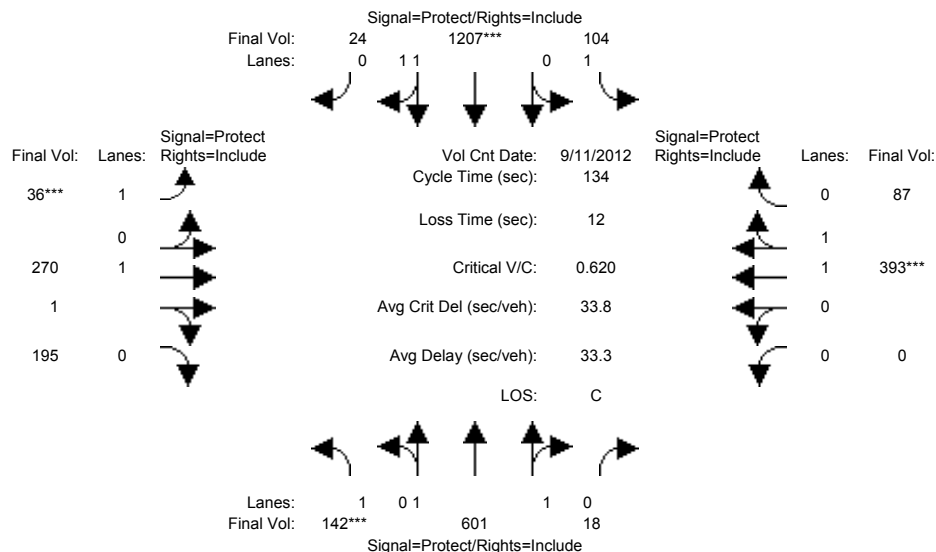
## Intersection #3097: FIRST/KEYES



| 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   | 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 68          | 1455 | 8    | 49          | 341  | 7    | 13         | 199  | 94   | 0          | 463  | 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:                                         | 68          | 1455 | 8    | 49          | 341  | 7    | 13         | 199  | 94   | 0          | 463  | 227  |
| 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:                                         | 68          | 1455 | 8    | 49          | 341  | 7    | 13         | 199  | 94   | 0          | 463  | 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:                                          | 68          | 1455 | 8    | 49          | 341  | 7    | 13         | 199  | 94   | 0          | 463  | 227  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 68          | 1455 | 8    | 49          | 341  | 7    | 13         | 199  | 94   | 0          | 463  | 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:                                        | 68          | 1455 | 8    | 49          | 341  | 7    | 13         | 199  | 94   | 0          | 463  | 227  |
| 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        | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.99 | 0.01 | 1.00        | 1.96 | 0.04 | 1.00       | 1.34 | 0.66 | 0.00       | 1.32 | 0.68 |
| Final Sat.:                                          | 1750        | 3680 | 20   | 1750        | 3626 | 74   | 1750       | 2512 | 1187 | 0          | 2482 | 1217 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.40 | 0.40 | 0.03        | 0.09 | 0.09 | 0.01       | 0.08 | 0.08 | 0.00       | 0.19 | 0.19 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.8        | 67.9 | 67.9 | 7.0         | 47.1 | 47.1 | 7.0        | 39.1 | 39.1 | 0.0        | 32.1 | 32.1 |
| Volume/Cap:                                          | 0.18        | 0.73 | 0.73 | 0.50        | 0.25 | 0.25 | 0.13       | 0.26 | 0.26 | 0.00       | 0.73 | 0.73 |
| Delay/Veh:                                           | 40.0        | 23.6 | 23.6 | 62.0        | 27.4 | 27.4 | 57.2       | 32.7 | 32.7 | 0.0        | 46.1 | 46.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 40.0        | 23.6 | 23.6 | 62.0        | 27.4 | 27.4 | 57.2       | 32.7 | 32.7 | 0.0        | 46.1 | 46.1 |
| LOS by Move:                                         | D           | C    | C    | E           | C    | C    | E          | C    | C    | A          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 22   | 22   | 2           | 4    | 4    | 1          | 4    | 4    | 0          | 14   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

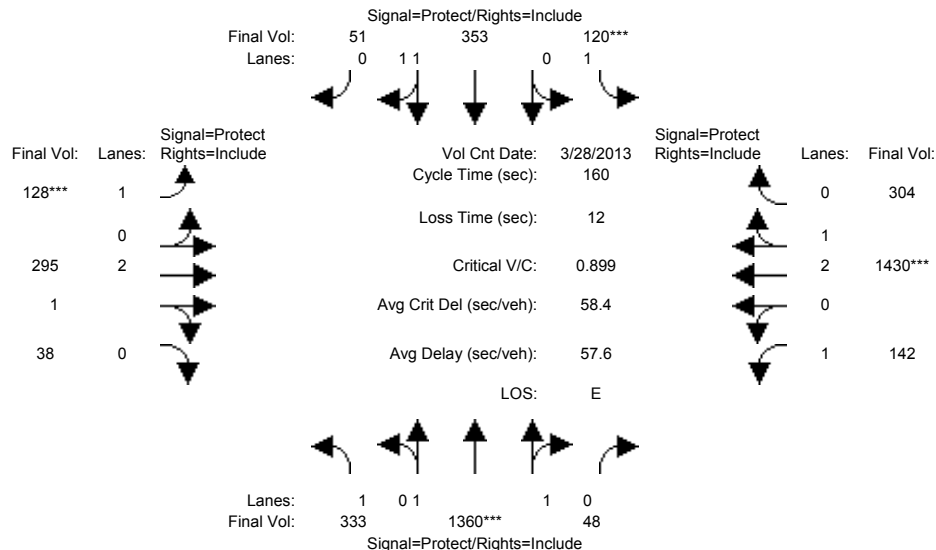
## Intersection #3097: FIRST/KEYES



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 142         | 601  | 18   | 104         | 1207 | 24   | 36         | 270  | 195  | 0          | 393  | 87   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 142         | 601  | 18   | 104         | 1207 | 24   | 36         | 270  | 195  | 0          | 393  | 87   |
| 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:                                         | 142         | 601  | 18   | 104         | 1207 | 24   | 36         | 270  | 195  | 0          | 393  | 87   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 142         | 601  | 18   | 104         | 1207 | 24   | 36         | 270  | 195  | 0          | 393  | 87   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 142         | 601  | 18   | 104         | 1207 | 24   | 36         | 270  | 195  | 0          | 393  | 87   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 142         | 601  | 18   | 104         | 1207 | 24   | 36         | 270  | 195  | 0          | 393  | 87   |
| 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        | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.94 | 0.06 | 1.00        | 1.96 | 0.04 | 1.00       | 1.14 | 0.86 | 0.00       | 1.63 | 0.37 |
| Final Sat.:                                          | 1750        | 3592 | 108  | 1750        | 3628 | 72   | 1750       | 2147 | 1551 | 0          | 3029 | 671  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.17 | 0.17 | 0.06        | 0.33 | 0.33 | 0.02       | 0.13 | 0.13 | 0.00       | 0.13 | 0.13 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 17.2        | 64.6 | 64.6 | 22.9        | 70.4 | 70.4 | 7.0        | 34.4 | 34.4 | 0.0        | 27.4 | 27.4 |
| Volume/Cap:                                          | 0.63        | 0.35 | 0.35 | 0.35        | 0.63 | 0.63 | 0.39       | 0.49 | 0.49 | 0.00       | 0.63 | 0.63 |
| Delay/Veh:                                           | 61.2        | 21.7 | 21.7 | 49.6        | 23.3 | 23.3 | 64.2       | 42.7 | 42.7 | 0.0        | 50.4 | 50.4 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 61.2        | 21.7 | 21.7 | 49.6        | 23.3 | 23.3 | 64.2       | 42.7 | 42.7 | 0.0        | 50.4 | 50.4 |
| LOS by Move:                                         | E           | C    | C    | D           | C    | C    | E          | D    | D    | A          | D    | D    |
| HCM2kAvgQ:                                           | 6           | 8    | 8    | 4           | 18   | 18   | 2          | 8    | 8    | 0          | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3102: HILLSDALE/MERIDIAN

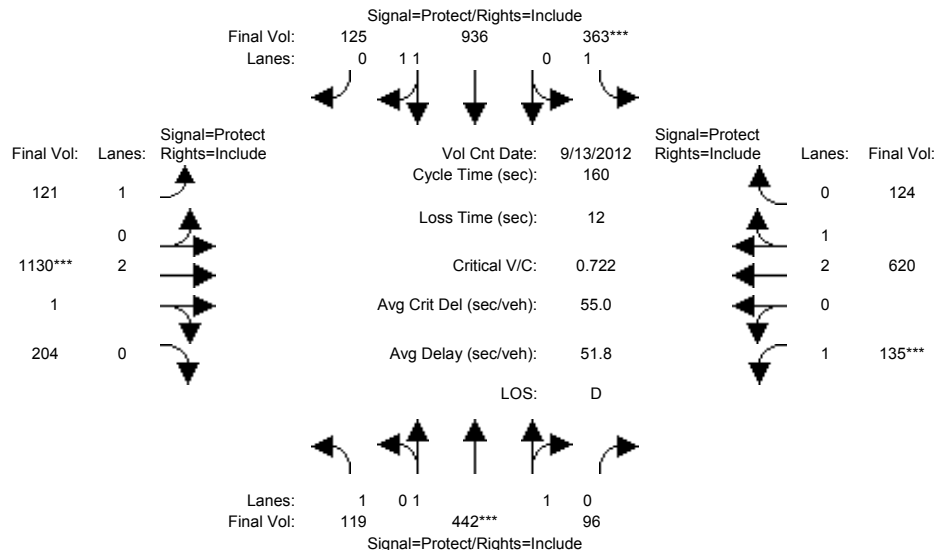


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 333         | 1360 | 48   | 120         | 353  | 51   | 128        | 295  | 38   | 142        | 1430 | 304  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 333         | 1360 | 48   | 120         | 353  | 51   | 128        | 295  | 38   | 142        | 1430 | 304  |
| 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:                                 | 333         | 1360 | 48   | 120         | 353  | 51   | 128        | 295  | 38   | 142        | 1430 | 304  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 333         | 1360 | 48   | 120         | 353  | 51   | 128        | 295  | 38   | 142        | 1430 | 304  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 333         | 1360 | 48   | 120         | 353  | 51   | 128        | 295  | 38   | 142        | 1430 | 304  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 333         | 1360 | 48   | 120         | 353  | 51   | 128        | 295  | 38   | 142        | 1430 | 304  |
| 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       | 0.99 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                       | 1.00        | 1.93 | 0.07 | 1.00        | 1.74 | 0.26 | 1.00       | 2.65 | 0.35 | 1.00       | 2.45 | 0.55 |
| Final Sat.:                                  | 1750        | 3574 | 126  | 1750        | 3233 | 467  | 1750       | 4960 | 639  | 1750       | 4617 | 982  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.19        | 0.38 | 0.38 | 0.07        | 0.11 | 0.11 | 0.07       | 0.06 | 0.06 | 0.08       | 0.31 | 0.31 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 50.8        | 67.7 | 67.7 | 12.2        | 29.1 | 29.1 | 13.0       | 29.6 | 29.6 | 38.5       | 55.1 | 55.1 |
| Volume/Cap:                                  | 0.60        | 0.90 | 0.90 | 0.90        | 0.60 | 0.60 | 0.90       | 0.32 | 0.32 | 0.34       | 0.90 | 0.90 |
| Delay/Veh:                                   | 47.9        | 50.4 | 50.4 | 122.0       | 61.6 | 61.6 | 119.6      | 56.6 | 56.6 | 50.7       | 56.0 | 56.0 |
| 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:                                  | 47.9        | 50.4 | 50.4 | 122.0       | 61.6 | 61.6 | 119.6      | 56.6 | 56.6 | 50.7       | 56.0 | 56.0 |
| LOS by Move:                                 | D           | D    | D    | F           | E    | E    | F          | E    | E    | D          | E    | E    |
| HCM2kAvgQ:                                   | 14          | 34   | 34   | 7           | 9    | 9    | 8          | 5    | 5    | 6          | 29   | 29   |

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

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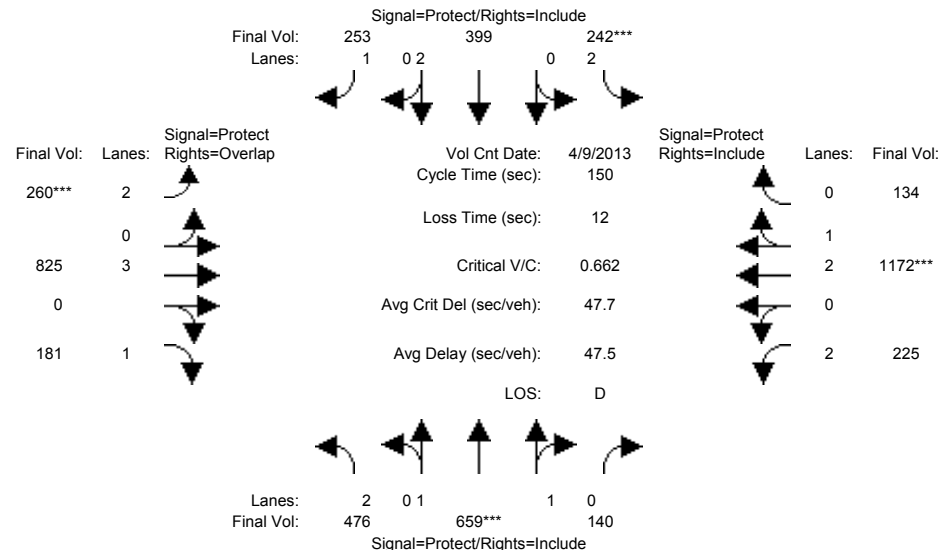
## Intersection #3102: HILLSDALE/MERIDIAN



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 119         | 442  | 96   | 363         | 936  | 125  | 121        | 1130 | 204  | 135        | 620  | 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:                                         | 119         | 442  | 96   | 363         | 936  | 125  | 121        | 1130 | 204  | 135        | 620  | 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:                                         | 119         | 442  | 96   | 363         | 936  | 125  | 121        | 1130 | 204  | 135        | 620  | 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:                                          | 119         | 442  | 96   | 363         | 936  | 125  | 121        | 1130 | 204  | 135        | 620  | 124  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 119         | 442  | 96   | 363         | 936  | 125  | 121        | 1130 | 204  | 135        | 620  | 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:                                        | 119         | 442  | 96   | 363         | 936  | 125  | 121        | 1130 | 204  | 135        | 620  | 124  |
| 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       | 0.99 | 0.95 |
| Lanes:                                               | 1.00        | 1.63 | 0.37 | 1.00        | 1.76 | 0.24 | 1.00       | 2.52 | 0.48 | 1.00       | 2.48 | 0.52 |
| Final Sat.:                                          | 1750        | 3039 | 660  | 1750        | 3264 | 436  | 1750       | 4743 | 856  | 1750       | 4665 | 933  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.15 | 0.15 | 0.21        | 0.29 | 0.29 | 0.07       | 0.24 | 0.24 | 0.08       | 0.13 | 0.13 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 15.0        | 32.2 | 32.2 | 45.9        | 63.2 | 63.2 | 23.9       | 52.8 | 52.8 | 17.1       | 45.9 | 45.9 |
| Volume/Cap:                                          | 0.73        | 0.72 | 0.72 | 0.72        | 0.73 | 0.73 | 0.46       | 0.72 | 0.72 | 0.72       | 0.46 | 0.46 |
| Delay/Veh:                                           | 85.5        | 63.2 | 63.2 | 56.4        | 42.9 | 42.9 | 63.5       | 48.6 | 48.6 | 82.1       | 47.1 | 47.1 |
| 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:                                          | 85.5        | 63.2 | 63.2 | 56.4        | 42.9 | 42.9 | 63.5       | 48.6 | 48.6 | 82.1       | 47.1 | 47.1 |
| LOS by Move:                                         | F           | E    | E    | E           | D    | D    | E          | D    | D    | F          | D    | D    |
| HCM2kAvgQ:                                           | 6           | 13   | 13   | 17          | 22   | 22   | 6          | 19   | 19   | 7          | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3105: KING/TULLY



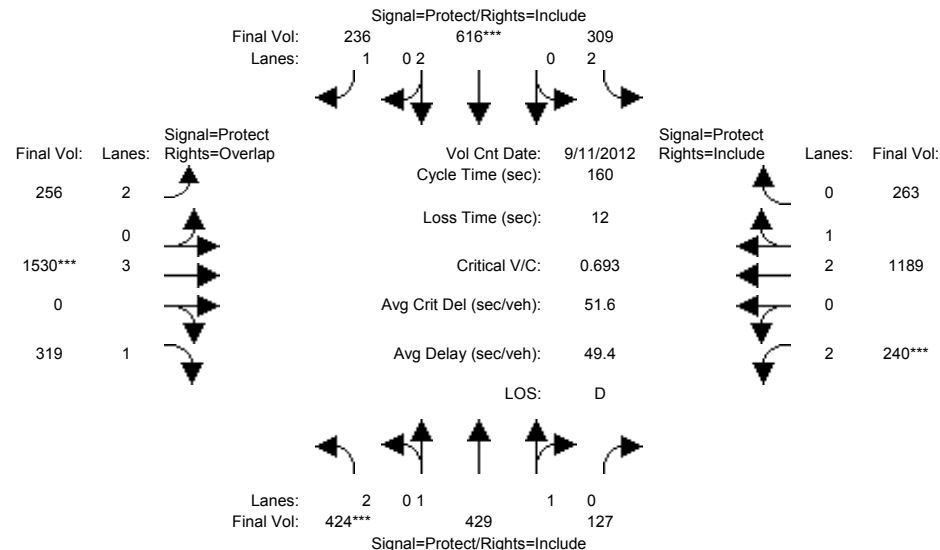
| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 9 Apr 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 476         | 659  | 140  | 242         | 399  | 253  | 260        | 825  | 181  | 225        | 1172 | 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:                                | 476         | 659  | 140  | 242         | 399  | 253  | 260        | 825  | 181  | 225        | 1172 | 134  |
| 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:                                | 476         | 659  | 140  | 242         | 399  | 253  | 260        | 825  | 181  | 225        | 1172 | 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:                                 | 476         | 659  | 140  | 242         | 399  | 253  | 260        | 825  | 181  | 225        | 1172 | 134  |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 476         | 659  | 140  | 242         | 399  | 253  | 260        | 825  | 181  | 225        | 1172 | 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:                               | 476         | 659  | 140  | 242         | 399  | 253  | 260        | 825  | 181  | 225        | 1172 | 134  |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                      | 2.00        | 1.64 | 0.36 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 2.68 | 0.32 |
| Final Sat.:                                 | 3150        | 3051 | 648  | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5025 | 574  |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.15        | 0.22 | 0.22 | 0.08        | 0.11 | 0.14 | 0.08       | 0.14 | 0.10 | 0.07       | 0.23 | 0.23 |
| Crit Moves:                                 | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                 | 33.9        | 49.0 | 49.0 | 17.4        | 32.5 | 32.5 | 18.7       | 47.9 | 81.9 | 23.7       | 52.9 | 52.9 |
| Volume/Cap:                                 | 0.67        | 0.66 | 0.66 | 0.66        | 0.49 | 0.67 | 0.66       | 0.45 | 0.19 | 0.45       | 0.66 | 0.66 |
| Delay/Veh:                                  | 55.3        | 44.8 | 44.8 | 67.9        | 51.9 | 58.4 | 66.8       | 40.8 | 17.4 | 58.0       | 41.8 | 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:                                 | 55.3        | 44.8 | 44.8 | 67.9        | 51.9 | 58.4 | 66.8       | 40.8 | 17.4 | 58.0       | 41.8 | 41.8 |
| LOS by Move:                                | E           | D    | D    | E           | D    | E    | E          | D    | B    | E          | D    | D    |
| HCM2kAvgQ:                                  | 12          | 16   | 16   | 6           | 8    | 11   | 7          | 10   | 4    | 5          | 17   | 17   |

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



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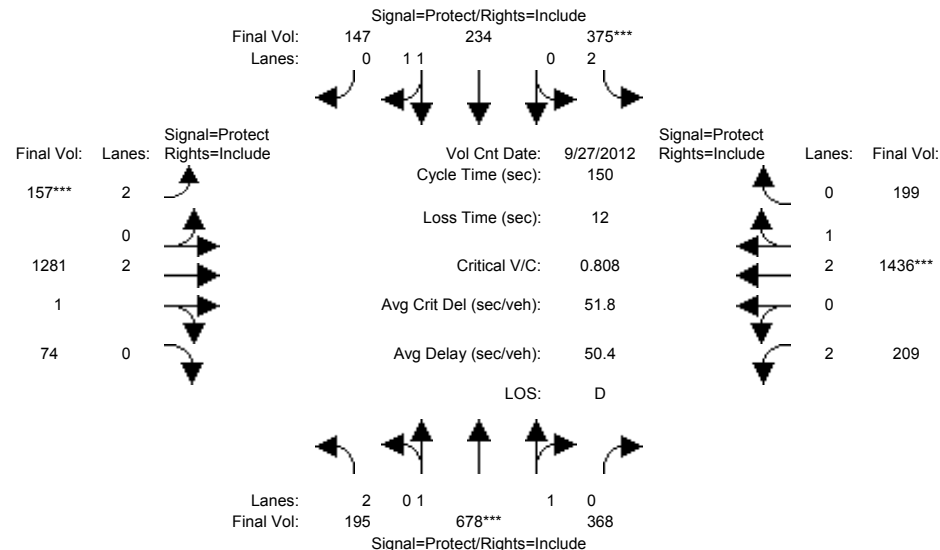
## Intersection #3105: KING/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 424         | 429  | 127  | 309         | 616  | 236  | 256        | 1530 | 319  | 240        | 1189 | 263  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 424         | 429  | 127  | 309         | 616  | 236  | 256        | 1530 | 319  | 240        | 1189 | 263  |
| 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:                                         | 424         | 429  | 127  | 309         | 616  | 236  | 256        | 1530 | 319  | 240        | 1189 | 263  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 424         | 429  | 127  | 309         | 616  | 236  | 256        | 1530 | 319  | 240        | 1189 | 263  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 424         | 429  | 127  | 309         | 616  | 236  | 256        | 1530 | 319  | 240        | 1189 | 263  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 424         | 429  | 127  | 309         | 616  | 236  | 256        | 1530 | 319  | 240        | 1189 | 263  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.53 | 0.47 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 2.44 | 0.56 |
| Final Sat.:                                          | 3150        | 2854 | 845  | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 4584 | 1014 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.13        | 0.15 | 0.15 | 0.10        | 0.16 | 0.13 | 0.08       | 0.27 | 0.18 | 0.08       | 0.26 | 0.26 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 31.1        | 41.4 | 41.4 | 27.0        | 37.4 | 37.4 | 19.0       | 61.9 | 93.0 | 17.6       | 60.6 | 60.6 |
| Volume/Cap:                                          | 0.69        | 0.58 | 0.58 | 0.58        | 0.69 | 0.58 | 0.69       | 0.69 | 0.31 | 0.69       | 0.69 | 0.69 |
| Delay/Veh:                                           | 63.5        | 52.6 | 52.6 | 62.9        | 58.4 | 56.3 | 72.9       | 42.0 | 17.3 | 74.6       | 42.7 | 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:                                          | 63.5        | 52.6 | 52.6 | 62.9        | 58.4 | 56.3 | 72.9       | 42.0 | 17.3 | 74.6       | 42.7 | 42.7 |
| LOS by Move:                                         | E           | D    | D    | E           | E    | E    | E          | D    | B    | E          | D    | D    |
| HCM2kAvgQ:                                           | 12          | 12   | 12   | 8           | 14   | 11   | 7          | 20   | 8    | 7          | 20   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Background+Project Alt C (AM)

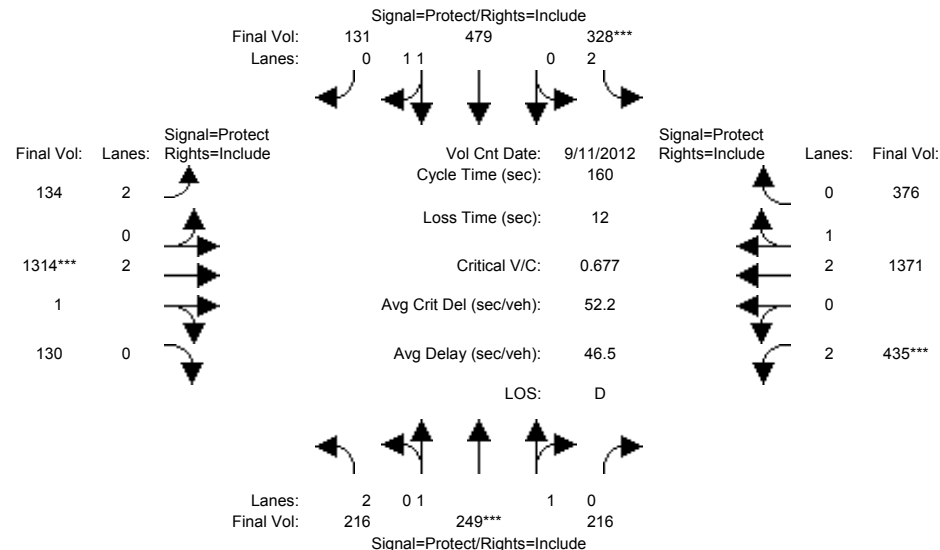
## Intersection #3108: McLAUGHLIN/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 195         | 678  | 368  | 375         | 234  | 147  | 157        | 1281 | 74   | 209        | 1436 | 199  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 195         | 678  | 368  | 375         | 234  | 147  | 157        | 1281 | 74   | 209        | 1436 | 199  |
| 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:                                         | 195         | 678  | 368  | 375         | 234  | 147  | 157        | 1281 | 74   | 209        | 1436 | 199  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 195         | 678  | 368  | 375         | 234  | 147  | 157        | 1281 | 74   | 209        | 1436 | 199  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 195         | 678  | 368  | 375         | 234  | 147  | 157        | 1281 | 74   | 209        | 1436 | 199  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 195         | 678  | 368  | 375         | 234  | 147  | 157        | 1281 | 74   | 209        | 1436 | 199  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 0.99 | 0.95 | 0.83       | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.28 | 0.72 | 2.00        | 1.21 | 0.79 | 2.00       | 2.83 | 0.17 | 2.00       | 2.62 | 0.38 |
| Final Sat.:                                          | 3150        | 2397 | 1301 | 3150        | 2271 | 1427 | 3150       | 5294 | 306  | 3150       | 4918 | 681  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.28 | 0.28 | 0.12        | 0.10 | 0.10 | 0.05       | 0.24 | 0.24 | 0.07       | 0.29 | 0.29 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.0        | 52.5 | 52.5 | 22.1        | 46.6 | 46.6 | 9.2        | 49.8 | 49.8 | 13.6       | 54.2 | 54.2 |
| Volume/Cap:                                          | 0.33        | 0.81 | 0.81 | 0.81        | 0.33 | 0.33 | 0.81       | 0.73 | 0.73 | 0.73       | 0.81 | 0.81 |
| Delay/Veh:                                           | 53.2        | 48.1 | 48.1 | 72.1        | 39.9 | 39.9 | 91.2       | 45.7 | 45.7 | 75.5       | 45.8 | 45.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 53.2        | 48.1 | 48.1 | 72.1        | 39.9 | 39.9 | 91.2       | 45.7 | 45.7 | 75.5       | 45.8 | 45.8 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | F          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 4           | 23   | 23   | 11          | 7    | 7    | 5          | 19   | 19   | 6          | 24   | 24   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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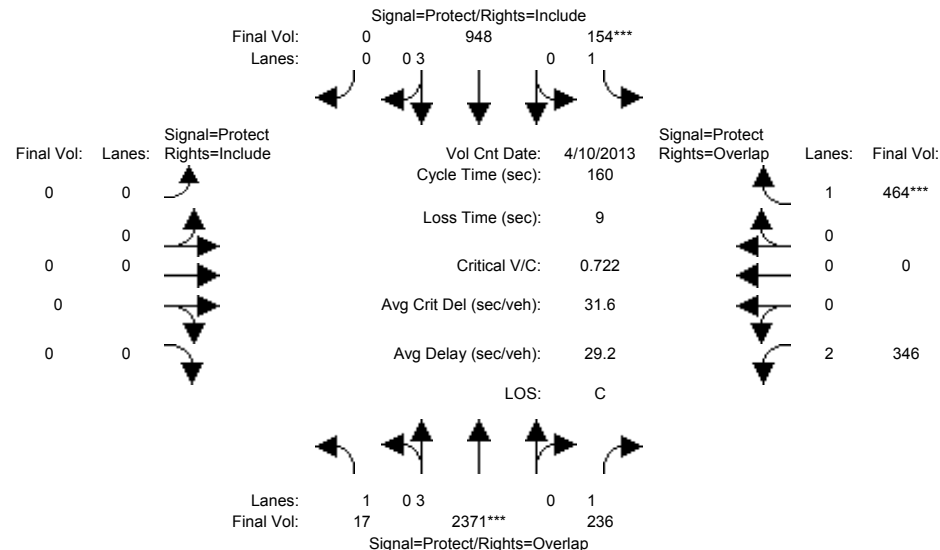
## Intersection #3108: McLAUGHLIN/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 216         | 249  | 216  | 328         | 479  | 131  | 134        | 1314 | 130  | 435        | 1371 | 376  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 216         | 249  | 216  | 328         | 479  | 131  | 134        | 1314 | 130  | 435        | 1371 | 376  |
| 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:                                         | 216         | 249  | 216  | 328         | 479  | 131  | 134        | 1314 | 130  | 435        | 1371 | 376  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 216         | 249  | 216  | 328         | 479  | 131  | 134        | 1314 | 130  | 435        | 1371 | 376  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 216         | 249  | 216  | 328         | 479  | 131  | 134        | 1314 | 130  | 435        | 1371 | 376  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 216         | 249  | 216  | 328         | 479  | 131  | 134        | 1314 | 130  | 435        | 1371 | 376  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.95 | 0.83        | 0.98 | 0.95 | 0.83       | 0.99 | 0.95 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 1.05 | 0.95 | 2.00        | 1.56 | 0.44 | 2.00       | 2.72 | 0.28 | 2.00       | 2.33 | 0.67 |
| Final Sat.:                                          | 3150        | 1980 | 1718 | 3150        | 2905 | 794  | 3150       | 5095 | 504  | 3150       | 4393 | 1205 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.13 | 0.13 | 0.10        | 0.16 | 0.16 | 0.04       | 0.26 | 0.26 | 0.14       | 0.31 | 0.31 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 16.0        | 29.7 | 29.7 | 24.6        | 38.4 | 38.4 | 11.5       | 61.0 | 61.0 | 32.7       | 82.1 | 82.1 |
| Volume/Cap:                                          | 0.69        | 0.68 | 0.68 | 0.68        | 0.69 | 0.69 | 0.59       | 0.68 | 0.68 | 0.68       | 0.61 | 0.61 |
| Delay/Veh:                                           | 75.9        | 63.4 | 63.4 | 67.7        | 57.6 | 57.6 | 76.1       | 42.2 | 42.2 | 61.7       | 27.9 | 27.9 |
| 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        | 63.4 | 63.4 | 67.7        | 57.6 | 57.6 | 76.1       | 42.2 | 42.2 | 61.7       | 27.9 | 27.9 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                           | 6           | 11   | 11   | 9           | 14   | 14   | 4          | 20   | 20   | 12         | 20   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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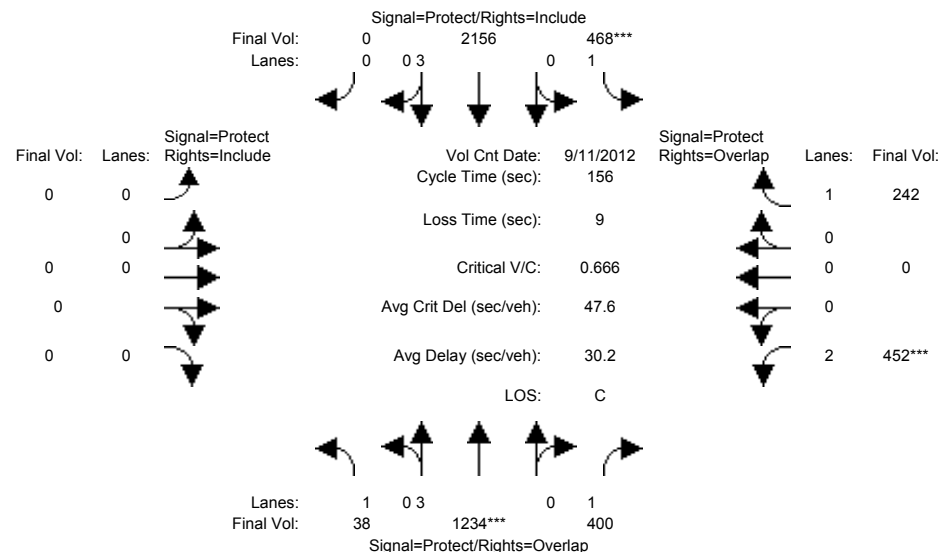
## Intersection #3109: MONTEREY/SENTER



| 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   | 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: 10 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 17          | 2371 | 236   | 154         | 948  | 0    | 0          | 0    | 0    | 346        | 0    | 464  |
| Growth Adj:                                          | 1.00        | 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          | 2371 | 236   | 154         | 948  | 0    | 0          | 0    | 0    | 346        | 0    | 464  |
| 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          | 2371 | 236   | 154         | 948  | 0    | 0          | 0    | 0    | 346        | 0    | 464  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 2371 | 236   | 154         | 948  | 0    | 0          | 0    | 0    | 346        | 0    | 464  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 17          | 2371 | 236   | 154         | 948  | 0    | 0          | 0    | 0    | 346        | 0    | 464  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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          | 2371 | 236   | 154         | 948  | 0    | 0          | 0    | 0    | 346        | 0    | 464  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.42 | 0.13  | 0.09        | 0.17 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.27 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 23.3        | 92.2 | 131.5 | 19.5        | 88.5 | 0.0  | 0.0        | 0.0  | 0.0  | 39.3       | 0.0  | 58.8 |
| Volume/Cap:                                          | 0.07        | 0.72 | 0.16  | 0.72        | 0.30 | 0.00 | 0.00       | 0.00 | 0.00 | 0.45       | 0.00 | 0.72 |
| Delay/Veh:                                           | 59.1        | 25.4 | 3.0   | 79.1        | 19.2 | 0.0  | 0.0        | 0.0  | 0.0  | 51.6       | 0.0  | 47.6 |
| 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:                                          | 59.1        | 25.4 | 3.0   | 79.1        | 19.2 | 0.0  | 0.0        | 0.0  | 0.0  | 51.6       | 0.0  | 47.6 |
| LOS by Move:                                         | E           | C    | A     | E           | B    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 1           | 27   | 3     | 8           | 8    | 0    | 0          | 0    | 0    | 9          | 0    | 22   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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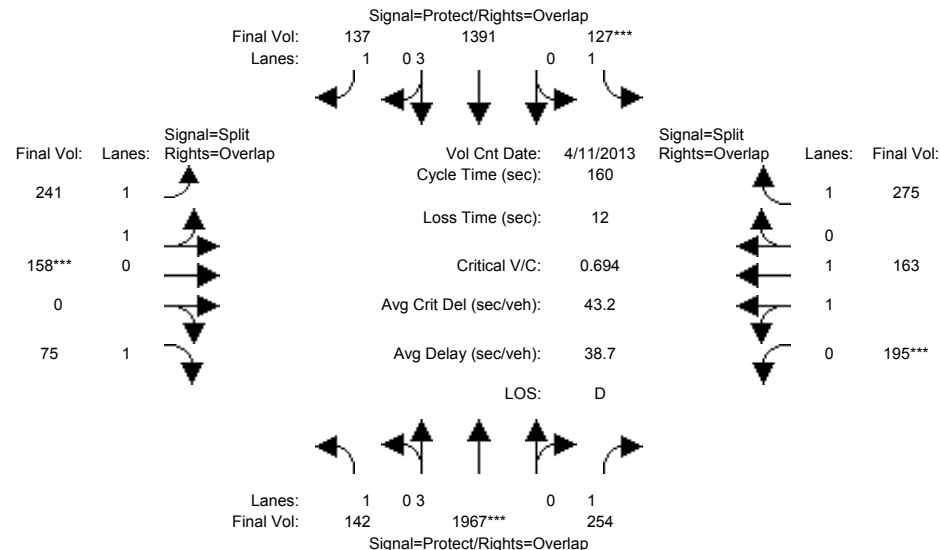
## Intersection #3109: MONTEREY/SENTER



| 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   | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 38          | 1234 | 400  | 468         | 2156 | 0    | 0          | 0    | 0    | 452        | 0    | 242  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 38          | 1234 | 400  | 468         | 2156 | 0    | 0          | 0    | 0    | 452        | 0    | 242  |
| 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:                                         | 38          | 1234 | 400  | 468         | 2156 | 0    | 0          | 0    | 0    | 452        | 0    | 242  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 38          | 1234 | 400  | 468         | 2156 | 0    | 0          | 0    | 0    | 452        | 0    | 242  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 38          | 1234 | 400  | 468         | 2156 | 0    | 0          | 0    | 0    | 452        | 0    | 242  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 38          | 1234 | 400  | 468         | 2156 | 0    | 0          | 0    | 0    | 452        | 0    | 242  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.22 | 0.23 | 0.27        | 0.38 | 0.00 | 0.00       | 0.00 | 0.00 | 0.14       | 0.00 | 0.14 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 12.0        | 50.7 | 84.3 | 62.7        | 101  | 0.0  | 0.0        | 0.0  | 0.0  | 33.6       | 0.0  | 96.3 |
| Volume/Cap:                                          | 0.28        | 0.67 | 0.42 | 0.67        | 0.58 | 0.00 | 0.00       | 0.00 | 0.00 | 0.67       | 0.00 | 0.22 |
| Delay/Veh:                                           | 69.1        | 46.3 | 21.6 | 40.6        | 15.6 | 0.0  | 0.0        | 0.0  | 0.0  | 58.6       | 0.0  | 13.4 |
| 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:                                          | 69.1        | 46.3 | 21.6 | 40.6        | 15.6 | 0.0  | 0.0        | 0.0  | 0.0  | 58.6       | 0.0  | 13.4 |
| LOS by Move:                                         | E           | D    | C    | D           | B    | A    | A          | A    | A    | E          | A    | B    |
| HCM2kAvgQ:                                           | 2           | 16   | 12   | 19          | 19   | 0    | 0          | 0    | 0    | 13         | 0    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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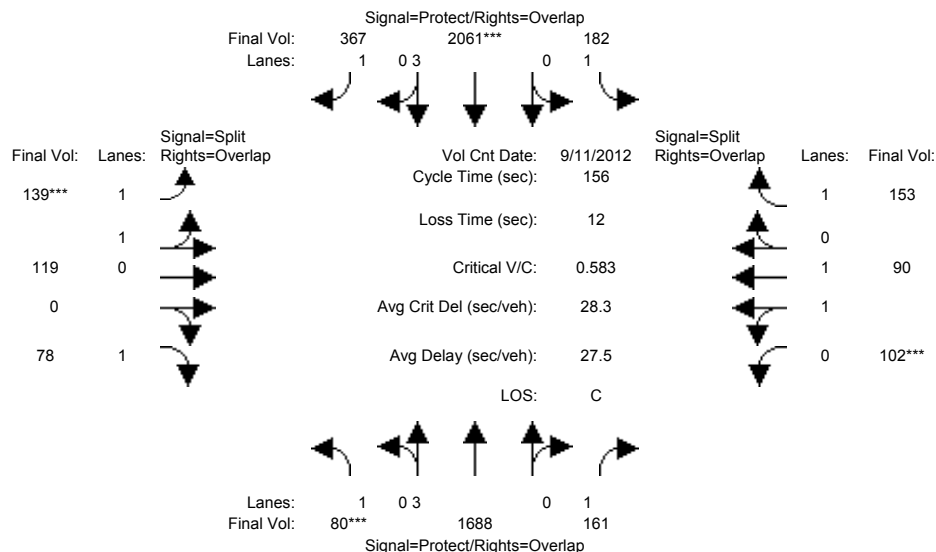
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Apr 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 142         | 1967 | 254   | 127         | 1391 | 137  | 241        | 158  | 75   | 195        | 163  | 275  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 142         | 1967 | 254   | 127         | 1391 | 137  | 241        | 158  | 75   | 195        | 163  | 275  |
| 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:                                         | 142         | 1967 | 254   | 127         | 1391 | 137  | 241        | 158  | 75   | 195        | 163  | 275  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 142         | 1967 | 254   | 127         | 1391 | 137  | 241        | 158  | 75   | 195        | 163  | 275  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 142         | 1967 | 254   | 127         | 1391 | 137  | 241        | 158  | 75   | 195        | 163  | 275  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 142         | 1967 | 254   | 127         | 1391 | 137  | 241        | 158  | 75   | 195        | 163  | 275  |
| Saturation 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 | 0.93       | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 1.22       | 0.78 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750 | 2144       | 1406 | 1750 | 1750       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.35 | 0.15  | 0.07        | 0.24 | 0.08 | 0.11       | 0.11 | 0.04 | 0.11       | 0.09 | 0.16 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 24.0        | 79.6 | 105.3 | 16.7        | 72.3 | 98.2 | 25.9       | 25.9 | 50.0 | 25.7       | 25.7 | 42.5 |
| Volume/Cap:                                          | 0.54        | 0.69 | 0.22  | 0.69        | 0.54 | 0.13 | 0.69       | 0.69 | 0.14 | 0.69       | 0.53 | 0.59 |
| Delay/Veh:                                           | 65.1        | 31.6 | 11.0  | 80.1        | 32.0 | 13.0 | 66.9       | 66.9 | 39.6 | 67.5       | 62.5 | 53.3 |
| 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:                                          | 65.1        | 31.6 | 11.0  | 80.1        | 32.0 | 13.0 | 66.9       | 66.9 | 39.6 | 67.5       | 62.5 | 53.3 |
| LOS by Move:                                         | E           | C    | B     | F           | C    | B    | E          | E    | D    | E          | E    | D    |
| HCM2kAvgQ:                                           | 7           | 24   | 5     | 7           | 16   | 3    | 10         | 10   | 3    | 11         | 8    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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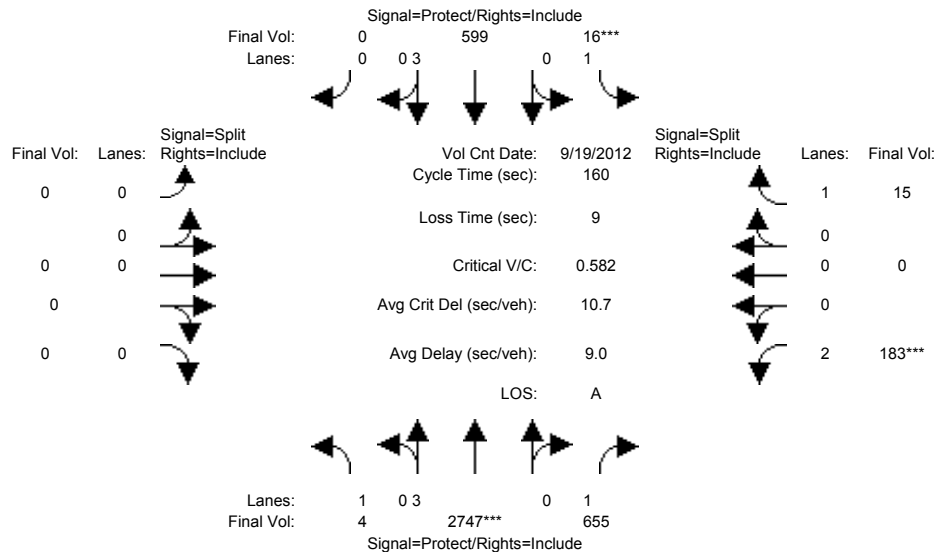
## Intersection #3110: MONTEREY/SKYWAY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 80          | 1688 | 161  | 182         | 2061 | 367   | 139        | 119  | 78   | 102        | 90   | 153  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 80          | 1688 | 161  | 182         | 2061 | 367   | 139        | 119  | 78   | 102        | 90   | 153  |
| 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:                                         | 80          | 1688 | 161  | 182         | 2061 | 367   | 139        | 119  | 78   | 102        | 90   | 153  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 80          | 1688 | 161  | 182         | 2061 | 367   | 139        | 119  | 78   | 102        | 90   | 153  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 80          | 1688 | 161  | 182         | 2061 | 367   | 139        | 119  | 78   | 102        | 90   | 153  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 80          | 1688 | 161  | 182         | 2061 | 367   | 139        | 119  | 78   | 102        | 90   | 153  |
| Saturation 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       | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00  | 1.09       | 0.91 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750  | 1912       | 1637 | 1750 | 1750       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.30 | 0.09 | 0.10        | 0.36 | 0.21  | 0.07       | 0.07 | 0.04 | 0.06       | 0.05 | 0.09 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.2        | 80.6 | 96.2 | 28.3        | 96.7 | 116.2 | 19.4       | 19.4 | 31.7 | 15.6       | 15.6 | 43.9 |
| Volume/Cap:                                          | 0.58        | 0.57 | 0.15 | 0.57        | 0.58 | 0.28  | 0.58       | 0.58 | 0.22 | 0.58       | 0.47 | 0.31 |
| Delay/Veh:                                           | 75.7        | 26.1 | 12.7 | 60.8        | 17.9 | 6.6   | 66.4       | 66.4 | 52.2 | 69.8       | 67.2 | 44.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 75.7        | 26.1 | 12.7 | 60.8        | 17.9 | 6.6   | 66.4       | 66.4 | 52.2 | 69.8       | 67.2 | 44.5 |
| LOS by Move:                                         | E           | C    | B    | E           | B    | A     | E          | E    | D    | E          | E    | D    |
| HCM2kAvgQ:                                           | 4           | 17   | 3    | 8           | 19   | 6     | 6          | 6    | 3    | 6          | 5    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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## Intersection #3111: MONTEREY/OLD TULLY

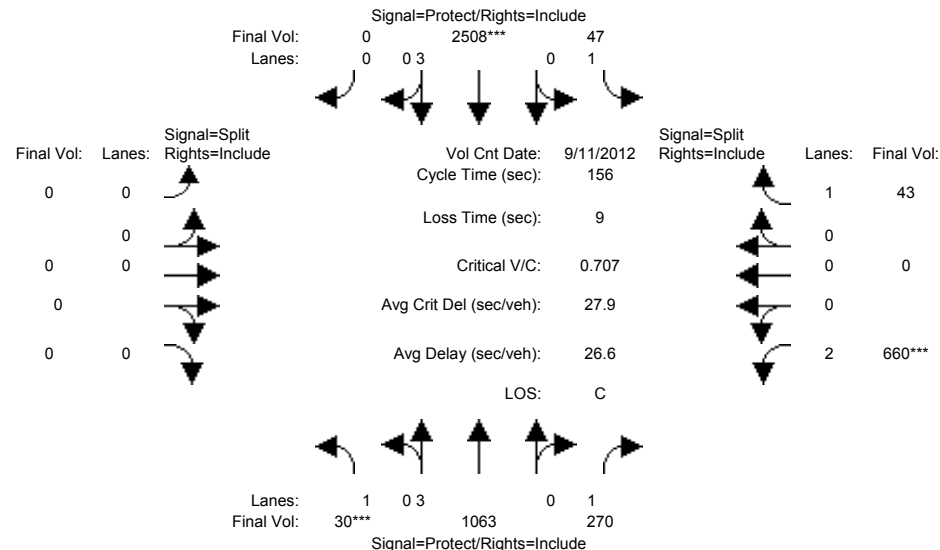


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 10   | 10    | 7           | 10   | 0    | 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: 19 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 4           | 2747 | 655   | 16          | 599  | 0    | 0          | 0    | 0    | 183        | 0    | 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:                                         | 4           | 2747 | 655   | 16          | 599  | 0    | 0          | 0    | 0    | 183        | 0    | 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:                                         | 4           | 2747 | 655   | 16          | 599  | 0    | 0          | 0    | 0    | 183        | 0    | 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:                                          | 4           | 2747 | 655   | 16          | 599  | 0    | 0          | 0    | 0    | 183        | 0    | 15   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2747 | 655   | 16          | 599  | 0    | 0          | 0    | 0    | 183        | 0    | 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:                                        | 4           | 2747 | 655   | 16          | 599  | 0    | 0          | 0    | 0    | 183        | 0    | 15   |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.48 | 0.37  | 0.01        | 0.11 | 0.00 | 0.00       | 0.00 | 0.00 | 0.06       | 0.00 | 0.01 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 2.9         | 129  | 128.5 | 7.0         | 133  | 0.0  | 0.0        | 0.0  | 0.0  | 15.5       | 0.0  | 15.5 |
| Volume/Cap:                                          | 0.13        | 0.60 | 0.47  | 0.21        | 0.13 | 0.00 | 0.00       | 0.00 | 0.00 | 0.60       | 0.00 | 0.09 |
| Delay/Veh:                                           | 79.1        | 6.2  | 5.2   | 75.2        | 2.6  | 0.0  | 0.0        | 0.0  | 0.0  | 72.6       | 0.0  | 66.0 |
| 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:                                          | 79.1        | 6.2  | 5.2   | 75.2        | 2.6  | 0.0  | 0.0        | 0.0  | 0.0  | 72.6       | 0.0  | 66.0 |
| LOS by Move:                                         | E           | A    | A     | E           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 16   | 10    | 1           | 2    | 0    | 0          | 0    | 0    | 5          | 0    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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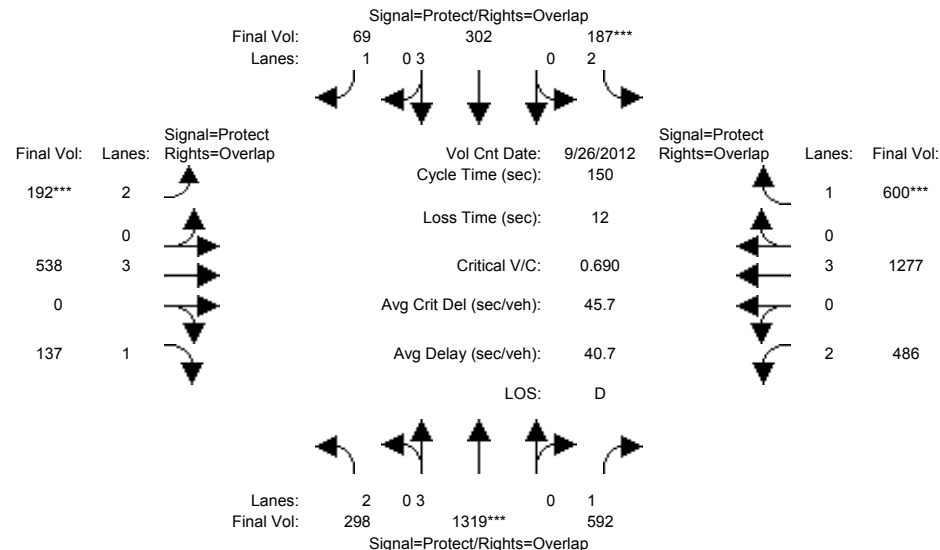
## Intersection #3111: MONTEREY/OLD TULLY



| 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    | 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 30          | 1063 | 270  | 47          | 2508 | 0    | 0          | 0    | 0    | 660        | 0    | 43   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 30          | 1063 | 270  | 47          | 2508 | 0    | 0          | 0    | 0    | 660        | 0    | 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:                                         | 30          | 1063 | 270  | 47          | 2508 | 0    | 0          | 0    | 0    | 660        | 0    | 43   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 1063 | 270  | 47          | 2508 | 0    | 0          | 0    | 0    | 660        | 0    | 43   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 30          | 1063 | 270  | 47          | 2508 | 0    | 0          | 0    | 0    | 660        | 0    | 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:                                        | 30          | 1063 | 270  | 47          | 2508 | 0    | 0          | 0    | 0    | 660        | 0    | 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       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.19 | 0.15 | 0.03        | 0.44 | 0.00 | 0.00       | 0.00 | 0.00 | 0.21       | 0.00 | 0.02 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 3.8         | 81.3 | 81.3 | 19.5        | 97.0 | 0.0  | 0.0        | 0.0  | 0.0  | 46.2       | 0.0  | 46.2 |
| Volume/Cap:                                          | 0.71        | 0.36 | 0.30 | 0.21        | 0.71 | 0.00 | 0.00       | 0.00 | 0.00 | 0.71       | 0.00 | 0.08 |
| Delay/Veh:                                           | 118.2       | 22.1 | 21.4 | 61.8        | 20.6 | 0.0  | 0.0        | 0.0  | 0.0  | 51.4       | 0.0  | 39.7 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 118.2       | 22.1 | 21.4 | 61.8        | 20.6 | 0.0  | 0.0        | 0.0  | 0.0  | 51.4       | 0.0  | 39.7 |
| LOS by Move:                                         | F           | C    | C    | E           | C    | A    | A          | A    | A    | D          | A    | D    |
| HCM2kAvgQ:                                           | 2           | 10   | 8    | 2           | 25   | 0    | 0          | 0    | 0    | 17         | 0    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (AM)

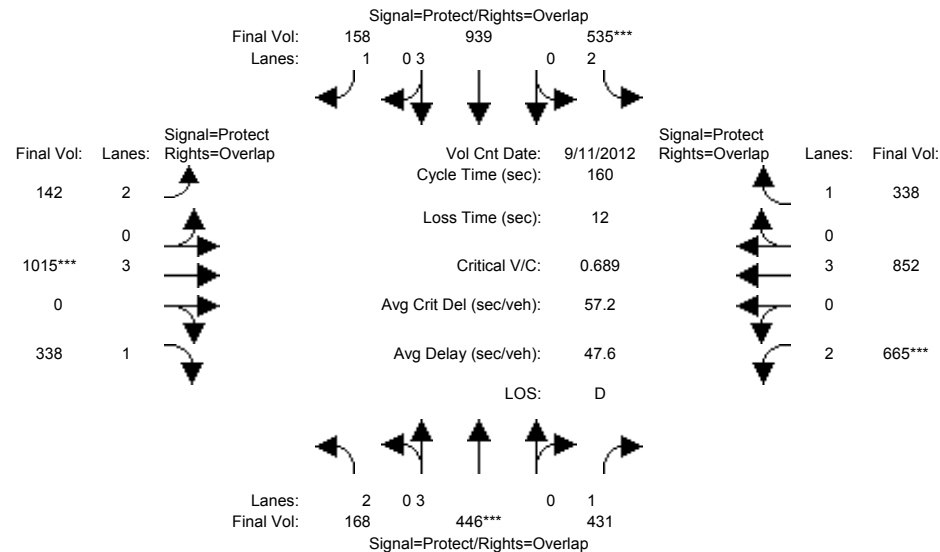
## Intersection #3117: SENTER/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 298         | 1319 | 592  | 187         | 302  | 69   | 192        | 538  | 137  | 486        | 1277 | 600  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 298         | 1319 | 592  | 187         | 302  | 69   | 192        | 538  | 137  | 486        | 1277 | 600  |
| 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:                                         | 298         | 1319 | 592  | 187         | 302  | 69   | 192        | 538  | 137  | 486        | 1277 | 600  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 298         | 1319 | 592  | 187         | 302  | 69   | 192        | 538  | 137  | 486        | 1277 | 600  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 298         | 1319 | 592  | 187         | 302  | 69   | 192        | 538  | 137  | 486        | 1277 | 600  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 298         | 1319 | 592  | 187         | 302  | 69   | 192        | 538  | 137  | 486        | 1277 | 600  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.23 | 0.34 | 0.06        | 0.05 | 0.04 | 0.06       | 0.09 | 0.08 | 0.15       | 0.22 | 0.34 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 37.1        | 50.3 | 96.7 | 12.9        | 26.1 | 39.4 | 13.2       | 28.4 | 65.5 | 46.4       | 61.6 | 74.5 |
| Volume/Cap:                                          | 0.38        | 0.69 | 0.52 | 0.69        | 0.30 | 0.15 | 0.69       | 0.50 | 0.18 | 0.50       | 0.55 | 0.69 |
| Delay/Veh:                                           | 47.3        | 44.2 | 14.8 | 74.0        | 54.2 | 42.6 | 73.6       | 54.8 | 26.0 | 42.7       | 33.8 | 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:                                          | 47.3        | 44.2 | 14.8 | 74.0        | 54.2 | 42.6 | 73.6       | 54.8 | 26.0 | 42.7       | 33.8 | 31.3 |
| LOS by Move:                                         | D           | D    | B    | E           | D    | D    | E          | D    | C    | D          | C    | C    |
| HCM2kAvgQ:                                           | 7           | 17   | 16   | 5           | 4    | 3    | 5          | 7    | 4    | 10         | 14   | 22   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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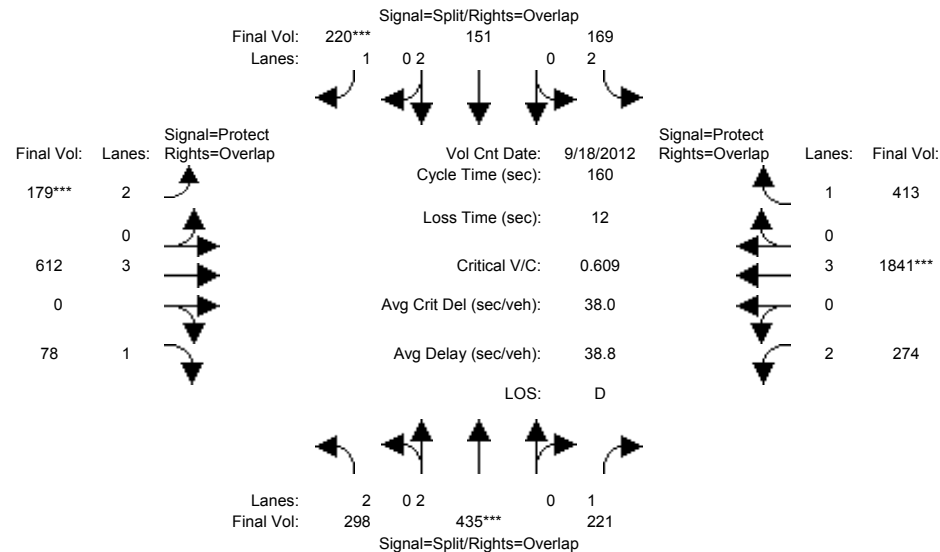
## Intersection #3117: SENTER/TULLY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 168         | 446  | 431  | 535         | 939  | 158  | 142        | 1015 | 338  | 665        | 852  | 338   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 168         | 446  | 431  | 535         | 939  | 158  | 142        | 1015 | 338  | 665        | 852  | 338   |
| 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:                                         | 168         | 446  | 431  | 535         | 939  | 158  | 142        | 1015 | 338  | 665        | 852  | 338   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 446  | 431  | 535         | 939  | 158  | 142        | 1015 | 338  | 665        | 852  | 338   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 168         | 446  | 431  | 535         | 939  | 158  | 142        | 1015 | 338  | 665        | 852  | 338   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 446  | 431  | 535         | 939  | 158  | 142        | 1015 | 338  | 665        | 852  | 338   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 3.00 | 1.00 | 2.00        | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 5700 | 1750 | 3150        | 5700 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.08 | 0.25 | 0.17        | 0.16 | 0.09 | 0.05       | 0.18 | 0.19 | 0.21       | 0.15 | 0.19  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.1        | 18.2 | 67.2 | 39.4        | 43.5 | 64.5 | 20.9       | 41.4 | 55.4 | 49.0       | 69.4 | 108.9 |
| Volume/Cap:                                          | 0.61        | 0.69 | 0.59 | 0.69        | 0.61 | 0.22 | 0.34       | 0.69 | 0.56 | 0.69       | 0.34 | 0.28  |
| Delay/Veh:                                           | 74.1        | 71.3 | 36.9 | 57.3        | 51.4 | 31.5 | 63.8       | 54.9 | 43.5 | 50.9       | 30.2 | 10.3  |
| 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:                                          | 74.1        | 71.3 | 36.9 | 57.3        | 51.4 | 31.5 | 63.8       | 54.9 | 43.5 | 50.9       | 30.2 | 10.3  |
| LOS by Move:                                         | E           | E    | D    | E           | D    | C    | E          | D    | D    | D          | C    | B     |
| HCM2kAvgQ:                                           | 5           | 7    | 17   | 14          | 13   | 5    | 4          | 15   | 14   | 17         | 9    | 7     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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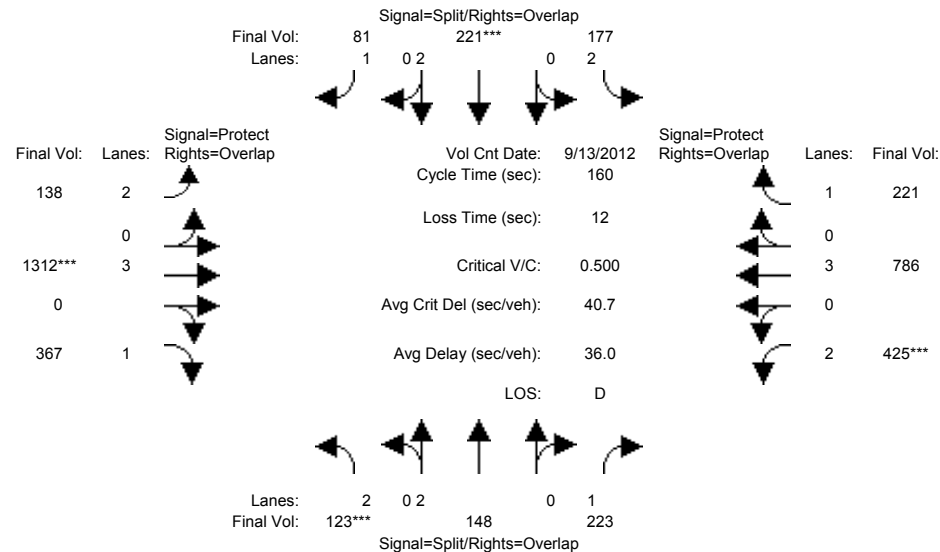
## Intersection #3120: CAPITOL/PEARL



| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| 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:                                         | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 298         | 435  | 221  | 169         | 151  | 220  | 179        | 612  | 78   | 274        | 1841 | 413   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.09        | 0.11 | 0.13 | 0.05        | 0.04 | 0.13 | 0.06       | 0.11 | 0.04 | 0.09       | 0.32 | 0.24  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 30.1        | 30.1 | 74.8 | 18.1        | 18.1 | 33.0 | 14.9       | 55.1 | 85.2 | 44.7       | 84.9 | 103.0 |
| Volume/Cap:                                          | 0.50        | 0.61 | 0.27 | 0.47        | 0.35 | 0.61 | 0.61       | 0.31 | 0.08 | 0.31       | 0.61 | 0.37  |
| Delay/Veh:                                           | 58.9        | 61.1 | 26.2 | 67.5        | 66.0 | 60.6 | 73.4       | 38.6 | 18.3 | 45.7       | 26.4 | 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:                                          | 58.9        | 61.1 | 26.2 | 67.5        | 66.0 | 60.6 | 73.4       | 38.6 | 18.3 | 45.7       | 26.4 | 13.5  |
| LOS by Move:                                         | E           | E    | C    | E           | E    | E    | E          | D    | B    | D          | C    | B     |
| HCM2kAvgQ:                                           | 8           | 10   | 7    | 5           | 3    | 10   | 5          | 7    | 2    | 6          | 20   | 10    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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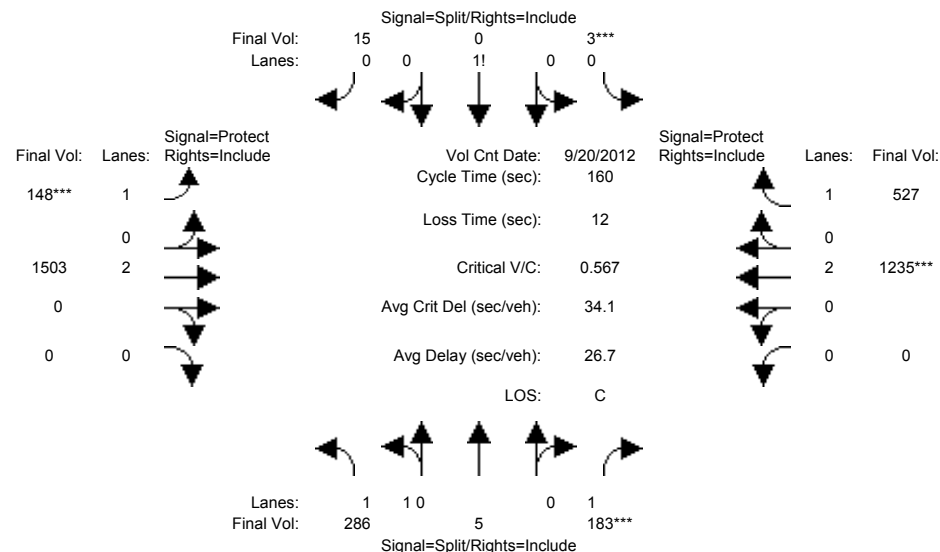
## Intersection #3120: CAPITOL/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| 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:                                         | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 123         | 148  | 223  | 177         | 221  | 81   | 138        | 1312 | 367  | 425        | 786  | 221   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.04        | 0.04 | 0.13 | 0.06        | 0.06 | 0.05 | 0.04       | 0.23 | 0.21 | 0.13       | 0.14 | 0.13  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 12.5        | 12.5 | 55.7 | 18.6        | 18.6 | 46.8 | 28.2       | 73.7 | 86.2 | 43.2       | 88.7 | 107.3 |
| Volume/Cap:                                          | 0.50        | 0.50 | 0.37 | 0.48        | 0.50 | 0.16 | 0.25       | 0.50 | 0.39 | 0.50       | 0.25 | 0.19  |
| Delay/Veh:                                           | 72.3        | 72.1 | 39.3 | 67.2        | 67.2 | 42.1 | 57.0       | 30.4 | 21.8 | 49.8       | 18.5 | 10.0  |
| 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:                                          | 72.3        | 72.1 | 39.3 | 67.2        | 67.2 | 42.1 | 57.0       | 30.4 | 21.8 | 49.8       | 18.5 | 10.0  |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | C    | D          | B    | B     |
| HCM2kAvgQ:                                           | 3           | 3    | 8    | 5           | 5    | 3    | 3          | 14   | 11   | 10         | 6    | 4     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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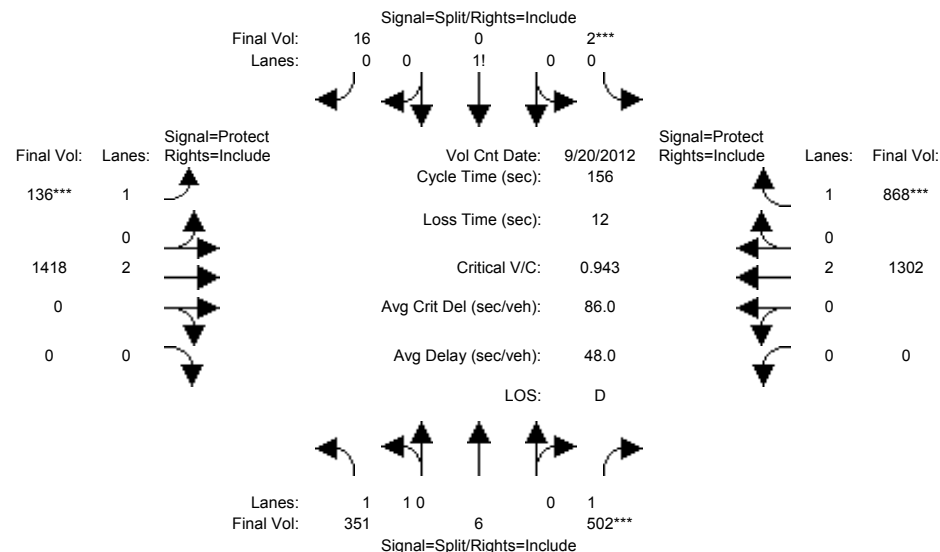
## Intersection #3206: 87/CURTNER(E)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 286         | 5    | 183  | 3           | 0    | 15   | 148        | 1503 | 0    | 0          | 1235 | 527  |
| Growth Adj:                                          | 1.00        | 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         | 5    | 183  | 3           | 0    | 15   | 148        | 1503 | 0    | 0          | 1235 | 527  |
| 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:                                         | 286         | 5    | 183  | 3           | 0    | 15   | 148        | 1503 | 0    | 0          | 1235 | 527  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 5    | 183  | 3           | 0    | 15   | 148        | 1503 | 0    | 0          | 1235 | 527  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 286         | 5    | 183  | 3           | 0    | 15   | 148        | 1503 | 0    | 0          | 1235 | 527  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 286         | 5    | 183  | 3           | 0    | 15   | 148        | 1503 | 0    | 0          | 1235 | 527  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.97        | 0.03 | 1.00 | 0.17        | 0.00 | 0.83 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3489        | 61   | 1750 | 292         | 0    | 1458 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.08 | 0.10 | 0.01        | 0.00 | 0.01 | 0.08       | 0.40 | 0.00 | 0.00       | 0.33 | 0.30 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 28.1        | 28.1 | 28.1 | 10.0        | 0.0  | 10.0 | 22.7       | 110  | 0.0  | 0.0        | 87.2 | 87.2 |
| Volume/Cap:                                          | 0.47        | 0.47 | 0.60 | 0.16        | 0.00 | 0.16 | 0.60       | 0.58 | 0.00 | 0.00       | 0.60 | 0.55 |
| Delay/Veh:                                           | 59.8        | 59.8 | 63.9 | 71.8        | 0.0  | 71.8 | 68.3       | 13.3 | 0.0  | 0.0        | 25.0 | 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:                                          | 59.8        | 59.8 | 63.9 | 71.8        | 0.0  | 71.8 | 68.3       | 13.3 | 0.0  | 0.0        | 25.0 | 24.4 |
| LOS by Move:                                         | E           | E    | E    | E           | A    | E    | E          | B    | A    | A          | C    | C    |
| HCM2kAvgQ:                                           | 7           | 7    | 9    | 1           | 0    | 1    | 8          | 19   | 0    | 0          | 20   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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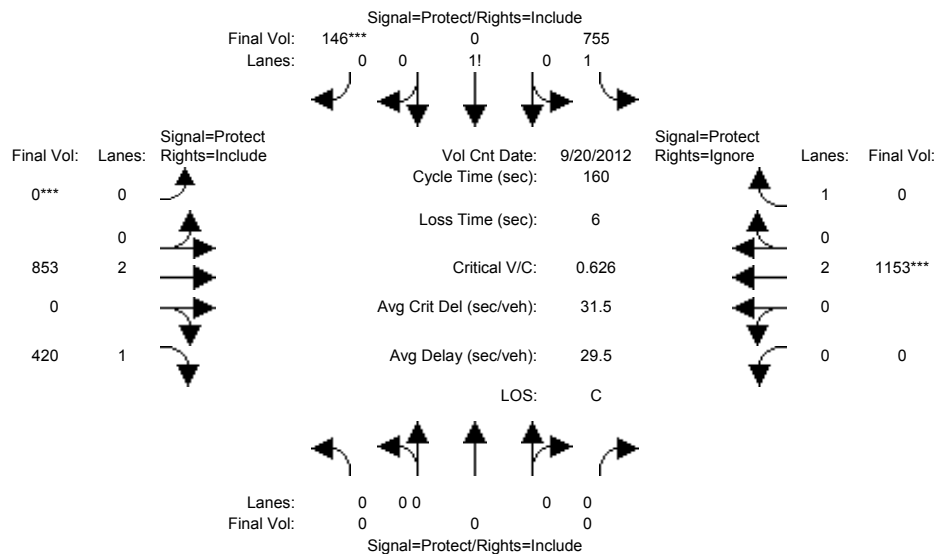
## Intersection #3206: 87/CURTNER(E)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 351         | 6    | 502  | 2           | 0    | 16   | 136        | 1418 | 0    | 0          | 1302 | 868  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 351         | 6    | 502  | 2           | 0    | 16   | 136        | 1418 | 0    | 0          | 1302 | 868  |
| 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:                                         | 351         | 6    | 502  | 2           | 0    | 16   | 136        | 1418 | 0    | 0          | 1302 | 868  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 6    | 502  | 2           | 0    | 16   | 136        | 1418 | 0    | 0          | 1302 | 868  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 351         | 6    | 502  | 2           | 0    | 16   | 136        | 1418 | 0    | 0          | 1302 | 868  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 6    | 502  | 2           | 0    | 16   | 136        | 1418 | 0    | 0          | 1302 | 868  |
| 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        | 0.92 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.97        | 0.03 | 1.00 | 0.11        | 0.00 | 0.89 | 1.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3490        | 60   | 1750 | 194         | 0    | 1556 | 1750       | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.10 | 0.29 | 0.01        | 0.00 | 0.01 | 0.08       | 0.37 | 0.00 | 0.00       | 0.34 | 0.50 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 44.7        | 44.7 | 44.7 | 10.0        | 0.0  | 10.0 | 12.1       | 89.3 | 0.0  | 0.0        | 77.2 | 77.2 |
| Volume/Cap:                                          | 0.35        | 0.35 | 1.00 | 0.16        | 0.00 | 0.16 | 1.00       | 0.65 | 0.00 | 0.00       | 0.69 | 1.00 |
| Delay/Veh:                                           | 44.4        | 44.4 | 96.3 | 69.7        | 0.0  | 69.7 | 149.7      | 23.4 | 0.0  | 0.0        | 31.4 | 70.4 |
| 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:                                          | 44.4        | 44.4 | 96.3 | 69.7        | 0.0  | 69.7 | 149.7      | 23.4 | 0.0  | 0.0        | 31.4 | 70.4 |
| LOS by Move:                                         | D           | D    | F    | E           | A    | E    | F          | C    | A    | A          | C    | E    |
| HCM2kAvgQ:                                           | 7           | 7    | 32   | 1           | 0    | 1    | 11         | 23   | 0    | 0          | 23   | 49   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3207: 87/CURTNER(W)

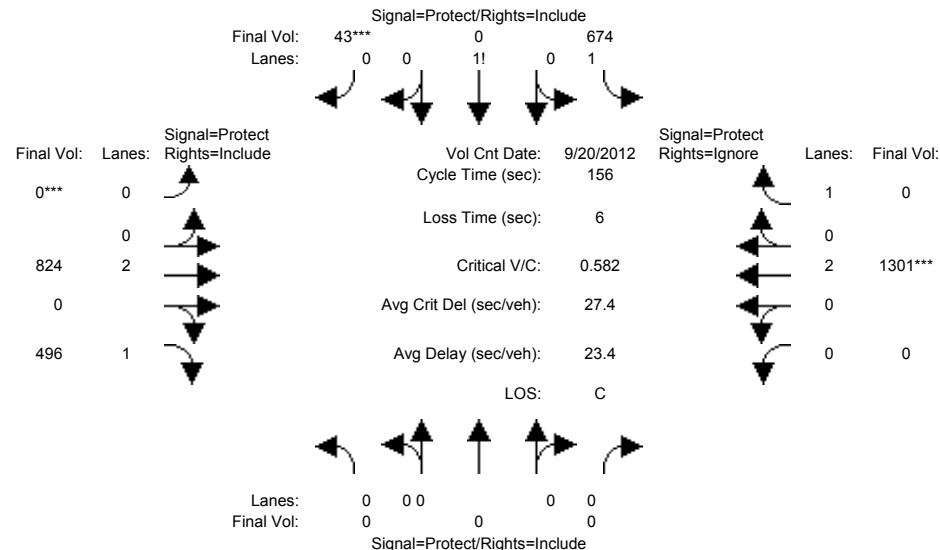


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 0           | 0    | 0    | 10          | 10   | 10   | 0          | 10   | 10   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 755         | 0    | 146  | 0          | 853  | 420  | 0          | 1153 | 296  |
| Growth Adj:                                          | 1.00        | 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    | 755         | 0    | 146  | 0          | 853  | 420  | 0          | 1153 | 296  |
| 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    | 755         | 0    | 146  | 0          | 853  | 420  | 0          | 1153 | 296  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 755         | 0    | 146  | 0          | 853  | 420  | 0          | 1153 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 755         | 0    | 146  | 0          | 853  | 420  | 0          | 1153 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 755         | 0    | 146  | 0          | 853  | 420  | 0          | 1153 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.72        | 0.00 | 0.28 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 3012        | 0    | 488  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.25        | 0.00 | 0.30 | 0.00       | 0.22 | 0.24 | 0.00       | 0.30 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 76.5        | 0.0  | 76.5 | 0.0        | 77.5 | 77.5 | 0.0        | 77.5 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.52        | 0.00 | 0.63 | 0.00       | 0.46 | 0.50 | 0.00       | 0.63 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 29.4        | 0.0  | 32.0 | 0.0        | 27.6 | 28.4 | 0.0        | 31.2 | 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  | 29.4        | 0.0  | 32.0 | 0.0        | 27.6 | 28.4 | 0.0        | 31.2 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | C    | C    | A          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 16          | 0    | 20   | 0          | 13   | 14   | 0          | 21   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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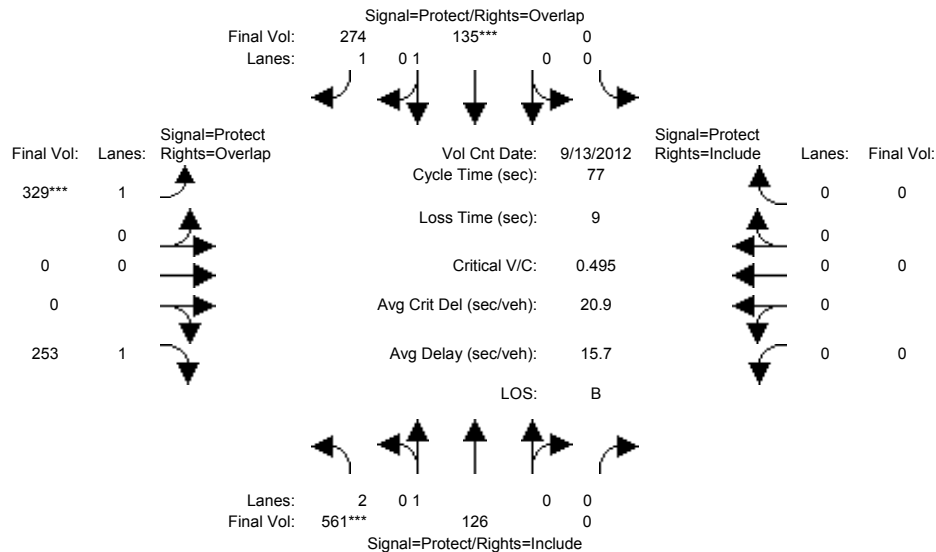
## Intersection #3207: 87/CURTNER(W)



| 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   | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 674         | 0    | 43   | 0          | 824  | 496  | 0          | 1301 | 399  |
| Growth Adj:                                          | 1.00        | 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    | 674         | 0    | 43   | 0          | 824  | 496  | 0          | 1301 | 399  |
| 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    | 674         | 0    | 43   | 0          | 824  | 496  | 0          | 1301 | 399  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 674         | 0    | 43   | 0          | 824  | 496  | 0          | 1301 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 674         | 0    | 43   | 0          | 824  | 496  | 0          | 1301 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 674         | 0    | 43   | 0          | 824  | 496  | 0          | 1301 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.89        | 0.00 | 0.11 | 0.00       | 2.00 | 1.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 3302        | 0    | 198  | 0          | 3800 | 1750 | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.20        | 0.00 | 0.22 | 0.00       | 0.22 | 0.28 | 0.00       | 0.34 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 58.2        | 0.0  | 58.2 | 0.0        | 91.8 | 91.8 | 0.0        | 91.8 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.55        | 0.00 | 0.58 | 0.00       | 0.37 | 0.48 | 0.00       | 0.58 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 39.0        | 0.0  | 39.9 | 0.0        | 17.0 | 18.8 | 0.0        | 20.5 | 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  | 39.0        | 0.0  | 39.9 | 0.0        | 17.0 | 18.8 | 0.0        | 20.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | A          | B    | B    | A          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 14          | 0    | 16   | 0          | 10   | 14   | 0          | 19   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (AM)

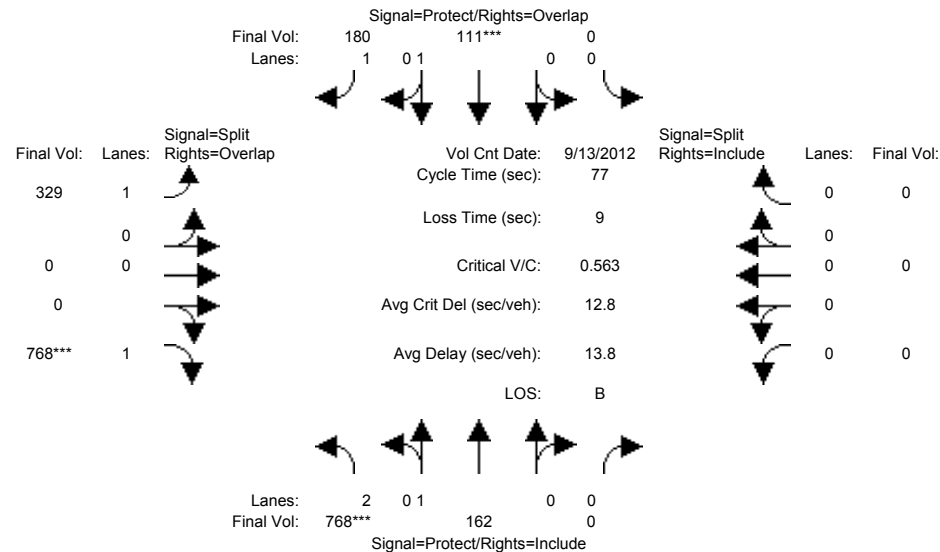
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                         | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                         | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                          | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 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:                                        | 561         | 126  | 0    | 0           | 135  | 274  | 329        | 0    | 253  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.07 | 0.00 | 0.00        | 0.07 | 0.16 | 0.19       | 0.00 | 0.14 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      |            |      |      |
| Green Time:                                          | 27.7        | 38.8 | 0.0  | 0.0         | 11.1 | 40.3 | 29.2       | 0.0  | 56.9 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.50        | 0.13 | 0.00 | 0.00        | 0.50 | 0.30 | 0.50       | 0.00 | 0.20 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 19.5        | 10.2 | 0.0  | 0.0         | 31.8 | 10.6 | 18.8       | 0.0  | 3.1  | 0.0        | 0.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 19.5        | 10.2 | 0.0  | 0.0         | 31.8 | 10.6 | 18.8       | 0.0  | 3.1  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | B    | A    | A           | C    | B    | B          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 6           | 1    | 0    | 0           | 3    | 4    | 7          | 0    | 2    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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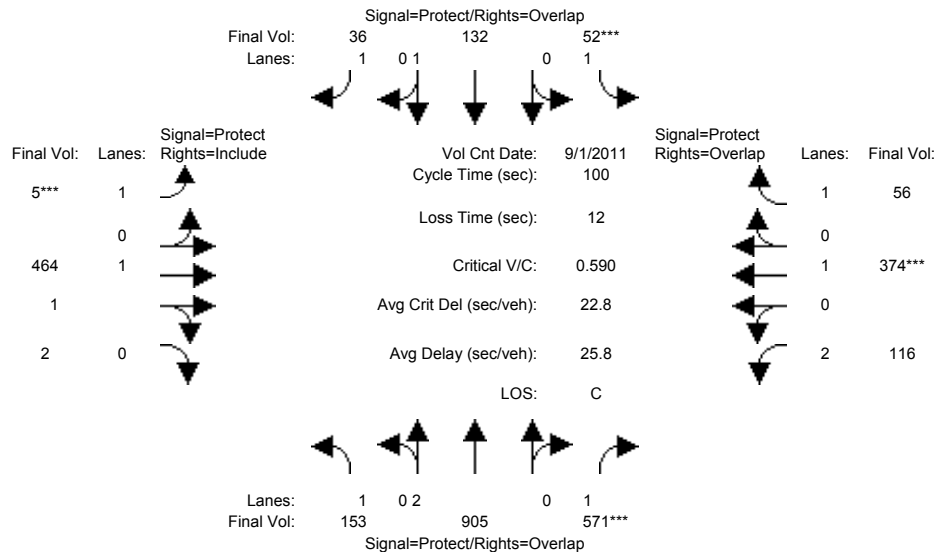
## Intersection #3208: 87/NARVAEZ



| 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   | 0    | 0           | 10   | 10   | 10         | 0    | 10   | 0          | 0    | 0    |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 13 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                         | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                         | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                          | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 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:                                        | 768         | 162  | 0    | 0           | 111  | 180  | 329        | 0    | 768  | 0          | 0    | 0    |
| 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        | 1.00 | 0.00 | 0.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 1900 | 0    | 0           | 1900 | 1750 | 1750       | 0    | 1750 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.09 | 0.00 | 0.00        | 0.06 | 0.10 | 0.19       | 0.00 | 0.44 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      | **** |            |      |      |
| Green Time:                                          | 32.2        | 42.2 | 0.0  | 0.0         | 10.0 | 35.8 | 25.8       | 0.0  | 58.0 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.58        | 0.16 | 0.00 | 0.00        | 0.45 | 0.22 | 0.56       | 0.00 | 0.58 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 17.9        | 8.7  | 0.0  | 0.0         | 32.3 | 12.4 | 22.2       | 0.0  | 4.8  | 0.0        | 0.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 17.9        | 8.7  | 0.0  | 0.0         | 32.3 | 12.4 | 22.2       | 0.0  | 4.8  | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | B           | A    | A    | A           | C    | B    | C          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 8           | 2    | 0    | 0           | 2    | 3    | 7          | 0    | 9    | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3234: ALMA/ALMADEN

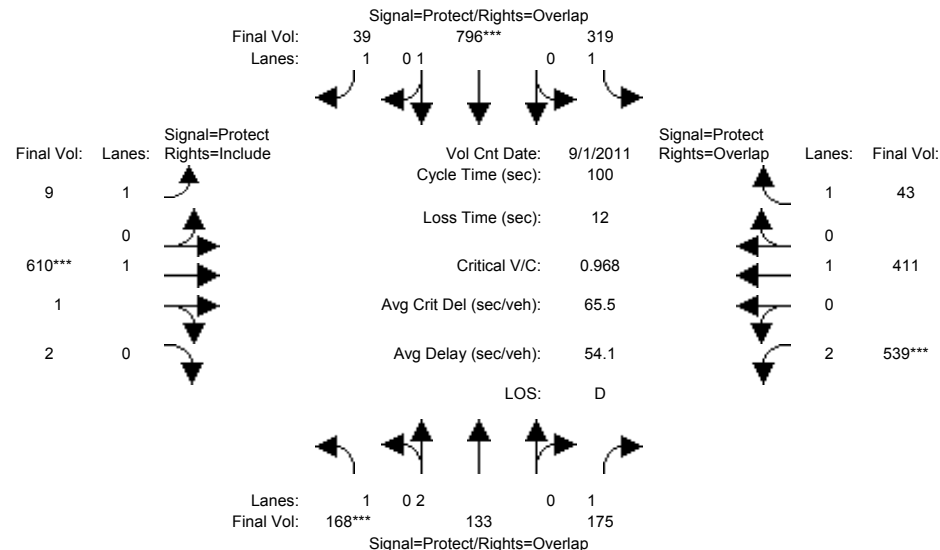


| Approach:                                   | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 1 Sep 2011 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                   | 153         | 905  | 571  | 52          | 132  | 36   | 5          | 464  | 2    | 116        | 374  | 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:                                | 153         | 905  | 571  | 52          | 132  | 36   | 5          | 464  | 2    | 116        | 374  | 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:                                | 153         | 905  | 571  | 52          | 132  | 36   | 5          | 464  | 2    | 116        | 374  | 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:                                 | 153         | 905  | 571  | 52          | 132  | 36   | 5          | 464  | 2    | 116        | 374  | 56   |
| Reduct Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                | 153         | 905  | 571  | 52          | 132  | 36   | 5          | 464  | 2    | 116        | 374  | 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:                               | 153         | 905  | 571  | 52          | 132  | 36   | 5          | 464  | 2    | 116        | 374  | 56   |
| Saturation Flow Module:                     |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                   | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                 | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.97 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                      | 1.00        | 2.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.99 | 0.01 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                 | 1750        | 3800 | 1750 | 1750        | 1900 | 1750 | 1750       | 3684 | 16   | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                   |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                    | 0.09        | 0.24 | 0.33 | 0.03        | 0.07 | 0.02 | 0.00       | 0.13 | 0.13 | 0.04       | 0.20 | 0.03 |
| Crit Moves:                                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                 | 22.8        | 41.9 | 55.8 | 7.0         | 26.1 | 33.1 | 7.0        | 25.2 | 25.2 | 14.0       | 32.1 | 39.1 |
| Volume/Cap:                                 | 0.38        | 0.57 | 0.58 | 0.42        | 0.27 | 0.06 | 0.04       | 0.50 | 0.50 | 0.26       | 0.61 | 0.08 |
| Delay/Veh:                                  | 33.3        | 22.7 | 15.4 | 46.9        | 29.7 | 22.9 | 43.5       | 32.5 | 32.5 | 38.7       | 30.5 | 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:                                 | 33.3        | 22.7 | 15.4 | 46.9        | 29.7 | 22.9 | 43.5       | 32.5 | 32.5 | 38.7       | 30.5 | 19.2 |
| LOS by Move:                                | C           | C    | B    | D           | C    | C    | D          | C    | C    | D          | C    | B    |
| HCM2kAvgQ:                                  | 4           | 10   | 12   | 2           | 3    | 1    | 0          | 6    | 6    | 2          | 10   | 1    |

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

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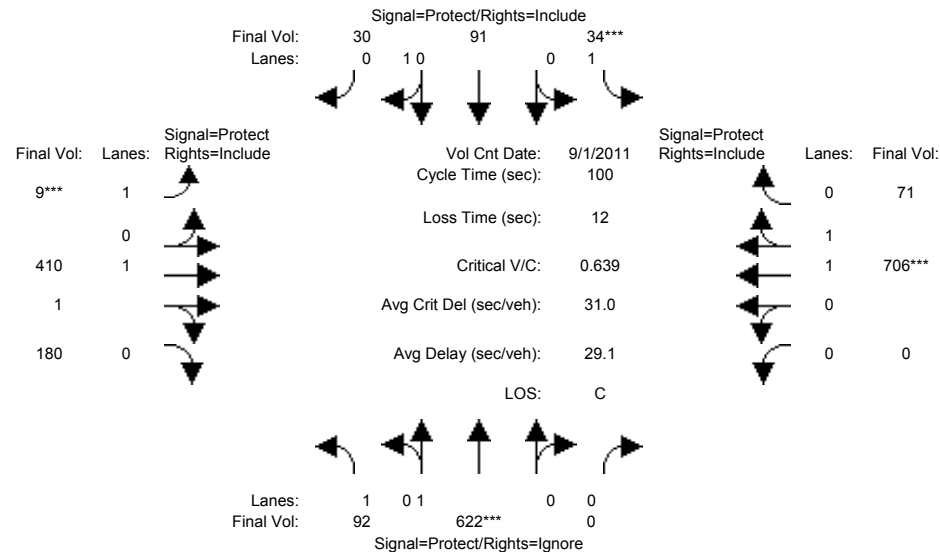
## Intersection #3234: ALMA/ALMADEN



| 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: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 168         | 133  | 175  | 319         | 796  | 39   | 9          | 610  | 2    | 539        | 411  | 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:                                         | 168         | 133  | 175  | 319         | 796  | 39   | 9          | 610  | 2    | 539        | 411  | 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:                                         | 168         | 133  | 175  | 319         | 796  | 39   | 9          | 610  | 2    | 539        | 411  | 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:                                          | 168         | 133  | 175  | 319         | 796  | 39   | 9          | 610  | 2    | 539        | 411  | 43   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 168         | 133  | 175  | 319         | 796  | 39   | 9          | 610  | 2    | 539        | 411  | 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:                                        | 168         | 133  | 175  | 319         | 796  | 39   | 9          | 610  | 2    | 539        | 411  | 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 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.99 | 0.01 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 1900 | 1750 | 1750       | 3688 | 12   | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.04 | 0.10 | 0.18        | 0.42 | 0.02 | 0.01       | 0.17 | 0.17 | 0.17       | 0.22 | 0.02 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 9.9         | 18.9 | 36.5 | 34.4        | 43.3 | 51.8 | 8.5        | 17.1 | 17.1 | 17.7       | 26.3 | 60.6 |
| Volume/Cap:                                          | 0.97        | 0.19 | 0.27 | 0.53        | 0.97 | 0.04 | 0.06       | 0.97 | 0.97 | 0.97       | 0.82 | 0.04 |
| Delay/Veh:                                           | 103.4       | 34.2 | 22.6 | 27.2        | 51.3 | 11.9 | 42.2       | 68.9 | 68.9 | 70.8       | 45.3 | 8.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 103.4       | 34.2 | 22.6 | 27.2        | 51.3 | 11.9 | 42.2       | 68.9 | 68.9 | 70.8       | 45.3 | 8.0  |
| LOS by Move:                                         | F           | C    | C    | C           | D    | B    | D          | E    | E    | E          | D    | A    |
| HCM2kAvgQ:                                           | 7           | 2    | 4    | 9           | 30   | 1    | 0          | 12   | 12   | 12         | 13   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (AM)

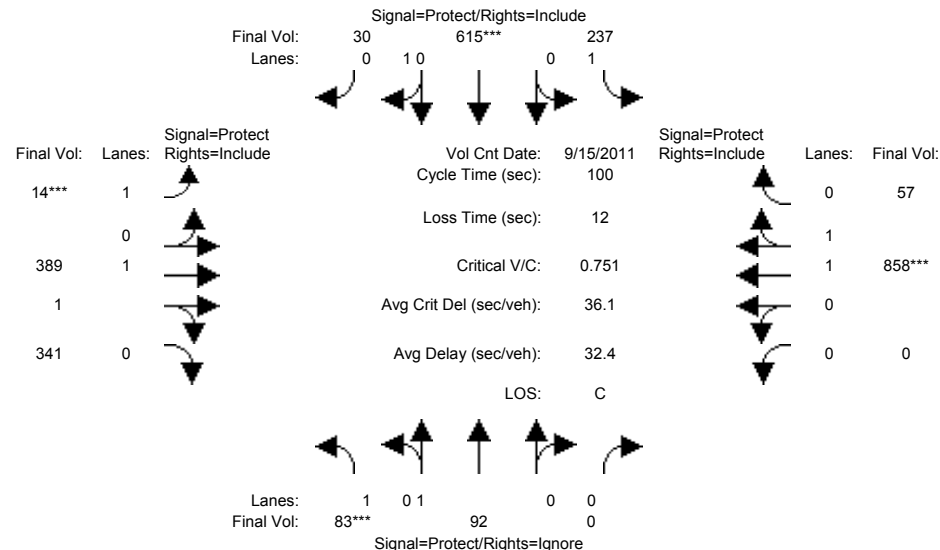
## Intersection #3240: ALMA/VINE



| 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: 1 Sep 2011 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 92          | 622  | 0    | 34          | 91   | 30   | 9          | 410  | 180  | 0          | 706  | 71   |
| Growth Adj:                                          | 1.00        | 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          | 622  | 0    | 34          | 91   | 30   | 9          | 410  | 180  | 0          | 706  | 71   |
| 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          | 622  | 0    | 34          | 91   | 30   | 9          | 410  | 180  | 0          | 706  | 71   |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 92          | 622  | 0    | 34          | 91   | 30   | 9          | 410  | 180  | 0          | 706  | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 92          | 622  | 0    | 34          | 91   | 30   | 9          | 410  | 180  | 0          | 706  | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 92          | 622  | 0    | 34          | 91   | 30   | 9          | 410  | 180  | 0          | 706  | 71   |
| Saturation 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        | 0.95 | 0.95 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 0.00 | 1.00        | 0.75 | 0.25 | 1.00       | 1.37 | 0.63 | 0.00       | 1.81 | 0.19 |
| Final Sat.:                                          | 1750        | 1900 | 0    | 1750        | 1354 | 446  | 1750       | 2570 | 1128 | 0          | 3362 | 338  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.33 | 0.00 | 0.02        | 0.07 | 0.07 | 0.01       | 0.16 | 0.16 | 0.00       | 0.21 | 0.21 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 21.4        | 45.1 | 0.0  | 7.0         | 30.6 | 30.6 | 7.0        | 35.9 | 35.9 | 0.0        | 28.9 | 28.9 |
| Volume/Cap:                                          | 0.25        | 0.73 | 0.00 | 0.28        | 0.22 | 0.22 | 0.07       | 0.44 | 0.44 | 0.00       | 0.73 | 0.73 |
| Delay/Veh:                                           | 32.9        | 25.6 | 0.0  | 45.3        | 26.0 | 26.0 | 43.7       | 24.7 | 24.7 | 0.0        | 34.5 | 34.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 32.9        | 25.6 | 0.0  | 45.3        | 26.0 | 26.0 | 43.7       | 24.7 | 24.7 | 0.0        | 34.5 | 34.5 |
| LOS by Move:                                         | C           | C    | A    | D           | C    | C    | D          | C    | C    | A          | C    | C    |
| HCM2kAvgQ:                                           | 3           | 17   | 0    | 1           | 3    | 3    | 0          | 7    | 7    | 0          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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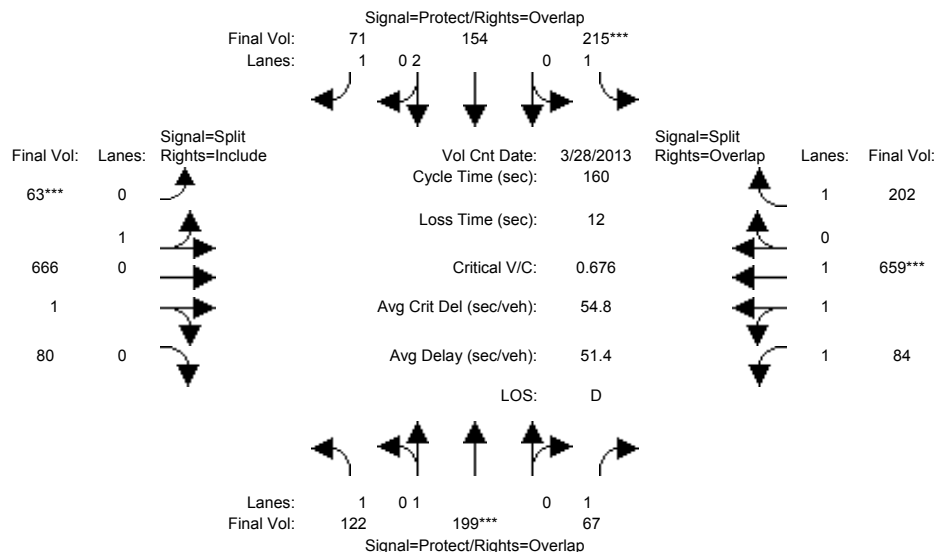
## Intersection #3240: ALMA/VINE



| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10   | 7           | 10   | 10   | 7          | 10   | 10   | 7          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 15 Sep 2011 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 83          | 92   | 0    | 237         | 615  | 30   | 14         | 389  | 341  | 0          | 858  | 57   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 83          | 92   | 0    | 237         | 615  | 30   | 14         | 389  | 341  | 0          | 858  | 57   |
| 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:                                         | 83          | 92   | 0    | 237         | 615  | 30   | 14         | 389  | 341  | 0          | 858  | 57   |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 83          | 92   | 0    | 237         | 615  | 30   | 14         | 389  | 341  | 0          | 858  | 57   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 83          | 92   | 0    | 237         | 615  | 30   | 14         | 389  | 341  | 0          | 858  | 57   |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 83          | 92   | 0    | 237         | 615  | 30   | 14         | 389  | 341  | 0          | 858  | 57   |
| Saturation 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 0.00 | 1.00        | 0.95 | 0.05 | 1.00       | 1.04 | 0.96 | 0.00       | 1.87 | 0.13 |
| Final Sat.:                                          | 1750        | 1900 | 0    | 1750        | 1716 | 84   | 1750       | 1970 | 1727 | 0          | 3469 | 230  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.05 | 0.00 | 0.14        | 0.36 | 0.36 | 0.01       | 0.20 | 0.20 | 0.00       | 0.25 | 0.25 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 7.0         | 21.6 | 0.0  | 29.2        | 43.8 | 43.8 | 7.0        | 37.2 | 37.2 | 0.0        | 30.2 | 30.2 |
| Volume/Cap:                                          | 0.68        | 0.22 | 0.00 | 0.46        | 0.82 | 0.82 | 0.11       | 0.53 | 0.53 | 0.00       | 0.82 | 0.82 |
| Delay/Veh:                                           | 59.6        | 32.6 | 0.0  | 29.6        | 31.4 | 31.4 | 44.0       | 25.0 | 25.0 | 0.0        | 37.2 | 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:                                          | 59.6        | 32.6 | 0.0  | 29.6        | 31.4 | 31.4 | 44.0       | 25.0 | 25.0 | 0.0        | 37.2 | 37.2 |
| LOS by Move:                                         | E           | C    | A    | C           | C    | C    | D          | C    | C    | A          | D    | D    |
| HCM2kAvgQ:                                           | 4           | 2    | 0    | 6           | 18   | 18   | 0          | 9    | 9    | 0          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3255: ALMADEN/CURTNER

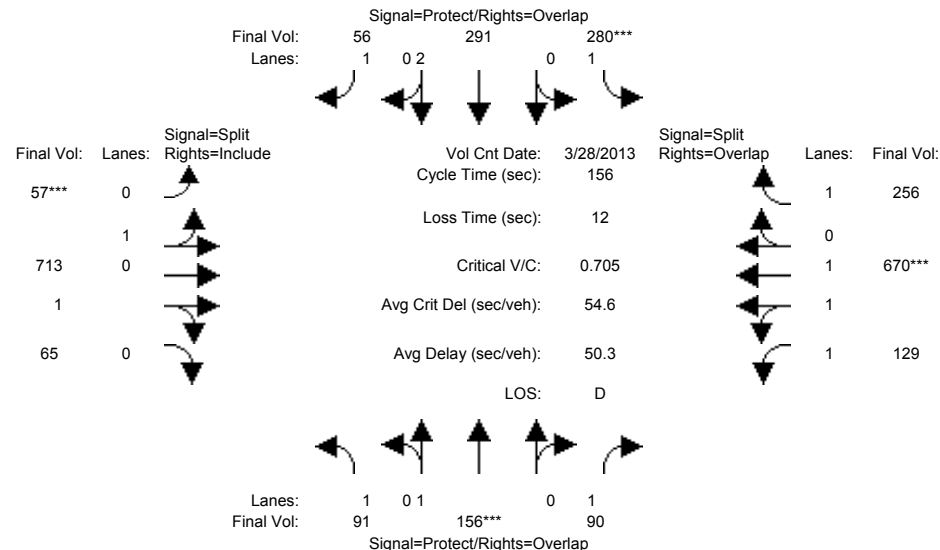


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 666  | 80   | 84         | 659  | 202  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 666  | 80   | 84         | 659  | 202  |
| 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:                                         | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 666  | 80   | 84         | 659  | 202  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 666  | 80   | 84         | 659  | 202  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 666  | 80   | 84         | 659  | 202  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 122         | 199  | 67   | 215         | 154  | 71   | 63         | 666  | 80   | 84         | 659  | 202  |
| Saturation 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 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.15       | 1.65 | 0.20 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 280        | 2964 | 356  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.10 | 0.04 | 0.12        | 0.04 | 0.04 | 0.22       | 0.22 | 0.22 | 0.05       | 0.17 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.4        | 24.8 | 65.8 | 29.1        | 25.4 | 78.6 | 53.2       | 53.2 | 53.2 | 41.0       | 41.0 | 70.1 |
| Volume/Cap:                                          | 0.39        | 0.68 | 0.09 | 0.68        | 0.25 | 0.08 | 0.68       | 0.68 | 0.68 | 0.19       | 0.68 | 0.26 |
| Delay/Veh:                                           | 59.0        | 70.0 | 28.9 | 66.8        | 59.2 | 21.6 | 47.6       | 47.6 | 47.6 | 46.5       | 55.2 | 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:                                          | 59.0        | 70.0 | 28.9 | 66.8        | 59.2 | 21.6 | 47.6       | 47.6 | 47.6 | 46.5       | 55.2 | 28.8 |
| LOS by Move:                                         | E           | E    | C    | E           | E    | C    | D          | D    | D    | D          | E    | C    |
| HCM2kAvgQ:                                           | 5           | 9    | 2    | 11          | 3    | 2    | 18         | 18   | 18   | 3          | 14   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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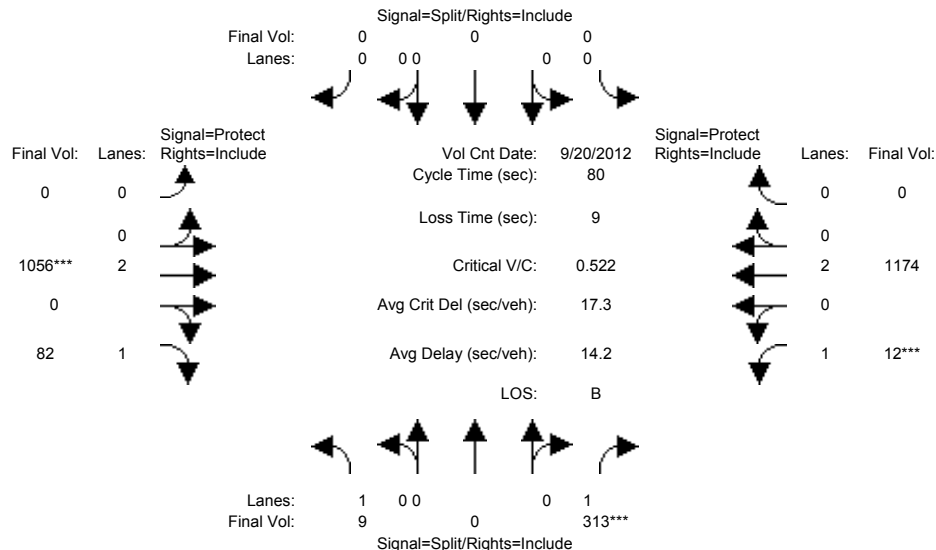
## Intersection #3255: ALMADEN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 713  | 65   | 129        | 670  | 256  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 713  | 65   | 129        | 670  | 256  |
| 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:                                         | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 713  | 65   | 129        | 670  | 256  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 713  | 65   | 129        | 670  | 256  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 713  | 65   | 129        | 670  | 256  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 91          | 156  | 90   | 280         | 291  | 56   | 57         | 713  | 65   | 129        | 670  | 256  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.95       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.14       | 1.71 | 0.15 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 3800 | 1750 | 246        | 3074 | 280  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.08 | 0.05 | 0.16        | 0.08 | 0.03 | 0.23       | 0.23 | 0.23 | 0.07       | 0.18 | 0.15 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 21.7        | 18.2 | 57.2 | 35.4        | 31.9 | 83.3 | 51.4       | 51.4 | 51.4 | 39.0       | 39.0 | 74.5 |
| Volume/Cap:                                          | 0.37        | 0.70 | 0.14 | 0.70        | 0.37 | 0.06 | 0.70       | 0.70 | 0.70 | 0.29       | 0.70 | 0.31 |
| Delay/Veh:                                           | 62.0        | 76.2 | 33.1 | 61.1        | 53.7 | 17.5 | 47.6       | 47.6 | 47.6 | 47.4       | 55.3 | 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:                                          | 62.0        | 76.2 | 33.1 | 61.1        | 53.7 | 17.5 | 47.6       | 47.6 | 47.6 | 47.4       | 55.3 | 25.2 |
| LOS by Move:                                         | E           | E    | C    | E           | D    | B    | D          | D    | D    | D          | E    | C    |
| HCM2kAvgQ:                                           | 4           | 7    | 3    | 13          | 6    | 1    | 18         | 18   | 18   | 5          | 14   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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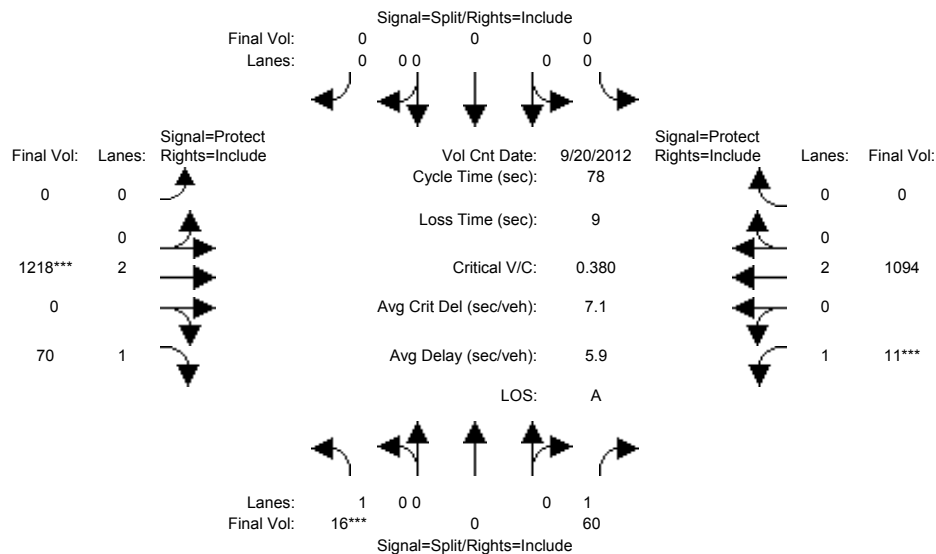
## Intersection #3256: ALMADEN EXP/CURTNER (E)



| 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   | 7          | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1056 | 82   | 12         | 1174 | 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:                                         | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1056 | 82   | 12         | 1174 | 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:                                         | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1056 | 82   | 12         | 1174 | 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:                                          | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1056 | 82   | 12         | 1174 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1056 | 82   | 12         | 1174 | 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:                                        | 9           | 0    | 313  | 0           | 0    | 0    | 0          | 1056 | 82   | 12         | 1174 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.00 | 0.18 | 0.00        | 0.00 | 0.00 | 0.00       | 0.28 | 0.05 | 0.01       | 0.31 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 25.1        | 0.0  | 25.1 | 0.0         | 0.0  | 0.0  | 0.0        | 38.9 | 38.9 | 7.0        | 45.9 | 0.0  |
| Volume/Cap:                                          | 0.02        | 0.00 | 0.57 | 0.00        | 0.00 | 0.00 | 0.00       | 0.57 | 0.10 | 0.08       | 0.54 | 0.00 |
| Delay/Veh:                                           | 19.0        | 0.0  | 24.4 | 0.0         | 0.0  | 0.0  | 0.0        | 15.0 | 11.1 | 33.8       | 10.8 | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 19.0        | 0.0  | 24.4 | 0.0         | 0.0  | 0.0  | 0.0        | 15.0 | 11.1 | 33.8       | 10.8 | 0.0  |
| LOS by Move:                                         | B           | A    | C    | A           | A    | A    | A          | B    | B    | C          | B    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 8    | 0           | 0    | 0    | 0          | 9    | 1    | 0          | 9    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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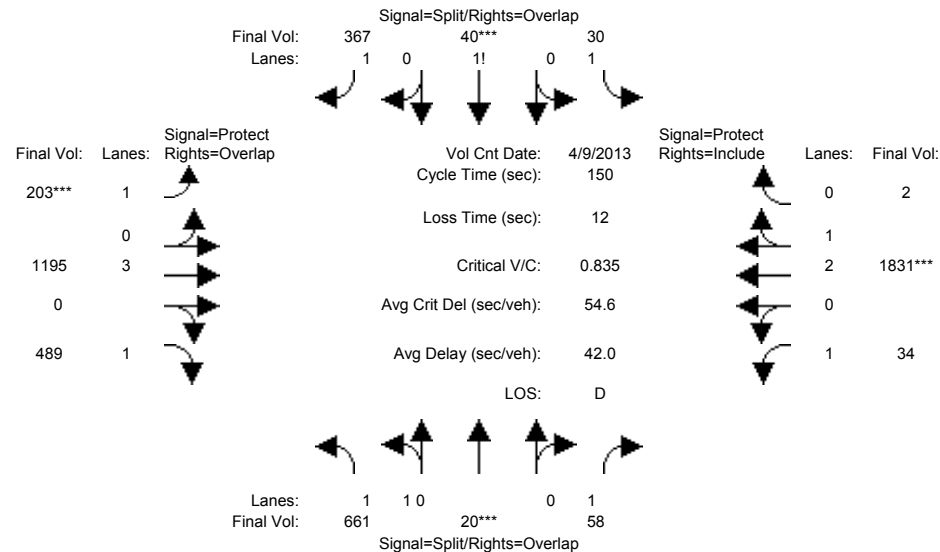
## Intersection #3256: ALMADEN EXP/CURTNER (E)



| 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   | 7          | 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1218 | 70   | 11         | 1094 | 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:                                         | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1218 | 70   | 11         | 1094 | 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:                                         | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1218 | 70   | 11         | 1094 | 0    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1218 | 70   | 11         | 1094 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1218 | 70   | 11         | 1094 | 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:                                        | 16          | 0    | 60   | 0           | 0    | 0    | 0          | 1218 | 70   | 11         | 1094 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.00 | 1.00 | 0.00        | 0.00 | 0.00 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 1750        | 0    | 1750 | 0           | 0    | 0    | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.00 | 0.03 | 0.00        | 0.00 | 0.00 | 0.00       | 0.32 | 0.04 | 0.01       | 0.29 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            | **** |      | ****       |      |      |
| Green Time:                                          | 10.0        | 0.0  | 10.0 | 0.0         | 0.0  | 0.0  | 0.0        | 52.0 | 52.0 | 7.0        | 59.0 | 0.0  |
| Volume/Cap:                                          | 0.07        | 0.00 | 0.27 | 0.00        | 0.00 | 0.00 | 0.00       | 0.48 | 0.06 | 0.07       | 0.38 | 0.00 |
| Delay/Veh:                                           | 30.1        | 0.0  | 31.3 | 0.0         | 0.0  | 0.0  | 0.0        | 6.5  | 4.5  | 32.7       | 3.3  | 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:                                          | 30.1        | 0.0  | 31.3 | 0.0         | 0.0  | 0.0  | 0.0        | 6.5  | 4.5  | 32.7       | 3.3  | 0.0  |
| LOS by Move:                                         | C           | A    | C    | A           | A    | A    | A          | A    | A    | C          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 2    | 0           | 0    | 0    | 0          | 7    | 1    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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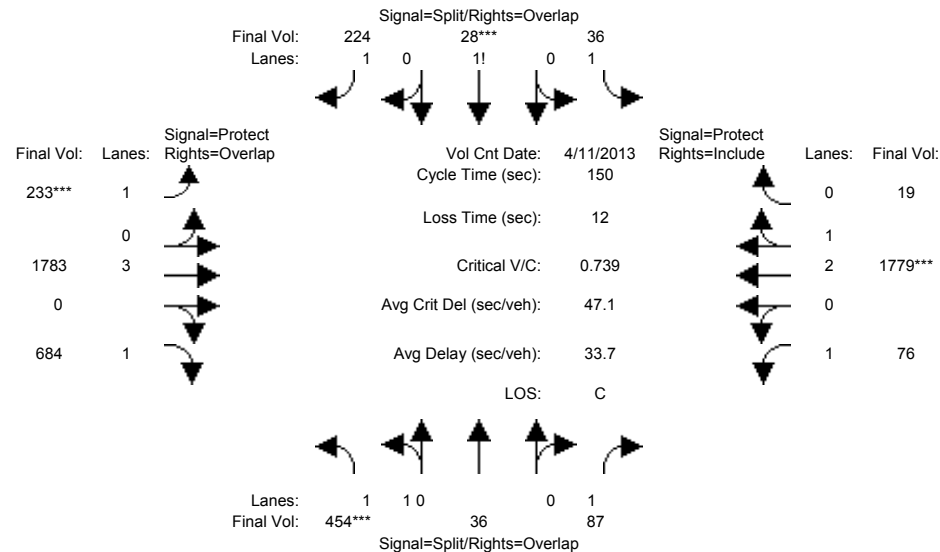
## Intersection #3261: ALVIN/TULLY



| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 661         | 20   | 58   | 30          | 40   | 367  | 203        | 1195 | 489  | 34         | 1831 | 2    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 661         | 20   | 58   | 30          | 40   | 367  | 203        | 1195 | 489  | 34         | 1831 | 2    |
| 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:                                         | 661         | 20   | 58   | 30          | 40   | 367  | 203        | 1195 | 489  | 34         | 1831 | 2    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 661         | 20   | 58   | 30          | 40   | 367  | 203        | 1195 | 489  | 34         | 1831 | 2    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 661         | 20   | 58   | 30          | 40   | 367  | 203        | 1195 | 489  | 34         | 1831 | 2    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 661         | 20   | 58   | 30          | 40   | 367  | 203        | 1195 | 489  | 34         | 1831 | 2    |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.94        | 0.06 | 1.00 | 1.06        | 0.17 | 1.77 | 1.00       | 3.00 | 1.00 | 1.00       | 2.99 | 0.01 |
| Final Sat.:                                          | 3446        | 104  | 1750 | 1863        | 301  | 3182 | 1750       | 5700 | 1750 | 1750       | 5594 | 6    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.19 | 0.03 | 0.02        | 0.13 | 0.12 | 0.12       | 0.21 | 0.28 | 0.02       | 0.33 | 0.33 |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | **** | ****       | **** | **** |
| Green Time:                                          | 34.5        | 34.5 | 49.0 | 23.9        | 23.9 | 44.7 | 20.8       | 65.2 | 99.6 | 14.5       | 58.8 | 58.8 |
| Volume/Cap:                                          | 0.83        | 0.83 | 0.10 | 0.10        | 0.83 | 0.39 | 0.83       | 0.48 | 0.42 | 0.20       | 0.83 | 0.83 |
| Delay/Veh:                                           | 62.5        | 62.5 | 35.3 | 53.9        | 72.3 | 42.0 | 84.2       | 30.5 | 12.0 | 63.0       | 44.1 | 44.1 |
| 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:                                          | 62.5        | 62.5 | 35.3 | 53.9        | 72.3 | 42.0 | 84.2       | 30.5 | 12.0 | 63.0       | 44.1 | 44.1 |
| LOS by Move:                                         | E           | E    | D    | D           | E    | D    | F          | C    | B    | E          | D    | D    |
| HCM2kAvgQ:                                           | 17          | 17   | 2    | 1           | 13   | 8    | 11         | 13   | 11   | 1          | 26   | 26   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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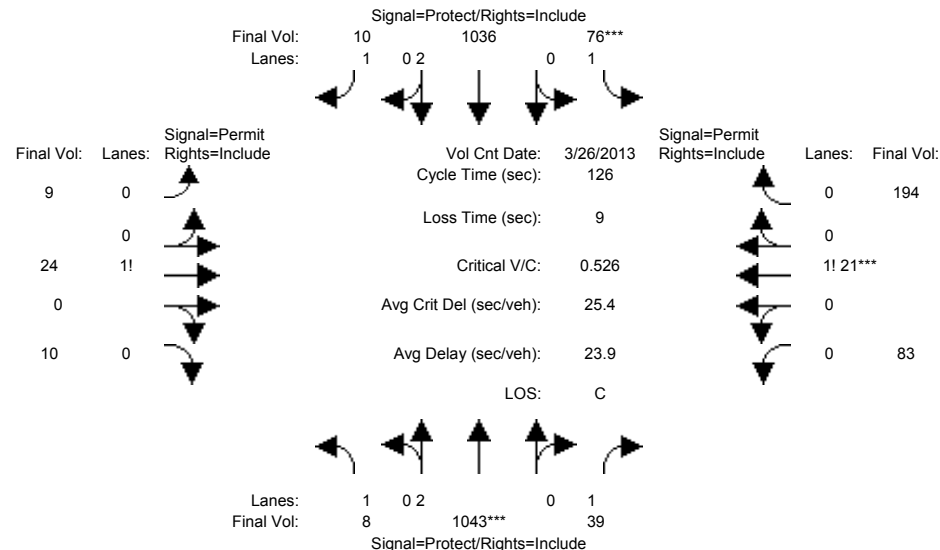
## Intersection #3261: ALVIN/TULLY



| 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: 11 Apr 2013 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 454         | 36   | 87   | 36          | 28   | 224  | 233        | 1783 | 684   | 76         | 1779 | 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:                                         | 454         | 36   | 87   | 36          | 28   | 224  | 233        | 1783 | 684   | 76         | 1779 | 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:                                         | 454         | 36   | 87   | 36          | 28   | 224  | 233        | 1783 | 684   | 76         | 1779 | 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:                                          | 454         | 36   | 87   | 36          | 28   | 224  | 233        | 1783 | 684   | 76         | 1779 | 19   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 454         | 36   | 87   | 36          | 28   | 224  | 233        | 1783 | 684   | 76         | 1779 | 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:                                        | 454         | 36   | 87   | 36          | 28   | 224  | 233        | 1783 | 684   | 76         | 1779 | 19   |
| 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        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92  | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.86        | 0.14 | 1.00 | 1.12        | 0.18 | 1.70 | 1.00       | 3.00 | 1.00  | 1.00       | 2.97 | 0.03 |
| Final Sat.:                                          | 3289        | 261  | 1750 | 1954        | 318  | 3072 | 1750       | 5700 | 1750  | 1750       | 5541 | 59   |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.14 | 0.05 | 0.02        | 0.09 | 0.07 | 0.13       | 0.31 | 0.39  | 0.04       | 0.32 | 0.32 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |       |            | **** |      |
| Green Time:                                          | 28.0        | 28.0 | 40.0 | 17.9        | 17.9 | 44.9 | 27.0       | 80.2 | 108.2 | 12.0       | 65.1 | 65.1 |
| Volume/Cap:                                          | 0.74        | 0.74 | 0.19 | 0.15        | 0.74 | 0.24 | 0.74       | 0.59 | 0.54  | 0.54       | 0.74 | 0.74 |
| Delay/Veh:                                           | 62.0        | 62.0 | 42.7 | 59.3        | 71.2 | 39.8 | 67.1       | 23.9 | 10.1  | 70.8       | 36.6 | 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:                                          | 62.0        | 62.0 | 42.7 | 59.3        | 71.2 | 39.8 | 67.1       | 23.9 | 10.1  | 70.8       | 36.6 | 36.6 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | E          | C    | B     | E          | D    | D    |
| HCM2kAvgQ:                                           | 12          | 12   | 3    | 1           | 9    | 5    | 11         | 18   | 15    | 4          | 23   | 23   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

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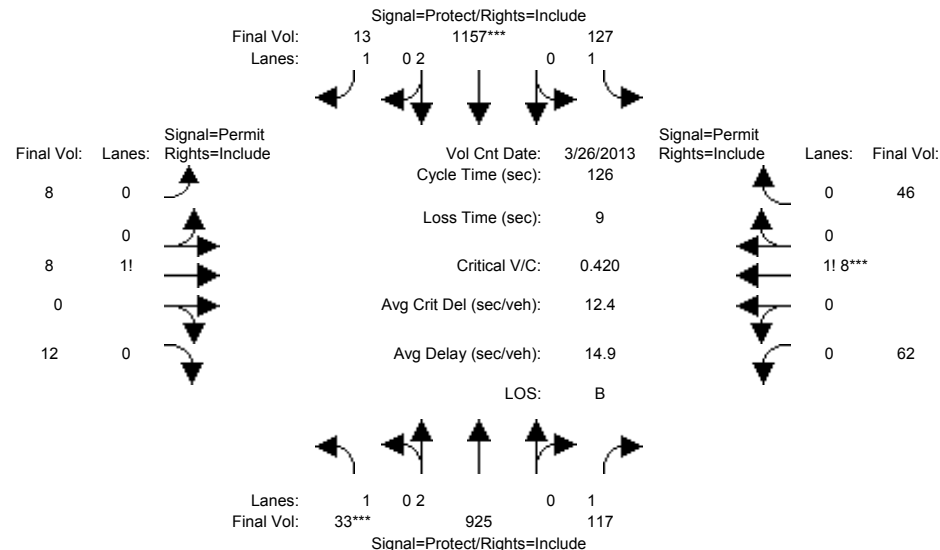
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| 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:                                         | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 8           | 1043 | 39   | 76          | 1036 | 10   | 9          | 24   | 10   | 83         | 21   | 194  |
| Saturation 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       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.21       | 0.56 | 0.23 | 0.28       | 0.07 | 0.65 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 366        | 977  | 407  | 487        | 123  | 1139 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.27 | 0.02 | 0.04        | 0.27 | 0.01 | 0.02       | 0.02 | 0.02 | 0.17       | 0.17 | 0.17 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 12.9        | 65.8 | 65.8 | 10.4        | 63.3 | 63.3 | 40.8       | 40.8 | 40.8 | 40.8       | 40.8 | 40.8 |
| Volume/Cap:                                          | 0.04        | 0.53 | 0.04 | 0.53        | 0.54 | 0.01 | 0.08       | 0.08 | 0.08 | 0.53       | 0.53 | 0.53 |
| Delay/Veh:                                           | 51.1        | 20.1 | 14.7 | 59.0        | 21.8 | 15.7 | 29.6       | 29.6 | 29.6 | 35.6       | 35.6 | 35.6 |
| 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:                                          | 51.1        | 20.1 | 14.7 | 59.0        | 21.8 | 15.7 | 29.6       | 29.6 | 29.6 | 35.6       | 35.6 | 35.6 |
| LOS by Move:                                         | D           | C    | B    | E           | C    | B    | C          | C    | C    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 13   | 1    | 3           | 13   | 0    | 1          | 1    | 1    | 10         | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

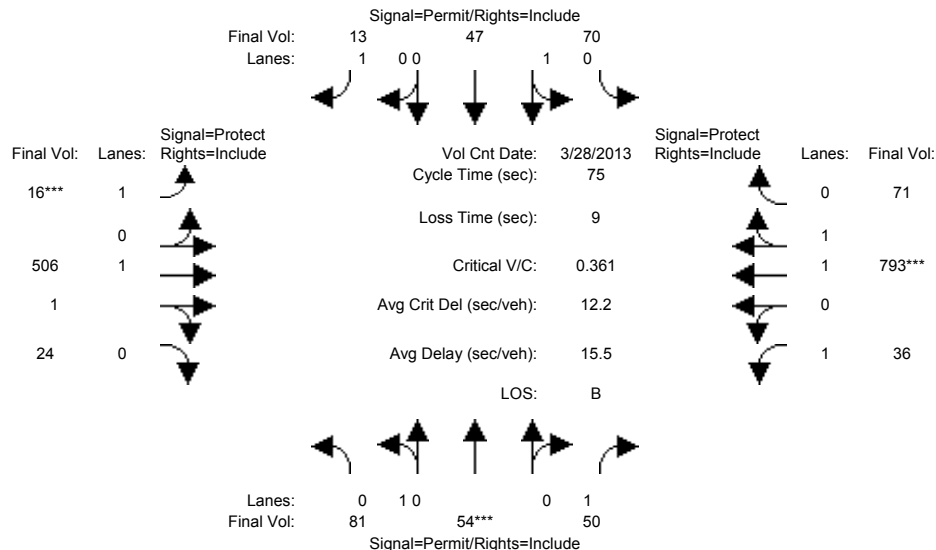
## Intersection #3272: AVENIDA DEL ROBLE/SNELL



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| 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:                                         | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 33          | 925  | 117  | 127         | 1157 | 13   | 8          | 8    | 12   | 62         | 8    | 46   |
| Saturation 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       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 2.00 | 1.00 | 1.00        | 2.00 | 1.00 | 0.28       | 0.29 | 0.43 | 0.53       | 0.07 | 0.40 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 500        | 500  | 750  | 935        | 121  | 694  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.24 | 0.07 | 0.07        | 0.30 | 0.01 | 0.02       | 0.02 | 0.02 | 0.07       | 0.07 | 0.07 |
| Crit Moves:                                          | ***         |      |      |             | ***  |      |            |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 75.0 | 75.0 | 22.4        | 90.3 | 90.3 | 19.7       | 19.7 | 19.7 | 19.7       | 19.7 | 19.7 |
| Volume/Cap:                                          | 0.34        | 0.41 | 0.11 | 0.41        | 0.42 | 0.01 | 0.10       | 0.10 | 0.10 | 0.42       | 0.42 | 0.42 |
| Delay/Veh:                                           | 59.4        | 13.8 | 11.1 | 46.8        | 7.4  | 5.1  | 45.8       | 45.8 | 45.8 | 49.1       | 49.1 | 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:                                          | 59.4        | 13.8 | 11.1 | 46.8        | 7.4  | 5.1  | 45.8       | 45.8 | 45.8 | 49.1       | 49.1 | 49.1 |
| LOS by Move:                                         | E           | B    | B    | D           | A    | A    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 9    | 2    | 5           | 9    | 0    | 1          | 1    | 1    | 5          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3341: BOOKSIN/CURTNER

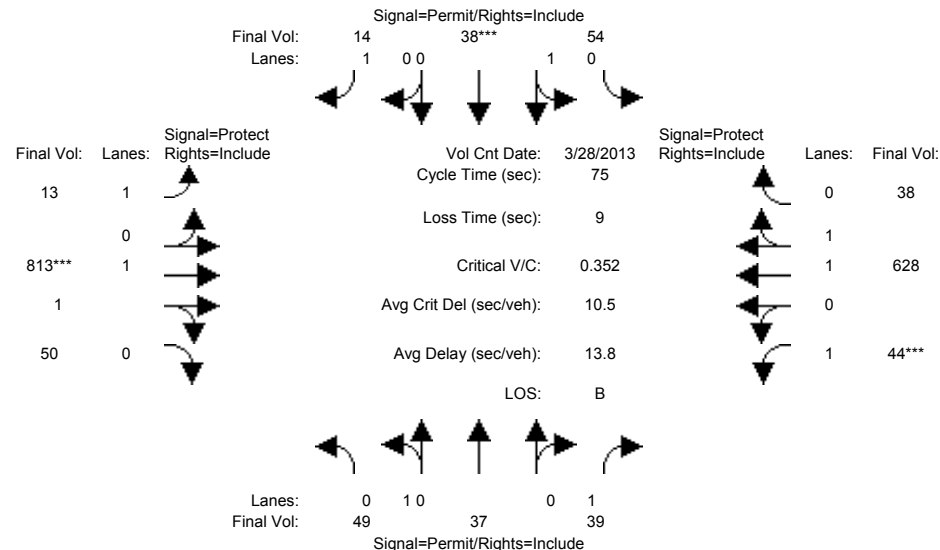


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| Growth Adj:                                          | 1.00        | 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          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| 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          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 81          | 54   | 50   | 70          | 47   | 13   | 16         | 506  | 24   | 36         | 793  | 71   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.60        | 0.40 | 1.00 | 0.60        | 0.40 | 1.00 | 1.00       | 1.91 | 0.09 | 1.00       | 1.83 | 0.17 |
| Final Sat.:                                          | 1080        | 720  | 1750 | 1077        | 723  | 1750 | 1750       | 3532 | 168  | 1750       | 3396 | 304  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.08 | 0.03 | 0.07        | 0.07 | 0.01 | 0.01       | 0.14 | 0.14 | 0.02       | 0.23 | 0.23 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 13.6        | 13.6 | 13.6 | 13.6        | 13.6 | 13.6 | 10.0       | 27.1 | 27.1 | 25.3       | 42.4 | 42.4 |
| Volume/Cap:                                          | 0.41        | 0.41 | 0.16 | 0.36        | 0.36 | 0.04 | 0.07       | 0.40 | 0.40 | 0.06       | 0.41 | 0.41 |
| Delay/Veh:                                           | 28.0        | 28.0 | 26.1 | 27.5        | 27.5 | 25.4 | 28.6       | 18.0 | 18.0 | 16.9       | 9.4  | 9.4  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 28.0        | 28.0 | 26.1 | 27.5        | 27.5 | 25.4 | 28.6       | 18.0 | 18.0 | 16.9       | 9.4  | 9.4  |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | C          | B    | B    | B          | A    | A    |
| HCM2kAvgQ:                                           | 3           | 3    | 1    | 3           | 3    | 0    | 0          | 4    | 4    | 1          | 6    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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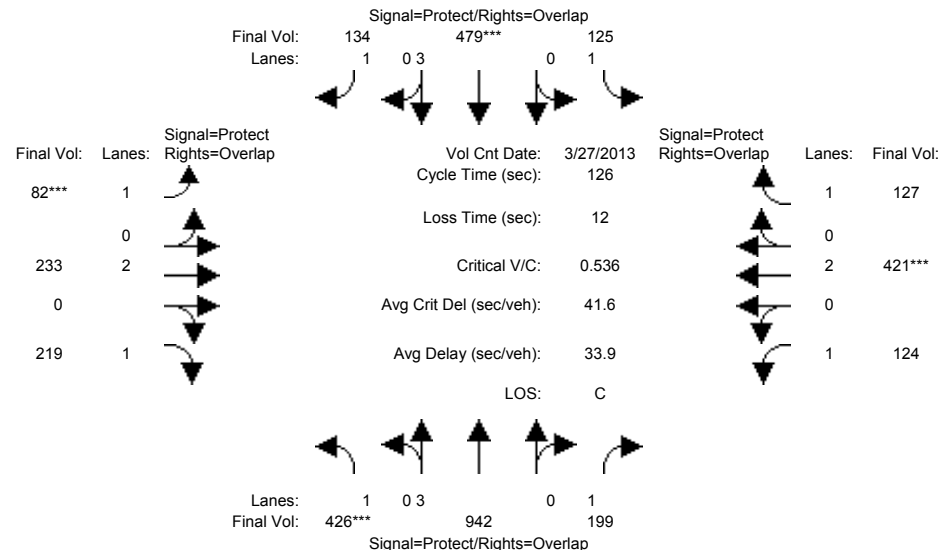
## Intersection #3341: BOOKSIN/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| 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:                                         | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 49          | 37   | 39   | 54          | 38   | 14   | 13         | 813  | 50   | 44         | 628  | 38   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.57        | 0.43 | 1.00 | 0.59        | 0.41 | 1.00 | 1.00       | 1.88 | 0.12 | 1.00       | 1.88 | 0.12 |
| Final Sat.:                                          | 1026        | 774  | 1750 | 1057        | 743  | 1750 | 1750       | 3485 | 214  | 1750       | 3489 | 211  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.05 | 0.02 | 0.05        | 0.05 | 0.01 | 0.01       | 0.23 | 0.23 | 0.03       | 0.18 | 0.18 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 10.1        | 10.1 | 10.1 | 10.1        | 10.1 | 10.1 | 23.8       | 45.9 | 45.9 | 10.0       | 32.1 | 32.1 |
| Volume/Cap:                                          | 0.36        | 0.36 | 0.17 | 0.38        | 0.38 | 0.06 | 0.02       | 0.38 | 0.38 | 0.19       | 0.42 | 0.42 |
| Delay/Veh:                                           | 30.4        | 30.4 | 29.1 | 30.6        | 30.6 | 28.4 | 17.6       | 7.5  | 7.5  | 29.3       | 15.1 | 15.1 |
| 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:                                          | 30.4        | 30.4 | 29.1 | 30.6        | 30.6 | 28.4 | 17.6       | 7.5  | 7.5  | 29.3       | 15.1 | 15.1 |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 1    | 2           | 2    | 0    | 0          | 5    | 5    | 1          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Background+Project Alt C (AM)

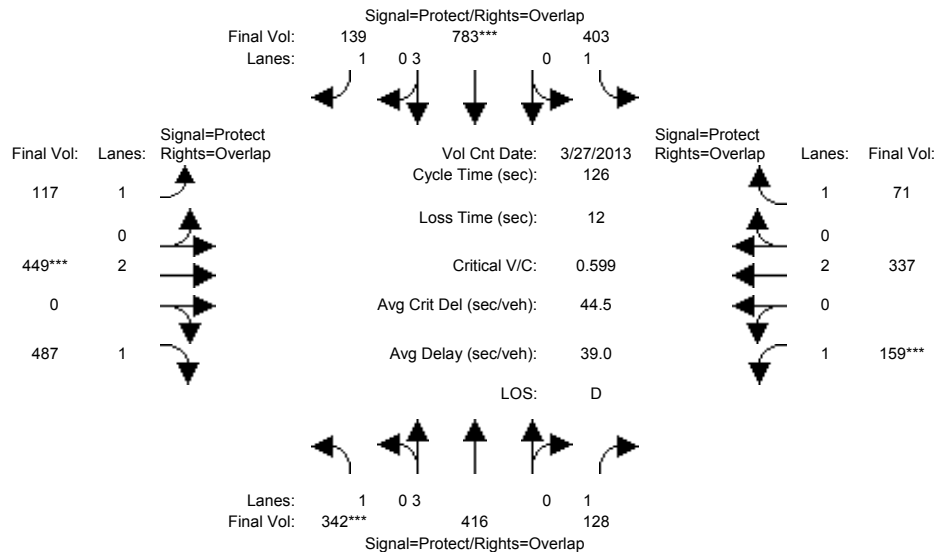
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| 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:                                         | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 426         | 942  | 199  | 125         | 479  | 134  | 82         | 233  | 219  | 124        | 421  | 127  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.24        | 0.17 | 0.11 | 0.07        | 0.08 | 0.08 | 0.05       | 0.06 | 0.13 | 0.07       | 0.11 | 0.07 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 57.2        | 53.7 | 71.2 | 23.2        | 19.7 | 30.8 | 11.0       | 19.6 | 76.8 | 17.5       | 26.0 | 49.3 |
| Volume/Cap:                                          | 0.54        | 0.39 | 0.20 | 0.39        | 0.54 | 0.31 | 0.54       | 0.39 | 0.21 | 0.51       | 0.54 | 0.19 |
| Delay/Veh:                                           | 25.5        | 24.9 | 13.5 | 45.9        | 49.6 | 39.4 | 58.8       | 48.3 | 11.1 | 52.1       | 45.3 | 25.3 |
| 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:                                          | 25.5        | 24.9 | 13.5 | 45.9        | 49.6 | 39.4 | 58.8       | 48.3 | 11.1 | 52.1       | 45.3 | 25.3 |
| LOS by Move:                                         | C           | C    | B    | D           | D    | D    | E          | D    | B    | D          | D    | C    |
| HCM2kAvgQ:                                           | 12          | 8    | 4    | 4           | 6    | 4    | 3          | 4    | 4    | 5          | 7    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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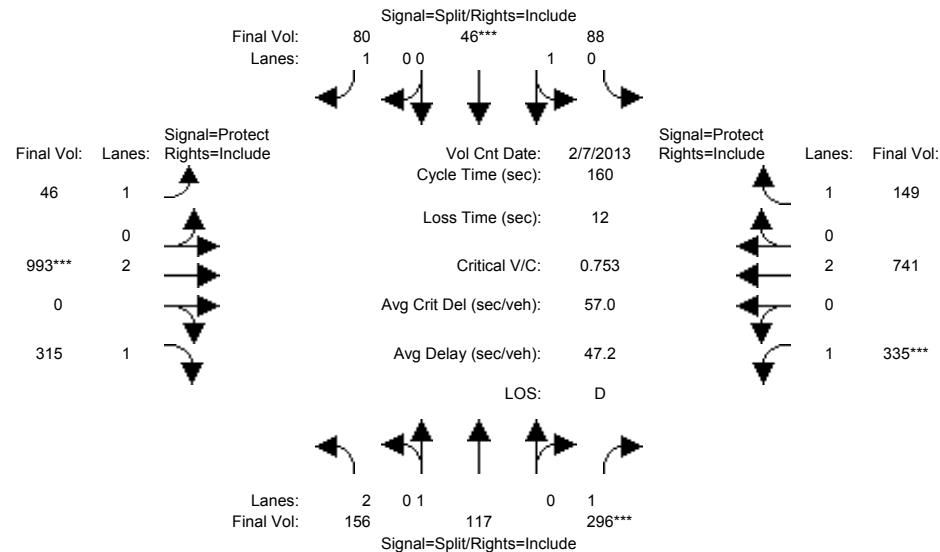
## Intersection #3354: BRANHAM/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| 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:                                         | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 342         | 416  | 128  | 403         | 783  | 139  | 117        | 449  | 487  | 159        | 337  | 71   |
| Saturation 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        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.20        | 0.07 | 0.07 | 0.23        | 0.14 | 0.08 | 0.07       | 0.12 | 0.28 | 0.09       | 0.09 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 41.1        | 17.9 | 37.1 | 52.1        | 28.9 | 47.8 | 18.9       | 24.9 | 66.0 | 19.1       | 25.1 | 77.1 |
| Volume/Cap:                                          | 0.60        | 0.51 | 0.25 | 0.56        | 0.60 | 0.21 | 0.45       | 0.60 | 0.53 | 0.60       | 0.45 | 0.07 |
| Delay/Veh:                                           | 37.3        | 50.5 | 34.1 | 29.1        | 44.1 | 26.5 | 50.0       | 47.4 | 20.4 | 53.6       | 44.8 | 9.9  |
| 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:                                          | 37.3        | 50.5 | 34.1 | 29.1        | 44.1 | 26.5 | 50.0       | 47.4 | 20.4 | 53.6       | 44.8 | 9.9  |
| LOS by Move:                                         | D           | D    | C    | C           | D    | C    | D          | D    | C    | D          | D    | A    |
| HCM2kAvgQ:                                           | 12          | 5    | 4    | 13          | 9    | 4    | 4          | 8    | 13   | 6          | 6    | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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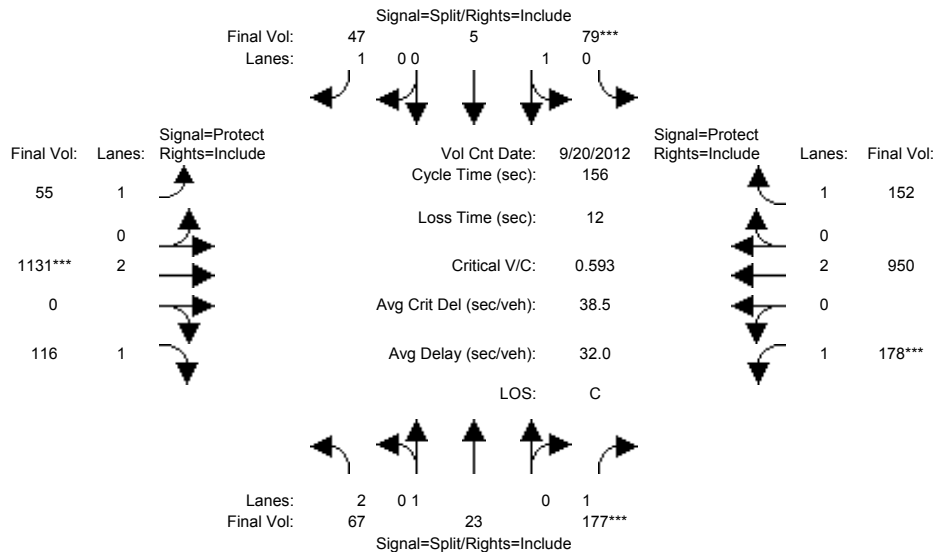
## Intersection #3377: CANOAS GARDEN/CURTNER



| 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: 7 Feb 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 993  | 315  | 335        | 741  | 149  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 993  | 315  | 335        | 741  | 149  |
| 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:                                         | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 993  | 315  | 335        | 741  | 149  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 993  | 315  | 335        | 741  | 149  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 993  | 315  | 335        | 741  | 149  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 156         | 117  | 296  | 88          | 46   | 80   | 46         | 993  | 315  | 335        | 741  | 149  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 0.66        | 0.34 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1182        | 618  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.06 | 0.17 | 0.07        | 0.07 | 0.05 | 0.03       | 0.26 | 0.18 | 0.19       | 0.20 | 0.09 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 36.0        | 36.0 | 36.0 | 15.8        | 15.8 | 15.8 | 17.6       | 55.5 | 55.5 | 40.7       | 78.6 | 78.6 |
| Volume/Cap:                                          | 0.22        | 0.27 | 0.75 | 0.75        | 0.75 | 0.46 | 0.24       | 0.75 | 0.52 | 0.75       | 0.40 | 0.17 |
| Delay/Veh:                                           | 50.8        | 51.6 | 65.9 | 86.7        | 86.7 | 70.0 | 65.7       | 48.7 | 42.4 | 62.1       | 25.9 | 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:                                          | 50.8        | 51.6 | 65.9 | 86.7        | 86.7 | 70.0 | 65.7       | 48.7 | 42.4 | 62.1       | 25.9 | 22.7 |
| LOS by Move:                                         | D           | D    | E    | F           | F    | E    | E          | D    | D    | E          | C    | C    |
| HCM2kAvgQ:                                           | 4           | 5    | 16   | 8           | 8    | 4    | 2          | 21   | 13   | 16         | 11   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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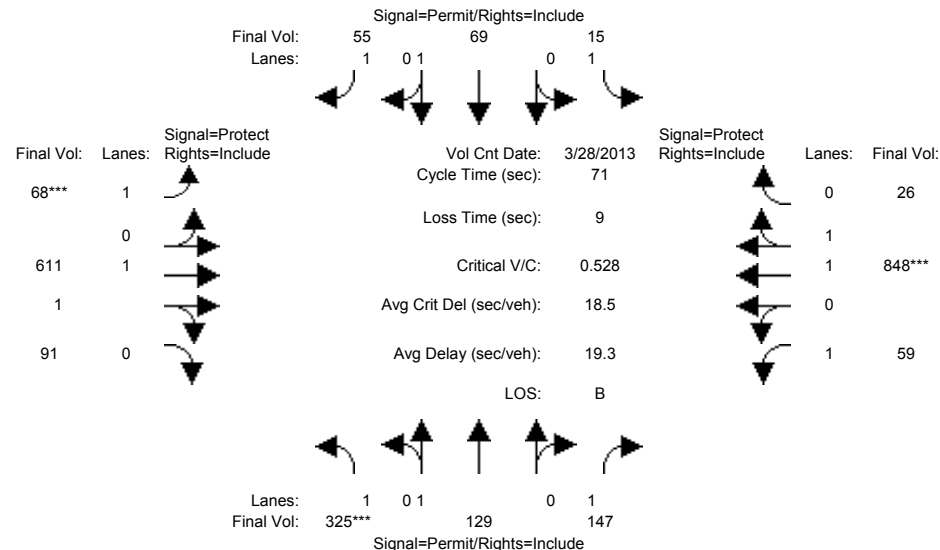
## Intersection #3377: CANOAS GARDEN/CURTNER



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1131 | 116  | 178        | 950  | 152  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1131 | 116  | 178        | 950  | 152  |
| 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:                                         | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1131 | 116  | 178        | 950  | 152  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1131 | 116  | 178        | 950  | 152  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1131 | 116  | 178        | 950  | 152  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 67          | 23   | 177  | 79          | 5    | 47   | 55         | 1131 | 116  | 178        | 950  | 152  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 0.94        | 0.06 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1693        | 107  | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.01 | 0.10 | 0.05        | 0.05 | 0.03 | 0.03       | 0.30 | 0.07 | 0.10       | 0.25 | 0.09 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 26.6        | 26.6 | 26.6 | 12.3        | 12.3 | 12.3 | 16.0       | 78.3 | 78.3 | 26.8       | 89.1 | 89.1 |
| Volume/Cap:                                          | 0.12        | 0.07 | 0.59 | 0.59        | 0.59 | 0.34 | 0.31       | 0.59 | 0.13 | 0.59       | 0.44 | 0.15 |
| Delay/Veh:                                           | 54.9        | 54.4 | 62.9 | 76.0        | 76.0 | 69.5 | 65.8       | 28.0 | 20.8 | 62.7       | 19.3 | 15.8 |
| 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:                                          | 54.9        | 54.4 | 62.9 | 76.0        | 76.0 | 69.5 | 65.8       | 28.0 | 20.8 | 62.7       | 19.3 | 15.8 |
| LOS by Move:                                         | D           | D    | E    | E           | E    | E    | E          | C    | C    | E          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 9    | 5           | 5    | 3    | 3          | 19   | 3    | 8          | 12   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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2000 HCM Operations (Future Volume Alternative)  
Background+Project Alt C (AM)

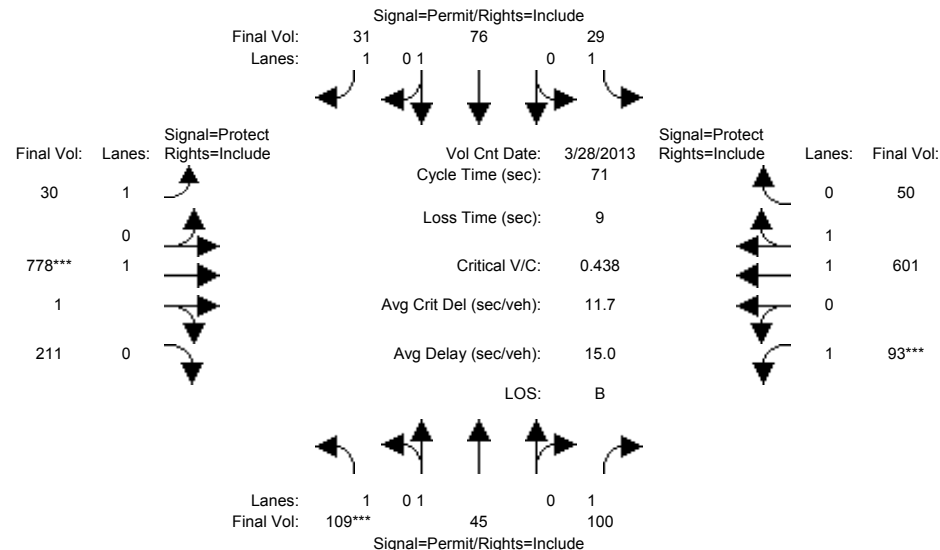
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| 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:                                         | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 325         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 129  | 147  | 15          | 69   | 55   | 68         | 611  | 91   | 59         | 848  | 26   |
| Saturation 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       | 0.97 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.73 | 0.27 | 1.00       | 1.94 | 0.06 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 3220 | 480  | 1750       | 3590 | 110  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.19        | 0.07 | 0.08 | 0.01        | 0.04 | 0.03 | 0.04       | 0.19 | 0.19 | 0.03       | 0.24 | 0.24 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 22.9        | 22.9 | 22.9 | 22.9        | 22.9 | 22.9 | 10.0       | 22.4 | 22.4 | 16.7       | 29.1 | 29.1 |
| Volume/Cap:                                          | 0.58        | 0.21 | 0.26 | 0.03        | 0.11 | 0.10 | 0.28       | 0.60 | 0.60 | 0.14       | 0.58 | 0.58 |
| Delay/Veh:                                           | 21.5        | 17.7 | 18.0 | 16.5        | 17.0 | 16.9 | 27.9       | 21.4 | 21.4 | 21.7       | 16.7 | 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:                                          | 21.5        | 17.7 | 18.0 | 16.5        | 17.0 | 16.9 | 27.9       | 21.4 | 21.4 | 21.7       | 16.7 | 16.7 |
| LOS by Move:                                         | C           | B    | B    | B           | B    | B    | C          | C    | C    | C          | B    | B    |
| HCM2kAvgQ:                                           | 6           | 2    | 2    | 0           | 1    | 1    | 1          | 7    | 7    | 1          | 7    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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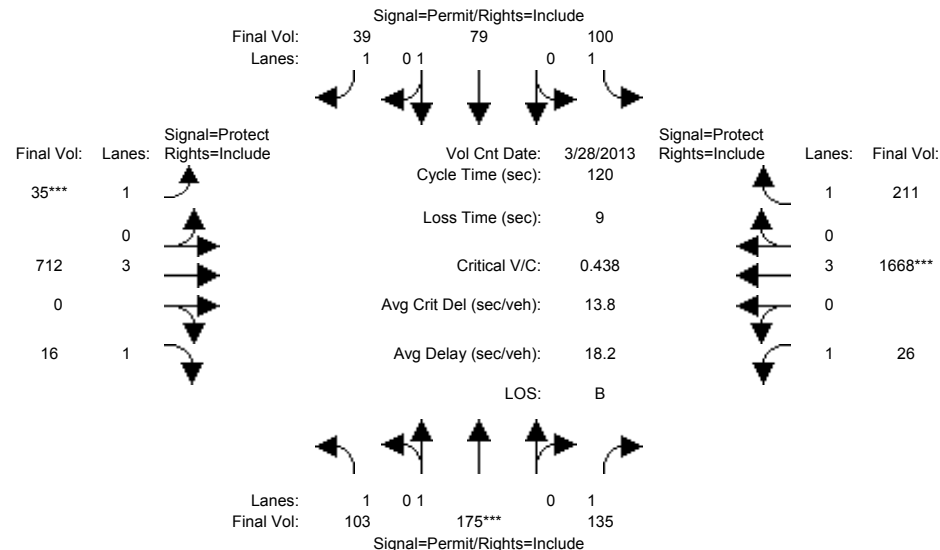
## Intersection #3397: CHERRY/CURTNER



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| 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:                                         | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 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:                                          | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 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:                                        | 109         | 45   | 100  | 29          | 76   | 31   | 30         | 778  | 211  | 93         | 601  | 50   |
| Saturation 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       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.56 | 0.44 | 1.00       | 1.84 | 0.16 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 2910 | 789  | 1750       | 3416 | 284  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.02 | 0.06 | 0.02        | 0.04 | 0.02 | 0.02       | 0.27 | 0.27 | 0.05       | 0.18 | 0.18 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 10.0        | 10.0 | 10.0 | 10.0        | 10.0 | 10.0 | 23.1       | 42.0 | 42.0 | 10.0       | 28.9 | 28.9 |
| Volume/Cap:                                          | 0.44        | 0.17 | 0.41 | 0.12        | 0.28 | 0.13 | 0.05       | 0.45 | 0.45 | 0.38       | 0.43 | 0.43 |
| Delay/Veh:                                           | 29.2        | 27.1 | 28.9 | 26.9        | 27.9 | 26.9 | 16.5       | 8.2  | 8.2  | 28.6       | 15.4 | 15.4 |
| 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:                                          | 29.2        | 27.1 | 28.9 | 26.9        | 27.9 | 26.9 | 16.5       | 8.2  | 8.2  | 28.6       | 15.4 | 15.4 |
| LOS by Move:                                         | C           | C    | C    | C           | C    | C    | B          | A    | A    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 2    | 1           | 2    | 1    | 0          | 6    | 6    | 2          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3399: CHERRY/HILLSDALE



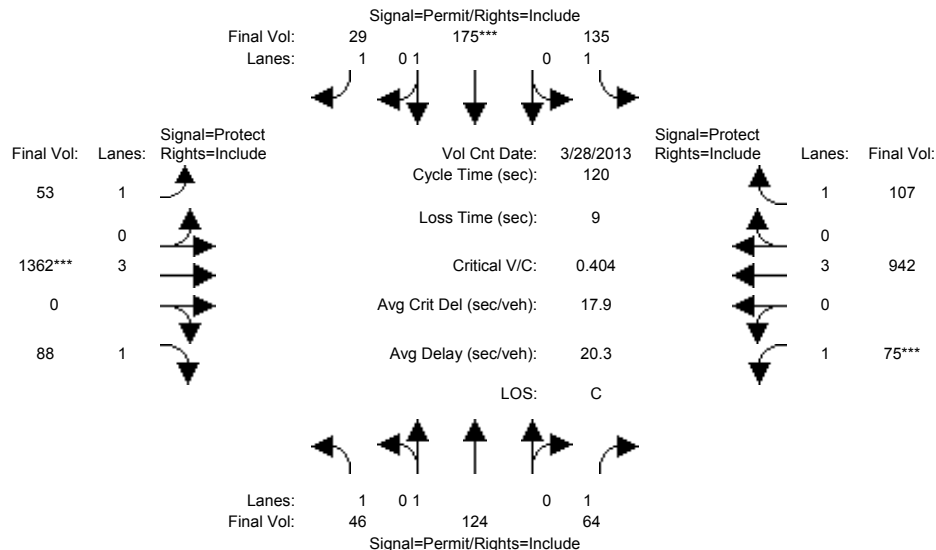
| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 712  | 16   | 26         | 1668 | 211  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 712  | 16   | 26         | 1668 | 211  |
| 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:                                 | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 712  | 16   | 26         | 1668 | 211  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 712  | 16   | 26         | 1668 | 211  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 712  | 16   | 26         | 1668 | 211  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 103         | 175  | 135  | 100         | 79   | 39   | 35         | 712  | 16   | 26         | 1668 | 211  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.06        | 0.09 | 0.08 | 0.06        | 0.04 | 0.02 | 0.02       | 0.12 | 0.01 | 0.01       | 0.29 | 0.12 |
| Crit Moves:                                  | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 24.9        | 24.9 | 24.9 | 24.9        | 24.9 | 24.9 | 7.0        | 58.7 | 58.7 | 27.4       | 79.1 | 79.1 |
| Volume/Cap:                                  | 0.28        | 0.44 | 0.37 | 0.28        | 0.20 | 0.11 | 0.34       | 0.26 | 0.02 | 0.07       | 0.44 | 0.18 |
| Delay/Veh:                                   | 40.5        | 42.3 | 41.5 | 40.4        | 39.6 | 38.7 | 56.3       | 17.9 | 15.8 | 36.3       | 9.9  | 8.0  |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 40.5        | 42.3 | 41.5 | 40.4        | 39.6 | 38.7 | 56.3       | 17.9 | 15.8 | 36.3       | 9.9  | 8.0  |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | E          | B    | B    | D          | A    | A    |
| HCM2kAvgQ:                                   | 3           | 5    | 4    | 3           | 2    | 1    | 1          | 5    | 0    | 1          | 10   | 3    |

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



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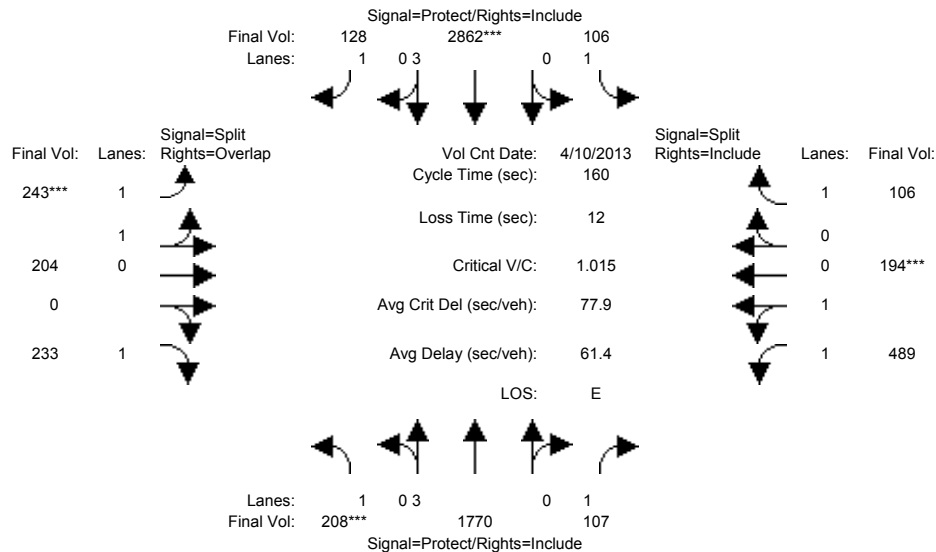
## Intersection #3399: CHERRY/HILLSDALE



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| 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:                                         | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 46          | 124  | 64   | 135         | 175  | 29   | 53         | 1362 | 88   | 75         | 942  | 107  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.07 | 0.04 | 0.08        | 0.09 | 0.02 | 0.03       | 0.24 | 0.05 | 0.04       | 0.17 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 27.3        | 27.3 | 27.3 | 27.3        | 27.3 | 27.3 | 21.8       | 70.9 | 70.9 | 12.7       | 61.8 | 61.8 |
| Volume/Cap:                                          | 0.12        | 0.29 | 0.16 | 0.34        | 0.40 | 0.07 | 0.17       | 0.40 | 0.09 | 0.40       | 0.32 | 0.12 |
| Delay/Veh:                                           | 36.9        | 38.6 | 37.3 | 39.3        | 40.0 | 36.5 | 41.7       | 13.3 | 10.6 | 51.5       | 17.0 | 15.1 |
| 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:                                          | 36.9        | 38.6 | 37.3 | 39.3        | 40.0 | 36.5 | 41.7       | 13.3 | 10.6 | 51.5       | 17.0 | 15.1 |
| LOS by Move:                                         | D           | D    | D    | D           | D    | D    | D          | B    | B    | D          | B    | B    |
| HCM2kAvgQ:                                           | 1           | 4    | 2    | 4           | 5    | 1    | 2          | 9    | 1    | 3          | 7    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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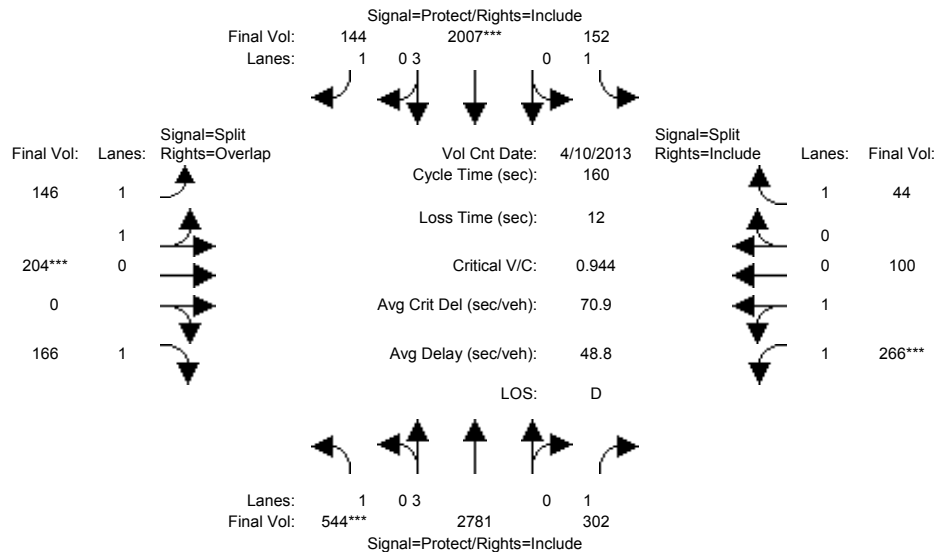
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 208         | 1770 | 107  | 106         | 2862 | 128  | 243        | 204  | 233  | 489        | 194  | 106  |
| Growth Adj:                                          | 1.00        | 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         | 1770 | 107  | 106         | 2862 | 128  | 243        | 204  | 233  | 489        | 194  | 106  |
| 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:                                         | 208         | 1770 | 107  | 106         | 2862 | 128  | 243        | 204  | 233  | 489        | 194  | 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:                                          | 208         | 1770 | 107  | 106         | 2862 | 128  | 243        | 204  | 233  | 489        | 194  | 106  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 208         | 1770 | 107  | 106         | 2862 | 128  | 243        | 204  | 233  | 489        | 194  | 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:                                        | 208         | 1770 | 107  | 106         | 2862 | 128  | 243        | 204  | 233  | 489        | 194  | 106  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.10       | 0.90 | 1.00 | 1.44       | 0.56 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1930       | 1620 | 1750 | 2541       | 1008 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.12        | 0.31 | 0.06 | 0.06        | 0.50 | 0.07 | 0.13       | 0.13 | 0.13 | 0.19       | 0.19 | 0.06 |
| Crit Moves:                                          | ****        |      |      |             | **** |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 18.7        | 81.9 | 81.9 | 16.0        | 79.1 | 79.1 | 19.8       | 19.8 | 38.6 | 30.3       | 30.3 | 30.3 |
| Volume/Cap:                                          | 1.02        | 0.61 | 0.12 | 0.61        | 1.02 | 0.15 | 1.02       | 1.02 | 0.55 | 1.02       | 1.02 | 0.32 |
| Delay/Veh:                                           | 137.6       | 28.0 | 20.4 | 75.0        | 61.4 | 22.1 | 116.9      | 117  | 54.7 | 103.5      | 103  | 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:                                          | 137.6       | 28.0 | 20.4 | 75.0        | 61.4 | 22.1 | 116.9      | 117  | 54.7 | 103.5      | 103  | 56.5 |
| LOS by Move:                                         | F           | C    | C    | E           | E    | C    | F          | F    | D    | F          | F    | E    |
| HCM2kAvgQ:                                           | 16          | 20   | 3    | 5           | 53   | 3    | 14         | 14   | 11   | 23         | 23   | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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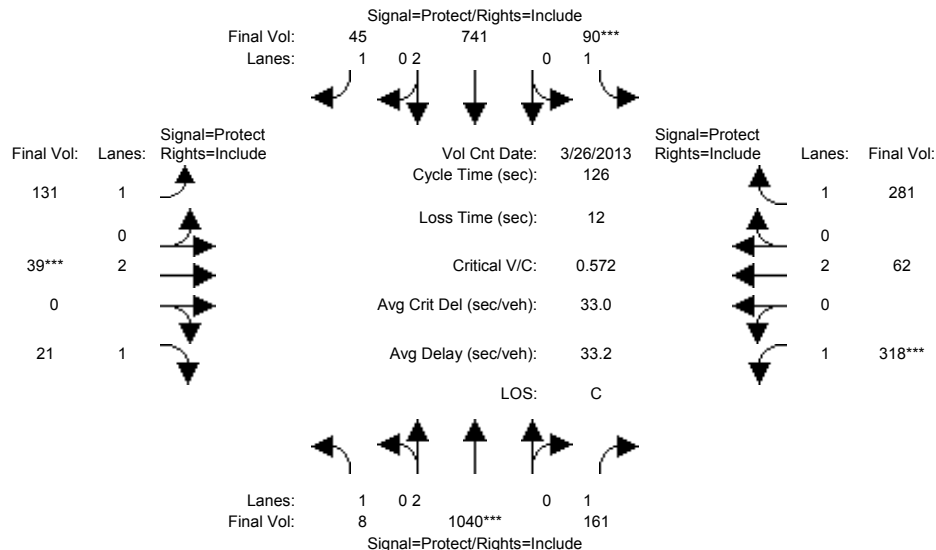
## Intersection #3402: CHYNOWETH/MONTEREY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 544         | 2781 | 302  | 152         | 2007 | 144  | 146        | 204  | 166  | 266        | 100  | 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:                                         | 544         | 2781 | 302  | 152         | 2007 | 144  | 146        | 204  | 166  | 266        | 100  | 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:                                         | 544         | 2781 | 302  | 152         | 2007 | 144  | 146        | 204  | 166  | 266        | 100  | 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:                                          | 544         | 2781 | 302  | 152         | 2007 | 144  | 146        | 204  | 166  | 266        | 100  | 44   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 544         | 2781 | 302  | 152         | 2007 | 144  | 146        | 204  | 166  | 266        | 100  | 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:                                        | 544         | 2781 | 302  | 152         | 2007 | 144  | 146        | 204  | 166  | 266        | 100  | 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 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.46       | 0.54 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1750       | 1900 | 1750 | 2580       | 970  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.31        | 0.49 | 0.17 | 0.09        | 0.35 | 0.08 | 0.08       | 0.11 | 0.09 | 0.10       | 0.10 | 0.03 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            | **** |      |            |      |      |
| Green Time:                                          | 52.7        | 95.4 | 95.4 | 17.0        | 59.7 | 59.7 | 18.2       | 18.2 | 70.9 | 17.5       | 17.5 | 17.5 |
| Volume/Cap:                                          | 0.94        | 0.82 | 0.29 | 0.82        | 0.94 | 0.22 | 0.73       | 0.94 | 0.21 | 0.94       | 0.94 | 0.23 |
| Delay/Veh:                                           | 76.7        | 27.2 | 15.9 | 94.0        | 58.0 | 34.5 | 74.4       | 103  | 27.6 | 102.4      | 102  | 65.7 |
| 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:                                          | 76.7        | 27.2 | 15.9 | 94.0        | 58.0 | 34.5 | 74.4       | 103  | 27.6 | 102.4      | 102  | 65.7 |
| LOS by Move:                                         | E           | C    | B    | F           | E    | C    | E          | F    | C    | F          | F    | E    |
| HCM2kAvgQ:                                           | 32          | 36   | 8    | 8           | 35   | 5    | 8          | 11   | 5    | 13         | 13   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3404: CHYNOWETH/SNELL

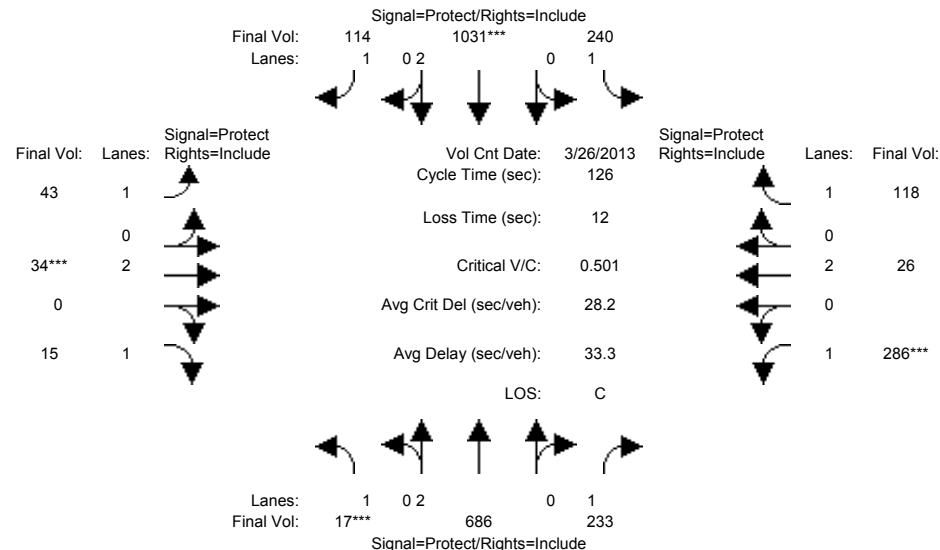


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| 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:                                 | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 8           | 1040 | 161  | 90          | 741  | 45   | 131        | 39   | 21   | 318        | 62   | 281  |
| Saturation 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       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.27 | 0.09 | 0.05        | 0.20 | 0.03 | 0.07       | 0.01 | 0.01 | 0.18       | 0.02 | 0.16 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 14.8        | 56.2 | 56.2 | 10.6        | 51.9 | 51.9 | 15.0       | 10.0 | 10.0 | 37.3       | 32.3 | 32.3 |
| Volume/Cap:                                  | 0.04        | 0.61 | 0.21 | 0.61        | 0.47 | 0.06 | 0.63       | 0.13 | 0.15 | 0.61       | 0.06 | 0.63 |
| Delay/Veh:                                   | 49.4        | 27.3 | 21.4 | 63.3        | 27.3 | 22.4 | 58.8       | 54.1 | 54.6 | 40.4       | 35.5 | 44.4 |
| 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:                                  | 49.4        | 27.3 | 21.4 | 63.3        | 27.3 | 22.4 | 58.8       | 54.1 | 54.6 | 40.4       | 35.5 | 44.4 |
| LOS by Move:                                 | D           | C    | C    | E           | C    | C    | E          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                   | 0           | 15   | 4    | 4           | 10   | 1    | 6          | 1    | 1    | 11         | 1    | 10   |

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

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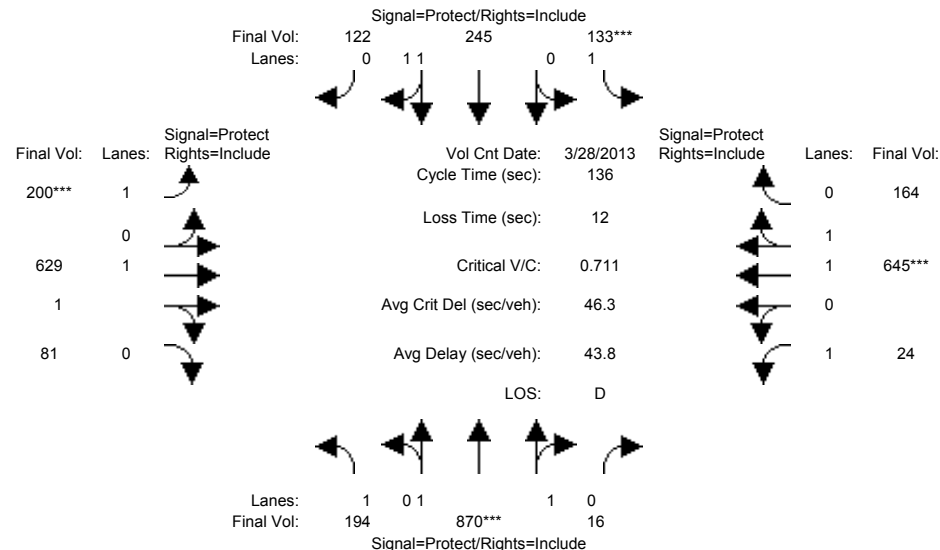
## Intersection #3404: CHYNOWETH/SNELL



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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:                                         | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 118  |
| 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          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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:                                          | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 118  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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:                                        | 17          | 686  | 233  | 240         | 1031 | 114  | 43         | 34   | 15   | 286        | 26   | 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        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 3800 | 1750 | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.18 | 0.13 | 0.14        | 0.27 | 0.07 | 0.02       | 0.01 | 0.01 | 0.16       | 0.01 | 0.07 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 38.4 | 38.4 | 29.2        | 60.5 | 60.5 | 19.1       | 10.0 | 10.0 | 36.5       | 27.3 | 27.3 |
| Volume/Cap:                                          | 0.17        | 0.59 | 0.44 | 0.59        | 0.56 | 0.14 | 0.16       | 0.11 | 0.11 | 0.56       | 0.03 | 0.31 |
| Delay/Veh:                                           | 57.6        | 38.0 | 35.7 | 45.5        | 23.8 | 18.3 | 46.7       | 54.0 | 54.2 | 39.5       | 38.9 | 41.9 |
| 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        | 38.0 | 35.7 | 45.5        | 23.8 | 18.3 | 46.7       | 54.0 | 54.2 | 39.5       | 38.9 | 41.9 |
| LOS by Move:                                         | E           | D    | D    | D           | C    | B    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 11   | 8    | 9           | 14   | 3    | 2          | 1    | 1    | 10         | 0    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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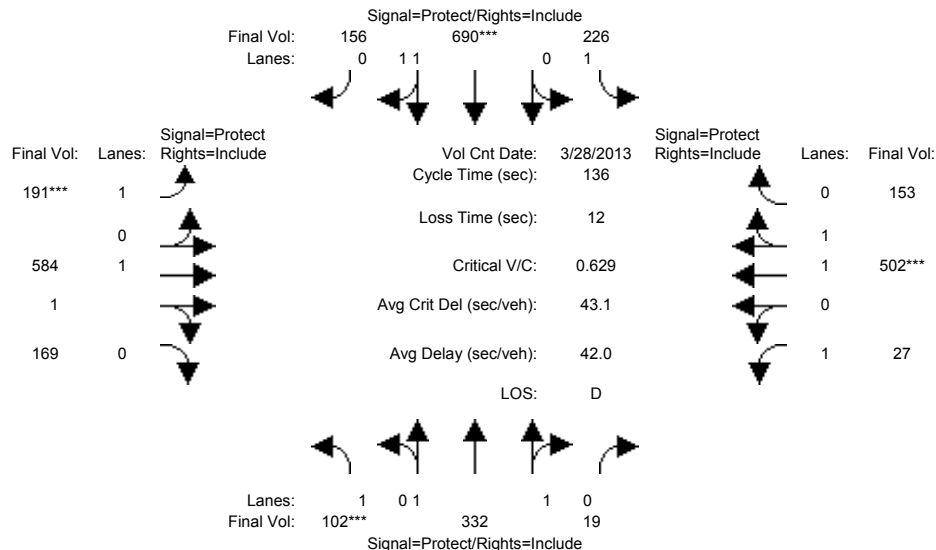
## Intersection #3435: CURTNER/LINCOLN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 194         | 870  | 16   | 133         | 245  | 122  | 200        | 629  | 81   | 24         | 645  | 164  |
| Growth Adj:                                          | 1.00        | 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         | 870  | 16   | 133         | 245  | 122  | 200        | 629  | 81   | 24         | 645  | 164  |
| 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         | 870  | 16   | 133         | 245  | 122  | 200        | 629  | 81   | 24         | 645  | 164  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 870  | 16   | 133         | 245  | 122  | 200        | 629  | 81   | 24         | 645  | 164  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 194         | 870  | 16   | 133         | 245  | 122  | 200        | 629  | 81   | 24         | 645  | 164  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 870  | 16   | 133         | 245  | 122  | 200        | 629  | 81   | 24         | 645  | 164  |
| 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        | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.96 | 0.04 | 1.00        | 1.32 | 0.68 | 1.00       | 1.77 | 0.23 | 1.00       | 1.58 | 0.42 |
| Final Sat.:                                          | 1750        | 3633 | 67   | 1750        | 2469 | 1230 | 1750       | 3278 | 422  | 1750       | 2949 | 750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.24 | 0.24 | 0.08        | 0.10 | 0.10 | 0.11       | 0.19 | 0.19 | 0.01       | 0.22 | 0.22 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 31.8        | 45.8 | 45.8 | 14.5        | 28.5 | 28.5 | 21.9       | 50.2 | 50.2 | 13.5       | 41.8 | 41.8 |
| Volume/Cap:                                          | 0.47        | 0.71 | 0.71 | 0.71        | 0.47 | 0.47 | 0.71       | 0.52 | 0.52 | 0.14       | 0.71 | 0.71 |
| Delay/Veh:                                           | 45.7        | 41.3 | 41.3 | 70.8        | 47.6 | 47.6 | 62.3       | 33.8 | 33.8 | 56.3       | 43.9 | 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:                                          | 45.7        | 41.3 | 41.3 | 70.8        | 47.6 | 47.6 | 62.3       | 33.8 | 33.8 | 56.3       | 43.9 | 43.9 |
| LOS by Move:                                         | D           | D    | D    | E           | D    | D    | E          | C    | C    | E          | D    | D    |
| HCM2kAvgQ:                                           | 8           | 17   | 17   | 6           | 7    | 7    | 9          | 11   | 11   | 1          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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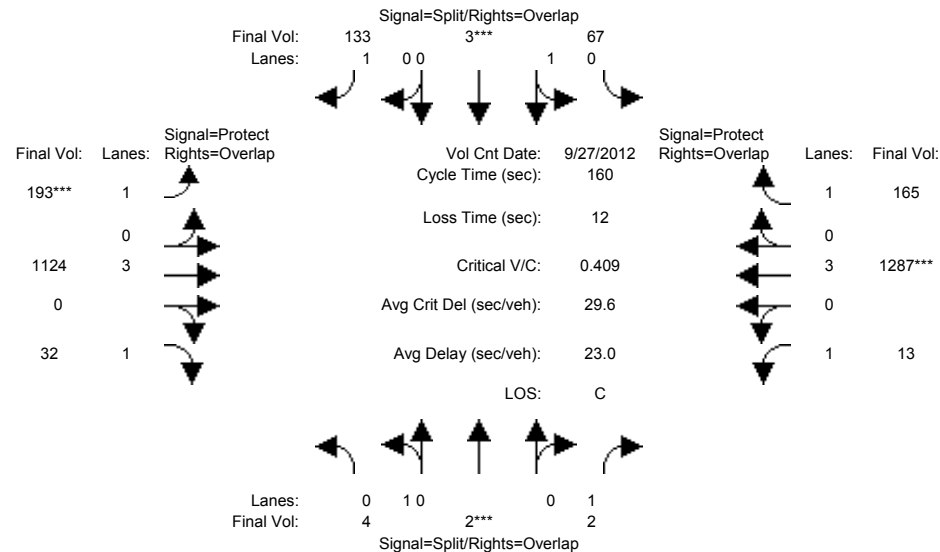
## Intersection #3435: CURTNER/LINCOLN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 584  | 169  | 27         | 502  | 153  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 584  | 169  | 27         | 502  | 153  |
| 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:                                         | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 584  | 169  | 27         | 502  | 153  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 332  | 19   | 226         | 690  | 156  | 191        | 584  | 169  | 27         | 502  | 153  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 102         | 332  | 19   | 226         | 690  | 156  | 191        | 584  | 169  | 27         | 502  | 153  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 332  | 19   | 226         | 690  | 156  | 191        | 584  | 169  | 27         | 502  | 153  |
| 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        | 1.89 | 0.11 | 1.00        | 1.62 | 0.38 | 1.00       | 1.54 | 0.46 | 1.00       | 1.52 | 0.48 |
| Final Sat.:                                          | 1750        | 3500 | 200  | 1750        | 3017 | 682  | 1750       | 2869 | 830  | 1750       | 2835 | 864  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.09 | 0.09 | 0.13        | 0.23 | 0.23 | 0.11       | 0.20 | 0.20 | 0.02       | 0.18 | 0.18 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 12.6        | 26.3 | 26.3 | 35.8        | 49.5 | 49.5 | 23.6       | 49.4 | 49.4 | 12.5       | 38.3 | 38.3 |
| Volume/Cap:                                          | 0.63        | 0.49 | 0.49 | 0.49        | 0.63 | 0.63 | 0.63       | 0.56 | 0.56 | 0.17       | 0.63 | 0.63 |
| Delay/Veh:                                           | 67.1        | 49.4 | 49.4 | 43.2        | 36.6 | 36.6 | 56.3       | 35.1 | 35.1 | 57.5       | 43.9 | 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:                                          | 67.1        | 49.4 | 49.4 | 43.2        | 36.6 | 36.6 | 56.3       | 35.1 | 35.1 | 57.5       | 43.9 | 43.9 |
| LOS by Move:                                         | E           | D    | D    | D           | D    | D    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 5           | 7    | 7    | 8           | 15   | 15   | 8          | 12   | 12   | 1          | 12   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3436: CURTNER/LITTLE ORCHARD

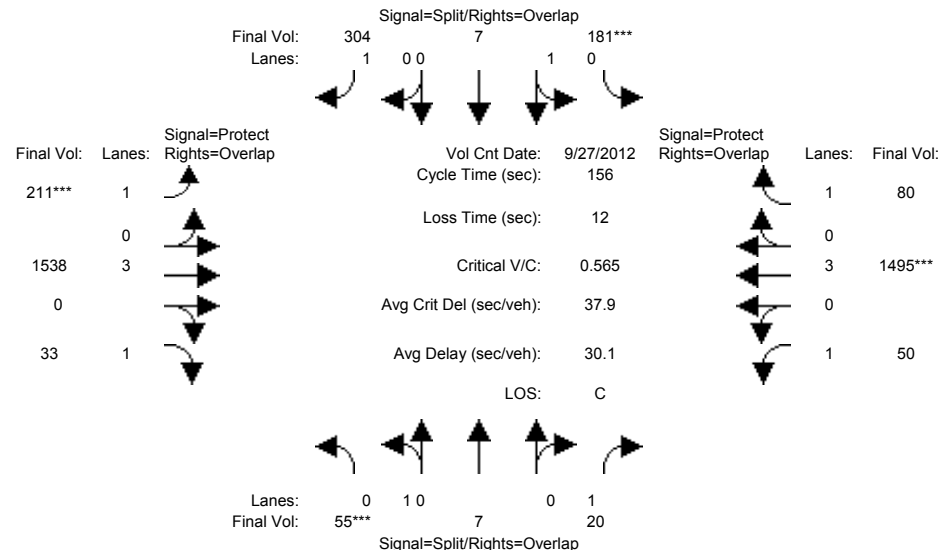


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1124 | 32    | 13         | 1287 | 165  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1124 | 32    | 13         | 1287 | 165  |
| 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:                                         | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1124 | 32    | 13         | 1287 | 165  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 2    | 67          | 3    | 133  | 193        | 1124 | 32    | 13         | 1287 | 165  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1124 | 32    | 13         | 1287 | 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:                                        | 4           | 2    | 2    | 67          | 3    | 133  | 193        | 1124 | 32    | 13         | 1287 | 165  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92  | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.67        | 0.33 | 1.00 | 0.96        | 0.04 | 1.00 | 1.00       | 3.00 | 1.00  | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1200        | 600  | 1750 | 1723        | 77   | 1750 | 1750       | 5700 | 1750  | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.04        | 0.04 | 0.08 | 0.11       | 0.20 | 0.02  | 0.01       | 0.23 | 0.09 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |       |            |      |      |
| Green Time:                                          | 10.0        | 10.0 | 32.5 | 14.3        | 14.3 | 54.9 | 40.6       | 101  | 111.2 | 22.5       | 83.1 | 97.4 |
| Volume/Cap:                                          | 0.05        | 0.05 | 0.01 | 0.43        | 0.43 | 0.22 | 0.43       | 0.31 | 0.03  | 0.05       | 0.43 | 0.15 |
| Delay/Veh:                                           | 70.7        | 70.7 | 50.9 | 70.9        | 70.9 | 37.5 | 50.8       | 13.5 | 7.6   | 59.6       | 24.0 | 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:                                          | 70.7        | 70.7 | 50.9 | 70.9        | 70.9 | 37.5 | 50.8       | 13.5 | 7.6   | 59.6       | 24.0 | 13.6 |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | D          | B    | A     | E          | C    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 4           | 4    | 5    | 8          | 8    | 1     | 1          | 13   | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |



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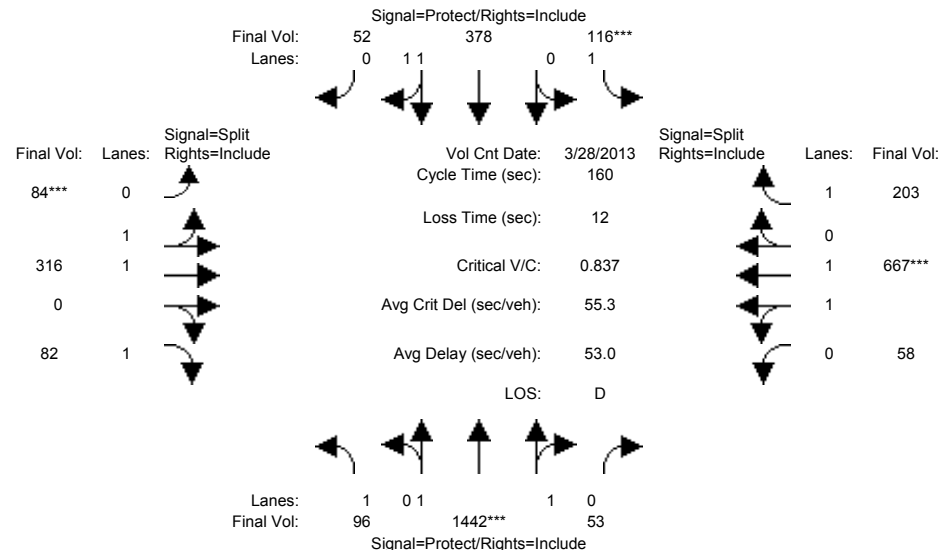
## Intersection #3436: CURTNER/LITTLE ORCHARD



| 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: 27 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |       |
| Base Vol:                                            | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1538 | 33    | 50         | 1495 | 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:                                         | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1538 | 33    | 50         | 1495 | 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:                                         | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1538 | 33    | 50         | 1495 | 80    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1538 | 33    | 50         | 1495 | 80    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0     |
| Reduced Vol:                                         | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1538 | 33    | 50         | 1495 | 80    |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 55          | 7    | 20   | 181         | 7    | 304  | 211        | 1538 | 33    | 50         | 1495 | 80    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92  | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 0.89        | 0.11 | 1.00 | 0.96        | 0.04 | 1.00 | 1.00       | 3.00 | 1.00  | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 1597        | 203  | 1750 | 1733        | 67   | 1750 | 1750       | 5700 | 1750  | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |       |
| Vol/Sat:                                             | 0.03        | 0.03 | 0.01 | 0.10        | 0.10 | 0.17 | 0.12       | 0.27 | 0.02  | 0.03       | 0.26 | 0.05  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |       | ****       |      |       |
| Green Time:                                          | 10.0        | 10.0 | 25.0 | 28.7        | 28.7 | 61.9 | 33.2       | 90.3 | 100.3 | 15.0       | 72.1 | 100.8 |
| Volume/Cap:                                          | 0.54        | 0.54 | 0.07 | 0.57        | 0.57 | 0.44 | 0.57       | 0.47 | 0.03  | 0.30       | 0.57 | 0.07  |
| Delay/Veh:                                           | 75.7        | 75.7 | 55.7 | 60.3        | 60.3 | 34.8 | 57.1       | 19.1 | 10.2  | 66.6       | 30.9 | 10.2  |
| 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:                                          | 75.7        | 75.7 | 55.7 | 60.3        | 60.3 | 34.8 | 57.1       | 19.1 | 10.2  | 66.6       | 30.9 | 10.2  |
| LOS by Move:                                         | E           | E    | E    | E           | E    | C    | E          | B    | B     | E          | C    | B     |
| HCM2kAvgQ:                                           | 4           | 4    | 1    | 9           | 9    | 11   | 9          | 13   | 1     | 2          | 17   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |       |

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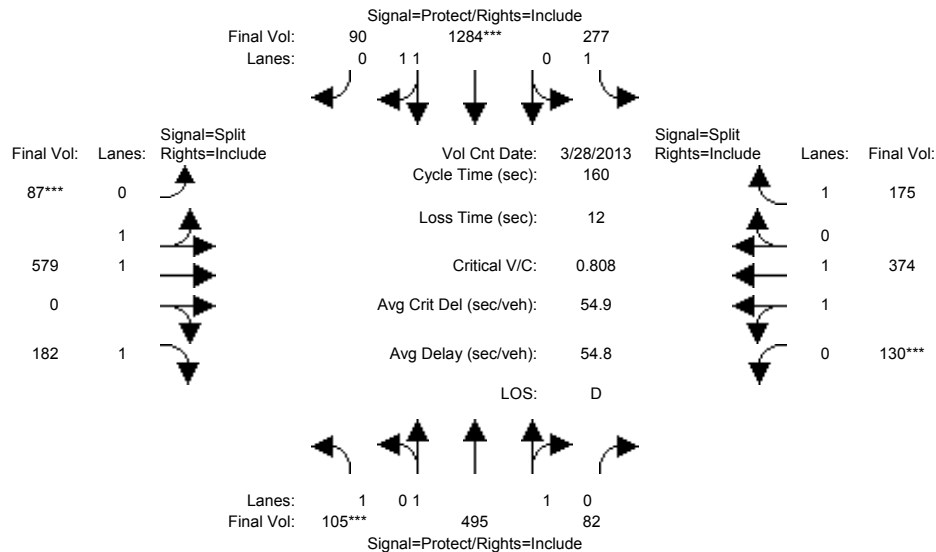
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 96          | 1442 | 53   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 96          | 1442 | 53   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| 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:                                         | 96          | 1442 | 53   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 96          | 1442 | 53   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 96          | 1442 | 53   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 96          | 1442 | 53   | 116         | 378  | 52   | 84         | 316  | 82   | 58         | 667  | 203  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.93 | 0.07 | 1.00        | 1.75 | 0.25 | 0.43       | 1.57 | 1.00 | 0.16       | 1.84 | 1.00 |
| Final Sat.:                                          | 1750        | 3569 | 131  | 1750        | 3252 | 447  | 777        | 2922 | 1750 | 296        | 3404 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.40 | 0.40 | 0.07        | 0.12 | 0.12 | 0.11       | 0.11 | 0.05 | 0.20       | 0.20 | 0.12 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 28.8        | 77.2 | 77.2 | 12.7        | 61.1 | 61.1 | 20.7       | 20.7 | 20.7 | 37.4       | 37.4 | 37.4 |
| Volume/Cap:                                          | 0.30        | 0.84 | 0.84 | 0.84        | 0.30 | 0.30 | 0.84       | 0.84 | 0.36 | 0.84       | 0.84 | 0.50 |
| Delay/Veh:                                           | 57.4        | 39.6 | 39.6 | 106.5       | 34.7 | 34.7 | 80.3       | 80.3 | 64.6 | 65.6       | 65.6 | 54.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 57.4        | 39.6 | 39.6 | 106.5       | 34.7 | 34.7 | 80.3       | 80.3 | 64.6 | 65.6       | 65.6 | 54.0 |
| LOS by Move:                                         | E           | D    | D    | F           | C    | C    | F          | F    | E    | E          | E    | D    |
| HCM2kAvgQ:                                           | 4           | 34   | 34   | 7           | 7    | 7    | 10         | 10   | 4    | 18         | 18   | 9    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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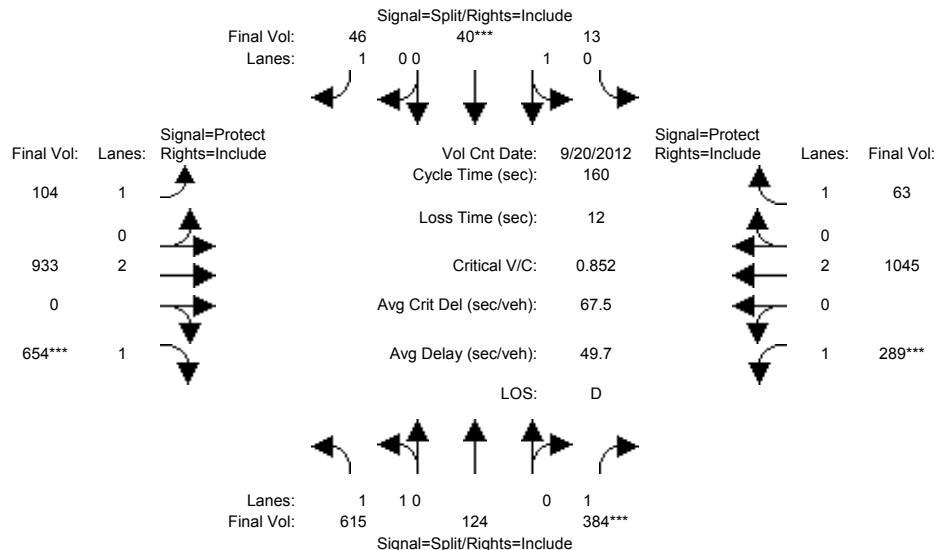
## Intersection #3437: CURTNER/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 130        | 374  | 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:                                         | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 130        | 374  | 175  |
| 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:                                         | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 130        | 374  | 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:                                          | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 130        | 374  | 175  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 130        | 374  | 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:                                        | 105         | 495  | 82   | 277         | 1284 | 90   | 87         | 579  | 182  | 130        | 374  | 175  |
| 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 | 0.95       | 0.98 | 0.92 | 0.95       | 0.98 | 0.92 |
| Lanes:                                               | 1.00        | 1.71 | 0.29 | 1.00        | 1.87 | 0.13 | 0.27       | 1.73 | 1.00 | 0.53       | 1.47 | 1.00 |
| Final Sat.:                                          | 1750        | 3174 | 526  | 1750        | 3457 | 242  | 483        | 3216 | 1750 | 954        | 2745 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.16 | 0.16 | 0.16        | 0.37 | 0.37 | 0.18       | 0.18 | 0.10 | 0.14       | 0.14 | 0.10 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 11.9        | 42.4 | 42.4 | 43.0        | 73.5 | 73.5 | 35.6       | 35.6 | 35.6 | 27.0       | 27.0 | 27.0 |
| Volume/Cap:                                          | 0.81        | 0.59 | 0.59 | 0.59        | 0.81 | 0.81 | 0.81       | 0.81 | 0.47 | 0.81       | 0.81 | 0.59 |
| Delay/Veh:                                           | 103.0       | 52.2 | 52.2 | 52.8        | 40.2 | 40.2 | 64.9       | 64.9 | 54.8 | 71.8       | 71.8 | 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:                                          | 103.0       | 52.2 | 52.2 | 52.8        | 40.2 | 40.2 | 64.9       | 64.9 | 54.8 | 71.8       | 71.8 | 64.7 |
| LOS by Move:                                         | F           | D    | D    | D           | D    | D    | E          | E    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 7           | 13   | 13   | 12          | 30   | 30   | 16         | 16   | 8    | 13         | 13   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3439: CURTNER/STONE

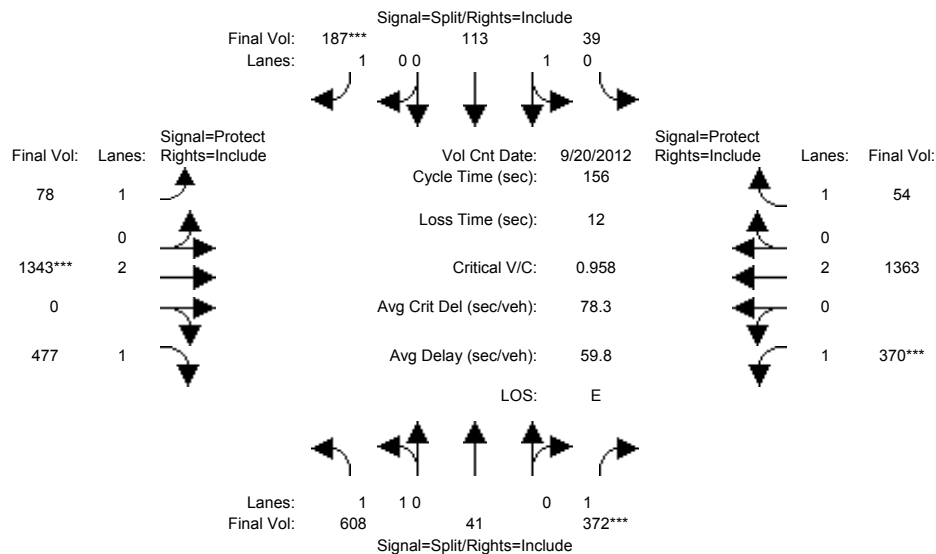


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 20 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                 | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                 | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                  | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 63   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 1.67        | 0.33 | 1.00 | 0.25        | 0.75 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                  | 2954        | 596  | 1750 | 442         | 1358 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.21        | 0.21 | 0.22 | 0.03        | 0.03 | 0.03 | 0.06       | 0.25 | 0.37 | 0.17       | 0.28 | 0.04 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 39.9        | 39.9 | 39.9 | 10.0        | 10.0 | 10.0 | 17.4       | 68.0 | 68.0 | 30.1       | 80.6 | 80.6 |
| Volume/Cap:                                  | 0.83        | 0.83 | 0.88 | 0.47        | 0.47 | 0.42 | 0.55       | 0.58 | 0.88 | 0.88       | 0.55 | 0.07 |
| Delay/Veh:                                   | 63.8        | 63.8 | 75.9 | 75.5        | 75.5 | 74.8 | 70.8       | 35.6 | 53.9 | 85.9       | 27.5 | 20.5 |
| 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:                                  | 63.8        | 63.8 | 75.9 | 75.5        | 75.5 | 74.8 | 70.8       | 35.6 | 53.9 | 85.9       | 27.5 | 20.5 |
| LOS by Move:                                 | E           | E    | E    | E           | E    | E    | E          | D    | D    | F          | C    | C    |
| HCM2kAvgQ:                                   | 20          | 20   | 22   | 3           | 3    | 3    | 5          | 17   | 33   | 16         | 17   | 2    |

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

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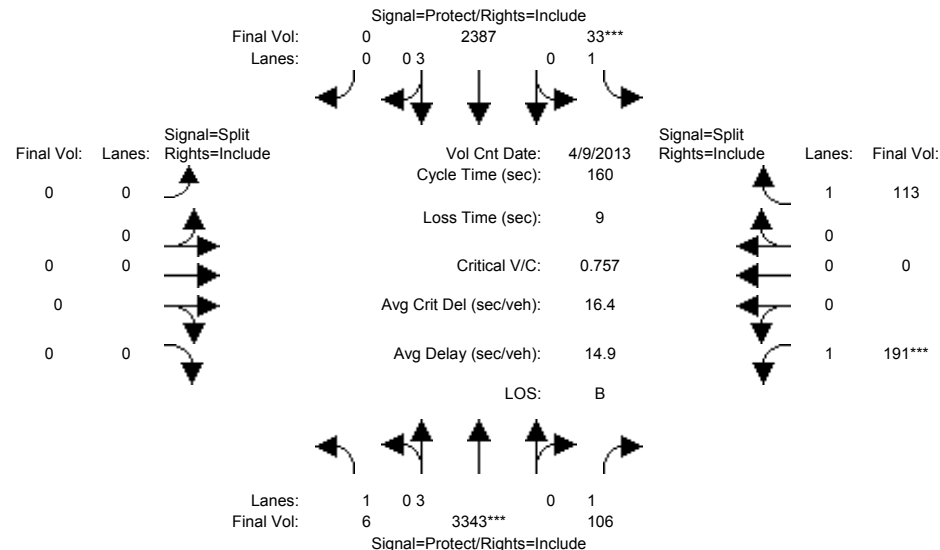
## Intersection #3439: CURTNER/STONE



| 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: 20 Sep 2012 <<         |             |      |      |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1343 | 477  | 370        | 1363 | 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:                                         | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1343 | 477  | 370        | 1363 | 54   |
| 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:                                         | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1343 | 477  | 370        | 1363 | 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:                                          | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1343 | 477  | 370        | 1363 | 54   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1343 | 477  | 370        | 1363 | 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:                                        | 608         | 41   | 372  | 39          | 113  | 187   | 78         | 1343 | 477  | 370        | 1363 | 54   |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92  | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.88        | 0.12 | 1.00 | 0.26        | 0.74 | 1.00  | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3326        | 224  | 1750 | 462         | 1338 | 1750  | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.18 | 0.21 | 0.08        | 0.08 | 0.11  | 0.04       | 0.35 | 0.27 | 0.21       | 0.36 | 0.03 |
| Crit Moves:                                          |             |      |      |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 34.6        | 34.6 | 34.6 | 17.4        | 17.4 | 17.4  | 10.2       | 57.6 | 57.6 | 34.4       | 81.8 | 81.8 |
| Volume/Cap:                                          | 0.82        | 0.82 | 0.96 | 0.76        | 0.76 | 0.96  | 0.68       | 0.96 | 0.74 | 0.96       | 0.68 | 0.06 |
| Delay/Veh:                                           | 64.8        | 64.8 | 94.7 | 82.4        | 82.4 | 121.1 | 86.6       | 63.2 | 47.2 | 94.9       | 28.6 | 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:                                          | 64.8        | 64.8 | 94.7 | 82.4        | 82.4 | 121.1 | 86.6       | 63.2 | 47.2 | 94.9       | 28.6 | 18.3 |
| LOS by Move:                                         | E           | E    | F    | F           | F    | F     | F          | E    | D    | F          | C    | B    |
| HCM2kAvgQ:                                           | 18          | 18   | 23   | 9           | 9    | 13    | 4          | 34   | 21   | 21         | 24   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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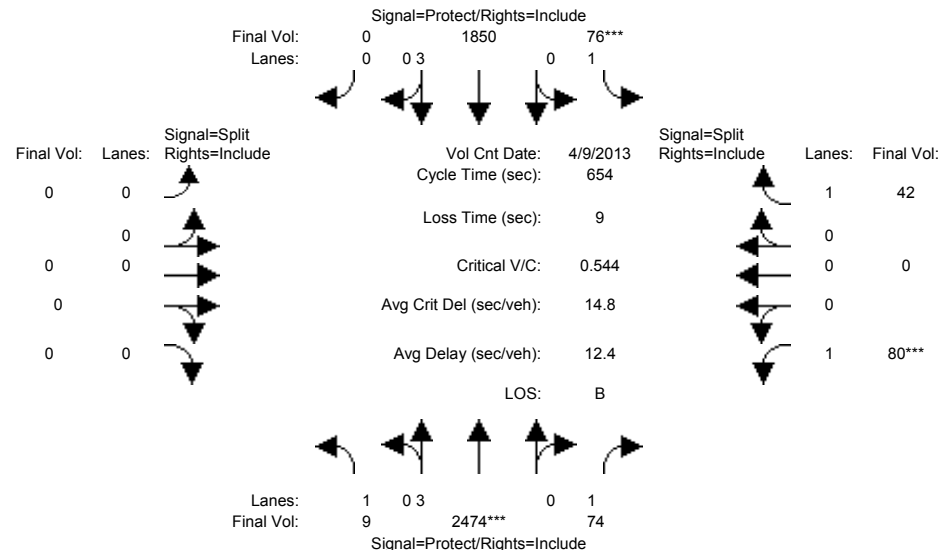
## Intersection #3462: EDENVIEW/MONTEREY



| 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   | 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: 9 Apr 2013 <<          |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 6           | 3343 | 106   | 33          | 2387 | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| Growth Adj:                                          | 1.00        | 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           | 3343 | 106   | 33          | 2387 | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| 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           | 3343 | 106   | 33          | 2387 | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 3343 | 106   | 33          | 2387 | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 6           | 3343 | 106   | 33          | 2387 | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 6           | 3343 | 106   | 33          | 2387 | 0    | 0          | 0    | 0    | 191        | 0    | 113  |
| Saturation 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.59 | 0.06  | 0.02        | 0.42 | 0.00 | 0.00       | 0.00 | 0.00 | 0.11       | 0.00 | 0.06 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 12.1        | 121  | 121.4 | 7.0         | 116  | 0.0  | 0.0        | 0.0  | 0.0  | 22.6       | 0.0  | 22.6 |
| Volume/Cap:                                          | 0.05        | 0.77 | 0.08  | 0.43        | 0.58 | 0.00 | 0.00       | 0.00 | 0.00 | 0.77       | 0.00 | 0.46 |
| Delay/Veh:                                           | 68.7        | 12.2 | 5.0   | 78.4        | 10.5 | 0.0  | 0.0        | 0.0  | 0.0  | 80.2       | 0.0  | 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:                                          | 68.7        | 12.2 | 5.0   | 78.4        | 10.5 | 0.0  | 0.0        | 0.0  | 0.0  | 80.2       | 0.0  | 64.4 |
| LOS by Move:                                         | E           | B    | A     | E           | B    | A    | A          | A    | A    | F          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 32   | 1     | 2           | 17   | 0    | 0          | 0    | 0    | 11         | 0    | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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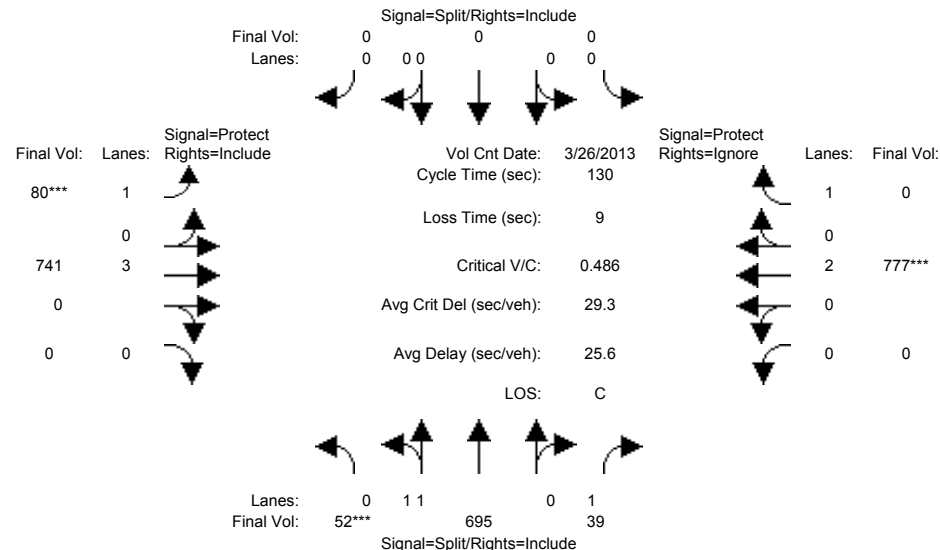
## Intersection #3462: EDENVIEW/MONTEREY



| 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   | 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: 9 Apr 2013 <<          |             |      |       |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 9           | 2474 | 74    | 76          | 1850 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                         | 9           | 2474 | 74    | 76          | 1850 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                         | 9           | 2474 | 74    | 76          | 1850 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                          | 9           | 2474 | 74    | 76          | 1850 | 0    | 0          | 0    | 0    | 80         | 0    | 42    |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 9           | 2474 | 74    | 76          | 1850 | 0    | 0          | 0    | 0    | 80         | 0    | 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:                                        | 9           | 2474 | 74    | 76          | 1850 | 0    | 0          | 0    | 0    | 80         | 0    | 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        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00  |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.01        | 0.43 | 0.04  | 0.04        | 0.32 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.02  |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 47.4        | 522  | 522.2 | 52.3        | 527  | 0.0  | 0.0        | 0.0  | 0.0  | 55.0       | 0.0  | 55.0  |
| Volume/Cap:                                          | 0.07        | 0.54 | 0.05  | 0.54        | 0.40 | 0.00 | 0.00       | 0.00 | 0.00 | 0.54       | 0.00 | 0.29  |
| Delay/Veh:                                           | 104.0       | 8.7  | 5.1   | 110.6       | 6.7  | 0.0  | 0.0        | 0.0  | 0.0  | 109.6      | 0.0  | 104.2 |
| 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:                                          | 104.0       | 8.7  | 5.1   | 110.6       | 6.7  | 0.0  | 0.0        | 0.0  | 0.0  | 109.6      | 0.0  | 104.2 |
| LOS by Move:                                         | F           | A    | A     | F           | A    | A    | A          | A    | A    | F          | A    | F     |
| HCM2kAvgQ:                                           | 1           | 20   | 1     | 6           | 13   | 0    | 0          | 0    | 0    | 7          | 0    | 3     |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |       |

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## Intersection #3472: 11TH/KEYES

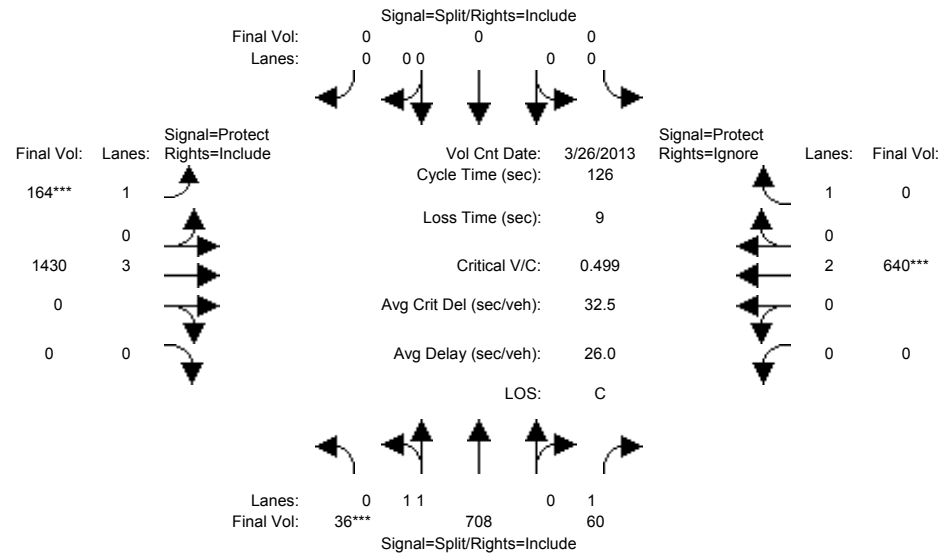


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 10          | 10   | 10   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 52          | 695  | 39   | 0           | 0    | 0    | 80         | 741  | 0    | 0          | 777  | 1058 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 52          | 695  | 39   | 0           | 0    | 0    | 80         | 741  | 0    | 0          | 777  | 1058 |
| 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:                                         | 52          | 695  | 39   | 0           | 0    | 0    | 80         | 741  | 0    | 0          | 777  | 1058 |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 52          | 695  | 39   | 0           | 0    | 0    | 80         | 741  | 0    | 0          | 777  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 52          | 695  | 39   | 0           | 0    | 0    | 80         | 741  | 0    | 0          | 777  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 52          | 695  | 39   | 0           | 0    | 0    | 80         | 741  | 0    | 0          | 777  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.14        | 1.86 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 258         | 3442 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.20        | 0.20 | 0.02 | 0.00        | 0.00 | 0.00 | 0.05       | 0.13 | 0.00 | 0.00       | 0.20 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 54.0        | 54.0 | 54.0 | 0.0         | 0.0  | 0.0  | 12.2       | 67.0 | 0.0  | 0.0        | 54.7 | 0.0  |
| Volume/Cap:                                          | 0.49        | 0.49 | 0.05 | 0.00        | 0.00 | 0.00 | 0.49       | 0.25 | 0.00 | 0.00       | 0.49 | 0.00 |
| Delay/Veh:                                           | 28.1        | 28.1 | 22.7 | 0.0         | 0.0  | 0.0  | 58.1       | 17.6 | 0.0  | 0.0        | 27.6 | 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:                                          | 28.1        | 28.1 | 22.7 | 0.0         | 0.0  | 0.0  | 58.1       | 17.6 | 0.0  | 0.0        | 27.6 | 0.0  |
| LOS by Move:                                         | C           | C    | C    | A           | A    | A    | E          | B    | A    | A          | C    | A    |
| HCM2kAvgQ:                                           | 11          | 11   | 1    | 0           | 0    | 0    | 3          | 5    | 0    | 0          | 11   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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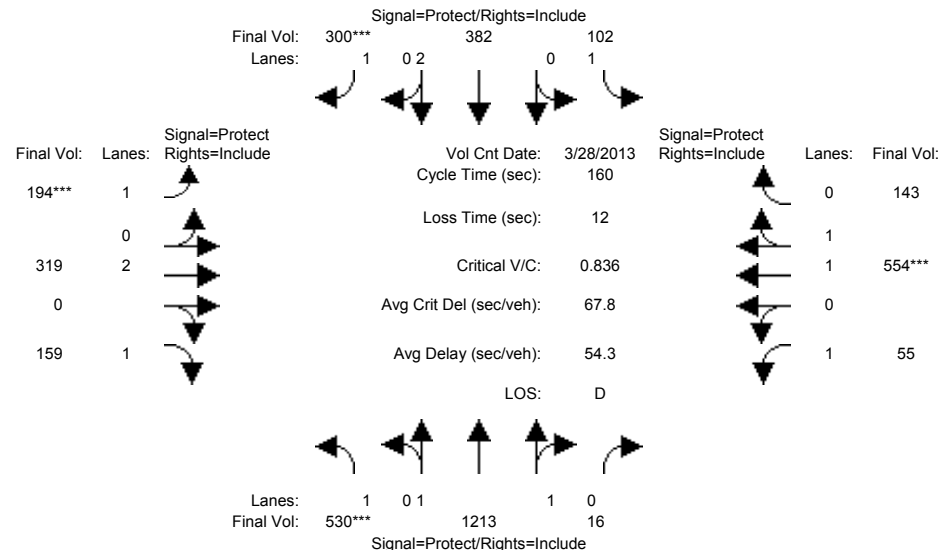
## Intersection #3472: 11TH/KEYES



| 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   | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 36          | 708  | 60   | 0           | 0    | 0    | 164        | 1430 | 0    | 0          | 640  | 793  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 36          | 708  | 60   | 0           | 0    | 0    | 164        | 1430 | 0    | 0          | 640  | 793  |
| 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:                                         | 36          | 708  | 60   | 0           | 0    | 0    | 164        | 1430 | 0    | 0          | 640  | 793  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 36          | 708  | 60   | 0           | 0    | 0    | 164        | 1430 | 0    | 0          | 640  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 36          | 708  | 60   | 0           | 0    | 0    | 164        | 1430 | 0    | 0          | 640  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 36          | 708  | 60   | 0           | 0    | 0    | 164        | 1430 | 0    | 0          | 640  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.10        | 1.90 | 1.00 | 0.00        | 0.00 | 0.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 179         | 3521 | 1750 | 0           | 0    | 0    | 1750       | 5700 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.20        | 0.20 | 0.03 | 0.00        | 0.00 | 0.00 | 0.09       | 0.25 | 0.00 | 0.00       | 0.17 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 50.8        | 50.8 | 50.8 | 0.0         | 0.0  | 0.0  | 23.7       | 66.2 | 0.0  | 0.0        | 42.5 | 0.0  |
| Volume/Cap:                                          | 0.50        | 0.50 | 0.09 | 0.00        | 0.00 | 0.00 | 0.50       | 0.48 | 0.00 | 0.00       | 0.50 | 0.00 |
| Delay/Veh:                                           | 28.4        | 28.4 | 23.3 | 0.0         | 0.0  | 0.0  | 47.0       | 19.1 | 0.0  | 0.0        | 33.5 | 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:                                          | 28.4        | 28.4 | 23.3 | 0.0         | 0.0  | 0.0  | 47.0       | 19.1 | 0.0  | 0.0        | 33.5 | 0.0  |
| LOS by Move:                                         | C           | C    | C    | A           | A    | A    | D          | B    | A    | A          | C    | A    |
| HCM2kAvgQ:                                           | 11          | 11   | 2    | 0           | 0    | 0    | 6          | 11   | 0    | 0          | 10   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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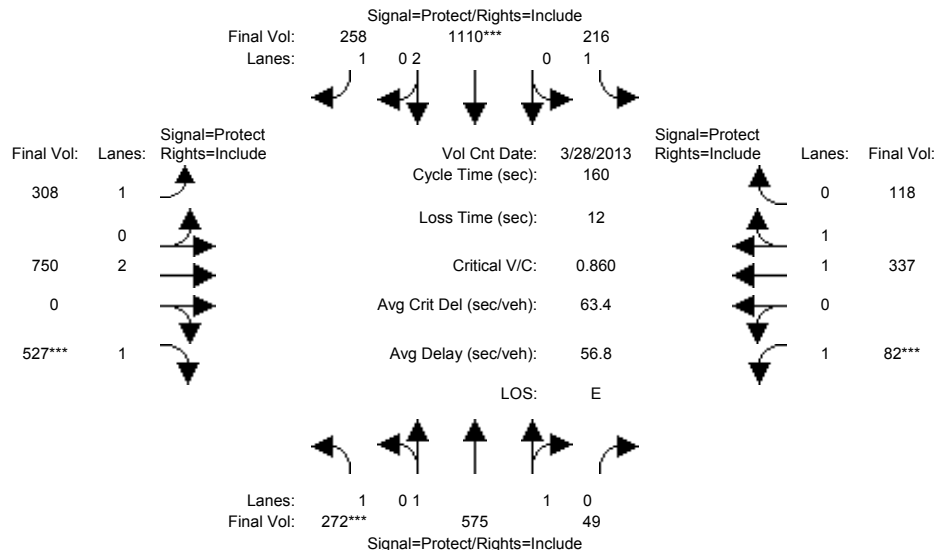
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| 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:                                         | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 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:                                          | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 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:                                        | 530         | 1213 | 16   | 102         | 382  | 300  | 194        | 319  | 159  | 55         | 554  | 143  |
| 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        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.97 | 0.03 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.58 | 0.42 |
| Final Sat.:                                          | 1750        | 3652 | 48   | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2940 | 759  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.30        | 0.33 | 0.33 | 0.06        | 0.10 | 0.17 | 0.11       | 0.08 | 0.09 | 0.03       | 0.19 | 0.19 |
| Crit Moves:                                          | ****        |      |      |             |      | **** | ****       |      |      |            | **** |      |
| Green Time:                                          | 57.9        | 77.2 | 77.2 | 13.5        | 32.8 | 32.8 | 21.2       | 38.6 | 38.6 | 18.6       | 36.0 | 36.0 |
| Volume/Cap:                                          | 0.84        | 0.69 | 0.69 | 0.69        | 0.49 | 0.84 | 0.84       | 0.35 | 0.38 | 0.27       | 0.84 | 0.84 |
| Delay/Veh:                                           | 56.2        | 33.2 | 33.2 | 84.0        | 56.7 | 76.6 | 90.1       | 50.5 | 51.2 | 65.2       | 66.6 | 66.6 |
| 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:                                          | 56.2        | 33.2 | 33.2 | 84.0        | 56.7 | 76.6 | 90.1       | 50.5 | 51.2 | 65.2       | 66.6 | 66.6 |
| LOS by Move:                                         | E           | C    | C    | F           | E    | E    | F          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                           | 26          | 23   | 23   | 5           | 8    | 16   | 11         | 6    | 7    | 3          | 17   | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

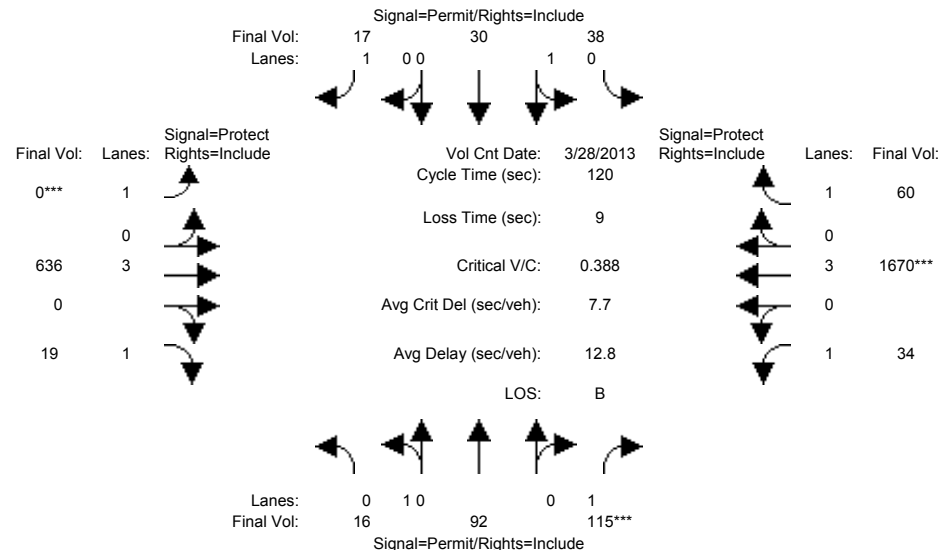
## Intersection #3568: HAMILTON/MERIDIAN



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 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:                                         | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 118  |
| 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:                                         | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 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:                                          | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 118  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 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:                                        | 272         | 575  | 49   | 216         | 1110 | 258  | 308        | 750  | 527  | 82         | 337  | 118  |
| 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.84 | 0.16 | 1.00        | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 1.47 | 0.53 |
| Final Sat.:                                          | 1750        | 3409 | 291  | 1750        | 3800 | 1750 | 1750       | 3800 | 1750 | 1750       | 2740 | 959  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.17 | 0.17 | 0.12        | 0.29 | 0.15 | 0.18       | 0.20 | 0.30 | 0.05       | 0.12 | 0.12 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      | **** |            |      |      |
| Green Time:                                          | 28.9        | 48.1 | 48.1 | 35.2        | 54.3 | 54.3 | 38.1       | 56.0 | 56.0 | 8.7        | 26.6 | 26.6 |
| Volume/Cap:                                          | 0.86        | 0.56 | 0.56 | 0.56        | 0.86 | 0.43 | 0.74       | 0.56 | 0.86 | 0.86       | 0.74 | 0.74 |
| Delay/Veh:                                           | 84.1        | 47.7 | 47.7 | 57.4        | 55.3 | 41.4 | 63.2       | 42.7 | 60.1 | 125.2      | 68.1 | 68.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 84.1        | 47.7 | 47.7 | 57.4        | 55.3 | 41.4 | 63.2       | 42.7 | 60.1 | 125.2      | 68.1 | 68.1 |
| LOS by Move:                                         | F           | D    | D    | E           | E    | D    | E          | D    | E    | F          | E    | E    |
| HCM2kAvgQ:                                           | 15          | 13   | 13   | 10          | 26   | 10   | 15         | 14   | 27   | 5          | 11   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3586: HILLSDALE/JARVIS

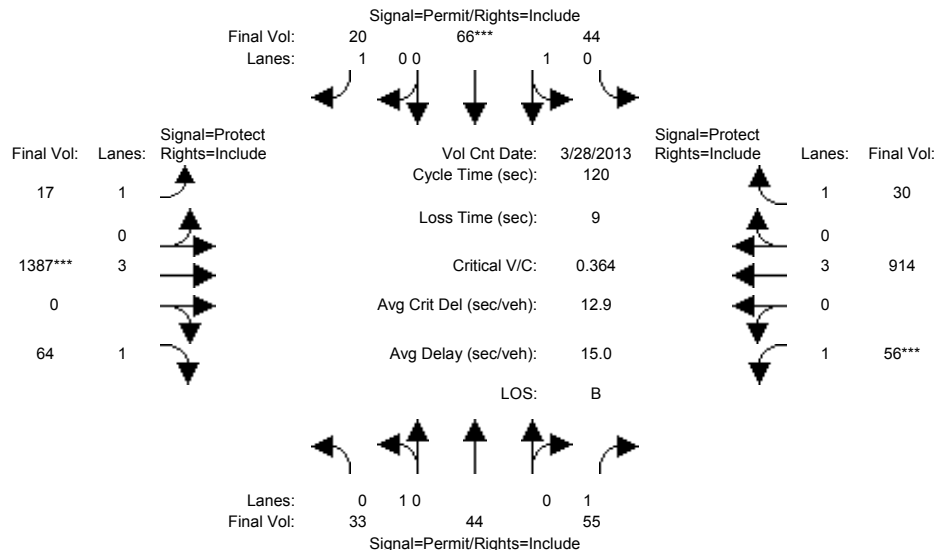


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 636  | 19   | 34         | 1670 | 60   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 636  | 19   | 34         | 1670 | 60   |
| 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:                                 | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 636  | 19   | 34         | 1670 | 60   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 636  | 19   | 34         | 1670 | 60   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 636  | 19   | 34         | 1670 | 60   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 16          | 92   | 115  | 38          | 30   | 17   | 0          | 636  | 19   | 34         | 1670 | 60   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.15        | 0.85 | 1.00 | 0.56        | 0.44 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 267         | 1533 | 1750 | 1006        | 794  | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.06        | 0.06 | 0.07 | 0.04        | 0.04 | 0.01 | 0.00       | 0.11 | 0.01 | 0.02       | 0.29 | 0.03 |
| Crit Moves:                                  | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                  | 20.3        | 20.3 | 20.3 | 20.3        | 20.3 | 20.3 | 0.0        | 59.5 | 59.5 | 31.1       | 90.7 | 90.7 |
| Volume/Cap:                                  | 0.35        | 0.35 | 0.39 | 0.22        | 0.22 | 0.06 | 0.00       | 0.22 | 0.02 | 0.07       | 0.39 | 0.05 |
| Delay/Veh:                                   | 44.7        | 44.7 | 45.1 | 43.4        | 43.4 | 41.9 | 0.0        | 17.2 | 15.4 | 33.6       | 5.1  | 3.7  |
| 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:                                  | 44.7        | 44.7 | 45.1 | 43.4        | 43.4 | 41.9 | 0.0        | 17.2 | 15.4 | 33.6       | 5.1  | 3.7  |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | A          | B    | B    | C          | A    | A    |
| HCM2kAvgQ:                                   | 4           | 4    | 4    | 2           | 2    | 1    | 0          | 4    | 0    | 1          | 7    | 1    |

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

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## Intersection #3586: HILLSDALE/JARVIS

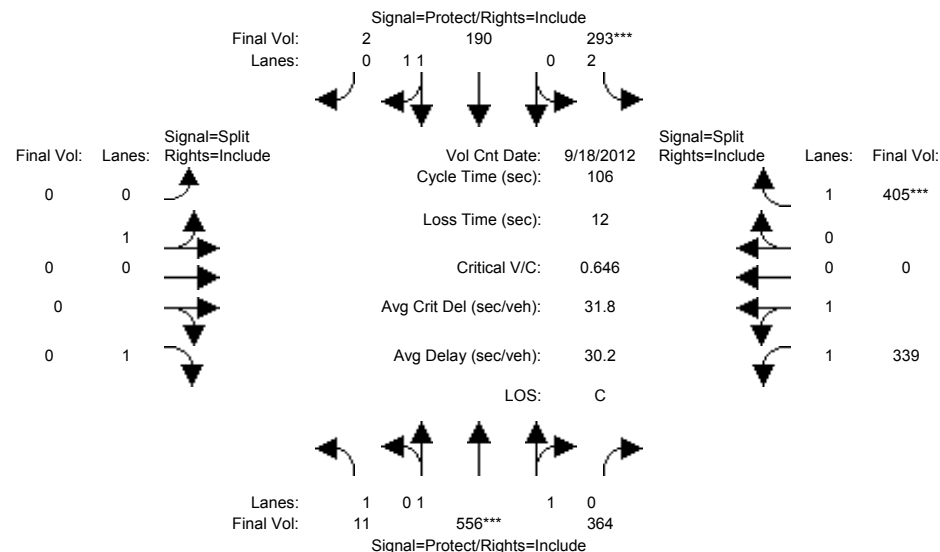


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| 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:                                 | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 33          | 44   | 55   | 44          | 66   | 20   | 17         | 1387 | 64   | 56         | 914  | 30   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.43        | 0.57 | 1.00 | 0.40        | 0.60 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 771         | 1029 | 1750 | 720         | 1080 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.04        | 0.04 | 0.03 | 0.06        | 0.06 | 0.01 | 0.01       | 0.24 | 0.04 | 0.03       | 0.16 | 0.02 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 20.2        | 20.2 | 20.2 | 20.2        | 20.2 | 20.2 | 24.2       | 80.3 | 80.3 | 10.6       | 66.6 | 66.6 |
| Volume/Cap:                                  | 0.25        | 0.25 | 0.19 | 0.36        | 0.36 | 0.07 | 0.05       | 0.36 | 0.05 | 0.36       | 0.29 | 0.03 |
| Delay/Veh:                                   | 43.8        | 43.8 | 43.2 | 45.0        | 45.0 | 42.1 | 38.6       | 8.7  | 6.8  | 53.0       | 14.2 | 12.1 |
| 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:                                  | 43.8        | 43.8 | 43.2 | 45.0        | 45.0 | 42.1 | 38.6       | 8.7  | 6.8  | 53.0       | 14.2 | 12.1 |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | A    | A    | D          | B    | B    |
| HCM2kAvgQ:                                   | 2           | 2    | 2    | 4           | 4    | 1    | 1          | 7    | 1    | 2          | 6    | 1    |

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

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Background+Project Alt C (AM)

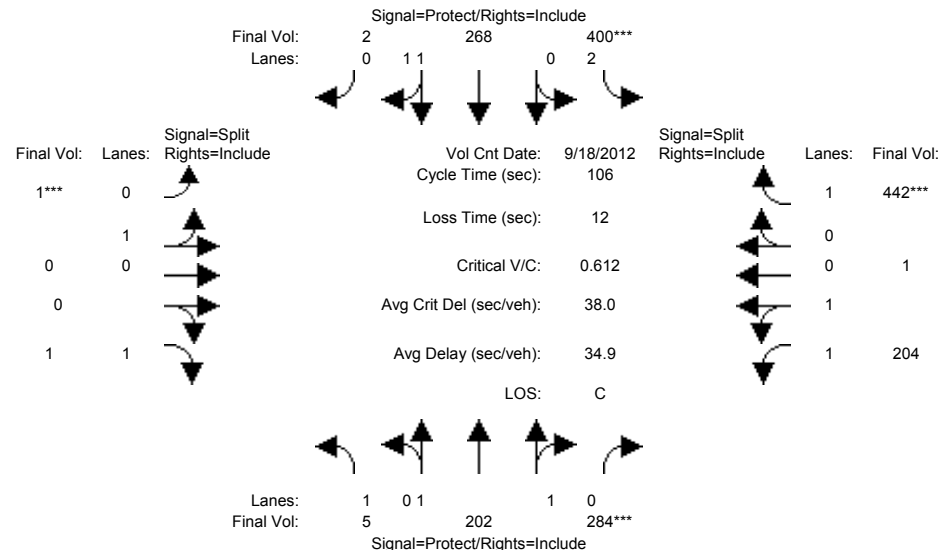
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| 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:                                         | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 11          | 556  | 364  | 293         | 190  | 2    | 0          | 0    | 0    | 339        | 0    | 405  |
| 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.19 | 0.81 | 2.00        | 1.98 | 0.02 | 0.00       | 1.00 | 1.00 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 2235 | 1463 | 3150        | 3661 | 39   | 0          | 1800 | 1750 | 3550       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.25 | 0.25 | 0.09        | 0.05 | 0.05 | 0.00       | 0.00 | 0.00 | 0.10       | 0.00 | 0.23 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 23.1        | 40.8 | 40.8 | 15.3        | 33.0 | 33.0 | 0.0        | 0.0  | 0.0  | 38.0       | 0.0  | 38.0 |
| Volume/Cap:                                          | 0.03        | 0.65 | 0.65 | 0.65        | 0.17 | 0.17 | 0.00       | 0.00 | 0.00 | 0.27       | 0.00 | 0.65 |
| Delay/Veh:                                           | 32.7        | 27.7 | 27.7 | 46.1        | 26.6 | 26.6 | 0.0        | 0.0  | 0.0  | 24.3       | 0.0  | 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:                                          | 32.7        | 27.7 | 27.7 | 46.1        | 26.6 | 26.6 | 0.0        | 0.0  | 0.0  | 24.3       | 0.0  | 30.8 |
| LOS by Move:                                         | C           | C    | C    | D           | C    | C    | A          | A    | A    | C          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 13   | 13   | 7           | 2    | 2    | 0          | 0    | 0    | 4          | 0    | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

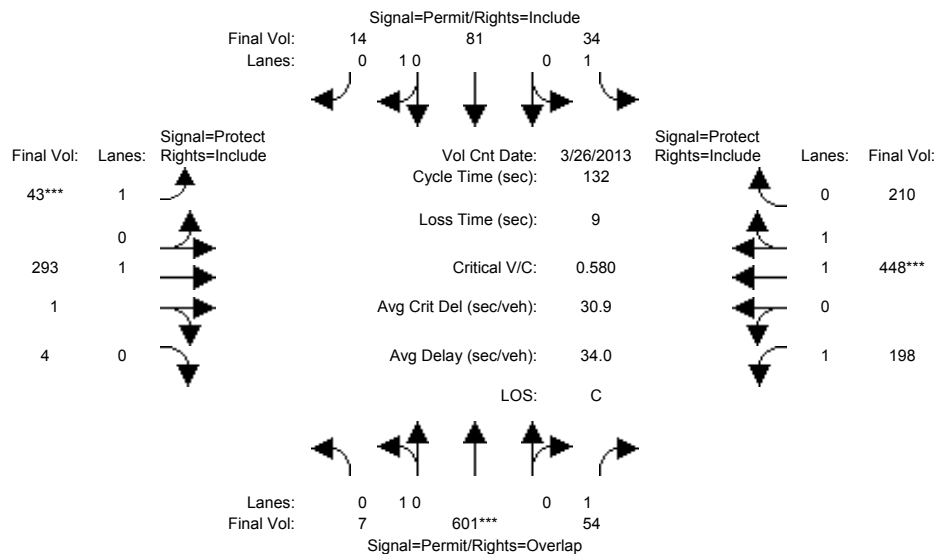
## Intersection #3587: HILLSDALE/PEARL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| 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:                                         | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 5           | 202  | 284  | 400         | 268  | 2    | 1          | 0    | 1    | 204        | 1    | 442  |
| Saturation 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        | 0.97 | 0.95 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 2.00        | 1.98 | 0.02 | 1.00       | 0.00 | 1.00 | 1.99       | 0.01 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 3150        | 3673 | 27   | 1800       | 0    | 1750 | 3533       | 17   | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.11 | 0.16 | 0.13        | 0.07 | 0.07 | 0.00       | 0.00 | 0.00 | 0.06       | 0.06 | 0.25 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 18.5        | 25.2 | 25.2 | 19.7        | 26.4 | 26.4 | 10.0       | 0.0  | 10.0 | 39.2       | 39.2 | 39.2 |
| Volume/Cap:                                          | 0.02        | 0.45 | 0.68 | 0.68        | 0.29 | 0.29 | 0.01       | 0.00 | 0.01 | 0.16       | 0.16 | 0.68 |
| Delay/Veh:                                           | 36.3        | 34.8 | 39.6 | 43.6        | 32.4 | 32.4 | 43.5       | 0.0  | 43.5 | 22.4       | 22.4 | 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:                                          | 36.3        | 34.8 | 39.6 | 43.6        | 32.4 | 32.4 | 43.5       | 0.0  | 43.5 | 22.4       | 22.4 | 31.2 |
| LOS by Move:                                         | D           | C    | D    | D           | C    | C    | D          | A    | D    | C          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 5    | 9    | 9           | 4    | 4    | 0          | 0    | 0    | 2          | 2    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3616: KEYES/SECOND



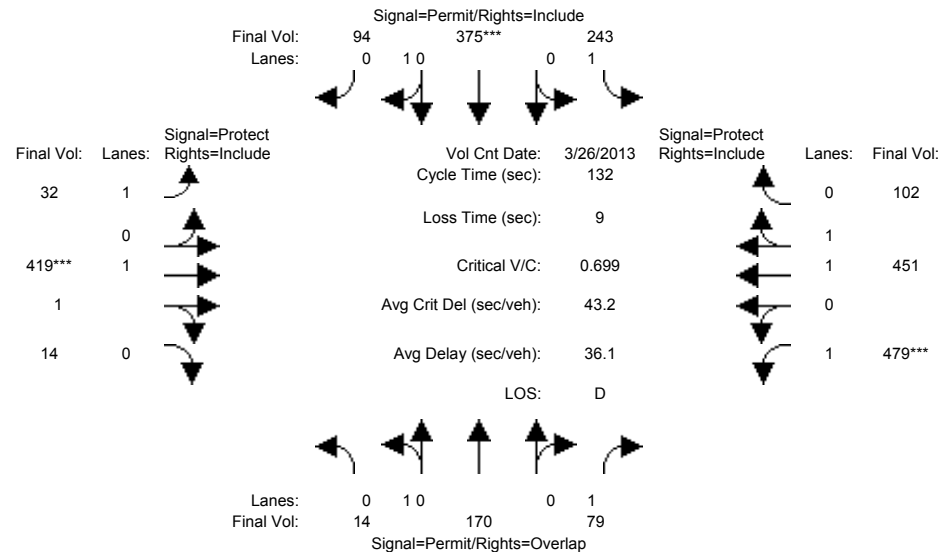
| Approach:                                    | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 7           | 601  | 54    | 34          | 81   | 14   | 43         | 293  | 4    | 198        | 448  | 210  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 7           | 601  | 54    | 34          | 81   | 14   | 43         | 293  | 4    | 198        | 448  | 210  |
| 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:                                 | 7           | 601  | 54    | 34          | 81   | 14   | 43         | 293  | 4    | 198        | 448  | 210  |
| User Adj:                                    | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 7           | 601  | 54    | 34          | 81   | 14   | 43         | 293  | 4    | 198        | 448  | 210  |
| Reduct Vol:                                  | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 7           | 601  | 54    | 34          | 81   | 14   | 43         | 293  | 4    | 198        | 448  | 210  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 7           | 601  | 54    | 34          | 81   | 14   | 43         | 293  | 4    | 198        | 448  | 210  |
| Saturation Flow Module:                      |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92  | 0.92        | 0.95 | 0.95 | 0.92       | 0.97 | 0.95 | 0.92       | 0.99 | 0.95 |
| Lanes:                                       | 0.01        | 0.99 | 1.00  | 1.00        | 0.85 | 0.15 | 1.00       | 1.97 | 0.03 | 1.00       | 1.34 | 0.66 |
| Final Sat.:                                  | 21          | 1779 | 1750  | 1750        | 1535 | 265  | 1750       | 3650 | 50   | 1750       | 2518 | 1180 |
| Capacity Analysis Module:                    |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.34        | 0.34 | 0.03  | 0.02        | 0.05 | 0.05 | 0.02       | 0.08 | 0.08 | 0.11       | 0.18 | 0.18 |
| Crit Moves:                                  |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 76.0        | 76.0 | 103.5 | 76.0        | 76.0 | 76.0 | 7.0        | 19.5 | 19.5 | 27.5       | 40.0 | 40.0 |
| Volume/Cap:                                  | 0.59        | 0.59 | 0.04  | 0.03        | 0.09 | 0.09 | 0.46       | 0.54 | 0.54 | 0.54       | 0.59 | 0.59 |
| Delay/Veh:                                   | 18.8        | 18.8 | 3.2   | 12.1        | 12.6 | 12.6 | 64.3       | 53.2 | 53.2 | 48.3       | 39.8 | 39.8 |
| 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:                                  | 18.8        | 18.8 | 3.2   | 12.1        | 12.6 | 12.6 | 64.3       | 53.2 | 53.2 | 48.3       | 39.8 | 39.8 |
| LOS by Move:                                 | B           | B    | A     | B           | B    | B    | E          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                   | 16          | 16   | 1     | 1           | 2    | 2    | 2          | 6    | 6    | 8          | 11   | 11   |

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



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Background+Project Alt C (PM)

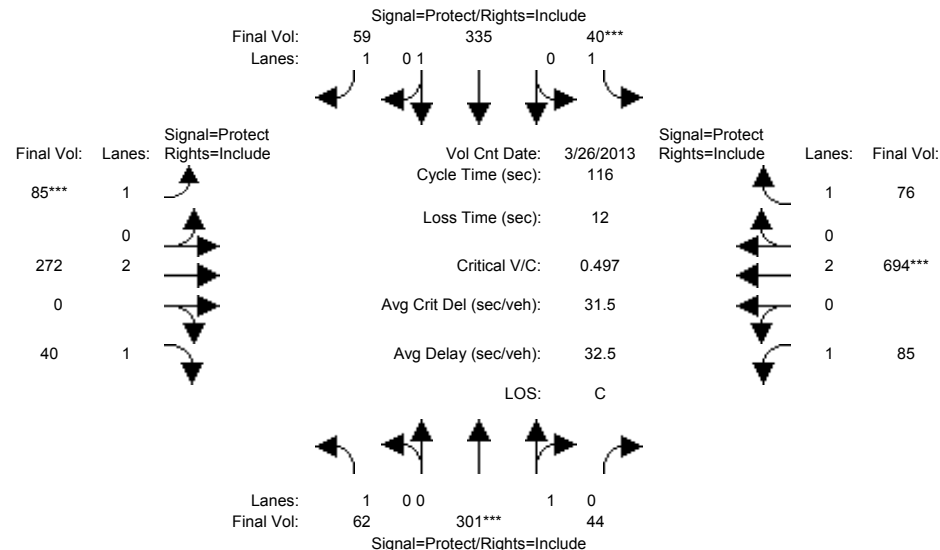
## Intersection #3616: KEYES/SECOND



| 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: 26 Mar 2013 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 14          | 170  | 79    | 243         | 375  | 94   | 32         | 419  | 14   | 479        | 451  | 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:                                         | 14          | 170  | 79    | 243         | 375  | 94   | 32         | 419  | 14   | 479        | 451  | 102  |
| 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:                                         | 14          | 170  | 79    | 243         | 375  | 94   | 32         | 419  | 14   | 479        | 451  | 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:                                          | 14          | 170  | 79    | 243         | 375  | 94   | 32         | 419  | 14   | 479        | 451  | 102  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 14          | 170  | 79    | 243         | 375  | 94   | 32         | 419  | 14   | 479        | 451  | 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:                                        | 14          | 170  | 79    | 243         | 375  | 94   | 32         | 419  | 14   | 479        | 451  | 102  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92  | 0.92        | 0.95 | 0.95 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.08        | 0.92 | 1.00  | 1.00        | 0.80 | 0.20 | 1.00       | 1.93 | 0.07 | 1.00       | 1.62 | 0.38 |
| Final Sat.:                                          | 137         | 1663 | 1750  | 1750        | 1439 | 361  | 1750       | 3580 | 120  | 1750       | 3017 | 682  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.10        | 0.10 | 0.05  | 0.14        | 0.26 | 0.26 | 0.02       | 0.12 | 0.12 | 0.27       | 0.15 | 0.15 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 49.2        | 49.2 | 100.9 | 49.2        | 49.2 | 49.2 | 19.3       | 22.1 | 22.1 | 51.7       | 54.5 | 54.5 |
| Volume/Cap:                                          | 0.27        | 0.27 | 0.06  | 0.37        | 0.70 | 0.70 | 0.12       | 0.70 | 0.70 | 0.70       | 0.36 | 0.36 |
| Delay/Veh:                                           | 29.1        | 29.1 | 3.9   | 30.5        | 38.4 | 38.4 | 49.2       | 55.4 | 55.4 | 36.8       | 26.9 | 26.9 |
| 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:                                          | 29.1        | 29.1 | 3.9   | 30.5        | 38.4 | 38.4 | 49.2       | 55.4 | 55.4 | 36.8       | 26.9 | 26.9 |
| LOS by Move:                                         | C           | C    | A     | C           | D    | D    | D          | E    | E    | D          | C    | C    |
| HCM2kAvgQ:                                           | 5           | 5    | 1     | 7           | 17   | 17   | 1          | 9    | 9    | 17         | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (AM)

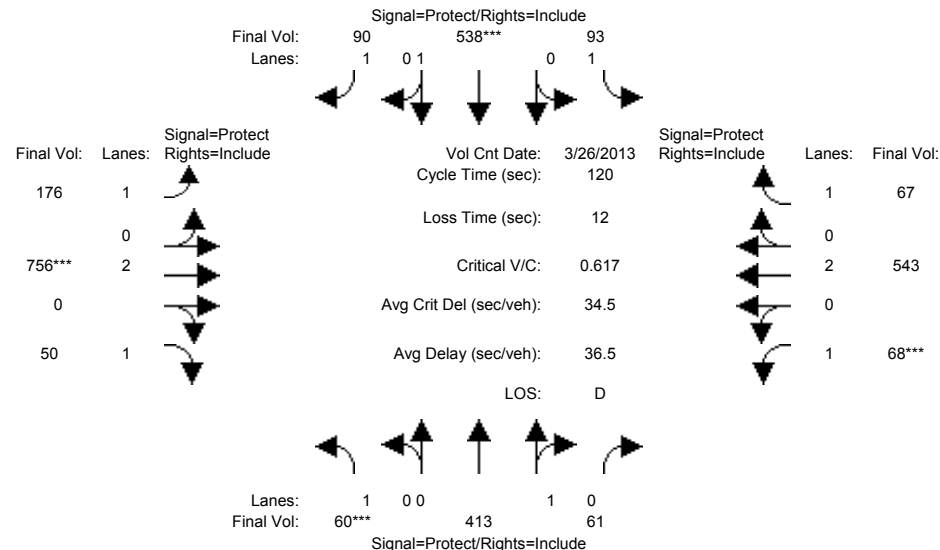
## Intersection #3618: KEYES/SEVENTH



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 62          | 301  | 44   | 40          | 335  | 59   | 85         | 272  | 40   | 85         | 694  | 76   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 62          | 301  | 44   | 40          | 335  | 59   | 85         | 272  | 40   | 85         | 694  | 76   |
| 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:                                         | 62          | 301  | 44   | 40          | 335  | 59   | 85         | 272  | 40   | 85         | 694  | 76   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 62          | 301  | 44   | 40          | 335  | 59   | 85         | 272  | 40   | 85         | 694  | 76   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 62          | 301  | 44   | 40          | 335  | 59   | 85         | 272  | 40   | 85         | 694  | 76   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 62          | 301  | 44   | 40          | 335  | 59   | 85         | 272  | 40   | 85         | 694  | 76   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.87 | 0.13 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1570 | 230  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.19 | 0.19 | 0.02        | 0.18 | 0.03 | 0.05       | 0.07 | 0.02 | 0.05       | 0.18 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 13.0        | 44.0 | 44.0 | 7.0         | 38.0 | 38.0 | 11.1       | 31.2 | 31.2 | 21.8       | 41.9 | 41.9 |
| Volume/Cap:                                          | 0.32        | 0.51 | 0.51 | 0.38        | 0.54 | 0.10 | 0.51       | 0.27 | 0.08 | 0.26       | 0.51 | 0.12 |
| Delay/Veh:                                           | 48.3        | 28.3 | 28.3 | 54.7        | 32.8 | 27.2 | 52.3       | 33.5 | 31.8 | 40.6       | 29.3 | 24.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 48.3        | 28.3 | 28.3 | 54.7        | 32.8 | 27.2 | 52.3       | 33.5 | 31.8 | 40.6       | 29.3 | 24.8 |
| LOS by Move:                                         | D           | C    | C    | D           | C    | C    | D          | C    | C    | D          | C    | C    |
| HCM2kAvgQ:                                           | 2           | 10   | 10   | 1           | 9    | 1    | 3          | 4    | 1    | 3          | 9    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

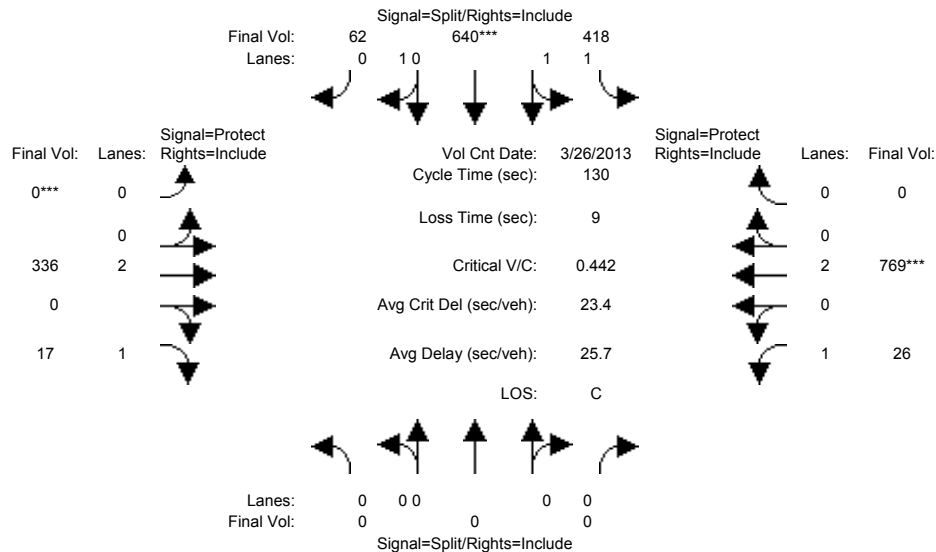
## Intersection #3618: KEYES/SEVENTH



| 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 60          | 413  | 61   | 93          | 538  | 90   | 176        | 756  | 50   | 68         | 543  | 67   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 60          | 413  | 61   | 93          | 538  | 90   | 176        | 756  | 50   | 68         | 543  | 67   |
| 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:                                         | 60          | 413  | 61   | 93          | 538  | 90   | 176        | 756  | 50   | 68         | 543  | 67   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 60          | 413  | 61   | 93          | 538  | 90   | 176        | 756  | 50   | 68         | 543  | 67   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 60          | 413  | 61   | 93          | 538  | 90   | 176        | 756  | 50   | 68         | 543  | 67   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 60          | 413  | 61   | 93          | 538  | 90   | 176        | 756  | 50   | 68         | 543  | 67   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.95 | 0.95 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 0.87 | 0.13 | 1.00        | 1.00 | 1.00 | 1.00       | 2.00 | 1.00 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1568 | 232  | 1750        | 1900 | 1750 | 1750       | 3800 | 1750 | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.26 | 0.26 | 0.05        | 0.28 | 0.05 | 0.10       | 0.20 | 0.03 | 0.04       | 0.14 | 0.04 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 50.7 | 50.7 | 11.2        | 54.9 | 54.9 | 19.0       | 38.6 | 38.6 | 7.5        | 27.1 | 27.1 |
| Volume/Cap:                                          | 0.59        | 0.62 | 0.62 | 0.57        | 0.62 | 0.11 | 0.63       | 0.62 | 0.09 | 0.62       | 0.63 | 0.17 |
| Delay/Veh:                                           | 63.7        | 28.8 | 28.8 | 56.7        | 26.0 | 18.7 | 51.9       | 35.5 | 28.5 | 65.1       | 43.6 | 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:                                          | 63.7        | 28.8 | 28.8 | 56.7        | 26.0 | 18.7 | 51.9       | 35.5 | 28.5 | 65.1       | 43.6 | 37.6 |
| LOS by Move:                                         | E           | C    | C    | E           | C    | B    | D          | D    | C    | E          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 14   | 14   | 3           | 14   | 2    | 7          | 12   | 1    | 3          | 9    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3619: KEYES/10TH

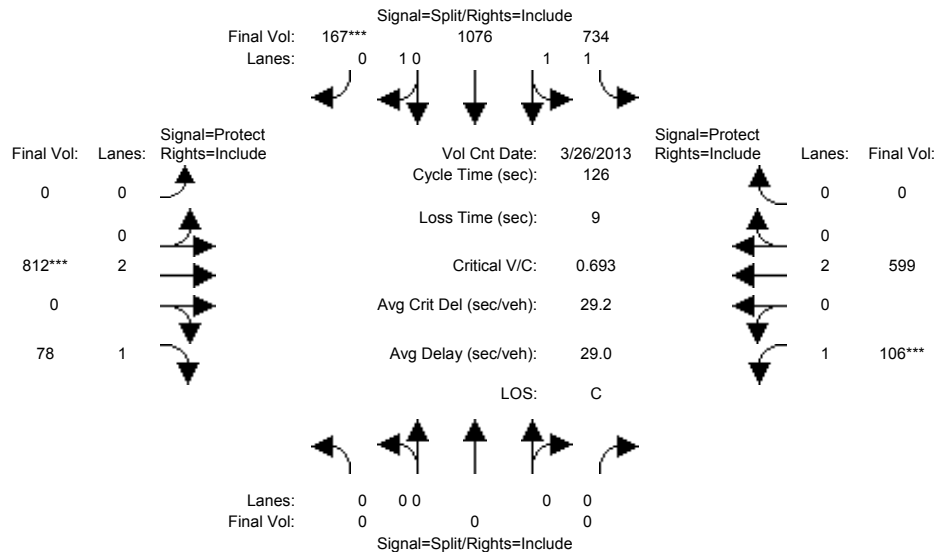


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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   | 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 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 0    | 418         | 640  | 62   | 0          | 336  | 17   | 26         | 769  | 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    | 418         | 640  | 62   | 0          | 336  | 17   | 26         | 769  | 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    | 418         | 640  | 62   | 0          | 336  | 17   | 26         | 769  | 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    | 418         | 640  | 62   | 0          | 336  | 17   | 26         | 769  | 0    |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 418         | 640  | 62   | 0          | 336  | 17   | 26         | 769  | 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           | 0    | 0    | 418         | 640  | 62   | 0          | 336  | 17   | 26         | 769  | 0    |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.92        | 1.00 | 0.92 | 0.92        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                       | 0.00        | 0.00 | 0.00 | 1.14        | 1.70 | 0.16 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                  | 0           | 0    | 0    | 1996        | 3057 | 296  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.21        | 0.21 | 0.21 | 0.00       | 0.09 | 0.01 | 0.01       | 0.20 | 0.00 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 61.5        | 61.5 | 61.5 | 0.0        | 37.0 | 37.0 | 22.5       | 59.5 | 0.0  |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.44        | 0.44 | 0.44 | 0.00       | 0.31 | 0.03 | 0.09       | 0.44 | 0.00 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 22.9        | 22.9 | 22.9 | 0.0        | 36.7 | 33.6 | 45.2       | 24.2 | 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  | 22.9        | 22.9 | 22.9 | 0.0        | 36.7 | 33.6 | 45.2       | 24.2 | 0.0  |
| LOS by Move:                                 | A           | A    | A    | C           | C    | C    | A          | D    | C    | D          | C    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 10          | 10   | 10   | 0          | 5    | 1    | 1          | 10   | 0    |

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

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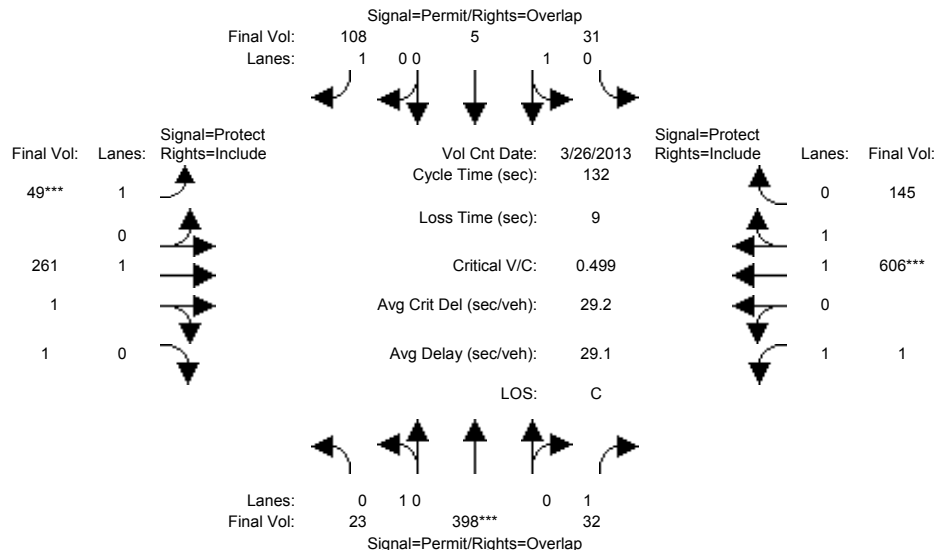
## Intersection #3619: KEYES/10TH



| 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   | 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 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 734         | 1076 | 167  | 0          | 812  | 78   | 106        | 599  | 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    | 734         | 1076 | 167  | 0          | 812  | 78   | 106        | 599  | 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    | 734         | 1076 | 167  | 0          | 812  | 78   | 106        | 599  | 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    | 734         | 1076 | 167  | 0          | 812  | 78   | 106        | 599  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 734         | 1076 | 167  | 0          | 812  | 78   | 106        | 599  | 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           | 0    | 0    | 734         | 1076 | 167  | 0          | 812  | 78   | 106        | 599  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.13        | 1.62 | 0.25 | 0.00       | 2.00 | 1.00 | 1.00       | 2.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1986        | 2911 | 452  | 0          | 3800 | 1750 | 1750       | 3800 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.37        | 0.37 | 0.37 | 0.00       | 0.21 | 0.04 | 0.06       | 0.16 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 67.2        | 67.2 | 67.2 | 0.0        | 38.8 | 38.8 | 11.0       | 49.8 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.69        | 0.69 | 0.69 | 0.00       | 0.69 | 0.14 | 0.69       | 0.40 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 22.5        | 22.5 | 22.5 | 0.0        | 40.2 | 31.7 | 68.7       | 27.5 | 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  | 22.5        | 22.5 | 22.5 | 0.0        | 40.2 | 31.7 | 68.7       | 27.5 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | C    | A          | D    | C    | E          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 19          | 19   | 19   | 0          | 13   | 2    | 4          | 8    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3620: KEYES/THIRD

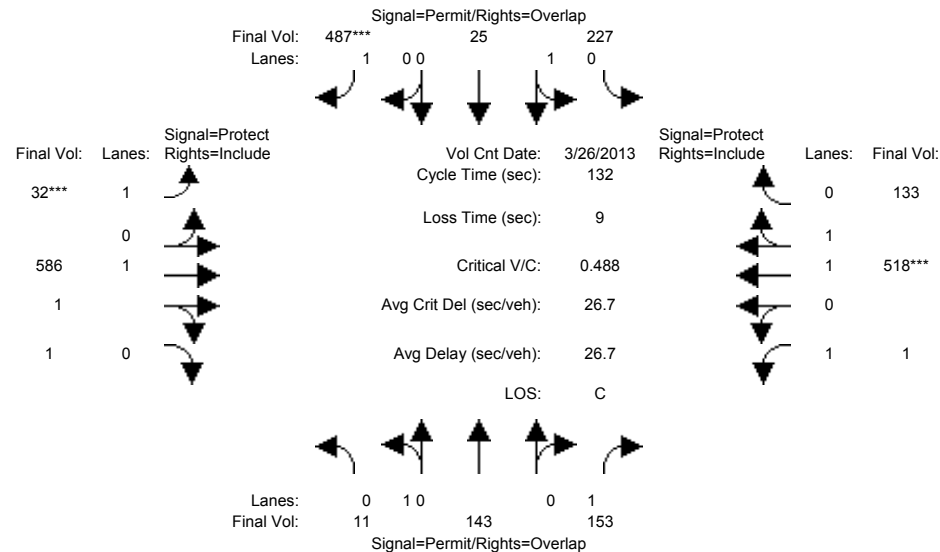


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 23          | 398  | 32   | 31          | 5    | 108  | 49         | 261  | 1    | 1          | 606  | 145  |
| Growth Adj:                                  | 1.00        | 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          | 398  | 32   | 31          | 5    | 108  | 49         | 261  | 1    | 1          | 606  | 145  |
| 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          | 398  | 32   | 31          | 5    | 108  | 49         | 261  | 1    | 1          | 606  | 145  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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          | 398  | 32   | 31          | 5    | 108  | 49         | 261  | 1    | 1          | 606  | 145  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 23          | 398  | 32   | 31          | 5    | 108  | 49         | 261  | 1    | 1          | 606  | 145  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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          | 398  | 32   | 31          | 5    | 108  | 49         | 261  | 1    | 1          | 606  | 145  |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.05        | 0.95 | 1.00 | 0.86        | 0.14 | 1.00 | 1.00       | 1.99 | 0.01 | 1.00       | 1.60 | 0.40 |
| Final Sat.:                                  | 98          | 1702 | 1750 | 1550        | 250  | 1750 | 1750       | 3686 | 14   | 1750       | 2985 | 714  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.23        | 0.23 | 0.02 | 0.02        | 0.02 | 0.06 | 0.03       | 0.07 | 0.07 | 0.00       | 0.20 | 0.20 |
| Crit Moves:                                  | ****        |      |      |             |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 61.9        | 61.9 | 87.0 | 61.9        | 61.9 | 69.3 | 7.4        | 36.0 | 36.0 | 25.2       | 53.7 | 53.7 |
| Volume/Cap:                                  | 0.50        | 0.50 | 0.03 | 0.04        | 0.04 | 0.12 | 0.50       | 0.26 | 0.26 | 0.00       | 0.50 | 0.50 |
| Delay/Veh:                                   | 24.8        | 24.8 | 7.8  | 19.0        | 19.0 | 15.9 | 64.4       | 37.7 | 37.7 | 43.3       | 29.4 | 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:                                  | 24.8        | 24.8 | 7.8  | 19.0        | 19.0 | 15.9 | 64.4       | 37.7 | 37.7 | 43.3       | 29.4 | 29.4 |
| LOS by Move:                                 | C           | C    | A    | B           | B    | B    | E          | D    | D    | D          | C    | C    |
| HCM2kAvgQ:                                   | 12          | 12   | 0    | 1           | 1    | 2    | 2          | 4    | 4    | 0          | 11   | 11   |

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

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Background+Project Alt C (PM)

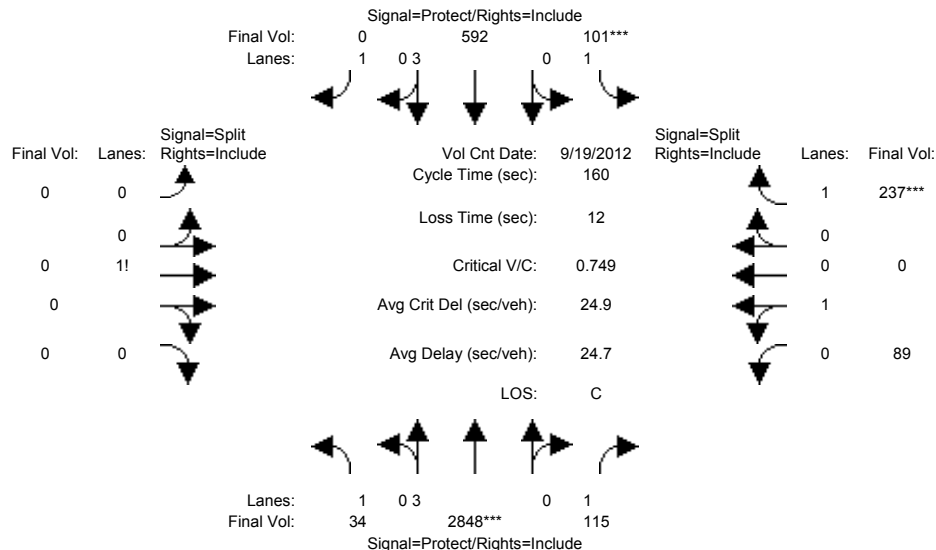
## Intersection #3620: KEYES/THIRD



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 11          | 143  | 153  | 227         | 25   | 487  | 32         | 586  | 1    | 1          | 518  | 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:                                         | 11          | 143  | 153  | 227         | 25   | 487  | 32         | 586  | 1    | 1          | 518  | 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:                                         | 11          | 143  | 153  | 227         | 25   | 487  | 32         | 586  | 1    | 1          | 518  | 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:                                          | 11          | 143  | 153  | 227         | 25   | 487  | 32         | 586  | 1    | 1          | 518  | 133  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 11          | 143  | 153  | 227         | 25   | 487  | 32         | 586  | 1    | 1          | 518  | 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:                                        | 11          | 143  | 153  | 227         | 25   | 487  | 32         | 586  | 1    | 1          | 518  | 133  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 0.97 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.07        | 0.93 | 1.00 | 0.90        | 0.10 | 1.00 | 1.00       | 1.99 | 0.01 | 1.00       | 1.58 | 0.42 |
| Final Sat.:                                          | 129         | 1671 | 1750 | 1621        | 179  | 1750 | 1750       | 3694 | 6    | 1750       | 2944 | 756  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.09 | 0.09 | 0.14        | 0.14 | 0.28 | 0.02       | 0.16 | 0.16 | 0.00       | 0.18 | 0.18 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 65.1        | 65.1 | 79.6 | 65.1        | 65.1 | 72.1 | 7.0        | 43.4 | 43.4 | 14.5       | 50.9 | 50.9 |
| Volume/Cap:                                          | 0.17        | 0.17 | 0.14 | 0.28        | 0.28 | 0.51 | 0.34       | 0.48 | 0.48 | 0.01       | 0.46 | 0.46 |
| Delay/Veh:                                           | 18.6        | 18.6 | 11.5 | 19.9        | 19.9 | 19.3 | 62.5       | 35.7 | 35.7 | 52.3       | 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:                                          | 18.6        | 18.6 | 11.5 | 19.9        | 19.9 | 19.3 | 62.5       | 35.7 | 35.7 | 52.3       | 30.5 | 30.5 |
| LOS by Move:                                         | B           | B    | B    | B           | B    | B    | E          | D    | D    | D          | C    | C    |
| HCM2kAvgQ:                                           | 4           | 4    | 3    | 6           | 6    | 13   | 1          | 9    | 9    | 0          | 10   | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3646: LEWIS/MONTEREY

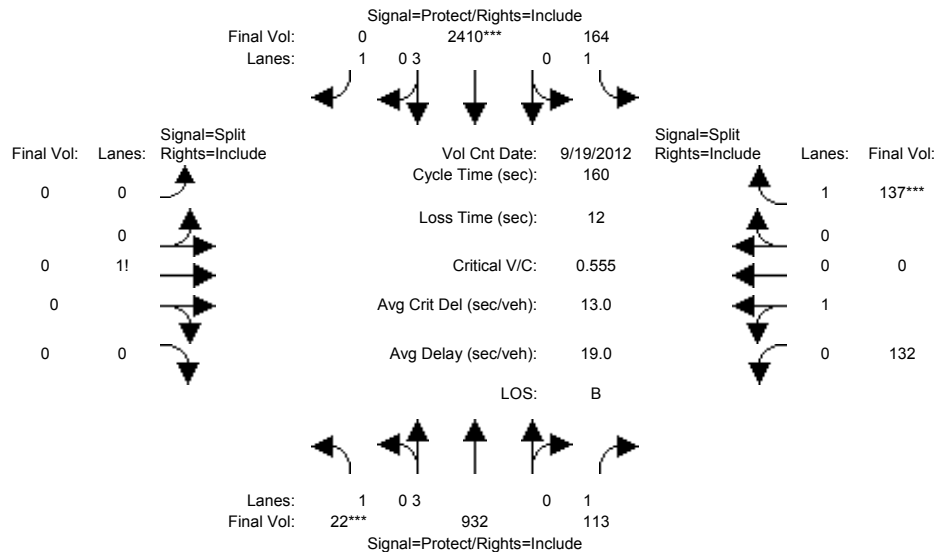


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                            | 34          | 2848 | 115   | 101         | 592  | 0    | 0          | 0    | 0    | 89         | 0    | 237  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 34          | 2848 | 115   | 101         | 592  | 0    | 0          | 0    | 0    | 89         | 0    | 237  |
| 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:                                         | 34          | 2848 | 115   | 101         | 592  | 0    | 0          | 0    | 0    | 89         | 0    | 237  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 34          | 2848 | 115   | 101         | 592  | 0    | 0          | 0    | 0    | 89         | 0    | 237  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 34          | 2848 | 115   | 101         | 592  | 0    | 0          | 0    | 0    | 89         | 0    | 237  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 34          | 2848 | 115   | 101         | 592  | 0    | 0          | 0    | 0    | 89         | 0    | 237  |
| Saturation 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       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.02        | 0.50 | 0.07  | 0.06        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.05       | 0.00 | 0.14 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                          | 35.3        | 107  | 106.7 | 12.3        | 83.8 | 0.0  | 0.0        | 0.0  | 0.0  | 28.9       | 0.0  | 28.9 |
| Volume/Cap:                                          | 0.09        | 0.75 | 0.10  | 0.75        | 0.20 | 0.00 | 0.00       | 0.00 | 0.00 | 0.27       | 0.00 | 0.75 |
| Delay/Veh:                                           | 49.7        | 18.6 | 9.5   | 92.8        | 20.3 | 0.0  | 0.0        | 0.0  | 0.0  | 56.9       | 0.0  | 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:                                          | 49.7        | 18.6 | 9.5   | 92.8        | 20.3 | 0.0  | 0.0        | 0.0  | 0.0  | 56.9       | 0.0  | 71.6 |
| LOS by Move:                                         | D           | B    | A     | F           | C    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 30   | 2     | 6           | 5    | 0    | 0          | 0    | 0    | 4          | 0    | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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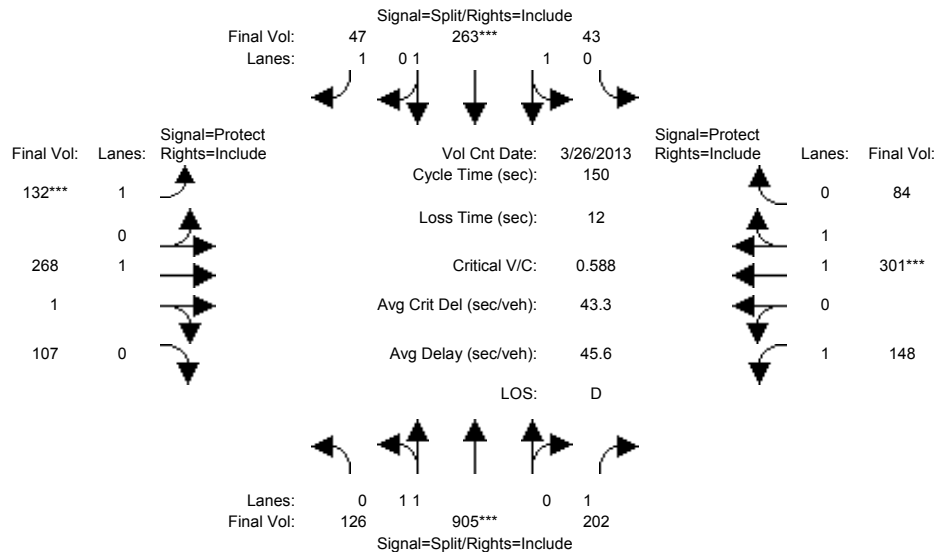
## Intersection #3646: LEWIS/MONTEREY



| 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:                                            | 22          | 932  | 113  | 164         | 2410 | 0    | 0          | 0    | 0    | 132        | 0    | 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:                                         | 22          | 932  | 113  | 164         | 2410 | 0    | 0          | 0    | 0    | 132        | 0    | 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:                                         | 22          | 932  | 113  | 164         | 2410 | 0    | 0          | 0    | 0    | 132        | 0    | 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:                                          | 22          | 932  | 113  | 164         | 2410 | 0    | 0          | 0    | 0    | 132        | 0    | 137  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 22          | 932  | 113  | 164         | 2410 | 0    | 0          | 0    | 0    | 132        | 0    | 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:                                        | 22          | 932  | 113  | 164         | 2410 | 0    | 0          | 0    | 0    | 132        | 0    | 137  |
| Saturation 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       | 0.92 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.00       | 1.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 0          | 1750 | 0    | 1800       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.16 | 0.06 | 0.09        | 0.42 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.08 |
| Crit Moves:                                          | ****        |      |      |             | **** |      |            |      |      |            |      | **** |
| Green Time:                                          | 7.0         | 80.1 | 80.1 | 45.9        | 119  | 0.0  | 0.0        | 0.0  | 0.0  | 22.0       | 0.0  | 22.0 |
| Volume/Cap:                                          | 0.29        | 0.33 | 0.13 | 0.33        | 0.57 | 0.00 | 0.00       | 0.00 | 0.00 | 0.53       | 0.00 | 0.57 |
| Delay/Veh:                                           | 76.2        | 23.9 | 21.4 | 45.3        | 9.3  | 0.0  | 0.0        | 0.0  | 0.0  | 66.4       | 0.0  | 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:                                          | 76.2        | 23.9 | 21.4 | 45.3        | 9.3  | 0.0  | 0.0        | 0.0  | 0.0  | 66.4       | 0.0  | 67.7 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 1           | 9    | 3    | 6           | 17   | 0    | 0          | 0    | 0    | 7          | 0    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3650: LINCOLN/MINNESOTA

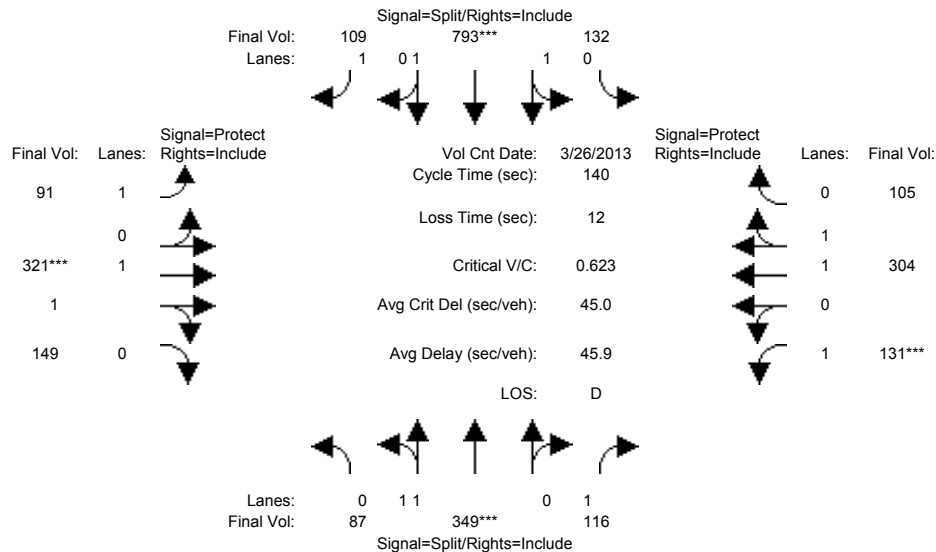


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 126         | 905  | 202  | 43          | 263  | 47   | 132        | 268  | 107  | 148        | 301  | 84   |
| Growth Adj:                                  | 1.00        | 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         | 905  | 202  | 43          | 263  | 47   | 132        | 268  | 107  | 148        | 301  | 84   |
| 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         | 905  | 202  | 43          | 263  | 47   | 132        | 268  | 107  | 148        | 301  | 84   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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         | 905  | 202  | 43          | 263  | 47   | 132        | 268  | 107  | 148        | 301  | 84   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 126         | 905  | 202  | 43          | 263  | 47   | 132        | 268  | 107  | 148        | 301  | 84   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 126         | 905  | 202  | 43          | 263  | 47   | 132        | 268  | 107  | 148        | 301  | 84   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.25        | 1.75 | 1.00 | 0.29        | 1.71 | 1.00 | 1.00       | 1.41 | 0.59 | 1.00       | 1.55 | 0.45 |
| Final Sat.:                                  | 452         | 3247 | 1750 | 520         | 3180 | 1750 | 1750       | 2643 | 1055 | 1750       | 2892 | 807  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.28        | 0.28 | 0.12 | 0.08        | 0.08 | 0.03 | 0.08       | 0.10 | 0.10 | 0.08       | 0.10 | 0.10 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 71.1        | 71.1 | 71.1 | 21.1        | 21.1 | 21.1 | 19.2       | 25.0 | 25.0 | 20.8       | 26.6 | 26.6 |
| Volume/Cap:                                  | 0.59        | 0.59 | 0.24 | 0.59        | 0.59 | 0.19 | 0.59       | 0.61 | 0.61 | 0.61       | 0.59 | 0.59 |
| Delay/Veh:                                   | 29.3        | 29.3 | 23.6 | 62.1        | 62.1 | 57.3 | 65.7       | 59.8 | 59.8 | 65.2       | 58.1 | 58.1 |
| 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:                                  | 29.3        | 29.3 | 23.6 | 62.1        | 62.1 | 57.3 | 65.7       | 59.8 | 59.8 | 65.2       | 58.1 | 58.1 |
| LOS by Move:                                 | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                   | 17          | 17   | 6    | 7           | 7    | 2    | 6          | 8    | 8    | 7          | 8    | 8    |

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

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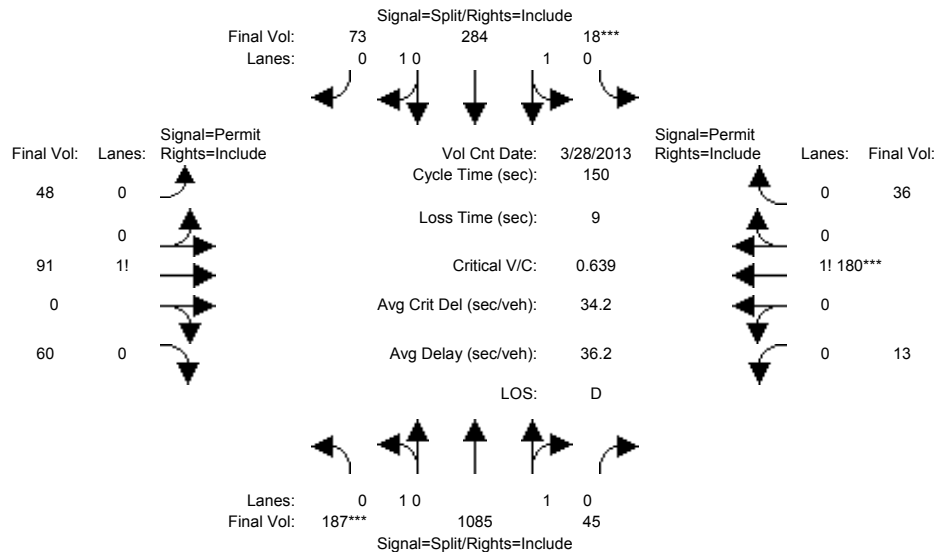
## Intersection #3650: LINCOLN/MINNESOTA



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 87          | 349  | 116  | 132         | 793  | 109  | 91         | 321  | 149  | 131        | 304  | 105  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 87          | 349  | 116  | 132         | 793  | 109  | 91         | 321  | 149  | 131        | 304  | 105  |
| 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:                                         | 87          | 349  | 116  | 132         | 793  | 109  | 91         | 321  | 149  | 131        | 304  | 105  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 87          | 349  | 116  | 132         | 793  | 109  | 91         | 321  | 149  | 131        | 304  | 105  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 87          | 349  | 116  | 132         | 793  | 109  | 91         | 321  | 149  | 131        | 304  | 105  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 87          | 349  | 116  | 132         | 793  | 109  | 91         | 321  | 149  | 131        | 304  | 105  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.98 | 0.92 | 0.95        | 0.98 | 0.92 | 0.92       | 0.99 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.41        | 1.59 | 1.00 | 0.29        | 1.71 | 1.00 | 1.00       | 1.35 | 0.65 | 1.00       | 1.47 | 0.53 |
| Final Sat.:                                          | 738         | 2961 | 1750 | 528         | 3172 | 1750 | 1750       | 2526 | 1173 | 1750       | 2749 | 950  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.12        | 0.12 | 0.07 | 0.25        | 0.25 | 0.06 | 0.05       | 0.13 | 0.13 | 0.07       | 0.11 | 0.11 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 26.5        | 26.5 | 26.5 | 56.2        | 56.2 | 56.2 | 17.8       | 28.5 | 28.5 | 16.8       | 27.6 | 27.6 |
| Volume/Cap:                                          | 0.62        | 0.62 | 0.35 | 0.62        | 0.62 | 0.16 | 0.41       | 0.62 | 0.62 | 0.62       | 0.56 | 0.56 |
| Delay/Veh:                                           | 53.9        | 53.9 | 49.9 | 34.3        | 34.3 | 26.9 | 57.5       | 52.5 | 52.5 | 64.3       | 51.8 | 51.8 |
| 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:                                          | 53.9        | 53.9 | 49.9 | 34.3        | 34.3 | 26.9 | 57.5       | 52.5 | 52.5 | 64.3       | 51.8 | 51.8 |
| LOS by Move:                                         | D           | D    | D    | C           | C    | C    | E          | D    | D    | E          | D    | D    |
| HCM2kAvgQ:                                           | 9           | 9    | 4    | 16          | 16   | 3    | 4          | 9    | 9    | 6          | 8    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

City of San Jose  
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Background+Project Alt C (AM)

## Intersection #3652: LINCOLN/PINE

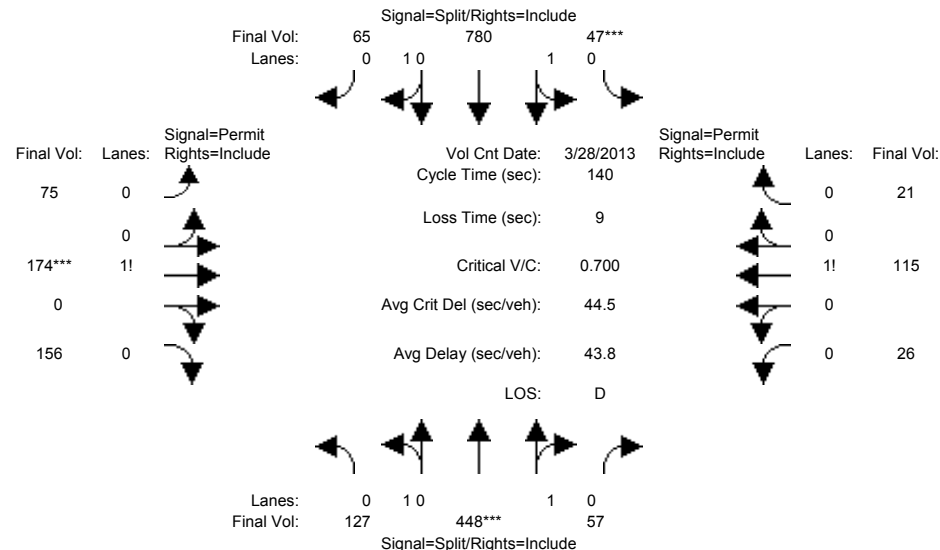


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 187         | 1085 | 45   | 18          | 284  | 73   | 48         | 91   | 60   | 13         | 180  | 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:                                 | 187         | 1085 | 45   | 18          | 284  | 73   | 48         | 91   | 60   | 13         | 180  | 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:                                 | 187         | 1085 | 45   | 18          | 284  | 73   | 48         | 91   | 60   | 13         | 180  | 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:                                  | 187         | 1085 | 45   | 18          | 284  | 73   | 48         | 91   | 60   | 13         | 180  | 36   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 187         | 1085 | 45   | 18          | 284  | 73   | 48         | 91   | 60   | 13         | 180  | 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:                                | 187         | 1085 | 45   | 18          | 284  | 73   | 48         | 91   | 60   | 13         | 180  | 36   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                       | 0.28        | 1.65 | 0.07 | 0.10        | 1.51 | 0.39 | 0.24       | 0.46 | 0.30 | 0.06       | 0.78 | 0.16 |
| Final Sat.:                                  | 511         | 2966 | 123  | 173         | 2726 | 701  | 422        | 800  | 528  | 99         | 1376 | 275  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.37        | 0.37 | 0.37 | 0.10        | 0.10 | 0.10 | 0.11       | 0.11 | 0.11 | 0.13       | 0.13 | 0.13 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      |            |      |      | ****       |      |      |
| Green Time:                                  | 85.8        | 85.8 | 85.8 | 24.4        | 24.4 | 24.4 | 30.7       | 30.7 | 30.7 | 30.7       | 30.7 | 30.7 |
| Volume/Cap:                                  | 0.64        | 0.64 | 0.64 | 0.64        | 0.64 | 0.64 | 0.56       | 0.56 | 0.56 | 0.64       | 0.64 | 0.64 |
| Delay/Veh:                                   | 22.3        | 22.3 | 22.3 | 61.0        | 61.0 | 61.0 | 55.4       | 55.4 | 55.4 | 58.4       | 58.4 | 58.4 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 22.3        | 22.3 | 22.3 | 61.0        | 61.0 | 61.0 | 55.4       | 55.4 | 55.4 | 58.4       | 58.4 | 58.4 |
| LOS by Move:                                 | C           | C    | C    | E           | E    | E    | E          | E    | E    | E          | E    | E    |
| HCM2kAvgQ:                                   | 21          | 21   | 21   | 8           | 8    | 8    | 9          | 9    | 9    | 11         | 11   | 11   |

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

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Background+Project Alt C (PM)

## Intersection #3652: LINCOLN/PINE

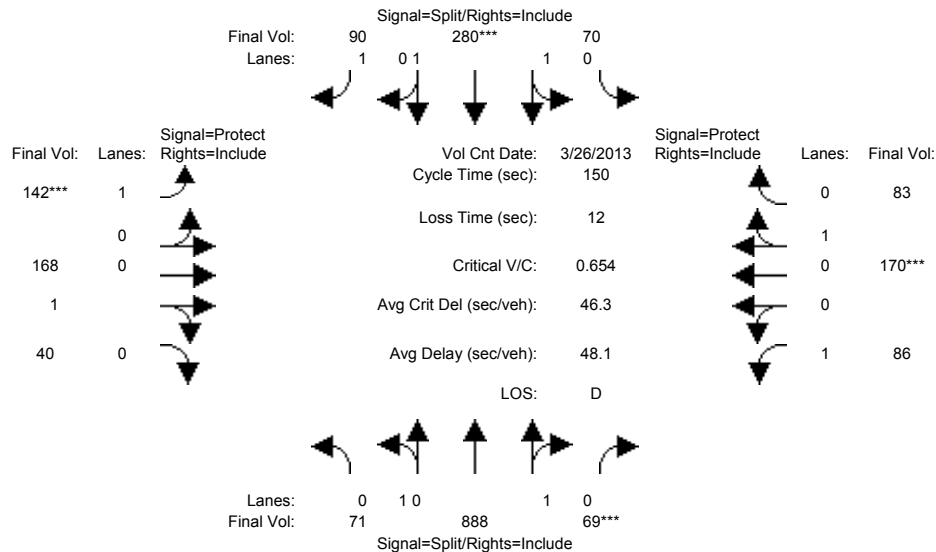


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 28 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 127         | 448  | 57   | 47          | 780  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                 | 127         | 448  | 57   | 47          | 780  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                 | 127         | 448  | 57   | 47          | 780  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                  | 127         | 448  | 57   | 47          | 780  | 65   | 75         | 174  | 156  | 26         | 115  | 21   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 127         | 448  | 57   | 47          | 780  | 65   | 75         | 174  | 156  | 26         | 115  | 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:                                | 127         | 448  | 57   | 47          | 780  | 65   | 75         | 174  | 156  | 26         | 115  | 21   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.95 | 0.95 | 0.92       | 0.92 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                       | 0.40        | 1.42 | 0.18 | 0.10        | 1.75 | 0.15 | 0.18       | 0.43 | 0.39 | 0.16       | 0.71 | 0.13 |
| Final Sat.:                                  | 723         | 2552 | 325  | 190         | 3148 | 262  | 324        | 752  | 674  | 281        | 1242 | 227  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.18        | 0.18 | 0.18 | 0.25        | 0.25 | 0.25 | 0.23       | 0.23 | 0.23 | 0.09       | 0.09 | 0.09 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 35.1        | 35.1 | 35.1 | 49.6        | 49.6 | 49.6 | 46.3       | 46.3 | 46.3 | 46.3       | 46.3 | 46.3 |
| Volume/Cap:                                  | 0.70        | 0.70 | 0.70 | 0.70        | 0.70 | 0.70 | 0.70       | 0.70 | 0.70 | 0.28       | 0.28 | 0.28 |
| Delay/Veh:                                   | 50.1        | 50.1 | 50.1 | 40.6        | 40.6 | 40.6 | 44.6       | 44.6 | 44.6 | 34.8       | 34.8 | 34.8 |
| 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:                                  | 50.1        | 50.1 | 50.1 | 40.6        | 40.6 | 40.6 | 44.6       | 44.6 | 44.6 | 34.8       | 34.8 | 34.8 |
| LOS by Move:                                 | D           | D    | D    | D           | D    | D    | D          | D    | D    | C          | C    | C    |
| HCM2kAvgQ:                                   | 14          | 14   | 14   | 17          | 17   | 17   | 16         | 16   | 16   | 5          | 5    | 5    |

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

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Background+Project Alt C (AM)

## Intersection #3654: LINCOLN/WILLOW

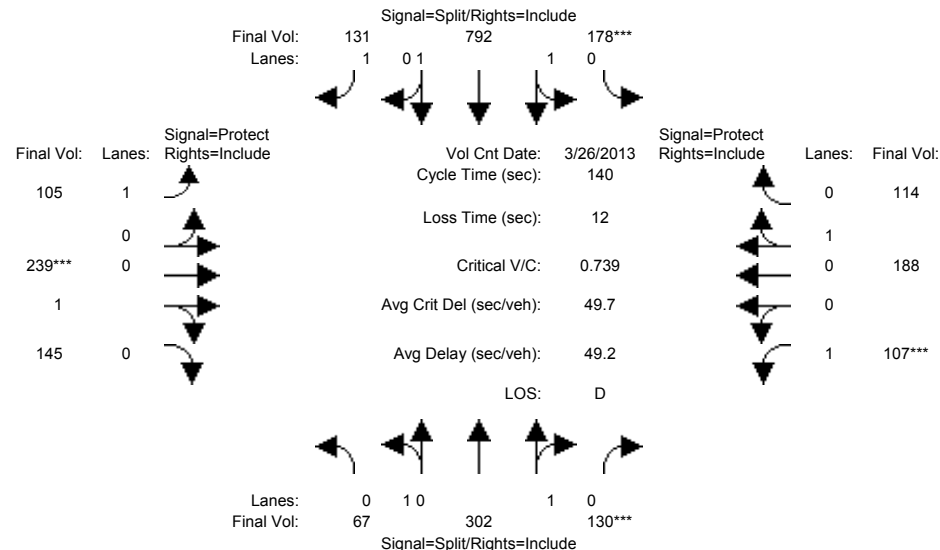


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 26 Mar 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 71          | 888  | 69   | 70          | 280  | 90   | 142        | 168  | 40   | 86         | 170  | 83   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 71          | 888  | 69   | 70          | 280  | 90   | 142        | 168  | 40   | 86         | 170  | 83   |
| 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:                                 | 71          | 888  | 69   | 70          | 280  | 90   | 142        | 168  | 40   | 86         | 170  | 83   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 71          | 888  | 69   | 70          | 280  | 90   | 142        | 168  | 40   | 86         | 170  | 83   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 71          | 888  | 69   | 70          | 280  | 90   | 142        | 168  | 40   | 86         | 170  | 83   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 71          | 888  | 69   | 70          | 280  | 90   | 142        | 168  | 40   | 86         | 170  | 83   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                  | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                       | 0.14        | 1.73 | 0.13 | 0.41        | 1.59 | 1.00 | 1.00       | 0.81 | 0.19 | 1.00       | 0.67 | 0.33 |
| Final Sat.:                                  | 249         | 3110 | 242  | 740         | 2959 | 1750 | 1750       | 1454 | 346  | 1750       | 1209 | 591  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.29        | 0.29 | 0.29 | 0.09        | 0.09 | 0.05 | 0.08       | 0.12 | 0.12 | 0.05       | 0.14 | 0.14 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 65.5        | 65.5 | 65.5 | 21.7        | 21.7 | 21.7 | 18.6       | 32.2 | 32.2 | 18.6       | 32.2 | 32.2 |
| Volume/Cap:                                  | 0.65        | 0.65 | 0.65 | 0.65        | 0.65 | 0.36 | 0.65       | 0.54 | 0.54 | 0.40       | 0.65 | 0.65 |
| Delay/Veh:                                   | 34.3        | 34.3 | 34.3 | 63.5        | 63.5 | 58.7 | 69.6       | 53.8 | 53.8 | 61.7       | 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:                                  | 34.3        | 34.3 | 34.3 | 63.5        | 63.5 | 58.7 | 69.6       | 53.8 | 53.8 | 61.7       | 57.8 | 57.8 |
| LOS by Move:                                 | C           | C    | C    | E           | E    | E    | E          | D    | D    | E          | E    | E    |
| HCM2kAvgQ:                                   | 19          | 19   | 19   | 9           | 9    | 4    | 7          | 9    | 9    | 4          | 11   | 11   |

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

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Background+Project Alt C (PM)

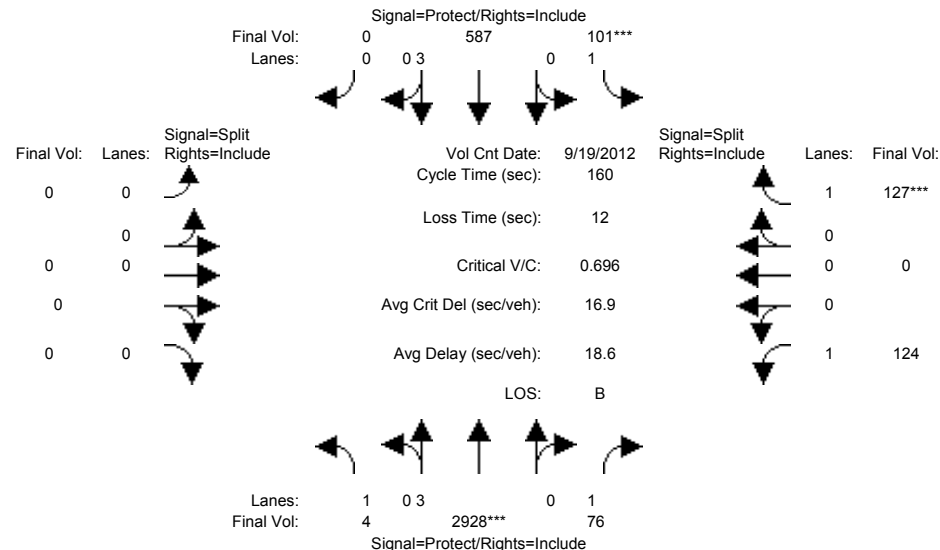
## Intersection #3654: LINCOLN/WILLOW



| 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: 26 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 302  | 130  | 178         | 792  | 131  | 105        | 239  | 145  | 107        | 188  | 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:                                         | 67          | 302  | 130  | 178         | 792  | 131  | 105        | 239  | 145  | 107        | 188  | 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:                                         | 67          | 302  | 130  | 178         | 792  | 131  | 105        | 239  | 145  | 107        | 188  | 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:                                          | 67          | 302  | 130  | 178         | 792  | 131  | 105        | 239  | 145  | 107        | 188  | 114  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 302  | 130  | 178         | 792  | 131  | 105        | 239  | 145  | 107        | 188  | 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:                                        | 67          | 302  | 130  | 178         | 792  | 131  | 105        | 239  | 145  | 107        | 188  | 114  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.95 | 0.95        | 0.98 | 0.92 | 0.92       | 0.95 | 0.95 | 0.92       | 0.95 | 0.95 |
| Lanes:                                               | 0.27        | 1.21 | 0.52 | 0.38        | 1.62 | 1.00 | 1.00       | 0.62 | 0.38 | 1.00       | 0.62 | 0.38 |
| Final Sat.:                                          | 483         | 2179 | 938  | 679         | 3021 | 1750 | 1750       | 1120 | 680  | 1750       | 1121 | 679  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.14        | 0.14 | 0.14 | 0.26        | 0.26 | 0.07 | 0.06       | 0.21 | 0.21 | 0.06       | 0.17 | 0.17 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 26.3        | 26.3 | 26.3 | 49.7        | 49.7 | 49.7 | 15.5       | 40.4 | 40.4 | 11.6       | 36.5 | 36.5 |
| Volume/Cap:                                          | 0.74        | 0.74 | 0.74 | 0.74        | 0.74 | 0.21 | 0.54       | 0.74 | 0.74 | 0.74       | 0.64 | 0.64 |
| Delay/Veh:                                           | 57.9        | 57.9 | 57.9 | 41.7        | 41.7 | 31.6 | 61.9       | 50.6 | 50.6 | 80.8       | 49.0 | 49.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 57.9        | 57.9 | 57.9 | 41.7        | 41.7 | 31.6 | 61.9       | 50.6 | 50.6 | 80.8       | 49.0 | 49.0 |
| LOS by Move:                                         | E           | E    | E    | D           | D    | C    | E          | D    | D    | F          | D    | D    |
| HCM2kAvgQ:                                           | 11          | 11   | 11   | 19          | 19   | 4    | 5          | 16   | 16   | 5          | 12   | 12   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3706: MONTEREY/SOUTHSIDE

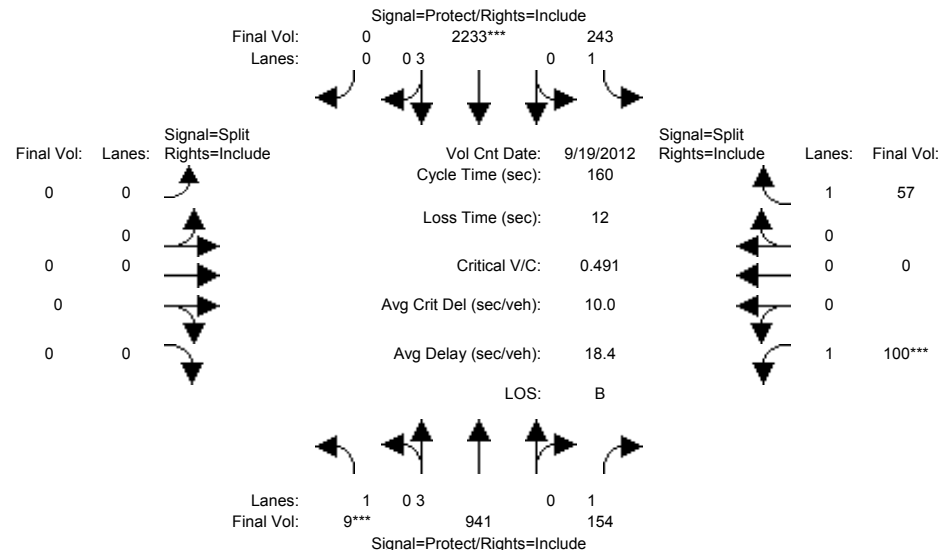


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10    | 7           | 10   | 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: 19 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| 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:                                         | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 4           | 2928 | 76    | 101         | 587  | 0    | 0          | 0    | 0    | 124        | 0    | 127  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92  | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00  | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750  | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.51 | 0.04  | 0.06        | 0.10 | 0.00 | 0.00       | 0.00 | 0.00 | 0.07       | 0.00 | 0.07 |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 39.2        | 118  | 118.1 | 13.3        | 92.2 | 0.0  | 0.0        | 0.0  | 0.0  | 16.7       | 0.0  | 16.7 |
| Volume/Cap:                                          | 0.01        | 0.70 | 0.06  | 0.70        | 0.18 | 0.00 | 0.00       | 0.00 | 0.00 | 0.68       | 0.00 | 0.70 |
| Delay/Veh:                                           | 45.7        | 11.8 | 5.8   | 85.2        | 16.1 | 0.0  | 0.0        | 0.0  | 0.0  | 79.0       | 0.0  | 80.4 |
| 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:                                          | 45.7        | 11.8 | 5.8   | 85.2        | 16.1 | 0.0  | 0.0        | 0.0  | 0.0  | 79.0       | 0.0  | 80.4 |
| LOS by Move:                                         | D           | B    | A     | F           | B    | A    | A          | A    | A    | E          | A    | F    |
| HCM2kAvgQ:                                           | 0           | 26   | 1     | 5           | 4    | 0    | 0          | 0    | 0    | 6          | 0    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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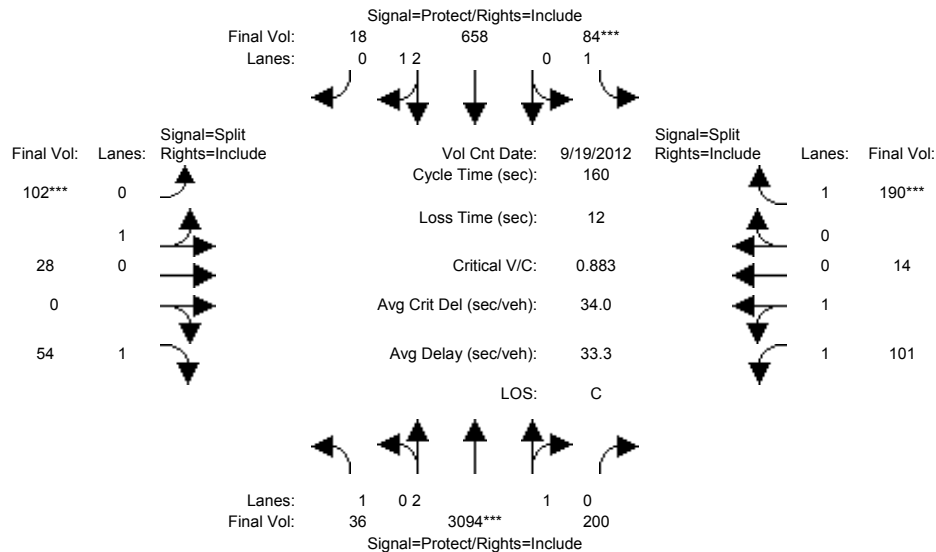
## Intersection #3706: MONTEREY/SOUTHSIDE



| 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   | 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: 19 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| Growth Adj:                                          | 1.00        | 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           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| 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:                                         | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 9           | 941  | 154  | 243         | 2233 | 0    | 0          | 0    | 0    | 100        | 0    | 57   |
| Saturation 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        | 3.00 | 1.00 | 1.00        | 3.00 | 0.00 | 0.00       | 0.00 | 0.00 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 0    | 0          | 0    | 0    | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.17 | 0.09 | 0.14        | 0.39 | 0.00 | 0.00       | 0.00 | 0.00 | 0.06       | 0.00 | 0.03 |
| Crit Moves:                                          | ***         |      |      |             | ***  |      |            |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 70.6 | 70.6 | 59.4        | 123  | 0.0  | 0.0        | 0.0  | 0.0  | 17.9       | 0.0  | 17.9 |
| Volume/Cap:                                          | 0.12        | 0.37 | 0.20 | 0.37        | 0.51 | 0.00 | 0.00       | 0.00 | 0.00 | 0.51       | 0.00 | 0.29 |
| Delay/Veh:                                           | 74.2        | 30.0 | 27.5 | 37.1        | 7.1  | 0.0  | 0.0        | 0.0  | 0.0  | 69.1       | 0.0  | 66.0 |
| 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:                                          | 74.2        | 30.0 | 27.5 | 37.1        | 7.1  | 0.0  | 0.0        | 0.0  | 0.0  | 69.1       | 0.0  | 66.0 |
| LOS by Move:                                         | E           | C    | C    | D           | A    | A    | A          | A    | A    | E          | A    | E    |
| HCM2kAvgQ:                                           | 0           | 10   | 5    | 9           | 14   | 0    | 0          | 0    | 0    | 5          | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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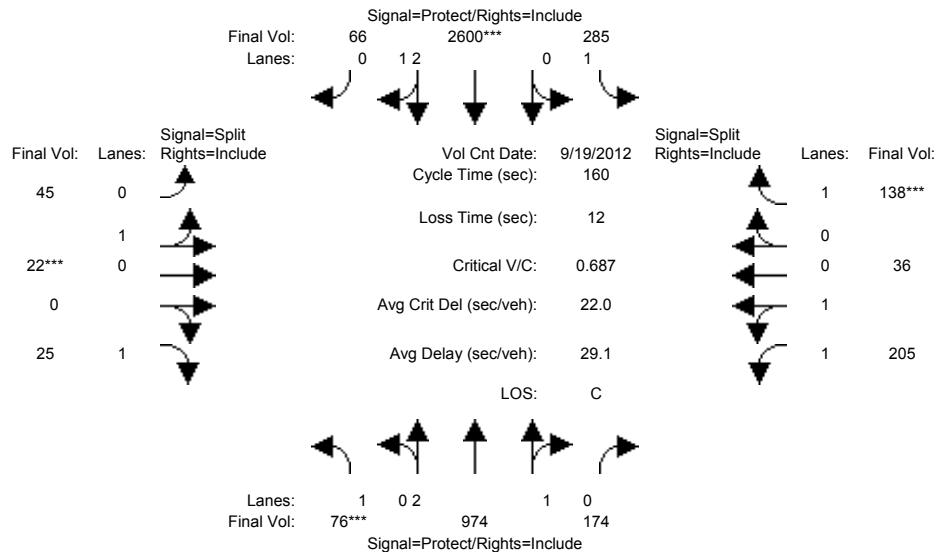
## Intersection #3707: MONTEREY/UMBARGER



| 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:                                            | 36          | 3094 | 200   | 84          | 658  | 18   | 102        | 28   | 54   | 101        | 14   | 190   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 36          | 3094 | 200   | 84          | 658  | 18   | 102        | 28   | 54   | 101        | 14   | 190   |
| 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:                                         | 36          | 3094 | 200   | 84          | 658  | 18   | 102        | 28   | 54   | 101        | 14   | 190   |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 36          | 3094 | 200   | 84          | 658  | 18   | 102        | 28   | 54   | 101        | 14   | 190   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 36          | 3094 | 200   | 84          | 658  | 18   | 102        | 28   | 54   | 101        | 14   | 190   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 36          | 3094 | 200   | 84          | 658  | 18   | 102        | 28   | 54   | 101        | 14   | 190   |
| 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 | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92  |
| Lanes:                                               | 1.00        | 2.81 | 0.19  | 1.00        | 2.92 | 0.08 | 0.78       | 0.22 | 1.00 | 1.76       | 0.24 | 1.00  |
| Final Sat.:                                          | 1750        | 5260 | 340   | 1750        | 5451 | 149  | 1412       | 388  | 1750 | 3118       | 432  | 1750  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.02        | 0.59 | 0.59  | 0.05        | 0.12 | 0.12 | 0.07       | 0.07 | 0.03 | 0.03       | 0.03 | 0.11  |
| Crit Moves:                                          | ****        |      |       |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 30.7        | 107  | 106.6 | 8.7         | 84.6 | 84.6 | 13.1       | 13.1 | 13.1 | 19.7       | 19.7 | 19.7  |
| Volume/Cap:                                          | 0.11        | 0.88 | 0.88  | 0.88        | 0.23 | 0.23 | 0.88       | 0.88 | 0.38 | 0.26       | 0.26 | 0.88  |
| Delay/Veh:                                           | 53.5        | 24.5 | 24.5  | 131.4       | 20.2 | 20.2 | 114.6      | 115  | 71.3 | 63.9       | 63.9 | 101.0 |
| 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:                                          | 53.5        | 24.5 | 24.5  | 131.4       | 20.2 | 20.2 | 114.6      | 115  | 71.3 | 63.9       | 63.9 | 101.0 |
| LOS by Move:                                         | D           | C    | C     | F           | C    | C    | F          | F    | E    | E          | E    | F     |
| HCM2kAvgQ:                                           | 1           | 44   | 44    | 5           | 6    | 6    | 9          | 9    | 3    | 3          | 3    | 11    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |       |

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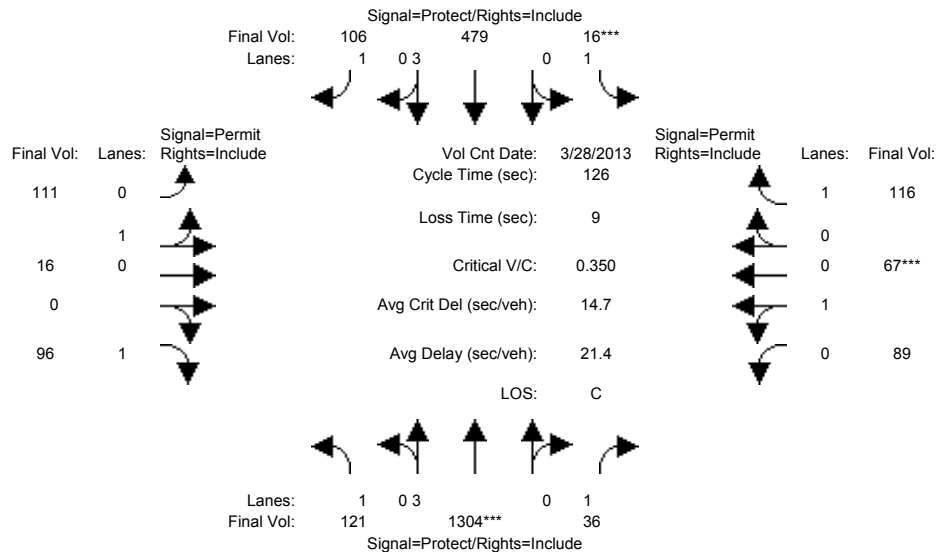
## Intersection #3707: MONTEREY/UMBARGER



| 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:                                            | 76          | 974  | 174  | 285         | 2600 | 66    | 45         | 22   | 25   | 205        | 36   | 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:                                         | 76          | 974  | 174  | 285         | 2600 | 66    | 45         | 22   | 25   | 205        | 36   | 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:                                         | 76          | 974  | 174  | 285         | 2600 | 66    | 45         | 22   | 25   | 205        | 36   | 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:                                          | 76          | 974  | 174  | 285         | 2600 | 66    | 45         | 22   | 25   | 205        | 36   | 138  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 76          | 974  | 174  | 285         | 2600 | 66    | 45         | 22   | 25   | 205        | 36   | 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:                                        | 76          | 974  | 174  | 285         | 2600 | 66    | 45         | 22   | 25   | 205        | 36   | 138  |
| 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  | 0.95       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 2.53 | 0.47 | 1.00        | 2.92 | 0.08  | 0.67       | 0.33 | 1.00 | 1.71       | 0.29 | 1.00 |
| Final Sat.:                                          | 1750        | 4750 | 849  | 1750        | 5461 | 139   | 1209       | 591  | 1750 | 3020       | 530  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.21 | 0.21 | 0.16        | 0.48 | 0.48  | 0.04       | 0.04 | 0.01 | 0.07       | 0.07 | 0.08 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      |            |      | **** |
| Green Time:                                          | 10.0        | 66.8 | 66.8 | 53.0        | 110  | 109.8 | 10.0       | 10.0 | 10.0 | 18.2       | 18.2 | 18.2 |
| Volume/Cap:                                          | 0.69        | 0.49 | 0.49 | 0.49        | 0.69 | 0.69  | 0.60       | 0.60 | 0.23 | 0.60       | 0.60 | 0.69 |
| Delay/Veh:                                           | 91.0        | 34.3 | 34.3 | 43.4        | 15.6 | 15.6  | 81.4       | 81.4 | 72.4 | 69.9       | 69.9 | 78.3 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 91.0        | 34.3 | 34.3 | 43.4        | 15.6 | 15.6  | 81.4       | 81.4 | 72.4 | 69.9       | 69.9 | 78.3 |
| LOS by Move:                                         | F           | C    | C    | D           | B    | B     | F          | F    | E    | E          | E    | E    |
| HCM2kAvgQ:                                           | 4           | 13   | 13   | 11          | 26   | 26    | 4          | 4    | 1    | 6          | 6    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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Background+Project Alt C (AM)

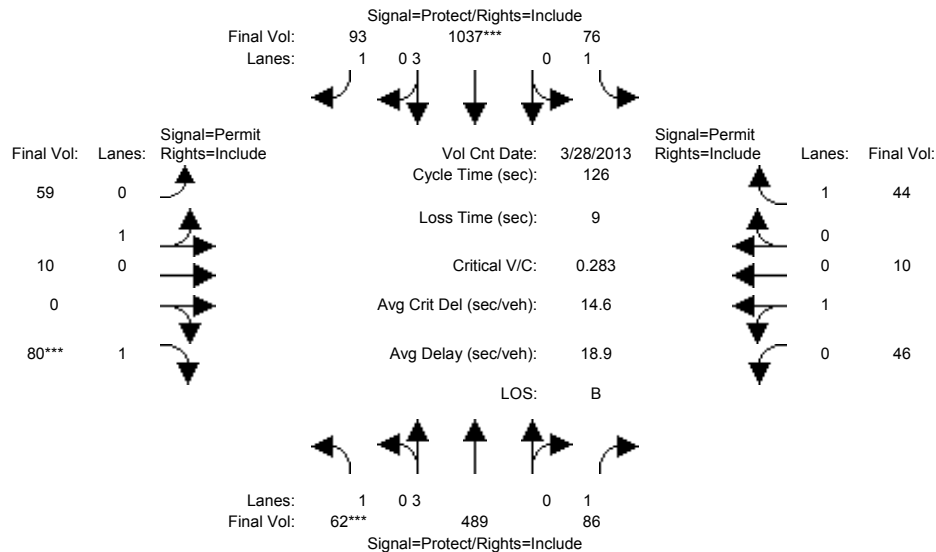
## Intersection #3759: ROSENBAUM/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| 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:                                         | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 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:                                          | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 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 |
| Final Volume:                                        | 121         | 1304 | 36   | 16          | 479  | 106  | 111        | 16   | 96   | 89         | 67   | 116  |
| Saturation 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        | 3.00 | 1.00 | 0.87       | 0.13 | 1.00 | 0.57       | 0.43 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1573       | 227  | 1750 | 1027       | 773  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.23 | 0.02 | 0.01        | 0.08 | 0.06 | 0.07       | 0.07 | 0.05 | 0.09       | 0.09 | 0.07 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 39.2        | 79.8 | 79.8 | 7.0         | 47.6 | 47.6 | 30.2       | 30.2 | 30.2 | 30.2       | 30.2 | 30.2 |
| Volume/Cap:                                          | 0.22        | 0.36 | 0.03 | 0.16        | 0.22 | 0.16 | 0.29       | 0.29 | 0.23 | 0.36       | 0.36 | 0.28 |
| Delay/Veh:                                           | 32.3        | 11.1 | 8.7  | 57.5        | 26.7 | 26.1 | 39.5       | 39.5 | 38.8 | 40.4       | 40.4 | 39.3 |
| 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:                                          | 32.3        | 11.1 | 8.7  | 57.5        | 26.7 | 26.1 | 39.5       | 39.5 | 38.8 | 40.4       | 40.4 | 39.3 |
| LOS by Move:                                         | C           | B    | A    | E           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 4           | 8    | 1    | 1           | 4    | 3    | 4          | 4    | 3    | 5          | 5    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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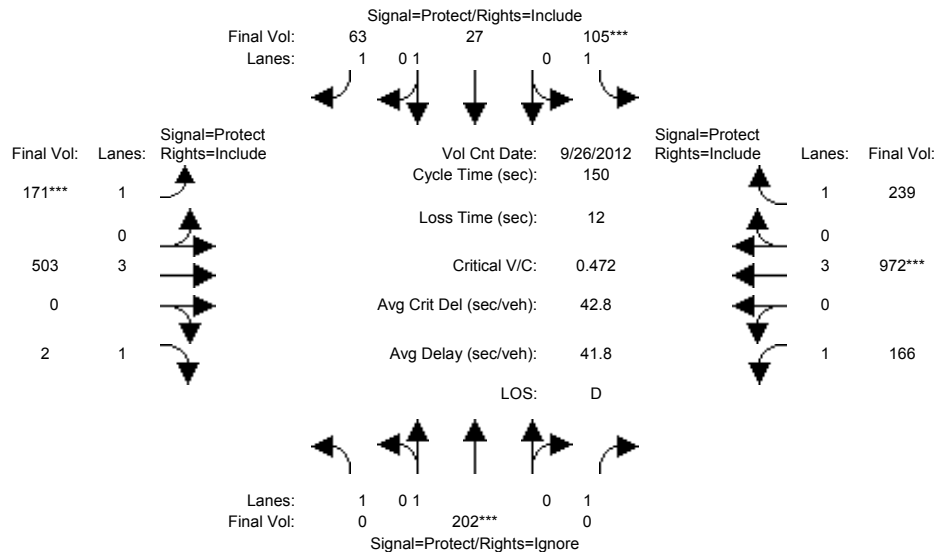
## Intersection #3759: ROSENBAUM/SNELL



| 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: 28 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                         | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                         | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                          | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 44   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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:                                        | 62          | 489  | 86   | 76          | 1037 | 93   | 59         | 10   | 80   | 46         | 10   | 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 | 0.95       | 0.95 | 0.92 | 0.95       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 3.00 | 1.00 | 0.86       | 0.14 | 1.00 | 0.82       | 0.18 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5700 | 1750 | 1539       | 261  | 1750 | 1479       | 321  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.09 | 0.05 | 0.04        | 0.18 | 0.05 | 0.04       | 0.04 | 0.05 | 0.03       | 0.03 | 0.03 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 15.8        | 58.7 | 58.7 | 38.0        | 80.9 | 80.9 | 20.3       | 20.3 | 20.3 | 20.3       | 20.3 | 20.3 |
| Volume/Cap:                                          | 0.28        | 0.18 | 0.11 | 0.14        | 0.28 | 0.08 | 0.24       | 0.24 | 0.28 | 0.19       | 0.19 | 0.16 |
| Delay/Veh:                                           | 50.7        | 19.7 | 19.0 | 32.3        | 9.9  | 8.6  | 46.5       | 46.5 | 47.0 | 46.1       | 46.1 | 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:                                          | 50.7        | 19.7 | 19.0 | 32.3        | 9.9  | 8.6  | 46.5       | 46.5 | 47.0 | 46.1       | 46.1 | 45.7 |
| LOS by Move:                                         | D           | B    | B    | C           | A    | A    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 4    | 2    | 2           | 6    | 1    | 3          | 3    | 3    | 2          | 2    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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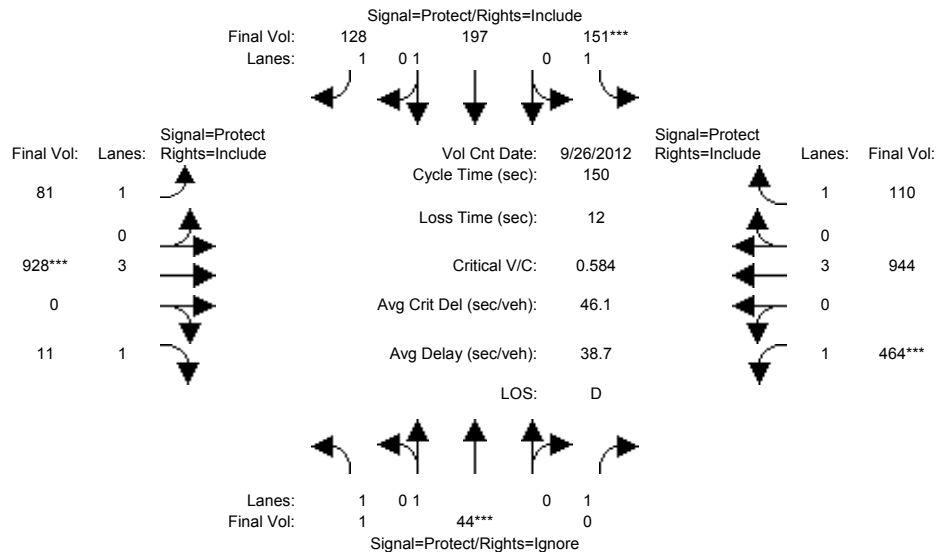
## Intersection #3803: SEVENTH/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 202  | 438  | 105         | 27   | 63   | 171        | 503  | 2    | 166        | 972  | 239  |
| Growth Adj:                                          | 1.00        | 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           | 202  | 438  | 105         | 27   | 63   | 171        | 503  | 2    | 166        | 972  | 239  |
| 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           | 202  | 438  | 105         | 27   | 63   | 171        | 503  | 2    | 166        | 972  | 239  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 202  | 0    | 105         | 27   | 63   | 171        | 503  | 2    | 166        | 972  | 239  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 202  | 0    | 105         | 27   | 63   | 171        | 503  | 2    | 166        | 972  | 239  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 202  | 0    | 105         | 27   | 63   | 171        | 503  | 2    | 166        | 972  | 239  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.11 | 0.00 | 0.06        | 0.01 | 0.04 | 0.10       | 0.09 | 0.00 | 0.09       | 0.17 | 0.14 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 33.8 | 0.0  | 19.1        | 52.8 | 52.8 | 31.0       | 41.1 | 41.1 | 44.1       | 54.2 | 54.2 |
| Volume/Cap:                                          | 0.00        | 0.47 | 0.00 | 0.47        | 0.04 | 0.10 | 0.47       | 0.32 | 0.00 | 0.32       | 0.47 | 0.38 |
| Delay/Veh:                                           | 0.0         | 51.2 | 0.0  | 62.4        | 32.0 | 32.7 | 53.3       | 43.5 | 39.6 | 41.6       | 37.1 | 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:                                          | 0.0         | 51.2 | 0.0  | 62.4        | 32.0 | 32.7 | 53.3       | 43.5 | 39.6 | 41.6       | 37.1 | 35.8 |
| LOS by Move:                                         | A           | D    | A    | E           | C    | C    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 8    | 0    | 5           | 1    | 2    | 7          | 6    | 0    | 6          | 11   | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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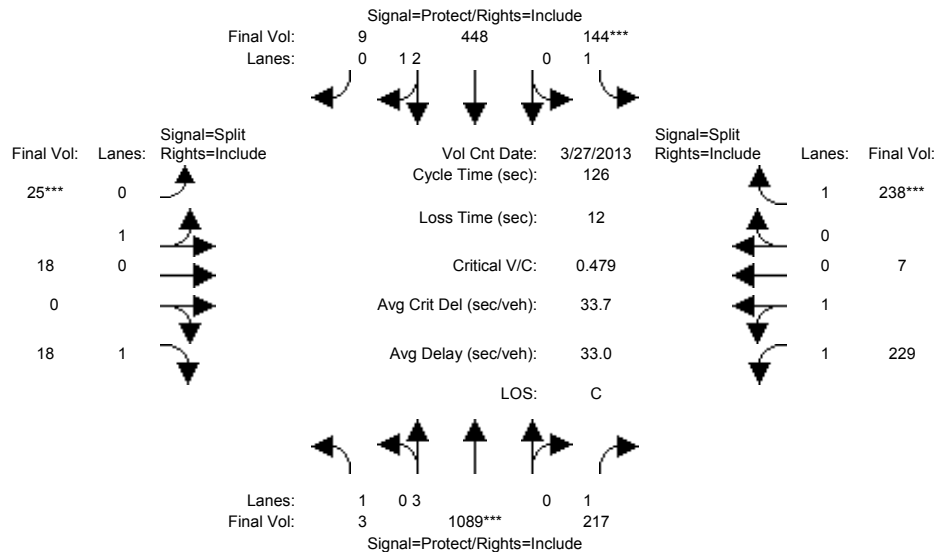
## Intersection #3803: SEVENTH/TULLY



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 1           | 44   | 187  | 151         | 197  | 128  | 81         | 928  | 11   | 464        | 944  | 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:                                         | 1           | 44   | 187  | 151         | 197  | 128  | 81         | 928  | 11   | 464        | 944  | 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:                                         | 1           | 44   | 187  | 151         | 197  | 128  | 81         | 928  | 11   | 464        | 944  | 110  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 1           | 44   | 0    | 151         | 197  | 128  | 81         | 928  | 11   | 464        | 944  | 110  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 1           | 44   | 0    | 151         | 197  | 128  | 81         | 928  | 11   | 464        | 944  | 110  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 1           | 44   | 0    | 151         | 197  | 128  | 81         | 928  | 11   | 464        | 944  | 110  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.02 | 0.00 | 0.09        | 0.10 | 0.07 | 0.05       | 0.16 | 0.01 | 0.27       | 0.17 | 0.06 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 9.8         | 10.0 | 0.0  | 21.5        | 21.7 | 21.7 | 23.4       | 40.5 | 40.5 | 66.0       | 83.1 | 83.1 |
| Volume/Cap:                                          | 0.01        | 0.35 | 0.00 | 0.60        | 0.72 | 0.51 | 0.30       | 0.60 | 0.02 | 0.60       | 0.30 | 0.11 |
| Delay/Veh:                                           | 65.6        | 68.5 | 0.0  | 64.4        | 69.9 | 60.8 | 56.6       | 48.4 | 40.2 | 33.4       | 17.9 | 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:                                          | 65.6        | 68.5 | 0.0  | 64.4        | 69.9 | 60.8 | 56.6       | 48.4 | 40.2 | 33.4       | 17.9 | 16.0 |
| LOS by Move:                                         | E           | E    | A    | E           | E    | E    | E          | D    | D    | C          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 2    | 0    | 7           | 9    | 6    | 3          | 12   | 0    | 17         | 7    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #3807: SKYWAY/SNELL

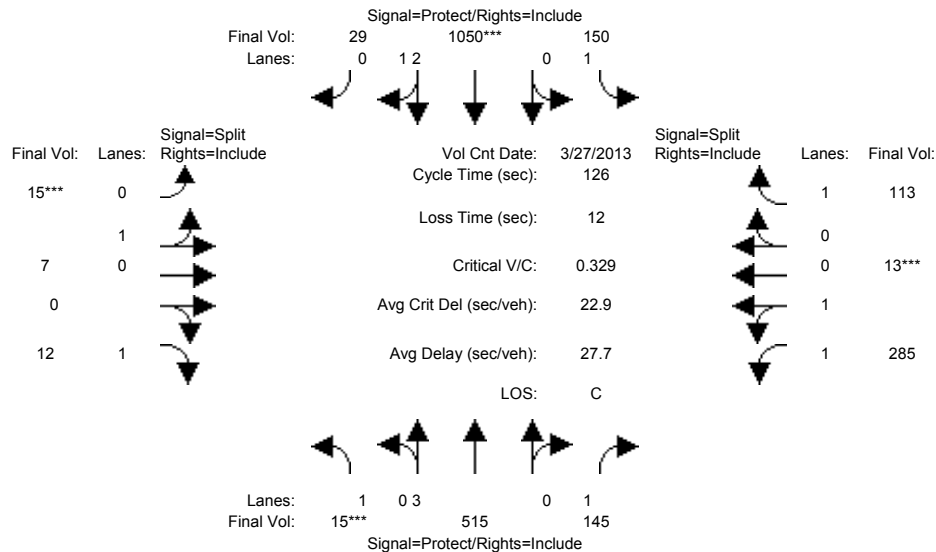


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 3           | 1089 | 217  | 144         | 448  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 3           | 1089 | 217  | 144         | 448  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| 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:                                         | 3           | 1089 | 217  | 144         | 448  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 3           | 1089 | 217  | 144         | 448  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 3           | 1089 | 217  | 144         | 448  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 3           | 1089 | 217  | 144         | 448  | 9    | 25         | 18   | 18   | 229        | 7    | 238  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.94 | 0.06 | 0.58       | 0.42 | 1.00 | 1.94       | 0.06 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5490 | 110  | 1047       | 753  | 1750 | 3445       | 105  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.19 | 0.12 | 0.08        | 0.08 | 0.08 | 0.02       | 0.02 | 0.01 | 0.07       | 0.07 | 0.14 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 28.1        | 48.5 | 48.5 | 20.9        | 41.3 | 41.3 | 10.0       | 10.0 | 10.0 | 34.6       | 34.6 | 34.6 |
| Volume/Cap:                                          | 0.01        | 0.50 | 0.32 | 0.50        | 0.25 | 0.25 | 0.30       | 0.30 | 0.13 | 0.24       | 0.24 | 0.50 |
| Delay/Veh:                                           | 38.1        | 29.6 | 27.5 | 49.1        | 31.1 | 31.1 | 55.9       | 55.9 | 54.4 | 35.7       | 35.7 | 39.2 |
| 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:                                          | 38.1        | 29.6 | 27.5 | 49.1        | 31.1 | 31.1 | 55.9       | 55.9 | 54.4 | 35.7       | 35.7 | 39.2 |
| LOS by Move:                                         | D           | C    | C    | D           | C    | C    | E          | E    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 0           | 10   | 6    | 5           | 4    | 4    | 2          | 2    | 1    | 4          | 4    | 8    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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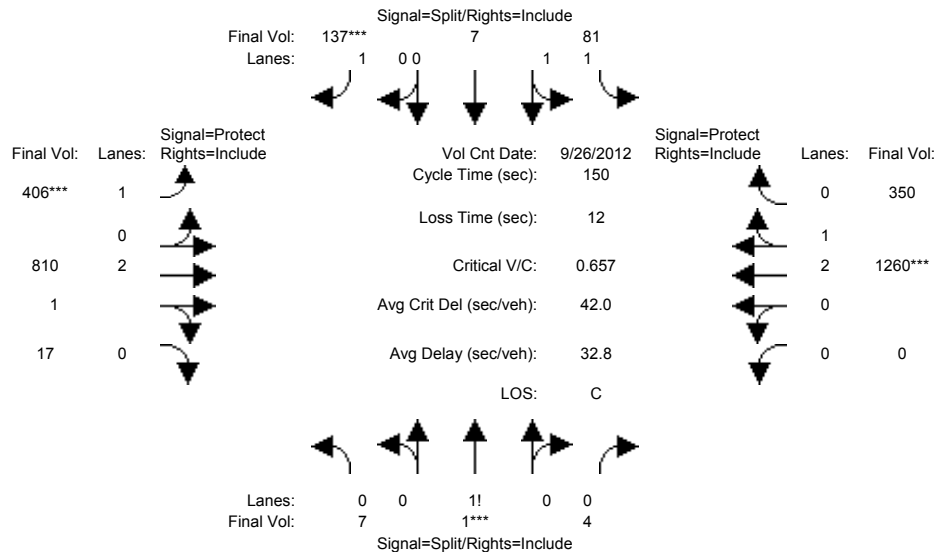
## Intersection #3807: SKYWAY/SNELL



| 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: 27 Mar 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 15          | 515  | 145  | 150         | 1050 | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| Growth Adj:                                          | 1.00        | 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          | 515  | 145  | 150         | 1050 | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| 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          | 515  | 145  | 150         | 1050 | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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          | 515  | 145  | 150         | 1050 | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 15          | 515  | 145  | 150         | 1050 | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 15          | 515  | 145  | 150         | 1050 | 29   | 15         | 7    | 12   | 285        | 13   | 113  |
| Saturation 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       | 0.95 | 0.92 | 0.93       | 0.95 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 1.00        | 2.92 | 0.08 | 0.68       | 0.32 | 1.00 | 1.91       | 0.09 | 1.00 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 1750        | 5449 | 151  | 1227       | 573  | 1750 | 3395       | 155  | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.09 | 0.08 | 0.09        | 0.19 | 0.19 | 0.01       | 0.01 | 0.01 | 0.08       | 0.08 | 0.06 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.0         | 38.3 | 38.3 | 36.3        | 67.6 | 67.6 | 10.0       | 10.0 | 10.0 | 29.4       | 29.4 | 29.4 |
| Volume/Cap:                                          | 0.15        | 0.30 | 0.27 | 0.30        | 0.36 | 0.36 | 0.15       | 0.15 | 0.09 | 0.36       | 0.36 | 0.28 |
| Delay/Veh:                                           | 57.4        | 33.7 | 33.6 | 35.3        | 16.9 | 16.9 | 54.6       | 54.6 | 54.0 | 40.7       | 40.7 | 39.9 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 57.4        | 33.7 | 33.6 | 35.3        | 16.9 | 16.9 | 54.6       | 54.6 | 54.0 | 40.7       | 40.7 | 39.9 |
| LOS by Move:                                         | E           | C    | C    | D           | B    | B    | D          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 5    | 4    | 5           | 8    | 8    | 1          | 1    | 1    | 5          | 5    | 4    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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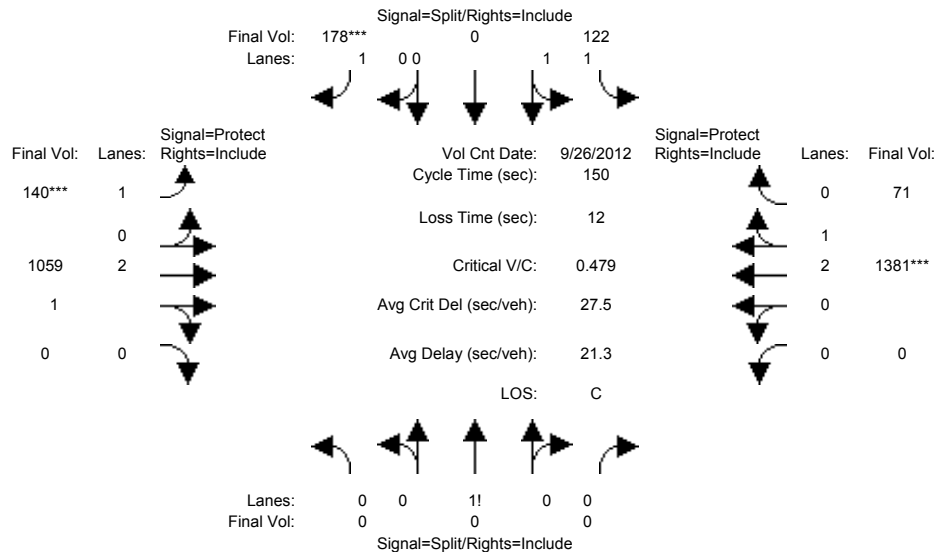
## Intersection #3824: 10TH/TULLY



| 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    | 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 7           | 1    | 4    | 81          | 7    | 137  | 406        | 810  | 17    | 0          | 1260 | 350  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 7           | 1    | 4    | 81          | 7    | 137  | 406        | 810  | 17    | 0          | 1260 | 350  |
| 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:                                         | 7           | 1    | 4    | 81          | 7    | 137  | 406        | 810  | 17    | 0          | 1260 | 350  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 137  | 406        | 810  | 17    | 0          | 1260 | 350  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 7           | 1    | 4    | 81          | 7    | 137  | 406        | 810  | 17    | 0          | 1260 | 350  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1    | 4    | 81          | 7    | 137  | 406        | 810  | 17    | 0          | 1260 | 350  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.92 | 0.92 | 0.93        | 0.95 | 0.92 | 0.92       | 0.98 | 0.95  | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.59        | 0.08 | 0.33 | 1.84        | 0.16 | 1.00 | 1.00       | 2.94 | 0.06  | 0.00       | 2.32 | 0.68 |
| Final Sat.:                                          | 1021        | 146  | 583  | 3268        | 282  | 1750 | 1750       | 5485 | 115   | 0          | 4381 | 1217 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.01 | 0.01 | 0.02        | 0.02 | 0.08 | 0.23       | 0.15 | 0.15  | 0.00       | 0.29 | 0.29 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |       | ***        |      |      |
| Green Time:                                          | 10.0        | 10.0 | 10.0 | 16.8        | 16.8 | 16.8 | 49.7       | 111  | 111.2 | 0.0        | 61.6 | 61.6 |
| Volume/Cap:                                          | 0.10        | 0.10 | 0.10 | 0.22        | 0.22 | 0.70 | 0.70       | 0.20 | 0.20  | 0.00       | 0.70 | 0.70 |
| Delay/Veh:                                           | 66.2        | 66.2 | 66.2 | 61.0        | 61.0 | 75.0 | 47.5       | 5.9  | 5.9   | 0.0        | 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:                                          | 66.2        | 66.2 | 66.2 | 61.0        | 61.0 | 75.0 | 47.5       | 5.9  | 5.9   | 0.0        | 37.6 | 37.6 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | D          | A    | A     | A          | D    | D    |
| HCM2kAvgQ:                                           | 1           | 1    | 1    | 2           | 2    | 7    | 17         | 4    | 4     | 0          | 20   | 20   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

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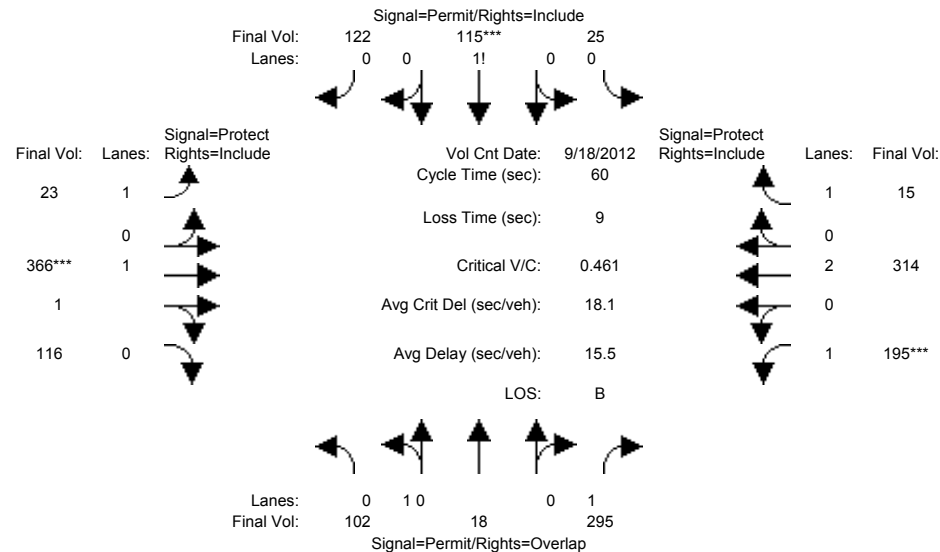
## Intersection #3824: 10TH/TULLY



| 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   | 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: 26 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 122         | 0    | 178  | 140        | 1059 | 0    | 0          | 1381 | 71   |
| Growth Adj:                                          | 1.00        | 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    | 122         | 0    | 178  | 140        | 1059 | 0    | 0          | 1381 | 71   |
| 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    | 122         | 0    | 178  | 140        | 1059 | 0    | 0          | 1381 | 71   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 122         | 0    | 178  | 140        | 1059 | 0    | 0          | 1381 | 71   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 122         | 0    | 178  | 140        | 1059 | 0    | 0          | 1381 | 71   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 0           | 0    | 0    | 122         | 0    | 178  | 140        | 1059 | 0    | 0          | 1381 | 71   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 0.92 | 0.92 | 0.93        | 1.00 | 0.92 | 0.92       | 0.98 | 0.92 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 0.00        | 1.00 | 0.00 | 2.00        | 0.00 | 1.00 | 1.00       | 3.00 | 0.00 | 0.00       | 2.85 | 0.15 |
| Final Sat.:                                          | 0           | 1750 | 0    | 3550        | 0    | 1750 | 1750       | 5600 | 0    | 0          | 5326 | 274  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.03        | 0.00 | 0.10 | 0.08       | 0.19 | 0.00 | 0.00       | 0.26 | 0.26 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 31.8        | 0.0  | 31.8 | 25.0       | 106  | 0.0  | 0.0        | 81.1 | 81.1 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.16        | 0.00 | 0.48 | 0.48       | 0.27 | 0.00 | 0.00       | 0.48 | 0.48 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 48.3        | 0.0  | 52.8 | 57.8       | 7.9  | 0.0  | 0.0        | 21.5 | 21.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 48.3        | 0.0  | 52.8 | 57.8       | 7.9  | 0.0  | 0.0        | 21.5 | 21.5 |
| LOS by Move:                                         | A           | A    | A    | D           | A    | D    | E          | A    | A    | A          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 8    | 6          | 6    | 0    | 0          | 14   | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (AM)

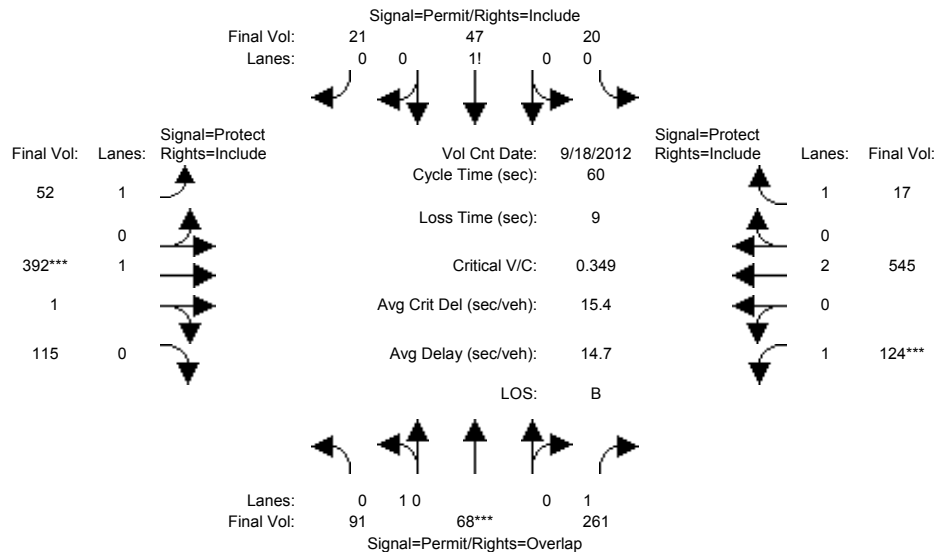
## Intersection #3849: HILLSDALE/NARVAEZ



| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 366  | 116  | 195        | 314  | 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:                                         | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 366  | 116  | 195        | 314  | 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:                                         | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 366  | 116  | 195        | 314  | 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:                                          | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 366  | 116  | 195        | 314  | 15   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 366  | 116  | 195        | 314  | 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:                                        | 102         | 18   | 295  | 25          | 115  | 122  | 23         | 366  | 116  | 195        | 314  | 15   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.85        | 0.15 | 1.00 | 0.09        | 0.44 | 0.47 | 1.00       | 1.51 | 0.49 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1530        | 270  | 1750 | 167         | 768  | 815  | 1750       | 2809 | 890  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.07 | 0.17 | 0.15        | 0.15 | 0.15 | 0.01       | 0.13 | 0.13 | 0.11       | 0.08 | 0.01 |
| Crit Moves:                                          | *****       |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 19.5        | 19.5 | 34.0 | 19.5        | 19.5 | 19.5 | 13.0       | 17.0 | 17.0 | 14.5       | 18.5 | 18.5 |
| Volume/Cap:                                          | 0.21        | 0.21 | 0.30 | 0.46        | 0.46 | 0.46 | 0.06       | 0.46 | 0.46 | 0.46       | 0.27 | 0.03 |
| Delay/Veh:                                           | 14.8        | 14.8 | 6.9  | 16.7        | 16.7 | 16.7 | 18.7       | 18.1 | 18.1 | 20.2       | 15.7 | 14.5 |
| 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:                                          | 14.8        | 14.8 | 6.9  | 16.7        | 16.7 | 16.7 | 18.7       | 18.1 | 18.1 | 20.2       | 15.7 | 14.5 |
| LOS by Move:                                         | B           | B    | A    | B           | B    | B    | B          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 3    | 5           | 5    | 5    | 0          | 4    | 4    | 3          | 2    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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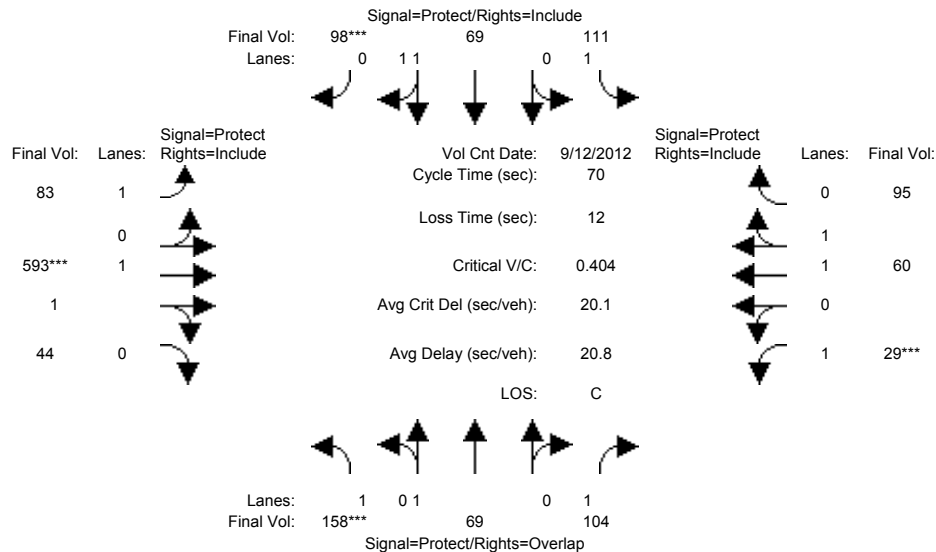
## Intersection #3849: HILLSDALE/NARVAEZ



| 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: 18 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 392  | 115  | 124        | 545  | 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:                                         | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 392  | 115  | 124        | 545  | 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:                                         | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 392  | 115  | 124        | 545  | 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:                                          | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 392  | 115  | 124        | 545  | 17   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 392  | 115  | 124        | 545  | 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:                                        | 91          | 68   | 261  | 20          | 47   | 21   | 52         | 392  | 115  | 124        | 545  | 17   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.95        | 0.95 | 0.92 | 0.92        | 0.92 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.57        | 0.43 | 1.00 | 0.23        | 0.53 | 0.24 | 1.00       | 1.53 | 0.47 | 1.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 1030        | 770  | 1750 | 398         | 935  | 418  | 1750       | 2860 | 839  | 1750       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.09 | 0.15 | 0.05        | 0.05 | 0.05 | 0.03       | 0.14 | 0.14 | 0.07       | 0.14 | 0.01 |
| Crit Moves:                                          | ***         |      |      |             |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 15.2        | 15.2 | 27.4 | 15.2        | 15.2 | 15.2 | 14.7       | 23.6 | 23.6 | 12.2       | 21.1 | 21.1 |
| Volume/Cap:                                          | 0.35        | 0.35 | 0.33 | 0.20        | 0.20 | 0.20 | 0.12       | 0.35 | 0.35 | 0.35       | 0.41 | 0.03 |
| Delay/Veh:                                           | 18.8        | 18.8 | 10.6 | 17.8        | 17.8 | 17.8 | 17.7       | 12.9 | 12.9 | 21.1       | 15.0 | 12.8 |
| 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:                                          | 18.8        | 18.8 | 10.6 | 17.8        | 17.8 | 17.8 | 17.7       | 12.9 | 12.9 | 21.1       | 15.0 | 12.8 |
| LOS by Move:                                         | B           | B    | B    | B           | B    | B    | B          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 2    | 3    | 1           | 1    | 1    | 1          | 3    | 3    | 2          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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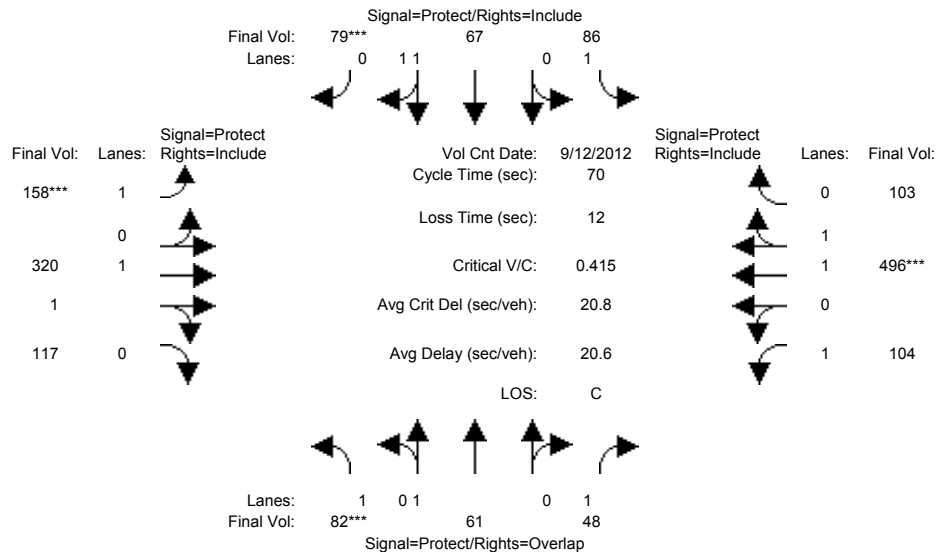
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 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:                                         | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 95   |
| 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:                                         | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 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:                                          | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 95   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 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:                                        | 158         | 69   | 104  | 111         | 69   | 98   | 83         | 593  | 44   | 29         | 60   | 95   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.86 | 0.14 | 1.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 3444 | 256  | 1750       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.04 | 0.06 | 0.06        | 0.04 | 0.06 | 0.05       | 0.17 | 0.17 | 0.02       | 0.03 | 0.05 |
| Crit Moves:                                          | ****        |      |      |             |      | **** |            | **** |      | ****       |      |      |
| Green Time:                                          | 14.1        | 14.2 | 21.2 | 9.9         | 10.0 | 10.0 | 14.0       | 26.9 | 26.9 | 7.0        | 19.9 | 19.9 |
| Volume/Cap:                                          | 0.45        | 0.18 | 0.20 | 0.45        | 0.25 | 0.39 | 0.24       | 0.45 | 0.45 | 0.17       | 0.11 | 0.19 |
| Delay/Veh:                                           | 25.4        | 23.3 | 18.3 | 28.8        | 26.9 | 27.8 | 23.9       | 16.3 | 16.3 | 29.3       | 18.5 | 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:                                          | 25.4        | 23.3 | 18.3 | 28.8        | 26.9 | 27.8 | 23.9       | 16.3 | 16.3 | 29.3       | 18.5 | 19.0 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 4           | 1    | 2    | 3           | 2    | 3    | 2          | 5    | 5    | 1          | 1    | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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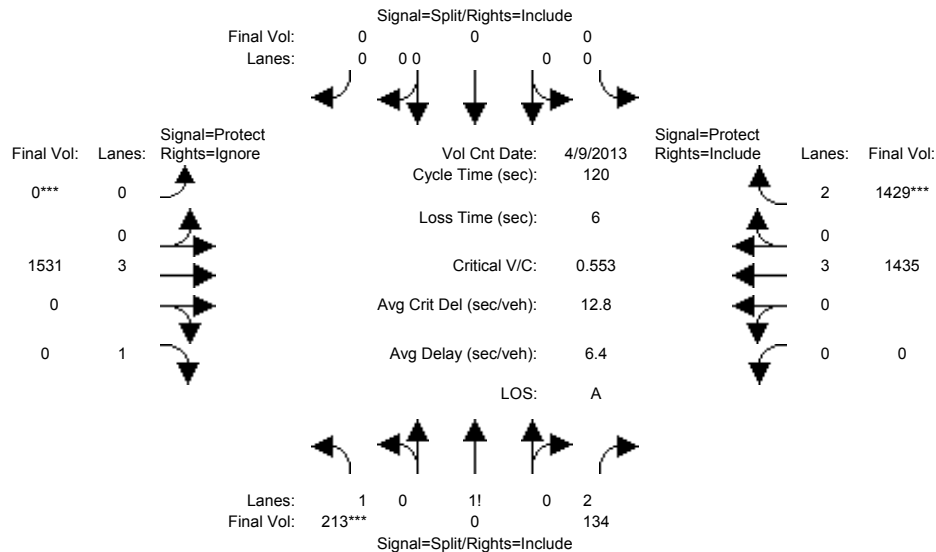
## Intersection #3956: HILLSDALE/VISTAPARK



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| 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:                                         | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 82          | 61   | 48   | 86          | 67   | 79   | 158        | 320  | 117  | 104        | 496  | 103  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 0.98 | 0.95 | 0.92       | 0.98 | 0.95 |
| Lanes:                                               | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.45 | 0.55 | 1.00       | 1.65 | 0.35 |
| Final Sat.:                                          | 1750        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 2709 | 990  | 1750       | 3063 | 636  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.03 | 0.03 | 0.05        | 0.04 | 0.05 | 0.09       | 0.12 | 0.12 | 0.06       | 0.16 | 0.16 |
| Crit Moves:                                          | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |      |
| Green Time:                                          | 7.5         | 10.3 | 27.0 | 7.2         | 10.0 | 10.0 | 14.5       | 23.8 | 23.8 | 16.7       | 26.0 | 26.0 |
| Volume/Cap:                                          | 0.44        | 0.22 | 0.07 | 0.48        | 0.25 | 0.32 | 0.44       | 0.35 | 0.35 | 0.25       | 0.44 | 0.44 |
| Delay/Veh:                                           | 30.9        | 26.7 | 13.6 | 31.6        | 26.9 | 27.3 | 25.0       | 17.4 | 17.4 | 21.9       | 16.7 | 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:                                          | 30.9        | 26.7 | 13.6 | 31.6        | 26.9 | 27.3 | 25.0       | 17.4 | 17.4 | 21.9       | 16.7 | 16.7 |
| LOS by Move:                                         | C           | C    | B    | C           | C    | C    | C          | B    | B    | C          | B    | B    |
| HCM2kAvgQ:                                           | 2           | 1    | 1    | 3           | 1    | 2    | 3          | 3    | 3    | 2          | 5    | 5    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #4082: 101/TULLY (E)

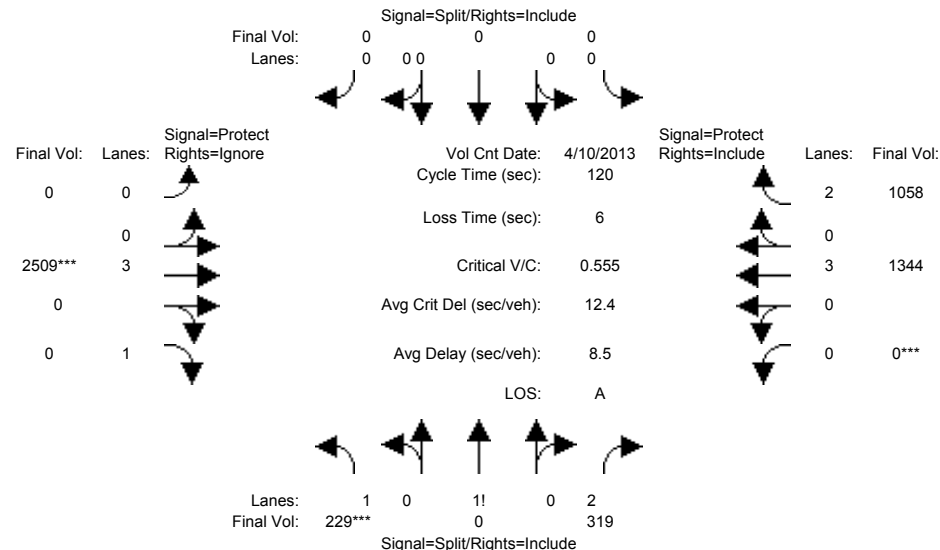


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1531 | 645  | 0          | 1435 | 1429 |
| Growth Adj:                                          | 1.00        | 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         | 0    | 134  | 0           | 0    | 0    | 0          | 1531 | 645  | 0          | 1435 | 1429 |
| 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:                                         | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1531 | 645  | 0          | 1435 | 1429 |
| 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:                                          | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1531 | 0    | 0          | 1435 | 1429 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1531 | 0    | 0          | 1435 | 1429 |
| 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:                                        | 213         | 0    | 134  | 0           | 0    | 0    | 0          | 1531 | 0    | 0          | 1435 | 1429 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.68        | 0.00 | 2.32 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2980        | 0    | 3656 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.00 | 0.04 | 0.00        | 0.00 | 0.00 | 0.00       | 0.27 | 0.00 | 0.00       | 0.25 | 0.45 |
| Crit Moves:                                          | ****        |      |      |             |      |      | ****       |      |      |            |      | **** |
| Green Time:                                          | 15.5        | 0.0  | 15.5 | 0.0         | 0.0  | 0.0  | 0.0        | 98.5 | 0.0  | 0.0        | 98.5 | 98.5 |
| Volume/Cap:                                          | 0.55        | 0.00 | 0.28 | 0.00        | 0.00 | 0.00 | 0.00       | 0.33 | 0.00 | 0.00       | 0.31 | 0.55 |
| Delay/Veh:                                           | 50.1        | 0.0  | 47.3 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.6  | 3.8  |
| 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:                                          | 50.1        | 0.0  | 47.3 | 0.0         | 0.0  | 0.0  | 0.0        | 2.7  | 0.0  | 0.0        | 2.6  | 3.8  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 5           | 0    | 2    | 0           | 0    | 0    | 0          | 5    | 0    | 0          | 4    | 10   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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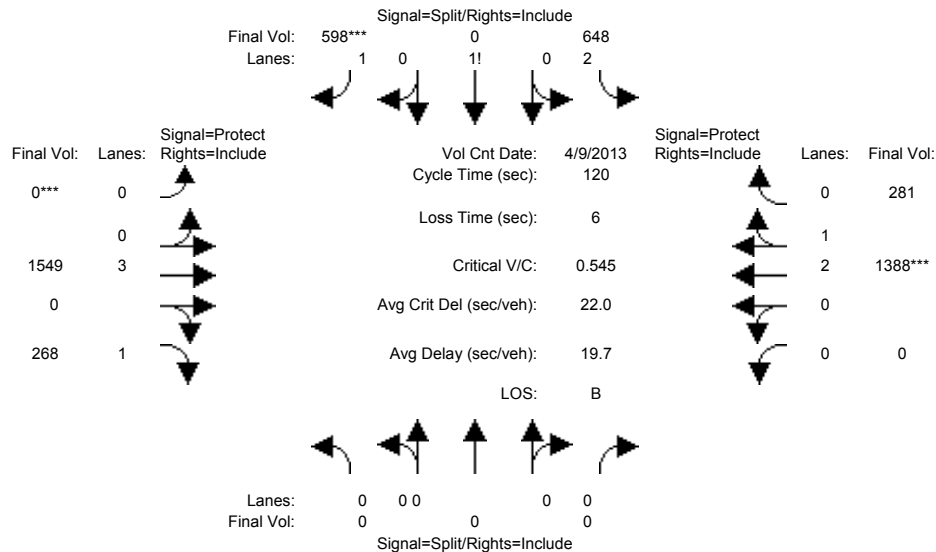
## Intersection #4082: 101/TULLY (E)



| 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           | 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: >> Count Date: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2509 | 399  | 0          | 1344 | 1058 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2509 | 399  | 0          | 1344 | 1058 |
| 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:                                         | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2509 | 399  | 0          | 1344 | 1058 |
| 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:                                          | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2509 | 0    | 0          | 1344 | 1058 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2509 | 0    | 0          | 1344 | 1058 |
| 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:                                        | 229         | 0    | 319  | 0           | 0    | 0    | 0          | 2509 | 0    | 0          | 1344 | 1058 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.84 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                                               | 1.50        | 0.00 | 2.50 | 0.00        | 0.00 | 0.00 | 0.00       | 3.00 | 1.00 | 0.00       | 3.00 | 2.00 |
| Final Sat.:                                          | 2618        | 0    | 4006 | 0           | 0    | 0    | 0          | 5700 | 1750 | 0          | 5700 | 3150 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.00 | 0.08 | 0.00        | 0.00 | 0.00 | 0.00       | 0.44 | 0.00 | 0.00       | 0.24 | 0.34 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            | **** |      |            |      |      |
| Green Time:                                          | 18.9        | 0.0  | 18.9 | 0.0         | 0.0  | 0.0  | 0.0        | 95.1 | 0.0  | 0.0        | 95.1 | 95.1 |
| Volume/Cap:                                          | 0.56        | 0.00 | 0.51 | 0.00        | 0.00 | 0.00 | 0.00       | 0.56 | 0.00 | 0.00       | 0.30 | 0.42 |
| Delay/Veh:                                           | 47.4        | 0.0  | 46.7 | 0.0         | 0.0  | 0.0  | 0.0        | 4.8  | 0.0  | 0.0        | 3.4  | 4.0  |
| 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:                                          | 47.4        | 0.0  | 46.7 | 0.0         | 0.0  | 0.0  | 0.0        | 4.8  | 0.0  | 0.0        | 3.4  | 4.0  |
| LOS by Move:                                         | D           | A    | D    | A           | A    | A    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 6           | 0    | 6    | 0           | 0    | 0    | 0          | 12   | 0    | 0          | 4    | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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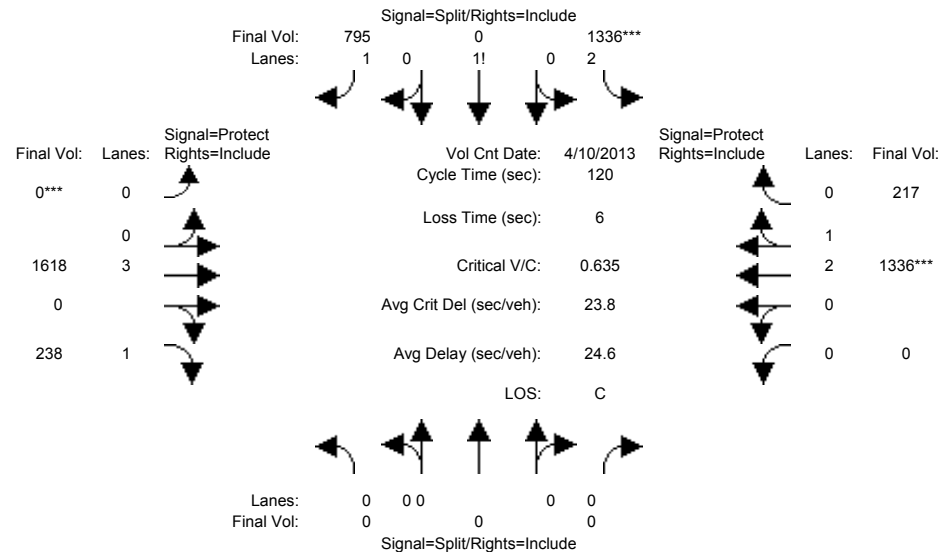
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 648         | 0    | 598  | 0          | 1549 | 268  | 0          | 1388 | 281  |
| Growth Adj:                                          | 1.00        | 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    | 648         | 0    | 598  | 0          | 1549 | 268  | 0          | 1388 | 281  |
| 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    | 648         | 0    | 598  | 0          | 1549 | 268  | 0          | 1388 | 281  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 648         | 0    | 598  | 0          | 1549 | 268  | 0          | 1388 | 281  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 648         | 0    | 598  | 0          | 1549 | 268  | 0          | 1388 | 281  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 648         | 0    | 598  | 0          | 1549 | 268  | 0          | 1388 | 281  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.44        | 0.00 | 1.56 | 0.00       | 3.00 | 1.00 | 0.00       | 2.48 | 0.52 |
| Final Sat.:                                          | 0           | 0    | 0    | 3866        | 0    | 2723 | 0          | 5700 | 1750 | 0          | 4656 | 943  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.17        | 0.00 | 0.22 | 0.00       | 0.27 | 0.15 | 0.00       | 0.30 | 0.30 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 48.4        | 0.0  | 48.4 | 0.0        | 65.6 | 65.6 | 0.0        | 65.6 | 65.6 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.42        | 0.00 | 0.55 | 0.00       | 0.50 | 0.28 | 0.00       | 0.55 | 0.55 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 25.8        | 0.0  | 27.7 | 0.0        | 17.0 | 14.7 | 0.0        | 17.7 | 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:                                          | 0.0         | 0.0  | 0.0  | 25.8        | 0.0  | 27.7 | 0.0        | 17.0 | 14.7 | 0.0        | 17.7 | 17.7 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | B    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 8           | 0    | 12   | 0          | 12   | 6    | 0          | 13   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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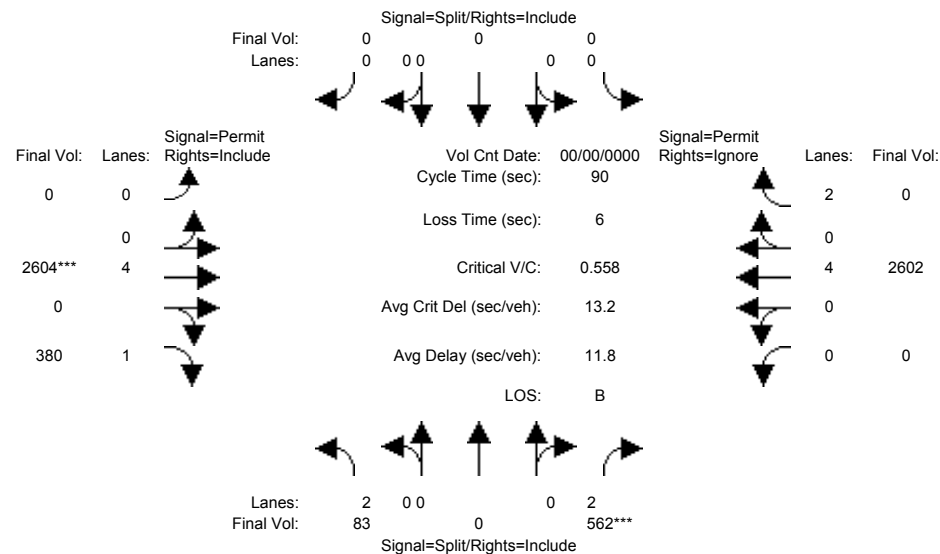
## Intersection #4083: 101/TULLY (W)



| 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   | 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1336        | 0    | 795  | 0          | 1618 | 238  | 0          | 1336 | 217  |
| Growth Adj:                                          | 1.00        | 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    | 1336        | 0    | 795  | 0          | 1618 | 238  | 0          | 1336 | 217  |
| 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    | 1336        | 0    | 795  | 0          | 1618 | 238  | 0          | 1336 | 217  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1336        | 0    | 795  | 0          | 1618 | 238  | 0          | 1336 | 217  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1336        | 0    | 795  | 0          | 1618 | 238  | 0          | 1336 | 217  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1336        | 0    | 795  | 0          | 1618 | 238  | 0          | 1336 | 217  |
| Saturation 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       | 0.99 | 0.95 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.55        | 0.00 | 1.45 | 0.00       | 3.00 | 1.00 | 0.00       | 2.57 | 0.43 |
| Final Sat.:                                          | 0           | 0    | 0    | 4105        | 0    | 2539 | 0          | 5700 | 1750 | 0          | 4816 | 782  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.33        | 0.00 | 0.31 | 0.00       | 0.28 | 0.14 | 0.00       | 0.28 | 0.28 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 61.5        | 0.0  | 61.5 | 0.0        | 52.5 | 52.5 | 0.0        | 52.5 | 52.5 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.63        | 0.00 | 0.61 | 0.00       | 0.65 | 0.31 | 0.00       | 0.63 | 0.63 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 21.5        | 0.0  | 21.0 | 0.0        | 27.2 | 22.2 | 0.0        | 26.9 | 26.9 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 0.0  | 0.0  | 21.5        | 0.0  | 21.0 | 0.0        | 27.2 | 22.2 | 0.0        | 26.9 | 26.9 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | C    | C    | A          | C    | C    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 17          | 0    | 16   | 0          | 15   | 6    | 0          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (AM)

## Intersection #4084: Capitol/101 (E)

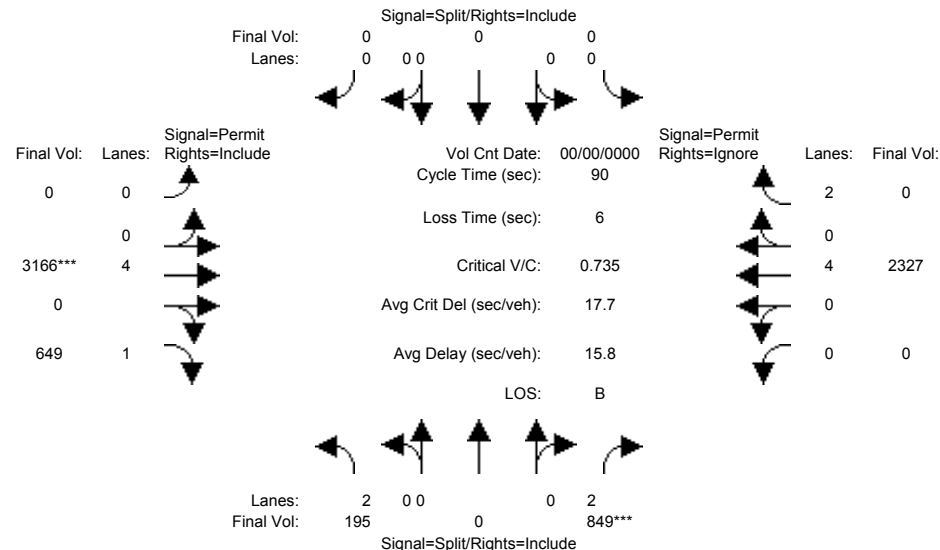


| Approach:                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|--------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 0 0 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                            | 83          | 0    | 562  | 0           | 0    | 0    | 0          | 2604 | 380  | 0          | 2602 | 1665 |
| Growth Adj:                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                         | 83          | 0    | 562  | 0           | 0    | 0    | 0          | 2604 | 380  | 0          | 2602 | 1665 |
| 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:                         | 83          | 0    | 562  | 0           | 0    | 0    | 0          | 2604 | 380  | 0          | 2602 | 1665 |
| User Adj:                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                          | 83          | 0    | 562  | 0           | 0    | 0    | 0          | 2604 | 380  | 0          | 2602 | 0    |
| Reduct Vol:                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                         | 83          | 0    | 562  | 0           | 0    | 0    | 0          | 2604 | 380  | 0          | 2602 | 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 | 0.00 |
| MLF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                        | 83          | 0    | 562  | 0           | 0    | 0    | 0          | 2604 | 380  | 0          | 2602 | 0    |
| Saturation Flow Module:              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                             | 0.03        | 0.00 | 0.18 | 0.00        | 0.00 | 0.00 | 0.00       | 0.34 | 0.22 | 0.00       | 0.34 | 0.00 |
| Crit Moves:                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                          | 28.8        | 0.0  | 28.8 | 0.0         | 0.0  | 0.0  | 0.0        | 55.2 | 55.2 | 0.0        | 55.2 | 0.0  |
| Volume/Cap:                          | 0.08        | 0.00 | 0.56 | 0.00        | 0.00 | 0.00 | 0.00       | 0.56 | 0.35 | 0.00       | 0.56 | 0.00 |
| Delay/Veh:                           | 21.4        | 0.0  | 26.1 | 0.0         | 0.0  | 0.0  | 0.0        | 10.4 | 8.8  | 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:                          | 21.4        | 0.0  | 26.1 | 0.0         | 0.0  | 0.0  | 0.0        | 10.4 | 8.8  | 0.0        | 10.4 | 0.0  |
| LOS by Move:                         | C           | A    | C    | A           | A    | A    | A          | B    | A    | A          | B    | A    |
| HCM2kAvgQ:                           | 1           | 0    | 8    | 0           | 0    | 0    | 0          | 11   | 6    | 0          | 11   | 0    |

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

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Background+Project Alt C (PM)

## Intersection #4084: Capitol/101 (E)

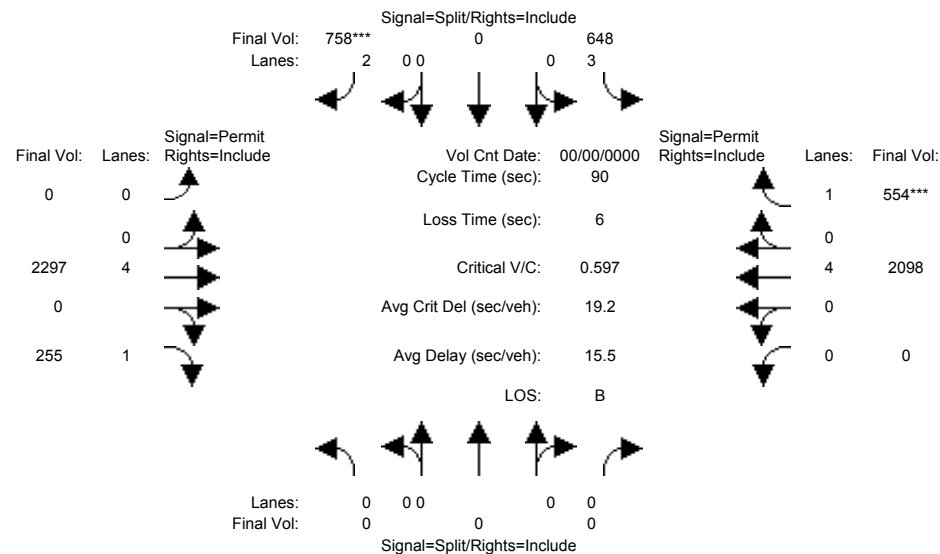


| Approach:                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|--------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: >> Count Date: 0 0 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                            | 195         | 0    | 849  | 0           | 0    | 0    | 0          | 3166 | 649  | 0          | 2327 | 878  |
| Growth Adj:                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                         | 195         | 0    | 849  | 0           | 0    | 0    | 0          | 3166 | 649  | 0          | 2327 | 878  |
| 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:                         | 195         | 0    | 849  | 0           | 0    | 0    | 0          | 3166 | 649  | 0          | 2327 | 878  |
| User Adj:                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                          | 195         | 0    | 849  | 0           | 0    | 0    | 0          | 3166 | 649  | 0          | 2327 | 0    |
| Reduct Vol:                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                         | 195         | 0    | 849  | 0           | 0    | 0    | 0          | 3166 | 649  | 0          | 2327 | 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 | 0.00 |
| MLF Adj:                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                        | 195         | 0    | 849  | 0           | 0    | 0    | 0          | 3166 | 649  | 0          | 2327 | 0    |
| Saturation Flow Module:              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                          | 0.83        | 1.00 | 0.83 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.83 |
| Lanes:                               | 2.00        | 0.00 | 2.00 | 0.00        | 0.00 | 0.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 2.00 |
| Final Sat.:                          | 3150        | 0    | 3150 | 0           | 0    | 0    | 0          | 7600 | 1750 | 0          | 7600 | 3150 |
| Capacity Analysis Module:            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                             | 0.06        | 0.00 | 0.27 | 0.00        | 0.00 | 0.00 | 0.00       | 0.42 | 0.37 | 0.00       | 0.31 | 0.00 |
| Crit Moves:                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                          | 33.0        | 0.0  | 33.0 | 0.0         | 0.0  | 0.0  | 0.0        | 51.0 | 51.0 | 0.0        | 51.0 | 0.0  |
| Volume/Cap:                          | 0.17        | 0.00 | 0.74 | 0.00        | 0.00 | 0.00 | 0.00       | 0.74 | 0.65 | 0.00       | 0.54 | 0.00 |
| Delay/Veh:                           | 19.3        | 0.0  | 27.2 | 0.0         | 0.0  | 0.0  | 0.0        | 15.2 | 15.0 | 0.0        | 12.3 | 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:                          | 19.3        | 0.0  | 27.2 | 0.0         | 0.0  | 0.0  | 0.0        | 15.2 | 15.0 | 0.0        | 12.3 | 0.0  |
| LOS by Move:                         | B           | A    | C    | A           | A    | A    | A          | B    | B    | A          | B    | A    |
| HCM2kAvgQ:                           | 2           | 0    | 12   | 0           | 0    | 0    | 0          | 17   | 14   | 0          | 10   | 0    |

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

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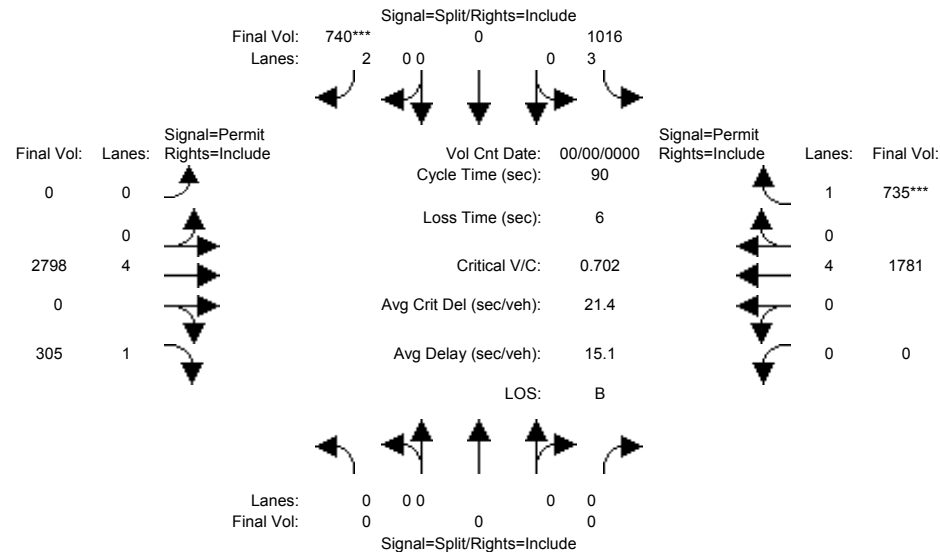
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 648         | 0    | 758  | 0          | 2297 | 255  | 0          | 2098 | 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:                                         | 0           | 0    | 0    | 648         | 0    | 758  | 0          | 2297 | 255  | 0          | 2098 | 554  |
| 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    | 648         | 0    | 758  | 0          | 2297 | 255  | 0          | 2098 | 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:                                          | 0           | 0    | 0    | 648         | 0    | 758  | 0          | 2297 | 255  | 0          | 2098 | 554  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 648         | 0    | 758  | 0          | 2297 | 255  | 0          | 2098 | 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:                                        | 0           | 0    | 0    | 648         | 0    | 758  | 0          | 2297 | 255  | 0          | 2098 | 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 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.14        | 0.00 | 0.24 | 0.00       | 0.30 | 0.15 | 0.00       | 0.28 | 0.32 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 36.3        | 0.0  | 36.3 | 0.0        | 47.7 | 47.7 | 0.0        | 47.7 | 47.7 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.35        | 0.00 | 0.60 | 0.00       | 0.57 | 0.27 | 0.00       | 0.52 | 0.60 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 18.8        | 0.0  | 21.9 | 0.0        | 14.4 | 11.8 | 0.0        | 13.8 | 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:                                          | 0.0         | 0.0  | 0.0  | 18.8        | 0.0  | 21.9 | 0.0        | 14.4 | 11.8 | 0.0        | 13.8 | 15.6 |
| LOS by Move:                                         | A           | A    | A    | B           | A    | C    | A          | B    | B    | A          | B    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 5           | 0    | 10   | 0          | 11   | 4    | 0          | 9    | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

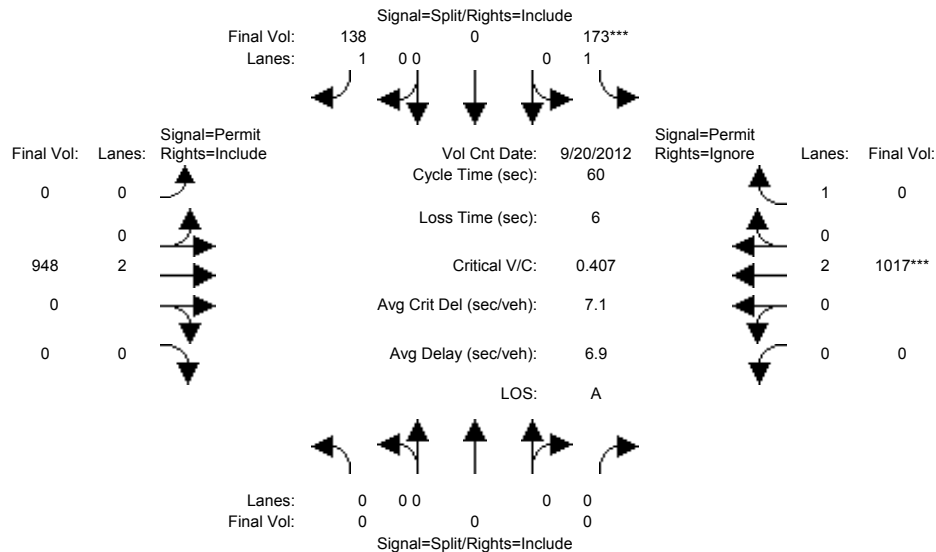
## Intersection #4085: Capitol/101 (W)



| 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   | 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: 0 0 <<                 |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1016        | 0    | 740  | 0          | 2798 | 305  | 0          | 1781 | 735  |
| Growth Adj:                                          | 1.00        | 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    | 1016        | 0    | 740  | 0          | 2798 | 305  | 0          | 1781 | 735  |
| 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    | 1016        | 0    | 740  | 0          | 2798 | 305  | 0          | 1781 | 735  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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    | 1016        | 0    | 740  | 0          | 2798 | 305  | 0          | 1781 | 735  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1016        | 0    | 740  | 0          | 2798 | 305  | 0          | 1781 | 735  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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    | 1016        | 0    | 740  | 0          | 2798 | 305  | 0          | 1781 | 735  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.80        | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 3.00        | 0.00 | 2.00 | 0.00       | 4.00 | 1.00 | 0.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4551        | 0    | 3150 | 0          | 7600 | 1750 | 0          | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.22        | 0.00 | 0.23 | 0.00       | 0.37 | 0.17 | 0.00       | 0.23 | 0.42 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 30.1        | 0.0  | 30.1 | 0.0        | 53.9 | 53.9 | 0.0        | 53.9 | 53.9 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.67        | 0.00 | 0.70 | 0.00       | 0.62 | 0.29 | 0.00       | 0.39 | 0.70 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 26.8        | 0.0  | 28.2 | 0.0        | 11.7 | 8.9  | 0.0        | 9.5  | 14.7 |
| 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  | 26.8        | 0.0  | 28.2 | 0.0        | 11.7 | 8.9  | 0.0        | 9.5  | 14.7 |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | B    | A    | A          | A    | B    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 11          | 0    | 12   | 0          | 13   | 4    | 0          | 6    | 14   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #4106: ALMADEN EXP/CURTNER (W)

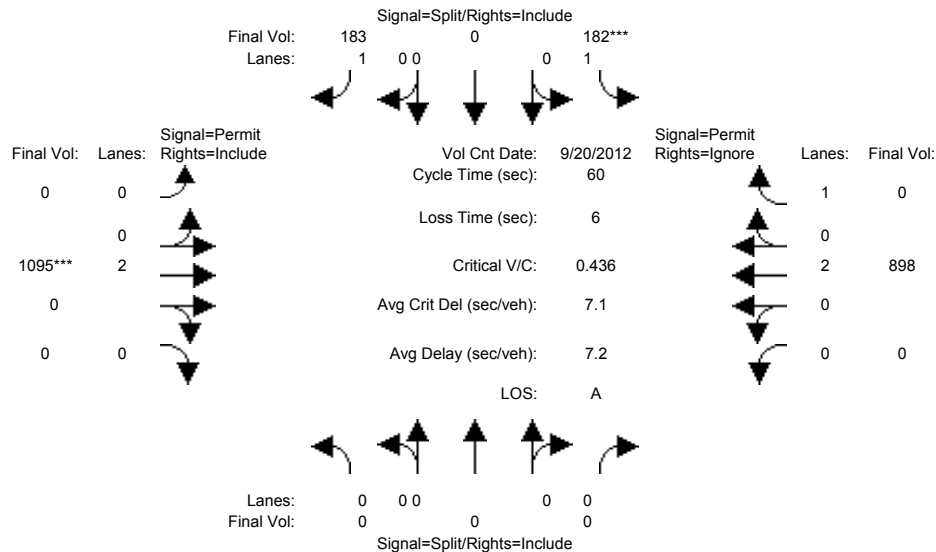


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 125  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 125  |
| 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    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 125  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 173         | 0    | 138  | 0          | 948  | 0    | 0          | 1017 | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.10        | 0.00 | 0.08 | 0.00       | 0.25 | 0.00 | 0.00       | 0.27 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 14.6        | 0.0  | 14.6 | 0.0        | 39.4 | 0.0  | 0.0        | 39.4 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.41        | 0.00 | 0.32 | 0.00       | 0.38 | 0.00 | 0.00       | 0.41 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 19.7        | 0.0  | 19.1 | 0.0        | 4.8  | 0.0  | 0.0        | 4.9  | 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  | 19.7        | 0.0  | 19.1 | 0.0        | 4.8  | 0.0  | 0.0        | 4.9  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | B           | A    | B    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 3           | 0    | 3    | 0          | 4    | 0    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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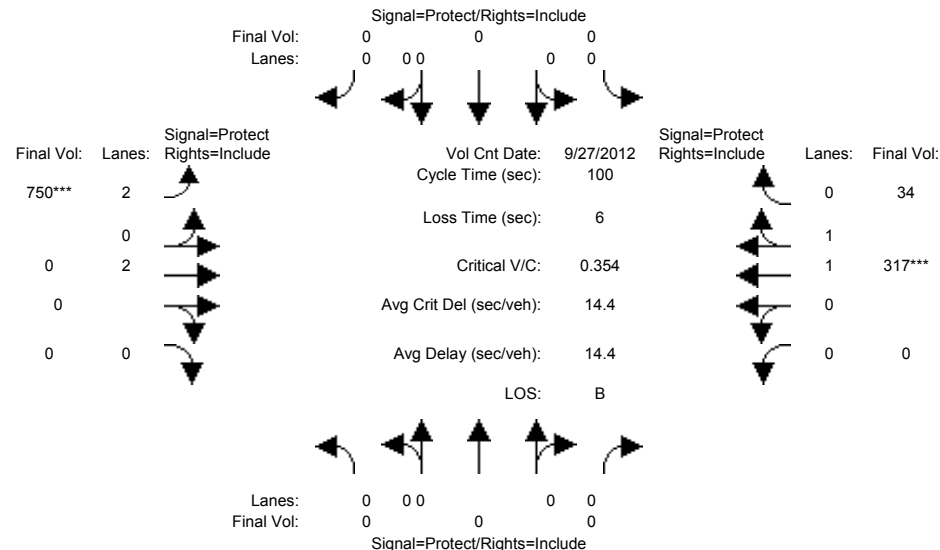
## Intersection #4106: ALMADEN EXP/CURTNER (W)



| 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   | 10   |
| Y+R:                                                 | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 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:                                         | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 175  |
| 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    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 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 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 182         | 0    | 183  | 0          | 1095 | 0    | 0          | 898  | 0    |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 1.00        | 0.00 | 1.00 | 0.00       | 2.00 | 0.00 | 0.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 1750        | 0    | 1750 | 0          | 3800 | 0    | 0          | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.10        | 0.00 | 0.10 | 0.00       | 0.29 | 0.00 | 0.00       | 0.24 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 14.4        | 0.0  | 14.4 | 0.0        | 39.6 | 0.0  | 0.0        | 39.6 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.43        | 0.00 | 0.44 | 0.00       | 0.44 | 0.00 | 0.00       | 0.36 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 20.1        | 0.0  | 20.1 | 0.0        | 5.0  | 0.0  | 0.0        | 4.6  | 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  | 20.1        | 0.0  | 20.1 | 0.0        | 5.0  | 0.0  | 0.0        | 4.6  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | A    | C    | A          | A    | A    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 4           | 0    | 4    | 0          | 5    | 0    | 0          | 4    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5502: 87/ALMADEN

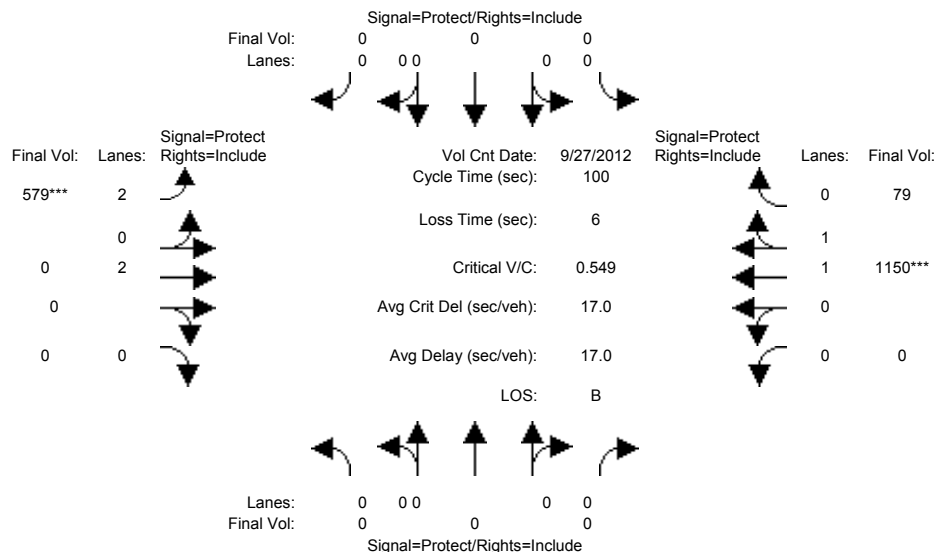


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                         | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 1952 | 0    | 0          | 317  | 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:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 1952 | 0    | 0          | 317  | 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:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 1952 | 0    | 0          | 317  | 34   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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    | 0           | 0    | 0    | 750        | 0    | 0    | 0          | 317  | 34   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 0    | 0    | 0          | 317  | 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:                                | 0           | 0    | 0    | 0           | 0    | 0    | 750        | 0    | 0    | 0          | 317  | 34   |
| Saturation 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.80 | 0.20 |
| Final Sat.:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3341 | 358  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.24       | 0.00 | 0.00 | 0.00       | 0.09 | 0.09 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 67.2       | 0.0  | 0.0  | 0.0        | 26.8 | 26.8 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.35       | 0.00 | 0.00 | 0.00       | 0.35 | 0.35 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 7.2        | 0.0  | 0.0  | 0.0        | 29.8 | 29.8 |
| 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  | 0.0         | 0.0  | 0.0  | 7.2        | 0.0  | 0.0  | 0.0        | 29.8 | 29.8 |
| LOS by Move:                                 | A           | A    | A    | A           | A    | A    | A          | A    | A    | A          | C    | C    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 6          | 0    | 0    | 0          | 4    | 4    |

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

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## Intersection #5502: 87/ALMADEN

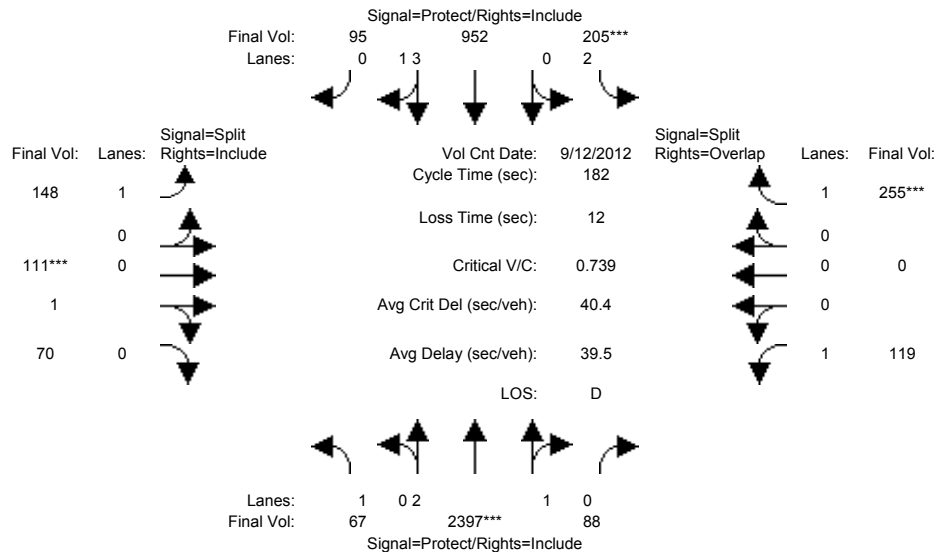


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 7          | 10   | 0    | 0          | 10   | 10   |
| Y+R:                                         | 4.0         | 4.0  | 4.0  | 4.0         | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  | 4.0        | 4.0  | 4.0  |
| Volume Module: >> Count Date: 27 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 0    | 0           | 0    | 0    | 579        | 347  | 0    | 0          | 1150 | 79   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 579        | 347  | 0    | 0          | 1150 | 79   |
| 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    | 0           | 0    | 0    | 579        | 347  | 0    | 0          | 1150 | 79   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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    | 0           | 0    | 0    | 579        | 0    | 0    | 0          | 1150 | 79   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 0           | 0    | 0    | 579        | 0    | 0    | 0          | 1150 | 79   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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    | 0           | 0    | 0    | 579        | 0    | 0    | 0          | 1150 | 79   |
| Saturation 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 | 0.92       | 0.98 | 0.95 |
| Lanes:                                       | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 2.00       | 2.00 | 0.00 | 0.00       | 1.87 | 0.13 |
| Final Sat.:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 3150       | 3800 | 0    | 0          | 3462 | 238  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.18       | 0.00 | 0.00 | 0.00       | 0.33 | 0.33 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 33.5       | 0.0  | 0.0  | 0.0        | 60.5 | 60.5 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.00        | 0.00 | 0.00 | 0.55       | 0.00 | 0.00 | 0.00       | 0.55 | 0.55 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 27.7       | 0.0  | 0.0  | 0.0        | 12.0 | 12.0 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 0.0         | 0.0  | 0.0  | 0.0         | 0.0  | 0.0  | 27.7       | 0.0  | 0.0  | 0.0        | 12.0 | 12.0 |
| LOS by Move:                                 | A           | A    | A    | A           | A    | A    | C          | A    | A    | A          | B    | B    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 0           | 0    | 0    | 9          | 0    | 0    | 0          | 11   | 11   |

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

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Background+Project Alt C (AM)

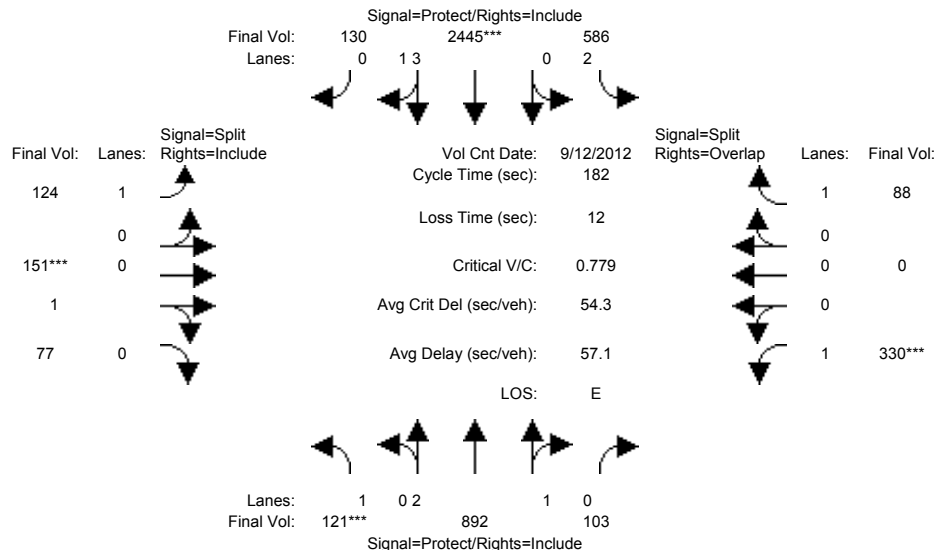
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| 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:                                         | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 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:                                        | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| 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 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.89 | 0.11  | 2.00        | 3.62 | 0.38 | 1.00       | 0.61 | 0.39 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5401 | 198   | 3150        | 6818 | 680  | 1750       | 1104 | 696  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.44 | 0.44  | 0.07        | 0.14 | 0.14 | 0.08       | 0.10 | 0.10 | 0.07       | 0.00 | 0.15 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.1        | 109  | 109.3 | 16.0        | 98.3 | 98.3 | 24.8       | 24.8 | 24.8 | 19.9       | 0.0  | 35.9 |
| Volume/Cap:                                          | 0.26        | 0.74 | 0.74  | 0.74        | 0.26 | 0.26 | 0.62       | 0.74 | 0.74 | 0.62       | 0.00 | 0.74 |
| Delay/Veh:                                           | 70.9        | 27.6 | 27.6  | 97.1        | 22.5 | 22.5 | 85.8       | 93.5 | 93.5 | 91.8       | 0.0  | 81.9 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 70.9        | 27.6 | 27.6  | 97.1        | 22.5 | 22.5 | 85.8       | 93.5 | 93.5 | 91.8       | 0.0  | 81.9 |
| LOS by Move:                                         | E           | C    | C     | F           | C    | C    | F          | F    | F    | F          | A    | F    |
| HCM2kAvgQ:                                           | 4           | 33   | 33    | 7           | 8    | 8    | 9          | 12   | 12   | 7          | 0    | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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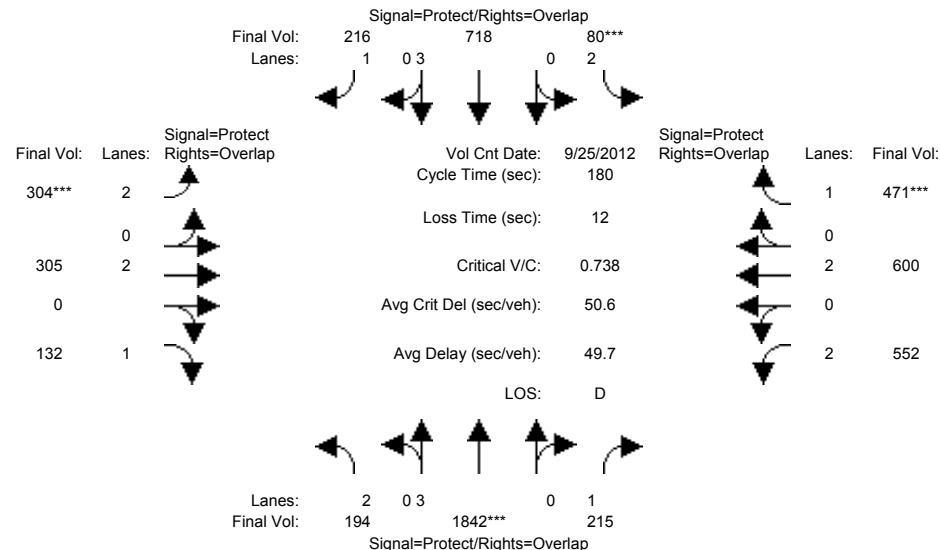
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                         | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                         | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                          | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 88   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                        | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 88   |
| 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 | 0.92       | 0.95 | 0.95 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.68 | 0.32 | 2.00        | 3.79 | 0.21 | 1.00       | 0.66 | 0.34 | 1.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5020 | 580  | 3150        | 7121 | 379  | 1750       | 1192 | 608  | 1750       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.18 | 0.18 | 0.19        | 0.34 | 0.34 | 0.07       | 0.13 | 0.13 | 0.19       | 0.00 | 0.05 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 16.2        | 47.1 | 47.1 | 49.3        | 80.2 | 80.2 | 29.6       | 29.6 | 29.6 | 44.0       | 0.0  | 93.3 |
| Volume/Cap:                                          | 0.78        | 0.69 | 0.69 | 0.69        | 0.78 | 0.78 | 0.44       | 0.78 | 0.78 | 0.78       | 0.00 | 0.10 |
| Delay/Veh:                                           | 112.3       | 63.5 | 63.5 | 63.9        | 45.2 | 45.2 | 73.5       | 91.4 | 91.4 | 77.7       | 0.0  | 23.0 |
| 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:                                          | 112.3       | 63.5 | 63.5 | 63.9        | 45.2 | 45.2 | 73.5       | 91.4 | 91.4 | 77.7       | 0.0  | 23.0 |
| LOS by Move:                                         | F           | E    | E    | E           | D    | D    | E          | F    | F    | E          | A    | C    |
| HCM2kAvgQ:                                           | 9           | 17   | 17   | 18          | 32   | 32   | 7          | 14   | 14   | 20         | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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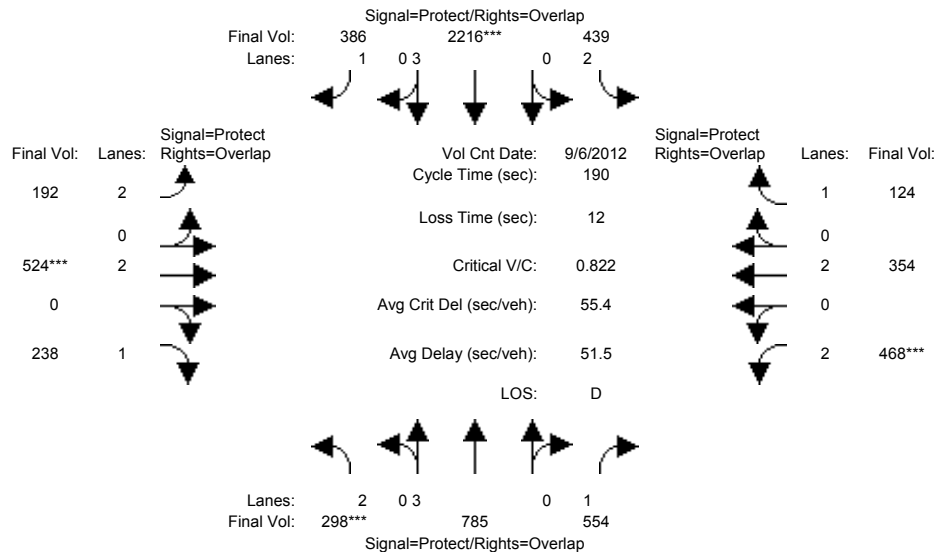
## Intersection #5512: ALMADEN/BRANHAM



| 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:                                            | 194         | 1842 | 215   | 80          | 718  | 216  | 304        | 305  | 132  | 552        | 600  | 471  |
| Growth Adj:                                          | 1.00        | 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         | 1842 | 215   | 80          | 718  | 216  | 304        | 305  | 132  | 552        | 600  | 471  |
| 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         | 1842 | 215   | 80          | 718  | 216  | 304        | 305  | 132  | 552        | 600  | 471  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 1842 | 215   | 80          | 718  | 216  | 304        | 305  | 132  | 552        | 600  | 471  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 194         | 1842 | 215   | 80          | 718  | 216  | 304        | 305  | 132  | 552        | 600  | 471  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 1842 | 215   | 80          | 718  | 216  | 304        | 305  | 132  | 552        | 600  | 471  |
| Saturation Flow Module:                              |             |      |       |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.32 | 0.12  | 0.03        | 0.13 | 0.12 | 0.10       | 0.08 | 0.08 | 0.18       | 0.16 | 0.27 |
| Crit Moves:                                          |             |      |       |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 28.6        | 80.1 | 135.6 | 7.0         | 58.5 | 82.4 | 23.9       | 25.4 | 54.0 | 55.5       | 57.0 | 64.0 |
| Volume/Cap:                                          | 0.39        | 0.73 | 0.16  | 0.65        | 0.39 | 0.27 | 0.73       | 0.57 | 0.25 | 0.57       | 0.50 | 0.76 |
| Delay/Veh:                                           | 68.4        | 42.1 | 6.3   | 97.2        | 47.1 | 30.4 | 81.2       | 73.6 | 47.9 | 53.0       | 50.2 | 56.4 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 68.4        | 42.1 | 6.3   | 97.2        | 47.1 | 30.4 | 81.2       | 73.6 | 47.9 | 53.0       | 50.2 | 56.4 |
| LOS by Move:                                         | E           | D    | A     | F           | D    | C    | F          | E    | D    | D          | D    | E    |
| HCM2kAvgQ:                                           | 5           | 27   | 3     | 4           | 10   | 8    | 10         | 8    | 6    | 15         | 13   | 25   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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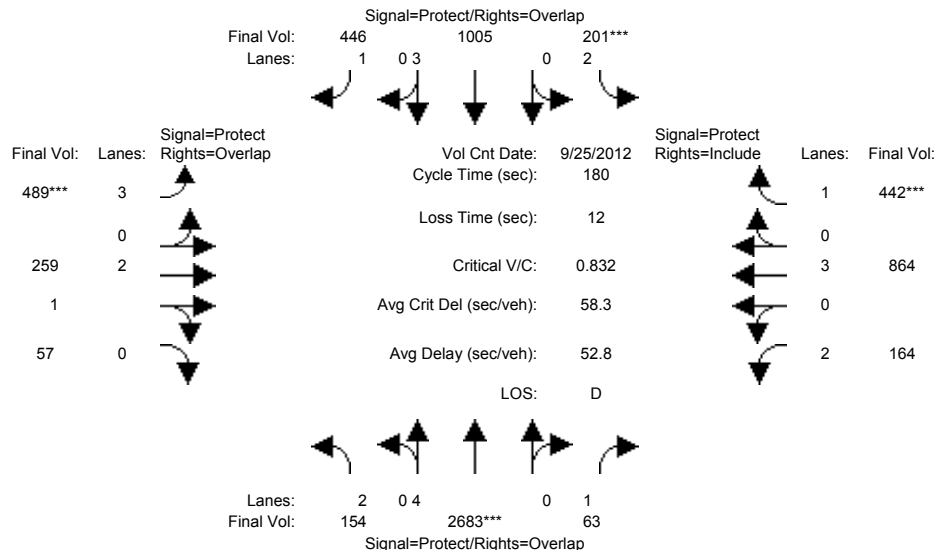
## Intersection #5512: ALMADEN/BRANHAM



| 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          | 76   | 10    | 14          | 88   | 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:                                            | 298         | 785  | 554   | 439         | 2216 | 386   | 192        | 524  | 238  | 468        | 354  | 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:                                         | 298         | 785  | 554   | 439         | 2216 | 386   | 192        | 524  | 238  | 468        | 354  | 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:                                         | 298         | 785  | 554   | 439         | 2216 | 386   | 192        | 524  | 238  | 468        | 354  | 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:                                          | 298         | 785  | 554   | 439         | 2216 | 386   | 192        | 524  | 238  | 468        | 354  | 124  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 298         | 785  | 554   | 439         | 2216 | 386   | 192        | 524  | 238  | 468        | 354  | 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:                                        | 298         | 785  | 554   | 439         | 2216 | 386   | 192        | 524  | 238  | 468        | 354  | 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  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 3.00 | 1.00  | 2.00        | 3.00 | 1.00  | 2.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3150        | 5700 | 1750  | 3150        | 5700 | 1750  | 3150       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.14 | 0.32  | 0.14        | 0.39 | 0.22  | 0.06       | 0.14 | 0.14 | 0.15       | 0.09 | 0.07 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 21.9        | 82.9 | 117.2 | 28.9        | 89.9 | 119.1 | 29.3       | 31.9 | 53.8 | 34.4       | 37.0 | 65.9 |
| Volume/Cap:                                          | 0.82        | 0.32 | 0.51  | 0.92        | 0.82 | 0.35  | 0.40       | 0.82 | 0.48 | 0.82       | 0.48 | 0.20 |
| Delay/Veh:                                           | 96.1        | 35.1 | 20.8  | 101.9       | 36.9 | 8.8   | 72.9       | 84.7 | 57.3 | 84.2       | 68.4 | 43.8 |
| 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:                                          | 96.1        | 35.1 | 20.8  | 101.9       | 36.9 | 8.8   | 72.9       | 84.7 | 57.3 | 84.2       | 68.4 | 43.8 |
| LOS by Move:                                         | F           | D    | C     | F           | D    | A     | E          | F    | E    | F          | E    | D    |
| HCM2kAvgQ:                                           | 11          | 9    | 19    | 18          | 34   | 6     | 6          | 16   | 14   | 17         | 10   | 7    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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## Intersection #5513: ALMADEN/BLOSSOM HILL

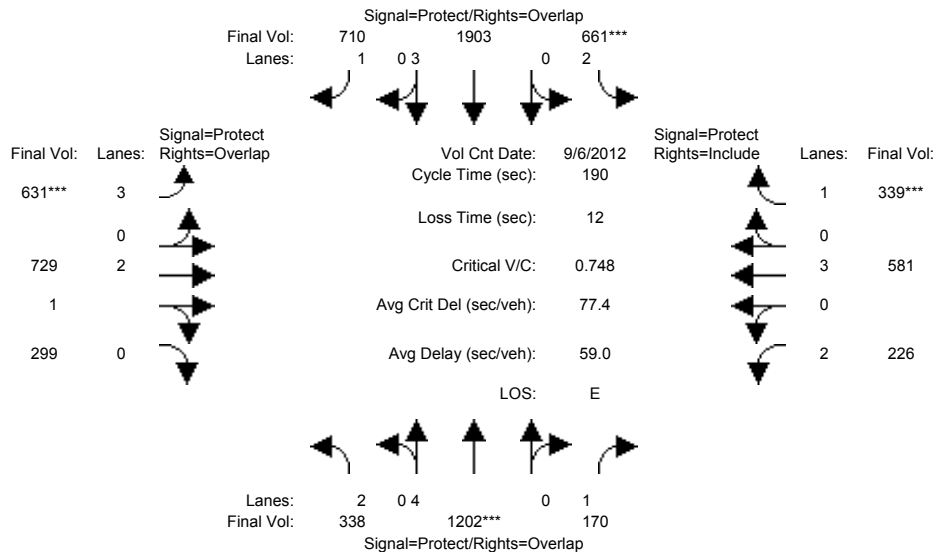


| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                            | 154         | 2683 | 63    | 201         | 1005 | 446  | 489        | 259  | 57   | 164        | 864  | 442  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 154         | 2683 | 63    | 201         | 1005 | 446  | 489        | 259  | 57   | 164        | 864  | 442  |
| 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:                                         | 154         | 2683 | 63    | 201         | 1005 | 446  | 489        | 259  | 57   | 164        | 864  | 442  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 154         | 2683 | 63    | 201         | 1005 | 446  | 489        | 259  | 57   | 164        | 864  | 442  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 154         | 2683 | 63    | 201         | 1005 | 446  | 489        | 259  | 57   | 164        | 864  | 442  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 154         | 2683 | 63    | 201         | 1005 | 446  | 489        | 259  | 57   | 164        | 864  | 442  |
| 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 | 0.80       | 0.99 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.00 | 1.00 | 3.00       | 2.44 | 0.56 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 5700 | 1750 | 4551       | 4589 | 1010 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.05        | 0.35 | 0.04  | 0.06        | 0.18 | 0.25 | 0.11       | 0.06 | 0.06 | 0.05       | 0.15 | 0.25 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 19.6        | 76.3 | 113.7 | 13.8        | 70.6 | 93.8 | 23.2       | 40.5 | 60.1 | 37.4       | 54.6 | 54.6 |
| Volume/Cap:                                          | 0.45        | 0.83 | 0.06  | 0.83        | 0.45 | 0.49 | 0.83       | 0.25 | 0.17 | 0.25       | 0.50 | 0.83 |
| Delay/Veh:                                           | 76.1        | 48.1 | 12.7  | 103.1       | 40.5 | 28.1 | 86.3       | 57.4 | 42.4 | 59.8       | 51.7 | 69.2 |
| 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:                                          | 76.1        | 48.1 | 12.7  | 103.1       | 40.5 | 28.1 | 86.3       | 57.4 | 42.4 | 59.8       | 51.7 | 69.2 |
| LOS by Move:                                         | E           | D    | B     | F           | D    | C    | F          | E    | D    | E          | D    | E    |
| HCM2kAvgQ:                                           | 5           | 32   | 1     | 7           | 13   | 17   | 12         | 5    | 4    | 4          | 13   | 25   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |



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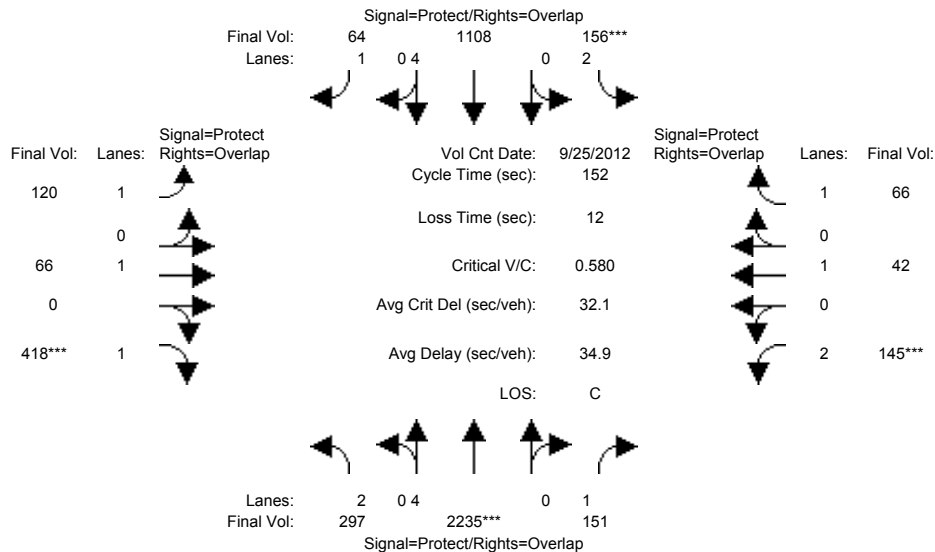
## Intersection #5513: ALMADEN/BLOSSOM HILL



| 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          | 64   | 10   | 50          | 91   | 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:                                            | 338         | 1202 | 170  | 661         | 1903 | 710   | 631        | 729  | 299  | 226        | 581  | 339   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 338         | 1202 | 170  | 661         | 1903 | 710   | 631        | 729  | 299  | 226        | 581  | 339   |
| 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:                                         | 338         | 1202 | 170  | 661         | 1903 | 710   | 631        | 729  | 299  | 226        | 581  | 339   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 338         | 1202 | 170  | 661         | 1903 | 710   | 631        | 729  | 299  | 226        | 581  | 339   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 338         | 1202 | 170  | 661         | 1903 | 710   | 631        | 729  | 299  | 226        | 581  | 339   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 338         | 1202 | 170  | 661         | 1903 | 710   | 631        | 729  | 299  | 226        | 581  | 339   |
| 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  | 0.80       | 1.00 | 0.95 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.00 | 1.00  | 3.00       | 2.10 | 0.90 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 5700 | 1750  | 4551       | 3969 | 1628 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.11        | 0.16 | 0.10 | 0.21        | 0.33 | 0.41  | 0.14       | 0.18 | 0.18 | 0.07       | 0.10 | 0.19  |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | ****  | ****       | **** | **** | ****       | **** | ****  |
| Green Time:                                          | 20.9        | 64.0 | 82.3 | 50.0        | 93.1 | 119.8 | 26.7       | 45.7 | 66.5 | 18.3       | 37.3 | 37.3  |
| Volume/Cap:                                          | 0.98        | 0.47 | 0.22 | 0.80        | 0.68 | 0.64  | 0.99       | 0.76 | 0.52 | 0.74       | 0.52 | 0.99  |
| Delay/Veh:                                           | 126.4       | 49.8 | 33.9 | 70.7        | 29.7 | 12.1  | 113.6      | 69.8 | 49.4 | 93.1       | 68.8 | 120.9 |
| 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:                                          | 126.4       | 49.8 | 33.9 | 70.7        | 29.7 | 12.1  | 113.6      | 69.8 | 49.4 | 93.1       | 68.8 | 120.9 |
| LOS by Move:                                         | F           | D    | C    | E           | C    | B     | F          | E    | D    | F          | E    | F     |
| HCM2kAvgQ:                                           | 14          | 13   | 6    | 21          | 23   | 16    | 17         | 20   | 18   | 8          | 10   | 24    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |       |

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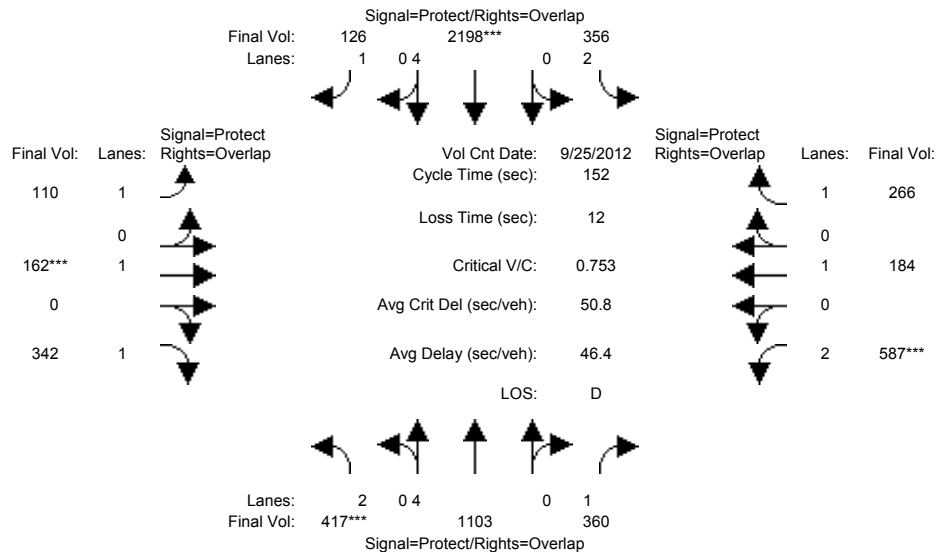
## Intersection #5521: ALMADEN/CHERRY



| 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:                                            | 297         | 2235 | 151  | 156         | 1108 | 64   | 120        | 66   | 418  | 145        | 42   | 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:                                         | 297         | 2235 | 151  | 156         | 1108 | 64   | 120        | 66   | 418  | 145        | 42   | 66   |
| 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:                                         | 297         | 2235 | 151  | 156         | 1108 | 64   | 120        | 66   | 418  | 145        | 42   | 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:                                          | 297         | 2235 | 151  | 156         | 1108 | 64   | 120        | 66   | 418  | 145        | 42   | 66   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 297         | 2235 | 151  | 156         | 1108 | 64   | 120        | 66   | 418  | 145        | 42   | 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:                                        | 297         | 2235 | 151  | 156         | 1108 | 64   | 120        | 66   | 418  | 145        | 42   | 66   |
| 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 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 1.00       | 1.00 | 1.00 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 1750       | 1900 | 1750 | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.09        | 0.29 | 0.09 | 0.05        | 0.15 | 0.04 | 0.07       | 0.03 | 0.24 | 0.05       | 0.02 | 0.04 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 35.4        | 77.1 | 89.1 | 13.0        | 54.7 | 80.2 | 25.5       | 37.9 | 73.3 | 12.1       | 24.5 | 37.4 |
| Volume/Cap:                                          | 0.41        | 0.58 | 0.15 | 0.58        | 0.41 | 0.07 | 0.41       | 0.14 | 0.50 | 0.58       | 0.14 | 0.15 |
| Delay/Veh:                                           | 51.1        | 26.8 | 14.5 | 75.7        | 36.9 | 17.8 | 60.7       | 45.0 | 28.9 | 77.0       | 55.7 | 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:                                          | 51.1        | 26.8 | 14.5 | 75.7        | 36.9 | 17.8 | 60.7       | 45.0 | 28.9 | 77.0       | 55.7 | 45.6 |
| LOS by Move:                                         | D           | C    | B    | E           | D    | B    | E          | D    | C    | E          | E    | D    |
| HCM2kAvgQ:                                           | 7           | 18   | 3    | 4           | 10   | 2    | 5          | 2    | 14   | 5          | 2    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5521: ALMADEN/CHERRY

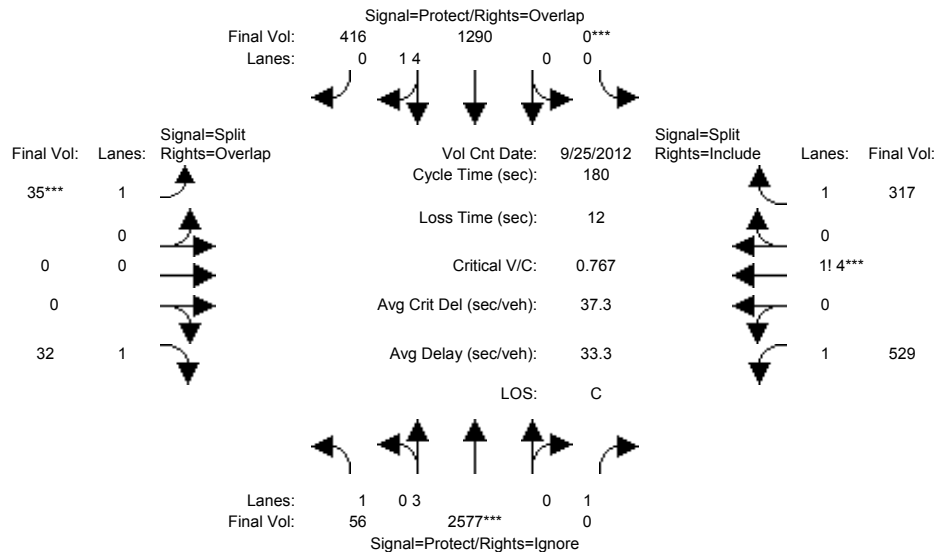


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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:                                    | 417         | 1103 | 360  | 356         | 2198 | 126  | 110        | 162  | 342  | 587        | 184  | 266  |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 417         | 1103 | 360  | 356         | 2198 | 126  | 110        | 162  | 342  | 587        | 184  | 266  |
| 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:                                 | 417         | 1103 | 360  | 356         | 2198 | 126  | 110        | 162  | 342  | 587        | 184  | 266  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 417         | 1103 | 360  | 356         | 2198 | 126  | 110        | 162  | 342  | 587        | 184  | 266  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 417         | 1103 | 360  | 356         | 2198 | 126  | 110        | 162  | 342  | 587        | 184  | 266  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 417         | 1103 | 360  | 356         | 2198 | 126  | 110        | 162  | 342  | 587        | 184  | 266  |
| 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 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                       | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 1.00       | 1.00 | 1.00 | 2.00       | 1.00 | 1.00 |
| Final Sat.:                                  | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 1750       | 1900 | 1750 | 3150       | 1900 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.13        | 0.15 | 0.21 | 0.11        | 0.29 | 0.07 | 0.06       | 0.09 | 0.20 | 0.19       | 0.10 | 0.15 |
| Crit Moves:                                  | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                  | 26.7        | 47.9 | 85.5 | 37.3        | 58.4 | 80.0 | 21.6       | 17.2 | 44.0 | 37.6       | 33.3 | 70.5 |
| Volume/Cap:                                  | 0.75        | 0.46 | 0.37 | 0.46        | 0.75 | 0.14 | 0.44       | 0.75 | 0.68 | 0.75       | 0.44 | 0.33 |
| Delay/Veh:                                   | 68.6        | 42.4 | 19.4 | 50.8        | 42.4 | 18.7 | 65.3       | 86.7 | 54.8 | 59.5       | 54.7 | 26.8 |
| 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:                                  | 68.6        | 42.4 | 19.4 | 50.8        | 42.4 | 18.7 | 65.3       | 86.7 | 54.8 | 59.5       | 54.7 | 26.8 |
| LOS by Move:                                 | E           | D    | B    | D           | D    | B    | E          | F    | D    | E          | D    | C    |
| HCM2kAvgQ:                                   | 12          | 10   | 10   | 8           | 22   | 3    | 5          | 8    | 16   | 16         | 7    | 8    |

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

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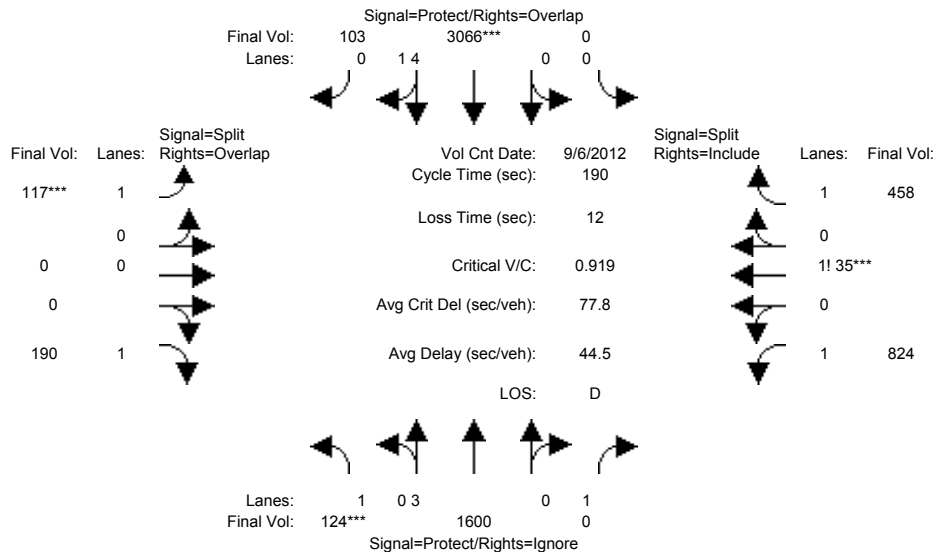
## Intersection #5522: 85/ALMADEN (N)



| 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   | 0    | 0           | 10   | 10   | 0          | 0    | 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: 25 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 56          | 2577 | 403  | 0           | 1290 | 416  | 35         | 0    | 32   | 529        | 4    | 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:                                         | 56          | 2577 | 403  | 0           | 1290 | 416  | 35         | 0    | 32   | 529        | 4    | 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:                                         | 56          | 2577 | 403  | 0           | 1290 | 416  | 35         | 0    | 32   | 529        | 4    | 317  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 56          | 2577 | 0    | 0           | 1290 | 416  | 35         | 0    | 32   | 529        | 4    | 317  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 56          | 2577 | 0    | 0           | 1290 | 416  | 35         | 0    | 32   | 529        | 4    | 317  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 56          | 2577 | 0    | 0           | 1290 | 416  | 35         | 0    | 32   | 529        | 4    | 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 | 0.92        | 1.00 | 0.92 | 0.92       | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.00 | 1.00 | 1.00       | 0.00 | 1.00 | 1.62       | 0.01 | 1.37 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 7600 | 1750 | 1750       | 0    | 1750 | 2834       | 16   | 2400 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.45 | 0.00 | 0.00        | 0.17 | 0.24 | 0.02       | 0.00 | 0.02 | 0.19       | 0.24 | 0.13 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 16.1        | 106  | 0.0  | 0.0         | 90.0 | 94.7 | 4.7        | 0.0  | 20.8 | 57.2       | 57.2 | 57.2 |
| Volume/Cap:                                          | 0.36        | 0.77 | 0.00 | 0.00        | 0.34 | 0.45 | 0.77       | 0.00 | 0.16 | 0.59       | 0.77 | 0.42 |
| Delay/Veh:                                           | 78.5        | 28.8 | 0.0  | 0.0         | 27.1 | 26.6 | 141.4      | 0.0  | 72.1 | 52.1       | 58.7 | 48.4 |
| 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:                                          | 78.5        | 28.8 | 0.0  | 0.0         | 27.1 | 26.6 | 141.4      | 0.0  | 72.1 | 52.1       | 58.7 | 48.4 |
| LOS by Move:                                         | E           | C    | A    | A           | C    | C    | F          | A    | E    | D          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 35   | 0    | 0           | 10   | 15   | 3          | 0    | 2    | 16         | 24   | 11   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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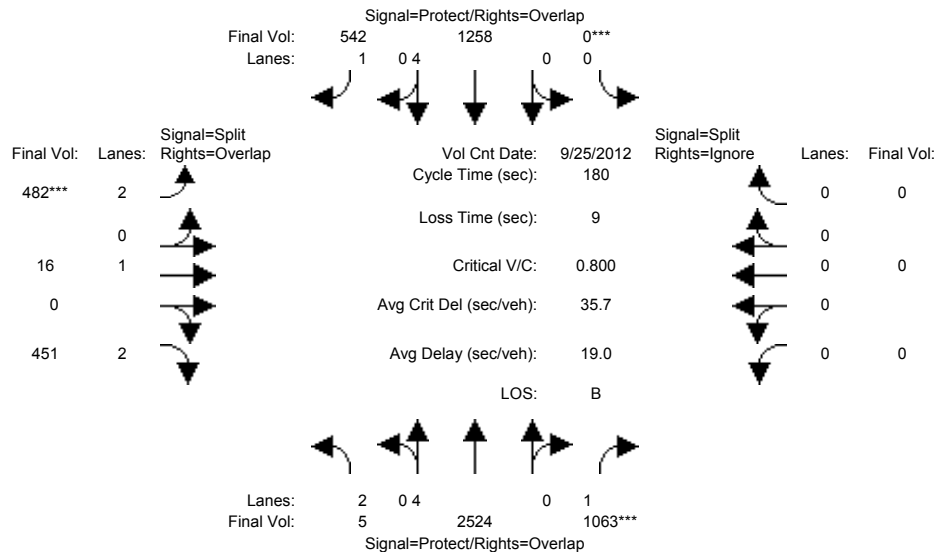
## Intersection #5522: 85/ALMADEN (N)



| Approach:                                            | North Bound |      |      | South Bound |      |       | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R    | L           | T    | R     | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 14          | 90   | 10   | 14          | 90   | 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:                                            | 124         | 1600 | 3    | 0           | 3066 | 103   | 117        | 0    | 190  | 824        | 35   | 458  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 124         | 1600 | 3    | 0           | 3066 | 103   | 117        | 0    | 190  | 824        | 35   | 458  |
| 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:                                         | 124         | 1600 | 3    | 0           | 3066 | 103   | 117        | 0    | 190  | 824        | 35   | 458  |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 124         | 1600 | 0    | 0           | 3066 | 103   | 117        | 0    | 190  | 824        | 35   | 458  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 124         | 1600 | 0    | 0           | 3066 | 103   | 117        | 0    | 190  | 824        | 35   | 458  |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 124         | 1600 | 0    | 0           | 3066 | 103   | 117        | 0    | 190  | 824        | 35   | 458  |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.92        | 1.00 | 0.92 | 0.92        | 0.99 | 0.95  | 0.92       | 1.00 | 0.92 | 0.92       | 0.92 | 0.92 |
| Lanes:                                               | 1.00        | 3.00 | 1.00 | 0.00        | 4.83 | 0.17  | 1.00       | 0.00 | 1.00 | 1.61       | 0.05 | 1.34 |
| Final Sat.:                                          | 1750        | 5700 | 1750 | 0           | 9094 | 306   | 1750       | 0    | 1750 | 2817       | 91   | 2343 |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.28 | 0.00 | 0.00        | 0.34 | 0.34  | 0.07       | 0.00 | 0.11 | 0.29       | 0.39 | 0.20 |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |      |
| Green Time:                                          | 14.0        | 104  | 0.0  | 0.0         | 90.0 | 104.0 | 14.0       | 0.0  | 28.0 | 60.0       | 60.0 | 60.0 |
| Volume/Cap:                                          | 0.96        | 0.51 | 0.00 | 0.00        | 0.71 | 0.62  | 0.91       | 0.00 | 0.74 | 0.93       | 1.22 | 0.62 |
| Delay/Veh:                                           | 154.9       | 27.2 | 0.0  | 0.0         | 32.5 | 20.4  | 139.2      | 0.0  | 88.1 | 73.5       | 174  | 55.8 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 154.9       | 27.2 | 0.0  | 0.0         | 32.5 | 20.4  | 139.2      | 0.0  | 88.1 | 73.5       | 174  | 55.8 |
| LOS by Move:                                         | F           | C    | A    | A           | C    | C     | F          | A    | F    | E          | F    | E    |
| HCM2kAvgQ:                                           | 9           | 19   | 0    | 0           | 24   | 18    | 10         | 0    | 13   | 34         | 60   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |      |

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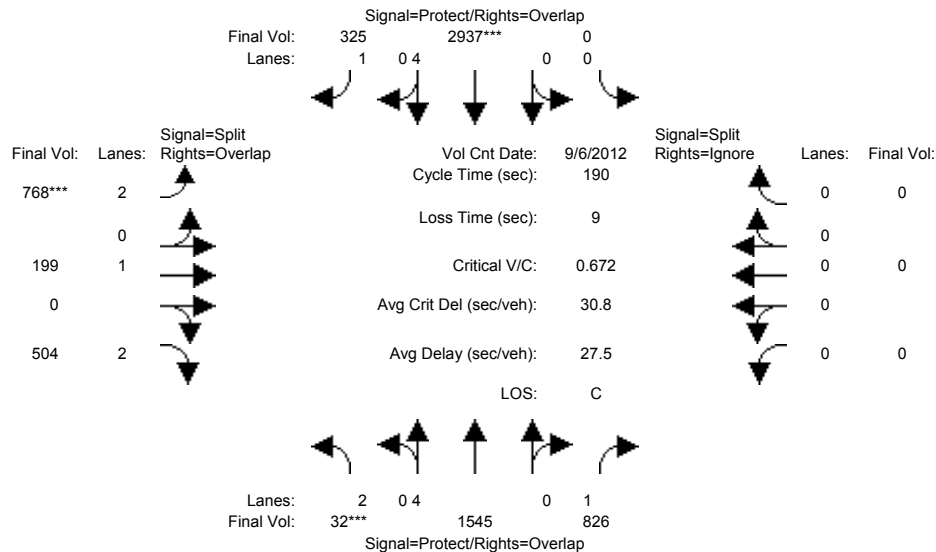
## Intersection #5523: 85/ALMADEN (S)



| Approach:                                            | North Bound |      |       | South Bound |      |       | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R     | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 7           | 10   | 10    | 0           | 10   | 10    | 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: 25 Sep 2012 <<         |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 5           | 2524 | 1063  | 0           | 1258 | 542   | 482        | 16   | 451  | 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:                                         | 5           | 2524 | 1063  | 0           | 1258 | 542   | 482        | 16   | 451  | 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:                                         | 5           | 2524 | 1063  | 0           | 1258 | 542   | 482        | 16   | 451  | 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 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 5           | 2524 | 1063  | 0           | 1258 | 542   | 482        | 16   | 451  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 5           | 2524 | 1063  | 0           | 1258 | 542   | 482        | 16   | 451  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 5           | 2524 | 1063  | 0           | 1258 | 542   | 482        | 16   | 451  | 0          | 0    | 0    |
| 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  | 0.83       | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 0.00        | 4.00 | 1.00  | 2.00       | 1.00 | 2.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 0           | 7600 | 1750  | 3150       | 1900 | 3150 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.33 | 0.61  | 0.00        | 0.17 | 0.31  | 0.15       | 0.01 | 0.14 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          |             |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 26.0        | 137  | 136.6 | 0.0         | 111  | 145.0 | 34.4       | 34.4 | 60.4 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.01        | 0.44 | 0.80  | 0.00        | 0.27 | 0.38  | 0.80       | 0.04 | 0.43 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 66.0        | 7.9  | 16.9  | 0.0         | 16.1 | 5.1   | 77.0       | 59.4 | 46.7 | 0.0        | 0.0  | 0.0  |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 66.0        | 7.9  | 16.9  | 0.0         | 16.1 | 5.1   | 77.0       | 59.4 | 46.7 | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | E           | A    | B     | A           | B    | A     | E          | E    | D    | A          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 12   | 40    | 0           | 8    | 9     | 16         | 1    | 11   | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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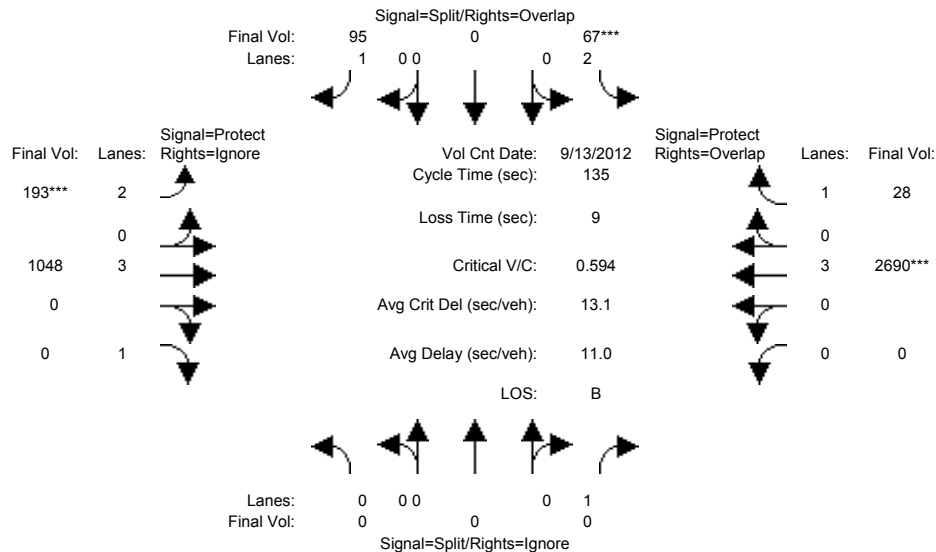
## Intersection #5523: 85/ALMADEN (S)



| Approach:                                            | North Bound |      |       | South Bound |      |       | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|-------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement:                                            | L           | T    | R     | L           | T    | R     | L          | T    | R    | L          | T    | R    |
| Min. Green:                                          | 14          | 105  | 10    | 14          | 103  | 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:                                            | 32          | 1545 | 826   | 0           | 2937 | 325   | 768        | 199  | 504  | 0          | 0    | 0    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 32          | 1545 | 826   | 0           | 2937 | 325   | 768        | 199  | 504  | 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:                                         | 32          | 1545 | 826   | 0           | 2937 | 325   | 768        | 199  | 504  | 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 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 32          | 1545 | 826   | 0           | 2937 | 325   | 768        | 199  | 504  | 0          | 0    | 0    |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 32          | 1545 | 826   | 0           | 2937 | 325   | 768        | 199  | 504  | 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 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 32          | 1545 | 826   | 0           | 2937 | 325   | 768        | 199  | 504  | 0          | 0    | 0    |
| 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  | 0.83       | 1.00 | 0.83 | 0.92       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 0.00        | 4.00 | 1.00  | 2.00       | 1.00 | 2.00 | 0.00       | 0.00 | 0.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 0           | 7600 | 1750  | 3150       | 1900 | 3150 | 0          | 0    | 0    |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.01        | 0.20 | 0.47  | 0.00        | 0.39 | 0.19  | 0.24       | 0.10 | 0.16 | 0.00       | 0.00 | 0.00 |
| Crit Moves:                                          | ****        |      |       | ****        |      |       | ****       |      |      |            |      |      |
| Green Time:                                          | 14.0        | 117  | 117.0 | 0.0         | 103  | 167.0 | 64.0       | 64.0 | 78.0 | 0.0        | 0.0  | 0.0  |
| Volume/Cap:                                          | 0.14        | 0.33 | 0.77  | 0.00        | 0.71 | 0.21  | 0.72       | 0.31 | 0.39 | 0.00       | 0.00 | 0.00 |
| Delay/Veh:                                           | 82.6        | 17.6 | 29.9  | 0.0         | 23.2 | 0.1   | 57.7       | 46.9 | 39.5 | 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:                                          | 82.6        | 17.6 | 29.9  | 0.0         | 23.2 | 0.1   | 57.7       | 46.9 | 39.5 | 0.0        | 0.0  | 0.0  |
| LOS by Move:                                         | F           | B    | C     | A           | C    | A     | E          | D    | D    | A          | A    | A    |
| HCM2kAvgQ:                                           | 1           | 10   | 38    | 0           | 24   | 0     | 25         | 10   | 15   | 0          | 0    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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## Intersection #5708: CAPITOL/COPPERFIELD

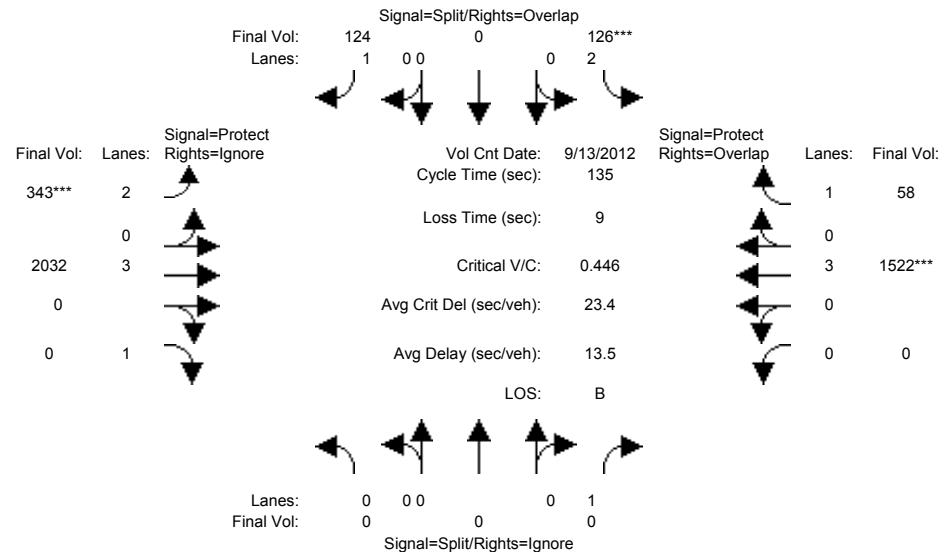


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement:                                            | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R     |
| Min. Green:                                          | 0           | 0    | 10   | 10          | 0    | 10   | 7          | 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 0           | 0    | 65   | 67          | 0    | 95   | 193        | 1048 | 24   | 0          | 2690 | 28    |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 0           | 0    | 65   | 67          | 0    | 95   | 193        | 1048 | 24   | 0          | 2690 | 28    |
| 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    | 65   | 67          | 0    | 95   | 193        | 1048 | 24   | 0          | 2690 | 28    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 0           | 0    | 0    | 67          | 0    | 95   | 193        | 1048 | 0    | 0          | 2690 | 28    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 0           | 0    | 0    | 67          | 0    | 95   | 193        | 1048 | 0    | 0          | 2690 | 28    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 0           | 0    | 0    | 67          | 0    | 95   | 193        | 1048 | 0    | 0          | 2690 | 28    |
| Saturation 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 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.02        | 0.00 | 0.05 | 0.06       | 0.18 | 0.00 | 0.00       | 0.47 | 0.02  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 10.0        | 0.0  | 23.3 | 13.3       | 116  | 0.0  | 0.0        | 103  | 112.7 |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.29        | 0.00 | 0.31 | 0.62       | 0.21 | 0.00 | 0.00       | 0.62 | 0.02  |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 62.2        | 0.0  | 51.5 | 67.4       | 1.7  | 0.0  | 0.0        | 8.0  | 1.9   |
| 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  | 62.2        | 0.0  | 51.5 | 67.4       | 1.7  | 0.0  | 0.0        | 8.0  | 1.9   |
| LOS by Move:                                         | A           | A    | A    | E           | A    | D    | E          | A    | A    | A          | A    | A     |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 2           | 0    | 4    | 5          | 3    | 0    | 0          | 17   | 0     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |



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## Intersection #5708: CAPITOL/COPPERFIELD

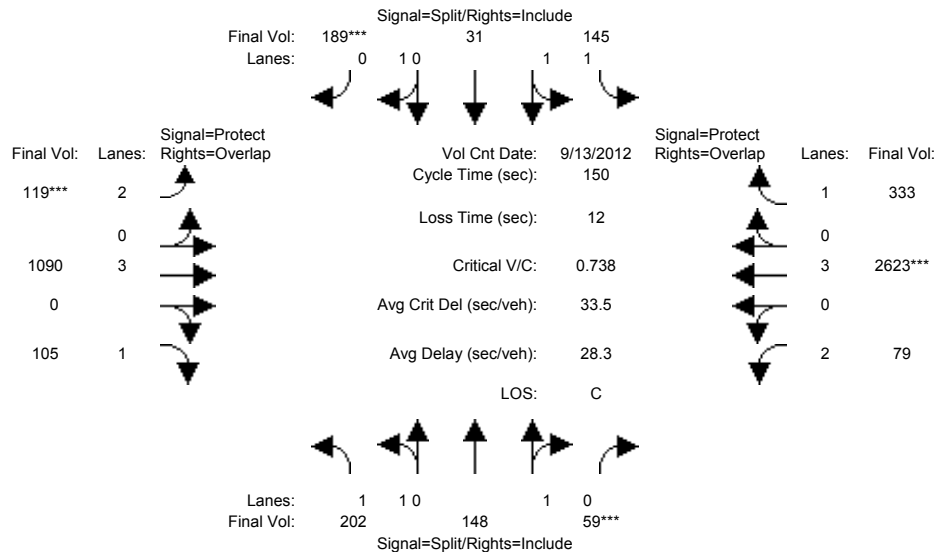


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 0    | 0    | 10          | 0    | 10   | 7          | 10   | 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 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 0    | 35   | 126         | 0    | 124  | 343        | 2032 | 148  | 0          | 1522 | 58   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                 | 0           | 0    | 35   | 126         | 0    | 124  | 343        | 2032 | 148  | 0          | 1522 | 58   |
| 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    | 35   | 126         | 0    | 124  | 343        | 2032 | 148  | 0          | 1522 | 58   |
| User Adj:                                    | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                  | 0           | 0    | 0    | 126         | 0    | 124  | 343        | 2032 | 0    | 0          | 1522 | 58   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 0    | 0    | 126         | 0    | 124  | 343        | 2032 | 0    | 0          | 1522 | 58   |
| PCE Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                | 0           | 0    | 0    | 126         | 0    | 124  | 343        | 2032 | 0    | 0          | 1522 | 58   |
| Saturation 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 | 1.00 | 2.00        | 0.00 | 1.00 | 2.00       | 3.00 | 1.00 | 0.00       | 3.00 | 1.00 |
| Final Sat.:                                  | 0           | 0    | 1750 | 3150        | 0    | 1750 | 3150       | 5700 | 1750 | 0          | 5700 | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.00 | 0.00 | 0.04        | 0.00 | 0.07 | 0.11       | 0.36 | 0.00 | 0.00       | 0.27 | 0.03 |
| Crit Moves:                                  |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 0.0  | 0.0  | 12.1        | 0.0  | 45.1 | 33.0       | 114  | 0.0  | 0.0        | 80.9 | 93.0 |
| Volume/Cap:                                  | 0.00        | 0.00 | 0.00 | 0.45        | 0.00 | 0.21 | 0.45       | 0.42 | 0.00 | 0.00       | 0.45 | 0.05 |
| Delay/Veh:                                   | 0.0         | 0.0  | 0.0  | 63.3        | 0.0  | 33.0 | 45.1       | 2.8  | 0.0  | 0.0        | 15.2 | 6.8  |
| 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  | 63.3        | 0.0  | 33.0 | 45.1       | 2.8  | 0.0  | 0.0        | 15.2 | 6.8  |
| LOS by Move:                                 | A           | A    | A    | E           | A    | C    | D          | A    | A    | A          | B    | A    |
| HCM2kAvgQ:                                   | 0           | 0    | 0    | 3           | 0    | 4    | 7          | 7    | 0    | 0          | 12   | 1    |

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

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## Intersection #5711: CAPITOL/NARVAEZ

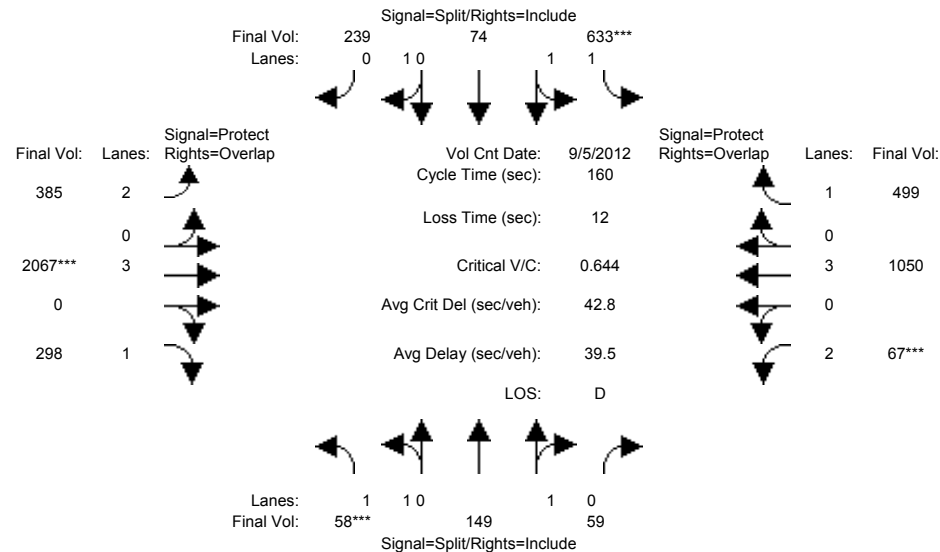


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| 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 Sep 2012 << |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                    | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| Growth Adj:                                  | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                 | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| 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:                                 | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                     | 1.00        | 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         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                 | 202         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                     | 1.00        | 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         | 148  | 59   | 145         | 31   | 189  | 119        | 1090 | 105  | 79         | 2623 | 333   |
| Saturation Flow Module:                      |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                    | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                  | 0.93        | 0.95 | 0.95 | 0.93        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                       | 1.50        | 1.07 | 0.43 | 1.65        | 0.35 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                  | 2642        | 1936 | 772  | 2909        | 622  | 1800 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                     | 0.08        | 0.08 | 0.08 | 0.05        | 0.05 | 0.11 | 0.04       | 0.19 | 0.06 | 0.03       | 0.46 | 0.19  |
| Crit Moves:                                  | ***         |      |      | ***         |      |      | ***        |      |      | ***        |      |       |
| Green Time:                                  | 15.5        | 15.5 | 15.5 | 21.3        | 21.3 | 21.3 | 7.7        | 81.3 | 96.8 | 19.8       | 93.5 | 114.8 |
| Volume/Cap:                                  | 0.74        | 0.74 | 0.74 | 0.35        | 0.35 | 0.74 | 0.74       | 0.35 | 0.09 | 0.19       | 0.74 | 0.25  |
| Delay/Veh:                                   | 70.5        | 70.5 | 70.5 | 58.3        | 58.3 | 67.5 | 86.6       | 19.5 | 10.1 | 58.1       | 20.6 | 5.2   |
| 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:                                  | 70.5        | 70.5 | 70.5 | 58.3        | 58.3 | 67.5 | 86.6       | 19.5 | 10.1 | 58.1       | 20.6 | 5.2   |
| LOS by Move:                                 | E           | E    | E    | E           | E    | E    | F          | B    | B    | E          | C    | A     |
| HCM2kAvgQ:                                   | 7           | 7    | 7    | 4           | 4    | 9    | 3          | 9    | 2    | 2          | 28   | 5     |

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

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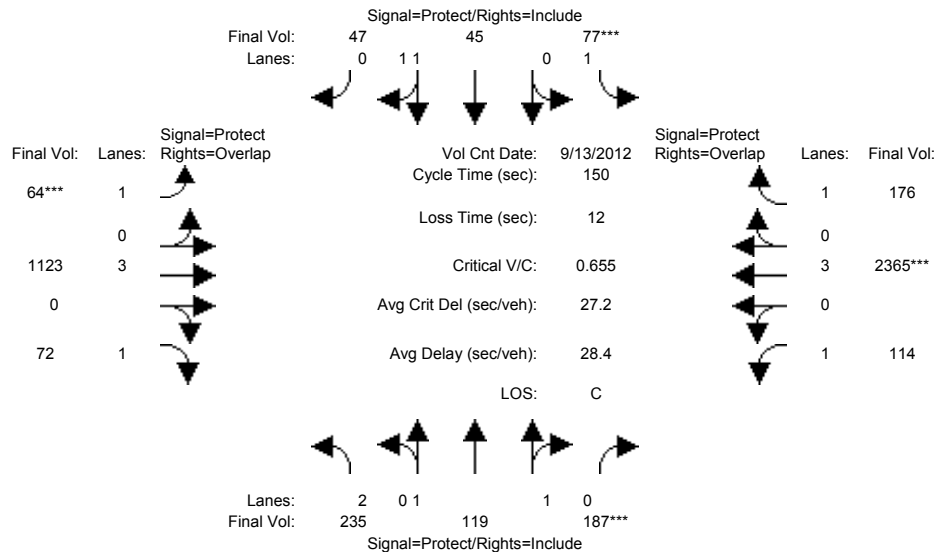
## Intersection #5711: CAPITOL/NARVAEZ



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 78   | 10   | 14         | 67   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| 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:                                         | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 58          | 149  | 59   | 633         | 74   | 239  | 385        | 2067 | 298  | 67         | 1050 | 499   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.92        | 0.98 | 0.95 | 0.93        | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 1.00        | 1.42 | 0.58 | 2.00        | 0.24 | 0.76 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 1750        | 2650 | 1049 | 3550        | 426  | 1374 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.03        | 0.06 | 0.06 | 0.18        | 0.17 | 0.17 | 0.12       | 0.36 | 0.17 | 0.02       | 0.18 | 0.29  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 14.0        | 14.0 | 14.0 | 39.6        | 39.6 | 39.6 | 21.3       | 80.4 | 94.4 | 14.0       | 73.1 | 112.7 |
| Volume/Cap:                                          | 0.38        | 0.64 | 0.64 | 0.72        | 0.70 | 0.70 | 0.92       | 0.72 | 0.29 | 0.24       | 0.40 | 0.40  |
| Delay/Veh:                                           | 69.2        | 74.0 | 74.0 | 57.2        | 56.6 | 56.6 | 93.1       | 31.9 | 16.3 | 68.5       | 29.0 | 10.0  |
| 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:                                          | 69.2        | 74.0 | 74.0 | 57.2        | 56.6 | 56.6 | 93.1       | 31.9 | 16.3 | 68.5       | 29.0 | 10.0  |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | F          | C    | B    | E          | C    | B     |
| HCM2kAvgQ:                                           | 3           | 5    | 5    | 16          | 16   | 16   | 12         | 26   | 7    | 2          | 11   | 11    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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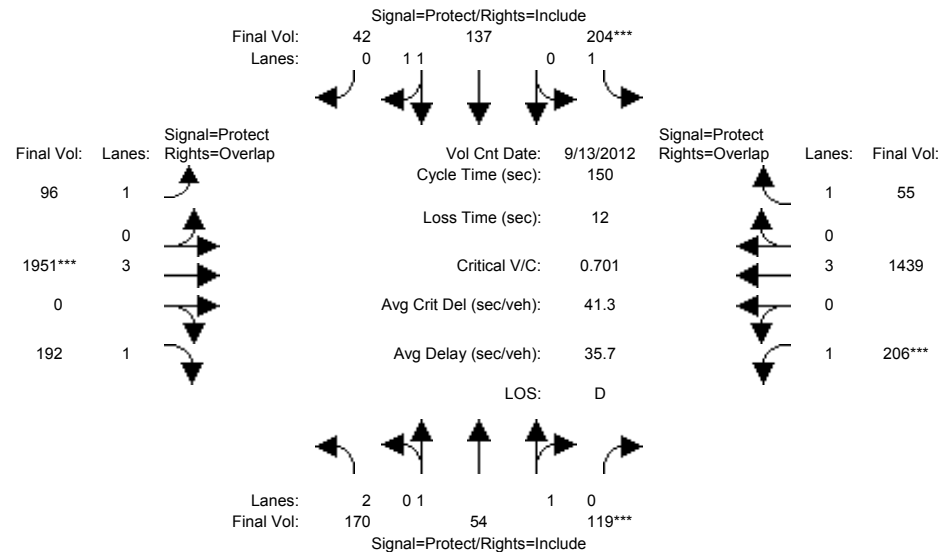
## Intersection #5712: CAPITOL/VISTAPARK



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| 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:                                         | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 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:                                        | 235         | 119  | 187  | 77          | 45   | 47   | 64         | 1123 | 72   | 114        | 2365 | 176   |
| 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        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 1900 | 1750 | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.07        | 0.06 | 0.11 | 0.04        | 0.02 | 0.03 | 0.04       | 0.20 | 0.04 | 0.07       | 0.41 | 0.10  |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 18.3        | 24.5 | 24.5 | 10.1        | 16.3 | 16.3 | 8.4        | 77.7 | 96.0 | 25.7       | 95.1 | 105.1 |
| Volume/Cap:                                          | 0.61        | 0.38 | 0.65 | 0.65        | 0.22 | 0.25 | 0.65       | 0.38 | 0.06 | 0.38       | 0.65 | 0.14  |
| Delay/Veh:                                           | 69.7        | 57.4 | 65.8 | 93.3        | 62.2 | 62.8 | 98.8       | 22.1 | 10.3 | 58.7       | 18.1 | 7.7   |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| AdjDel/Veh:                                          | 69.7        | 57.4 | 65.8 | 93.3        | 62.2 | 62.8 | 98.8       | 22.1 | 10.3 | 58.7       | 18.1 | 7.7   |
| LOS by Move:                                         | E           | E    | E    | F           | E    | E    | F          | C    | B    | E          | B    | A     |
| HCM2kAvgQ:                                           | 6           | 5    | 9    | 5           | 2    | 2    | 3          | 10   | 1    | 5          | 23   | 3     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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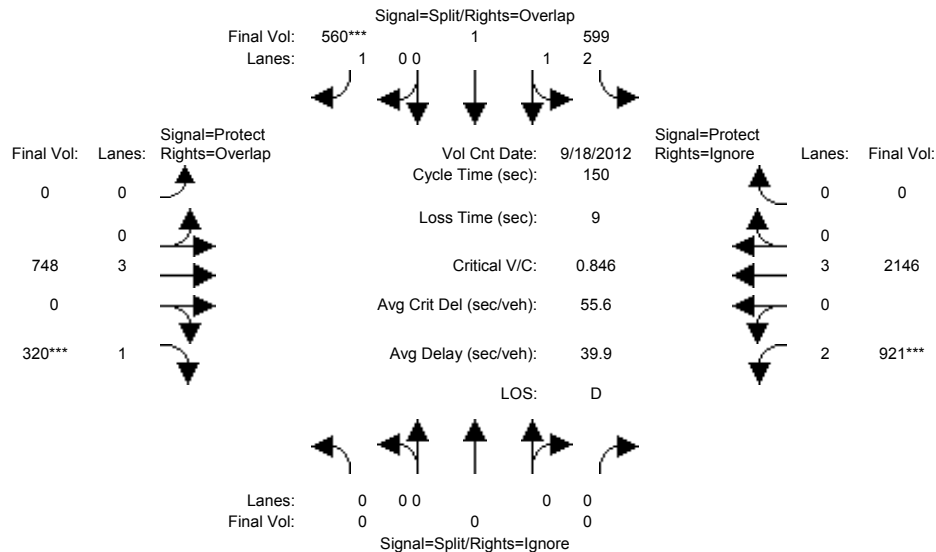
## Intersection #5712: CAPITOL/VISTAPARK



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                         | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                         | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                          | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 55    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 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:                                        | 170         | 54   | 119  | 204         | 137  | 42   | 96         | 1951 | 192  | 206        | 1439 | 55    |
| 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        | 0.98 | 0.95 | 0.92       | 1.00 | 0.92 | 0.92       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.00 | 1.00 | 1.00        | 1.52 | 0.48 | 1.00       | 3.00 | 1.00 | 1.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 1900 | 1750 | 1750        | 2831 | 868  | 1750       | 5700 | 1750 | 1750       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.05        | 0.03 | 0.07 | 0.12        | 0.05 | 0.05 | 0.05       | 0.34 | 0.11 | 0.12       | 0.25 | 0.03  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 17.7        | 14.6 | 14.6 | 25.0        | 21.8 | 21.8 | 17.6       | 73.3 | 91.0 | 25.2       | 80.9 | 105.9 |
| Volume/Cap:                                          | 0.46        | 0.29 | 0.70 | 0.70        | 0.33 | 0.33 | 0.47       | 0.70 | 0.18 | 0.70       | 0.47 | 0.04  |
| Delay/Veh:                                           | 65.7        | 64.2 | 80.9 | 72.2        | 59.2 | 59.2 | 69.3       | 31.3 | 13.4 | 71.9       | 21.8 | 6.8   |
| 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:                                          | 65.7        | 64.2 | 80.9 | 72.2        | 59.2 | 59.2 | 69.3       | 31.3 | 13.4 | 71.9       | 21.8 | 6.8   |
| LOS by Move:                                         | E           | E    | F    | E           | E    | E    | E          | C    | B    | E          | C    | A     |
| HCM2kAvgQ:                                           | 4           | 2    | 6    | 11          | 4    | 4    | 4          | 24   | 4    | 10         | 14   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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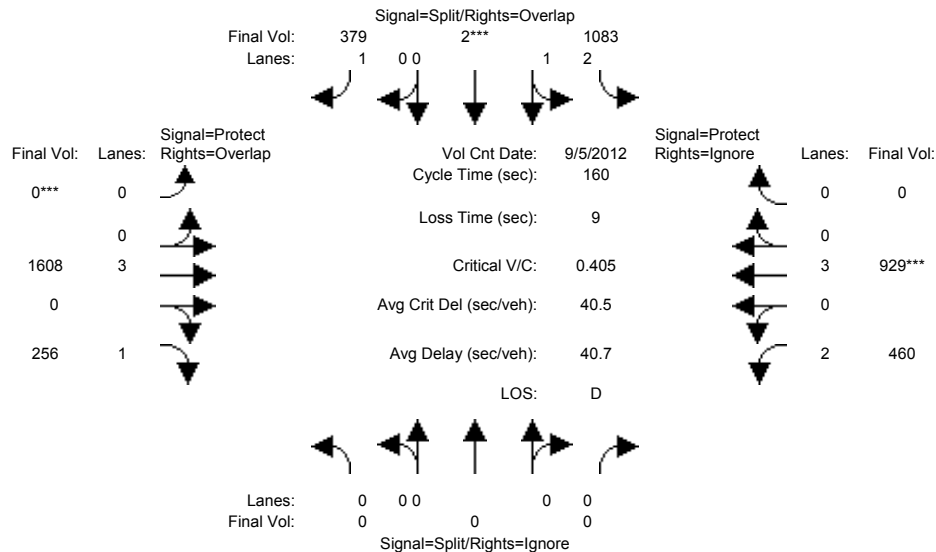
## Intersection #5713: 87/CAPITOL



| 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   | 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    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 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    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 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    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 599         | 1    | 560  | 0          | 748  | 320  | 921        | 2146 | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4942        | 8    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.12        | 0.12 | 0.32 | 0.00       | 0.13 | 0.18 | 0.29       | 0.38 | 0.00 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 56.7        | 56.7 | 56.7 | 0.0        | 32.4 | 32.4 | 51.8       | 84.3 | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.32        | 0.32 | 0.85 | 0.00       | 0.61 | 0.85 | 0.85       | 0.67 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 33.1        | 33.1 | 52.5 | 0.0        | 53.9 | 72.4 | 51.7       | 23.7 | 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  | 33.1        | 33.1 | 52.5 | 0.0        | 53.9 | 72.4 | 51.7       | 23.7 | 0.0  |
| LOS by Move:                                         | A           | A    | A    | C           | C    | D    | A          | D    | E    | D          | C    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 7           | 7    | 27   | 0          | 10   | 16   | 23         | 22   | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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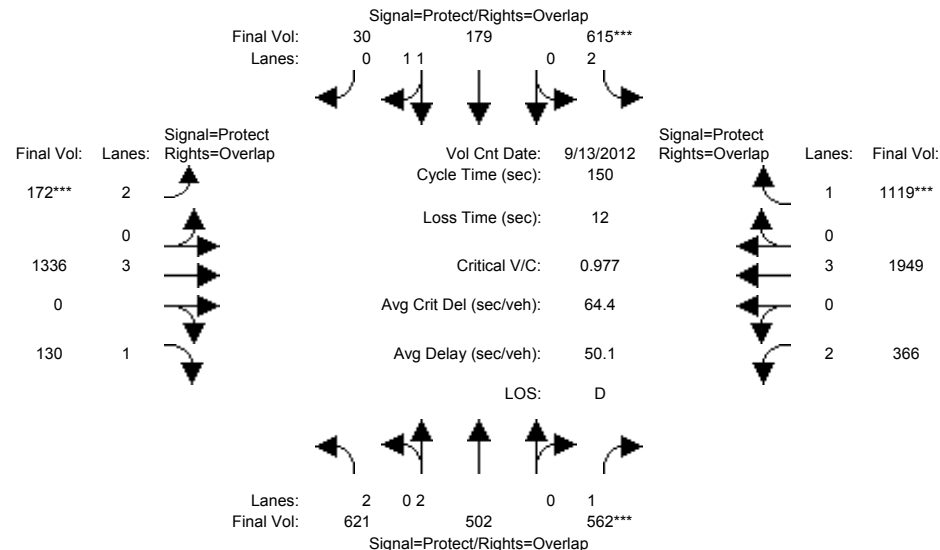
## Intersection #5713: 87/CAPITOL



| 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    | 14          | 10   | 10   | 0          | 72   | 10   | 14         | 112  | 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: 5 Sep 2012 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 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    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 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    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 0    |
| User Adj:                                            | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| PHF Volume:                                          | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 0    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 0    |
| PCE Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 0.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 0.00 |
| Final Volume:                                        | 0           | 0    | 0    | 1083        | 2    | 379  | 0          | 1608 | 256  | 460        | 929  | 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 | 0.87        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 0.00        | 0.00 | 0.00 | 2.99        | 0.01 | 1.00 | 0.00       | 3.00 | 1.00 | 2.00       | 3.00 | 0.00 |
| Final Sat.:                                          | 0           | 0    | 0    | 4941        | 9    | 1750 | 0          | 5700 | 1750 | 3150       | 5700 | 0    |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.00 | 0.00 | 0.22        | 0.22 | 0.22 | 0.00       | 0.28 | 0.15 | 0.15       | 0.16 | 0.00 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 0.0  | 0.0  | 39.0        | 39.0 | 39.0 | 0.0        | 84.6 | 84.6 | 27.4       | 112  | 0.0  |
| Volume/Cap:                                          | 0.00        | 0.00 | 0.00 | 0.90        | 0.90 | 0.89 | 0.00       | 0.53 | 0.28 | 0.85       | 0.23 | 0.00 |
| Delay/Veh:                                           | 0.0         | 0.0  | 0.0  | 67.9        | 67.9 | 78.2 | 0.0        | 25.0 | 21.0 | 76.6       | 8.6  | 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  | 67.9        | 67.9 | 78.2 | 0.0        | 25.0 | 21.0 | 76.6       | 8.6  | 0.0  |
| LOS by Move:                                         | A           | A    | A    | E           | E    | E    | A          | C    | C    | E          | A    | A    |
| HCM2kAvgQ:                                           | 0           | 0    | 0    | 23          | 23   | 23   | 0          | 17   | 7    | 14         | 5    | 0    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5715: CAPITOL/SNELL

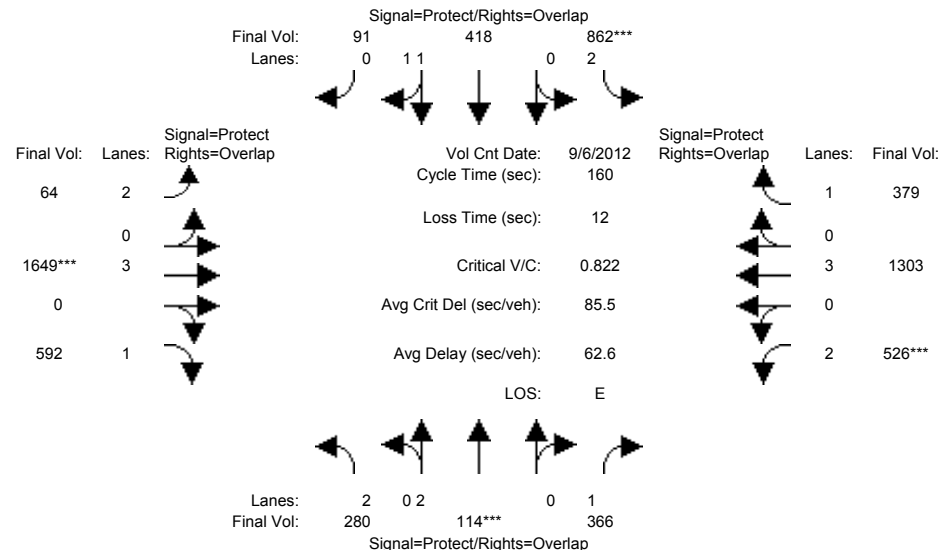


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| 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:                                         | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 1.70 | 0.30 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3169 | 531  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.20        | 0.13 | 0.32 | 0.20        | 0.06 | 0.06 | 0.05       | 0.23 | 0.07 | 0.12       | 0.34 | 0.64 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 45.9        | 31.5 | 56.8 | 30.0        | 15.5 | 23.9 | 8.4        | 51.2 | 97.1 | 25.4       | 68.2 | 98.2 |
| Volume/Cap:                                          | 0.64        | 0.63 | 0.85 | 0.98        | 0.55 | 0.35 | 0.98       | 0.69 | 0.11 | 0.69       | 0.75 | 0.98 |
| Delay/Veh:                                           | 46.5        | 55.6 | 52.6 | 89.7        | 65.5 | 56.5 | 131.6      | 43.6 | 10.1 | 62.3       | 35.2 | 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:                                          | 46.5        | 55.6 | 52.6 | 89.7        | 65.5 | 56.5 | 131.6      | 43.6 | 10.1 | 62.3       | 35.2 | 46.0 |
| LOS by Move:                                         | D           | E    | D    | F           | E    | E    | F          | D    | B    | E          | D    | D    |
| HCM2kAvgQ:                                           | 15          | 10   | 26   | 20          | 5    | 4    | 6          | 17   | 2    | 11         | 25   | 59   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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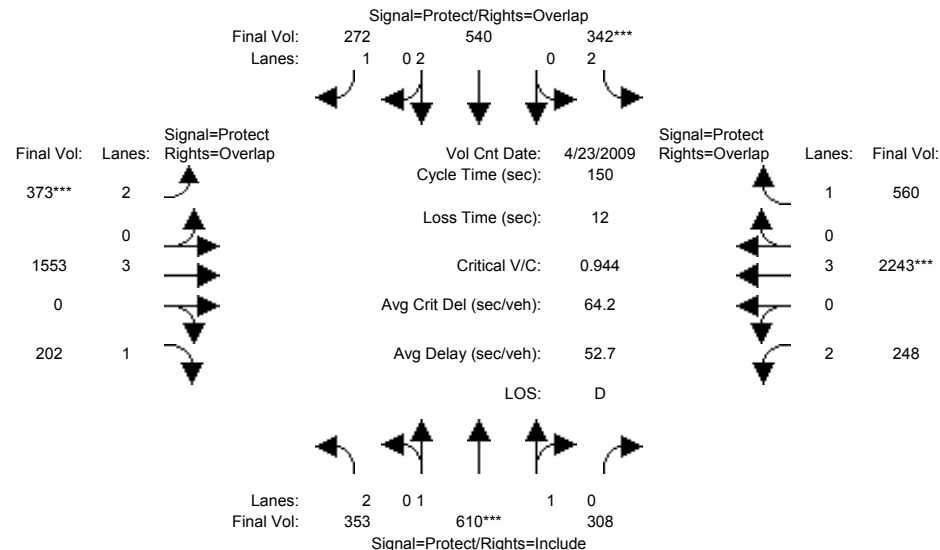
## Intersection #5715: CAPITOL/SNELL



| 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          | 10   | 10    | 14          | 10   | 10   | 14         | 77   | 10   | 14         | 62   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 280         | 114  | 366   | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| Growth Adj:                                          | 1.00        | 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         | 114  | 366   | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| 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         | 114  | 366   | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 114  | 366   | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 280         | 114  | 366   | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 114  | 366   | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| 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        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00  | 2.00        | 1.63 | 0.37 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750  | 3150        | 3038 | 661  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.09        | 0.03 | 0.21  | 0.27        | 0.14 | 0.14 | 0.02       | 0.29 | 0.34 | 0.17       | 0.23 | 0.22  |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 18.8        | 10.0 | 33.1  | 37.9        | 29.1 | 47.5 | 18.4       | 77.0 | 95.8 | 23.1       | 81.7 | 119.6 |
| Volume/Cap:                                          | 0.76        | 0.48 | 1.01  | 1.16        | 0.76 | 0.46 | 0.18       | 0.60 | 0.57 | 1.16       | 0.45 | 0.29  |
| Delay/Veh:                                           | 77.1        | 74.0 | 113.4 | 145.9       | 67.0 | 46.1 | 64.2       | 30.7 | 20.2 | 160.8      | 25.0 | 6.6   |
| 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:                                          | 77.1        | 74.0 | 113.4 | 145.9       | 67.0 | 46.1 | 64.2       | 30.7 | 20.2 | 160.8      | 25.0 | 6.6   |
| LOS by Move:                                         | E           | E    | F     | F           | E    | D    | E          | C    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 8           | 3    | 23    | 35          | 13   | 12   | 2          | 19   | 18   | 24         | 13   | 6     |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |       |

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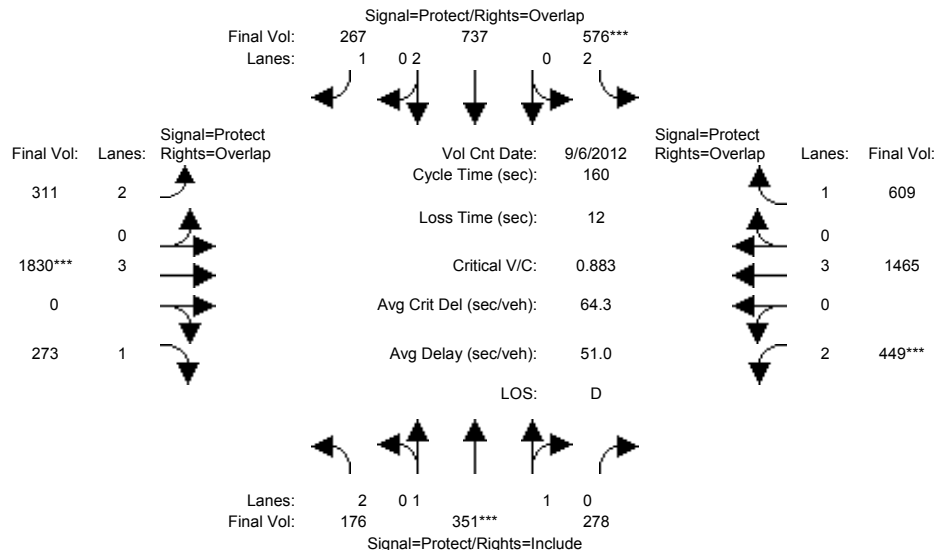
## Intersection #5720: CAPITOL/SENTER



| 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 2009 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 353         | 610  | 308  | 342         | 540  | 272  | 373        | 1553 | 202  | 248        | 2243 | 560  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 353         | 610  | 308  | 342         | 540  | 272  | 373        | 1553 | 202  | 248        | 2243 | 560  |
| 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:                                         | 353         | 610  | 308  | 342         | 540  | 272  | 373        | 1553 | 202  | 248        | 2243 | 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:                                          | 353         | 610  | 308  | 342         | 540  | 272  | 373        | 1553 | 202  | 248        | 2243 | 560  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 353         | 610  | 308  | 342         | 540  | 272  | 373        | 1553 | 202  | 248        | 2243 | 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:                                        | 353         | 610  | 308  | 342         | 540  | 272  | 373        | 1553 | 202  | 248        | 2243 | 560  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 1.31 | 0.69 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 2458 | 1241 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.11        | 0.25 | 0.25 | 0.11        | 0.14 | 0.16 | 0.12       | 0.27 | 0.12 | 0.08       | 0.39 | 0.32 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 25.0        | 39.4 | 39.4 | 17.2        | 31.7 | 50.5 | 18.8       | 63.1 | 88.1 | 18.2       | 62.5 | 79.8 |
| Volume/Cap:                                          | 0.67        | 0.94 | 0.94 | 0.94        | 0.67 | 0.46 | 0.94       | 0.65 | 0.20 | 0.65       | 0.94 | 0.60 |
| Delay/Veh:                                           | 62.1        | 71.2 | 71.2 | 99.0        | 56.6 | 39.7 | 96.4       | 35.2 | 14.5 | 66.7       | 50.7 | 25.3 |
| 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:                                          | 62.1        | 71.2 | 71.2 | 99.0        | 56.6 | 39.7 | 96.4       | 35.2 | 14.5 | 66.7       | 50.7 | 25.3 |
| LOS by Move:                                         | E           | E    | E    | F           | E    | D    | F          | D    | B    | E          | D    | C    |
| HCM2kAvgQ:                                           | 9           | 24   | 24   | 11          | 11   | 10   | 11         | 18   | 4    | 6          | 34   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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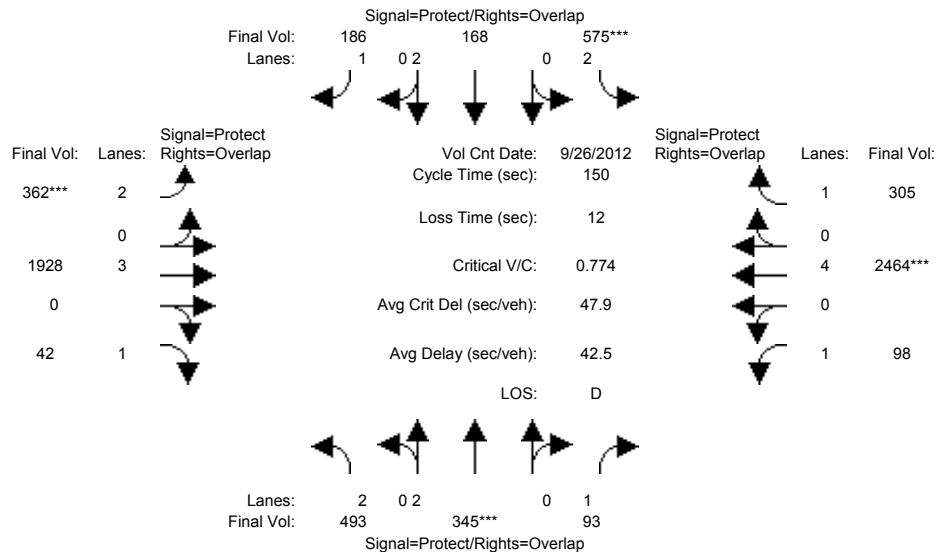
## Intersection #5720: CAPITOL/SENTER



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 61   | 10   | 14         | 61   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 176         | 351  | 278  | 576         | 737  | 267  | 311        | 1830 | 273  | 449        | 1465 | 609   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 176         | 351  | 278  | 576         | 737  | 267  | 311        | 1830 | 273  | 449        | 1465 | 609   |
| 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:                                         | 176         | 351  | 278  | 576         | 737  | 267  | 311        | 1830 | 273  | 449        | 1465 | 609   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 351  | 278  | 576         | 737  | 267  | 311        | 1830 | 273  | 449        | 1465 | 609   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 176         | 351  | 278  | 576         | 737  | 267  | 311        | 1830 | 273  | 449        | 1465 | 609   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 351  | 278  | 576         | 737  | 267  | 311        | 1830 | 273  | 449        | 1465 | 609   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 0.99 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 1.09 | 0.91 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 2064 | 1634 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.06        | 0.17 | 0.17 | 0.18        | 0.19 | 0.15 | 0.10       | 0.32 | 0.16 | 0.14       | 0.26 | 0.35  |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |       |
| Green Time:                                          | 19.3        | 29.9 | 29.9 | 32.1        | 42.7 | 60.4 | 17.7       | 61.0 | 80.3 | 25.0       | 68.3 | 100.4 |
| Volume/Cap:                                          | 0.46        | 0.91 | 0.91 | 0.91        | 0.73 | 0.40 | 0.89       | 0.84 | 0.31 | 0.91       | 0.60 | 0.55  |
| Delay/Veh:                                           | 66.5        | 80.1 | 80.1 | 80.0        | 56.0 | 37.0 | 94.1       | 48.3 | 23.7 | 87.5       | 31.0 | 9.2   |
| 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:                                          | 66.5        | 80.1 | 80.1 | 80.0        | 56.0 | 37.0 | 94.1       | 48.3 | 23.7 | 87.5       | 31.0 | 9.2   |
| LOS by Move:                                         | E           | F    | F    | F           | E    | D    | F          | D    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 5           | 17   | 17   | 18          | 17   | 12   | 10         | 27   | 8    | 14         | 15   | 10    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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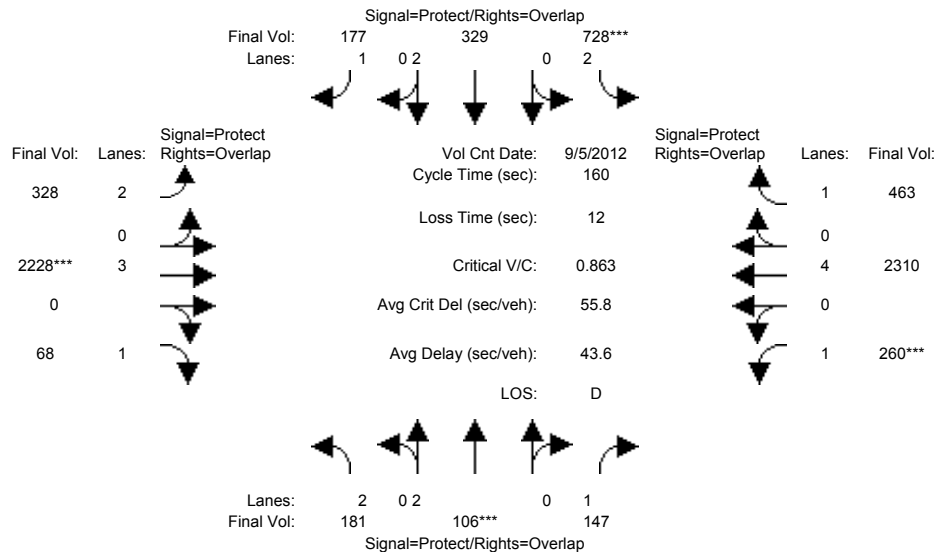
## Intersection #5721: CAPITOL/McLAUGHLIN



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |       |            |      |      |
| Base Vol:                                            | 493         | 345  | 93   | 575         | 168  | 186  | 362        | 1928 | 42    | 98         | 2464 | 305  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 493         | 345  | 93   | 575         | 168  | 186  | 362        | 1928 | 42    | 98         | 2464 | 305  |
| 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:                                         | 493         | 345  | 93   | 575         | 168  | 186  | 362        | 1928 | 42    | 98         | 2464 | 305  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 493         | 345  | 93   | 575         | 168  | 186  | 362        | 1928 | 42    | 98         | 2464 | 305  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 493         | 345  | 93   | 575         | 168  | 186  | 362        | 1928 | 42    | 98         | 2464 | 305  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 493         | 345  | 93   | 575         | 168  | 186  | 362        | 1928 | 42    | 98         | 2464 | 305  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00  | 1.00       | 4.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750  | 1750       | 7600 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.09 | 0.05 | 0.18        | 0.04 | 0.11 | 0.11       | 0.34 | 0.02  | 0.06       | 0.32 | 0.17 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |       |            |      |      |
| Green Time:                                          | 37.1        | 17.6 | 29.7 | 35.4        | 15.8 | 38.1 | 22.3       | 73.0 | 110.1 | 12.1       | 62.8 | 98.2 |
| Volume/Cap:                                          | 0.63        | 0.77 | 0.27 | 0.77        | 0.42 | 0.42 | 0.77       | 0.70 | 0.03  | 0.70       | 0.77 | 0.27 |
| Delay/Veh:                                           | 52.0        | 72.5 | 51.4 | 58.7        | 63.5 | 47.4 | 69.4       | 30.7 | 5.4   | 81.2       | 38.7 | 11.0 |
| 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:                                          | 52.0        | 72.5 | 51.4 | 58.7        | 63.5 | 47.4 | 69.4       | 30.7 | 5.4   | 81.2       | 38.7 | 11.0 |
| LOS by Move:                                         | D           | E    | D    | E           | E    | D    | E          | C    | A     | F          | D    | B    |
| HCM2kAvgQ:                                           | 12          | 8    | 4    | 15          | 4    | 7    | 10         | 22   | 1     | 6          | 25   | 6    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |

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Background+Project Alt C (PM)

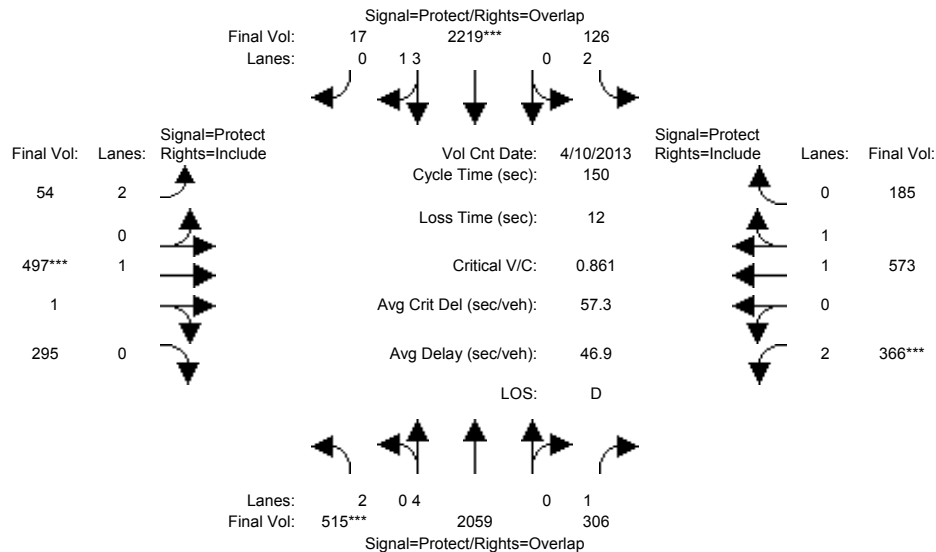
## Intersection #5721: CAPITOL/McLAUGHLIN



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 63   | 10   | 14         | 63   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 181         | 106  | 147  | 728         | 329  | 177  | 328        | 2228 | 68   | 260        | 2310 | 463   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 181         | 106  | 147  | 728         | 329  | 177  | 328        | 2228 | 68   | 260        | 2310 | 463   |
| 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:                                         | 181         | 106  | 147  | 728         | 329  | 177  | 328        | 2228 | 68   | 260        | 2310 | 463   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 181         | 106  | 147  | 728         | 329  | 177  | 328        | 2228 | 68   | 260        | 2310 | 463   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 181         | 106  | 147  | 728         | 329  | 177  | 328        | 2228 | 68   | 260        | 2310 | 463   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 181         | 106  | 147  | 728         | 329  | 177  | 328        | 2228 | 68   | 260        | 2310 | 463   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 2.00        | 2.00 | 1.00 | 2.00       | 3.00 | 1.00 | 1.00       | 4.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 3150        | 3800 | 1750 | 3150       | 5700 | 1750 | 1750       | 7600 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.06        | 0.03 | 0.08 | 0.23        | 0.09 | 0.10 | 0.10       | 0.39 | 0.04 | 0.15       | 0.30 | 0.26  |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 25.8        | 10.0 | 36.6 | 41.4        | 25.6 | 45.8 | 20.2       | 70.0 | 95.8 | 26.6       | 76.4 | 117.8 |
| Volume/Cap:                                          | 0.36        | 0.45 | 0.37 | 0.89        | 0.54 | 0.35 | 0.82       | 0.89 | 0.06 | 0.89       | 0.64 | 0.36  |
| Delay/Veh:                                           | 60.1        | 73.7 | 52.5 | 69.4        | 62.8 | 45.8 | 81.3       | 46.1 | 13.4 | 92.7       | 25.5 | 0.8   |
| 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:                                          | 60.1        | 73.7 | 52.5 | 69.4        | 62.8 | 45.8 | 81.3       | 46.1 | 13.4 | 92.7       | 25.5 | 0.8   |
| LOS by Move:                                         | E           | E    | D    | E           | E    | D    | F          | D    | B    | F          | C    | A     |
| HCM2kAvgQ:                                           | 5           | 3    | 7    | 23          | 8    | 8    | 9          | 33   | 1    | 16         | 17   | 1     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

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Background+Project Alt C (AM)

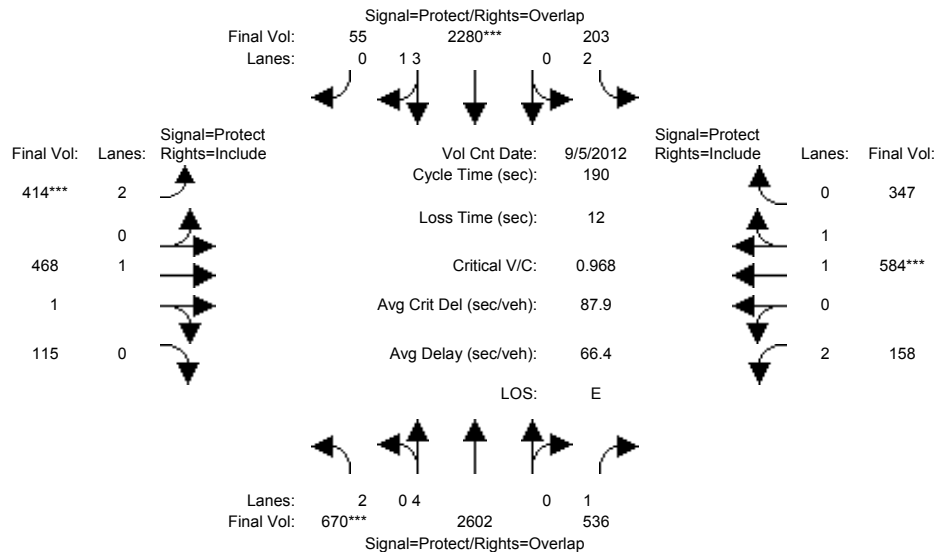
## Intersection #5723: CAPITOL/SILVER CREEK



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 515         | 2059 | 306  | 126         | 2219 | 17   | 54         | 497  | 295  | 366        | 573  | 185  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 515         | 2059 | 306  | 126         | 2219 | 17   | 54         | 497  | 295  | 366        | 573  | 185  |
| 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:                                         | 515         | 2059 | 306  | 126         | 2219 | 17   | 54         | 497  | 295  | 366        | 573  | 185  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 515         | 2059 | 306  | 126         | 2219 | 17   | 54         | 497  | 295  | 366        | 573  | 185  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 515         | 2059 | 306  | 126         | 2219 | 17   | 54         | 497  | 295  | 366        | 573  | 185  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 515         | 2059 | 306  | 126         | 2219 | 17   | 54         | 497  | 295  | 366        | 573  | 185  |
| 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       | 0.99 | 0.95 | 0.83       | 0.98 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 3.97 | 0.03 | 2.00       | 1.23 | 0.77 | 2.00       | 1.50 | 0.50 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7443 | 57   | 3150       | 2321 | 1378 | 3150       | 2796 | 903  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.16        | 0.27 | 0.17 | 0.04        | 0.30 | 0.30 | 0.02       | 0.21 | 0.21 | 0.12       | 0.20 | 0.20 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 28.5        | 68.6 | 88.9 | 11.8        | 52.0 | 62.6 | 10.7       | 37.3 | 37.3 | 20.2       | 46.9 | 46.9 |
| Volume/Cap:                                          | 0.86        | 0.59 | 0.30 | 0.51        | 0.86 | 0.71 | 0.24       | 0.86 | 0.86 | 0.86       | 0.66 | 0.66 |
| Delay/Veh:                                           | 71.0        | 30.6 | 15.3 | 68.0        | 48.8 | 37.1 | 66.4       | 62.2 | 62.2 | 79.7       | 46.0 | 46.0 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 71.0        | 30.6 | 15.3 | 68.0        | 48.8 | 37.1 | 66.4       | 62.2 | 62.2 | 79.7       | 46.0 | 46.0 |
| LOS by Move:                                         | E           | C    | B    | E           | D    | D    | E          | E    | E    | E          | D    | D    |
| HCM2kAvgQ:                                           | 15          | 17   | 7    | 3           | 25   | 21   | 1          | 19   | 19   | 11         | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

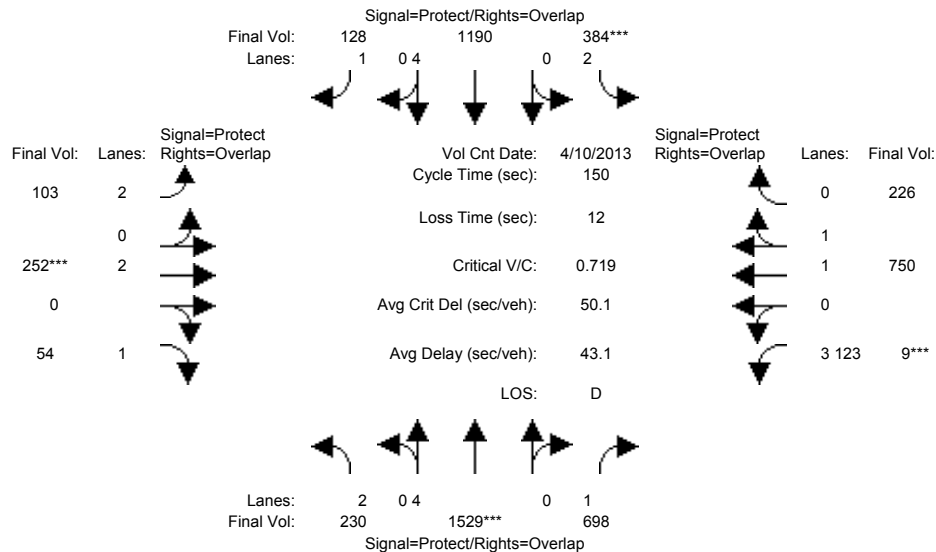
## Intersection #5723: CAPITOL/SILVER CREEK



| Approach:                                            | North Bound |      |       | South Bound |      |      | East Bound |      |      | West Bound |      |       |
|------------------------------------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement:                                            | L           | T    | R     | L           | T    | R    | L          | T    | R    | L          | T    | R     |
| Min. Green:                                          | 14          | 94   | 10    | 14          | 72   | 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: 5 Sep 2012 <<          |             |      |       |             |      |      |            |      |      |            |      |       |
| Base Vol:                                            | 670         | 2602 | 536   | 203         | 2280 | 55   | 414        | 468  | 115  | 158        | 584  | 347   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 670         | 2602 | 536   | 203         | 2280 | 55   | 414        | 468  | 115  | 158        | 584  | 347   |
| 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:                                         | 670         | 2602 | 536   | 203         | 2280 | 55   | 414        | 468  | 115  | 158        | 584  | 347   |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 670         | 2602 | 536   | 203         | 2280 | 55   | 414        | 468  | 115  | 158        | 584  | 347   |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 670         | 2602 | 536   | 203         | 2280 | 55   | 414        | 468  | 115  | 158        | 584  | 347   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 670         | 2602 | 536   | 203         | 2280 | 55   | 414        | 468  | 115  | 158        | 584  | 347   |
| 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       | 0.98 | 0.95 | 0.83       | 0.99 | 0.95  |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 3.90 | 0.10 | 2.00       | 1.59 | 0.41 | 2.00       | 1.23 | 0.77  |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7323 | 177  | 3150       | 2970 | 730  | 3150       | 2320 | 1378  |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.21        | 0.34 | 0.31  | 0.06        | 0.31 | 0.31 | 0.13       | 0.16 | 0.16 | 0.05       | 0.25 | 0.25  |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |       |
| Green Time:                                          | 37.8        | 95.6 | 117.3 | 14.2        | 72.0 | 95.4 | 23.4       | 46.4 | 46.4 | 21.7       | 44.8 | 44.8  |
| Volume/Cap:                                          | 1.07        | 0.68 | 0.50  | 0.86        | 0.82 | 0.62 | 1.07       | 0.64 | 0.64 | 0.44       | 1.07 | 1.07  |
| Delay/Veh:                                           | 131.6       | 36.2 | 20.4  | 112.7       | 50.8 | 26.4 | 148.3      | 66.0 | 66.0 | 79.3       | 123  | 122.9 |
| 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:                                          | 131.6       | 36.2 | 20.4  | 112.7       | 50.8 | 26.4 | 148.3      | 66.0 | 66.0 | 79.3       | 123  | 122.9 |
| LOS by Move:                                         | F           | D    | C     | F           | D    | C    | F          | E    | E    | E          | F    | F     |
| HCM2kAvgQ:                                           | 29          | 28   | 18    | 8           | 30   | 19   | 18         | 16   | 16   | 5          | 34   | 34    |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |       |

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Background+Project Alt C (AM)

## Intersection #5724: ABORN/CAPITOL

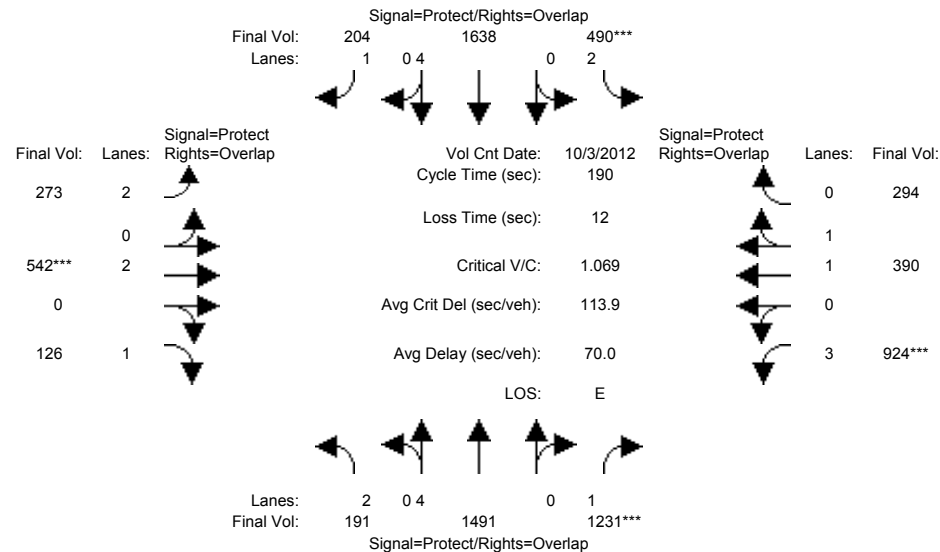


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 230         | 1529 | 698  | 384         | 1190 | 128  | 103        | 252  | 54   | 1239       | 750  | 226  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 230         | 1529 | 698  | 384         | 1190 | 128  | 103        | 252  | 54   | 1239       | 750  | 226  |
| 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:                                         | 230         | 1529 | 698  | 384         | 1190 | 128  | 103        | 252  | 54   | 1239       | 750  | 226  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 230         | 1529 | 698  | 384         | 1190 | 128  | 103        | 252  | 54   | 1239       | 750  | 226  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 230         | 1529 | 698  | 384         | 1190 | 128  | 103        | 252  | 54   | 1239       | 750  | 226  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 230         | 1529 | 698  | 384         | 1190 | 128  | 103        | 252  | 54   | 1239       | 750  | 226  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.80       | 0.98 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 2.00       | 2.00 | 1.00 | 3.00       | 1.52 | 0.48 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 3150       | 3800 | 1750 | 4551       | 2843 | 857  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.20 | 0.40 | 0.12        | 0.16 | 0.07 | 0.03       | 0.07 | 0.03 | 0.27       | 0.26 | 0.26 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 21.4        | 42.0 | 98.7 | 25.4        | 46.0 | 56.6 | 10.6       | 13.8 | 35.3 | 56.8       | 60.0 | 85.4 |
| Volume/Cap:                                          | 0.51        | 0.72 | 0.61 | 0.72        | 0.51 | 0.19 | 0.46       | 0.72 | 0.13 | 0.72       | 0.66 | 0.46 |
| Delay/Veh:                                           | 60.4        | 49.9 | 15.5 | 63.6        | 43.0 | 31.5 | 68.5       | 73.3 | 45.4 | 41.3       | 37.8 | 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:                                          | 60.4        | 49.9 | 15.5 | 63.6        | 43.0 | 31.5 | 68.5       | 73.3 | 45.4 | 41.3       | 37.8 | 19.0 |
| LOS by Move:                                         | E           | D    | B    | E           | D    | C    | E          | E    | D    | D          | D    | B    |
| HCM2kAvgQ:                                           | 6           | 16   | 20   | 10          | 11   | 4    | 3          | 6    | 2    | 20         | 18   | 13   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |



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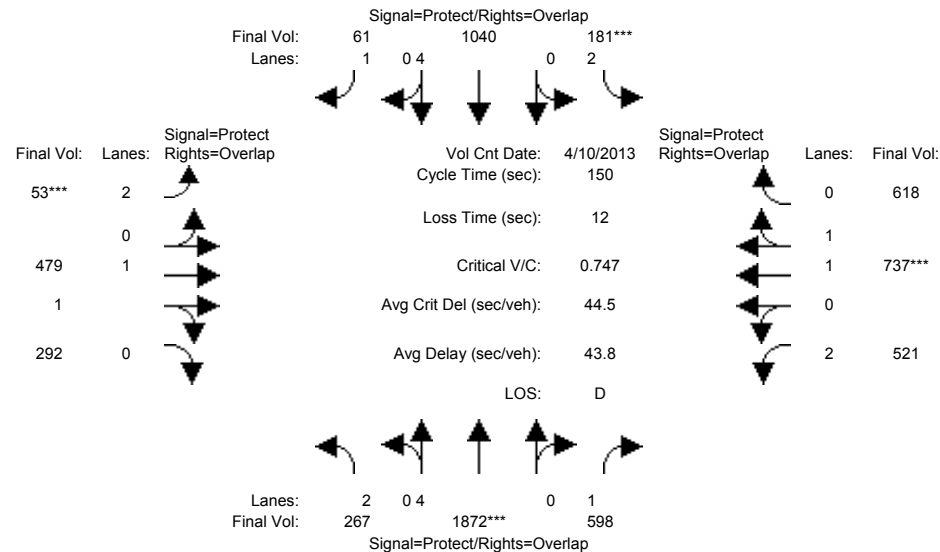
## Intersection #5724: ABORN/CAPITOL



| 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          | 77   | 10    | 14          | 72   | 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: 3 Oct 2012 <<          |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 191         | 1491 | 1231  | 490         | 1638 | 204   | 273        | 542  | 126  | 924        | 390  | 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:                                         | 191         | 1491 | 1231  | 490         | 1638 | 204   | 273        | 542  | 126  | 924        | 390  | 294  |
| 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:                                         | 191         | 1491 | 1231  | 490         | 1638 | 204   | 273        | 542  | 126  | 924        | 390  | 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:                                          | 191         | 1491 | 1231  | 490         | 1638 | 204   | 273        | 542  | 126  | 924        | 390  | 294  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 191         | 1491 | 1231  | 490         | 1638 | 204   | 273        | 542  | 126  | 924        | 390  | 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:                                        | 191         | 1491 | 1231  | 490         | 1638 | 204   | 273        | 542  | 126  | 924        | 390  | 294  |
| Saturation Flow Module:                              |             |      |       |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.80       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 4.00 | 1.00  | 2.00       | 2.00 | 1.00 | 3.00       | 1.12 | 0.88 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7600 | 1750  | 3150       | 3800 | 1750 | 4551       | 2108 | 1589 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.06        | 0.20 | 0.70  | 0.16        | 0.22 | 0.12  | 0.09       | 0.14 | 0.07 | 0.20       | 0.18 | 0.18 |
| Crit Moves:                                          |             |      |       |             |      |       |            |      |      |            |      |      |
| Green Time:                                          | 19.0        | 88.9 | 125.0 | 27.6        | 97.6 | 117.2 | 19.6       | 25.3 | 44.3 | 36.1       | 41.8 | 69.5 |
| Volume/Cap:                                          | 0.61        | 0.42 | 1.07  | 1.07        | 0.42 | 0.19  | 0.84       | 1.07 | 0.31 | 1.07       | 0.84 | 0.51 |
| Delay/Veh:                                           | 85.3        | 33.5 | 79.6  | 142.9       | 21.4 | 8.5   | 101.1      | 142  | 60.6 | 127.8      | 78.7 | 47.2 |
| 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:                                          | 85.3        | 33.5 | 79.6  | 142.9       | 21.4 | 8.5   | 101.1      | 142  | 60.6 | 127.8      | 78.7 | 47.2 |
| LOS by Move:                                         | F           | C    | E     | F           | C    | A     | F          | F    | E    | F          | E    | D    |
| HCM2kAvgQ:                                           | 6           | 14   | 91    | 21          | 10   | 3     | 10         | 19   | 7    | 27         | 21   | 18   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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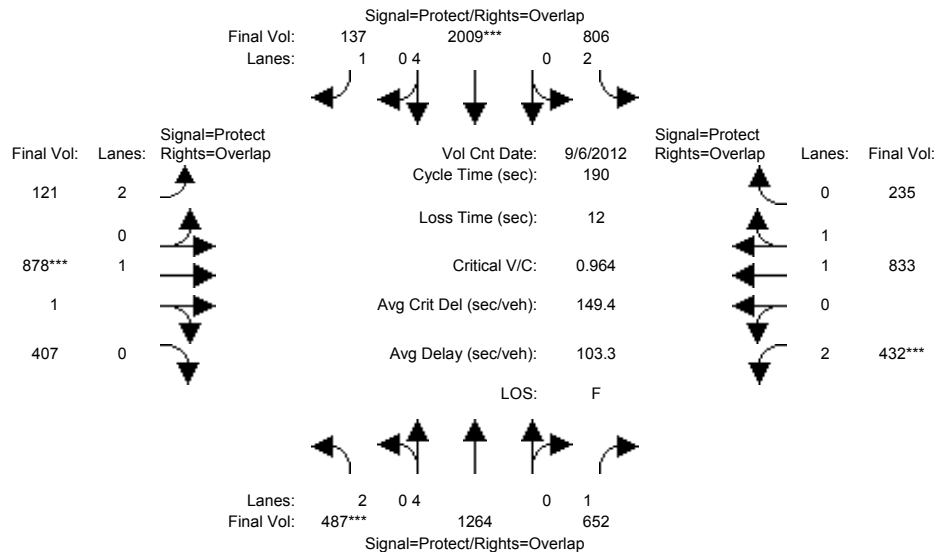
## Intersection #5725: CAPITOL/QUIMBY



| 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: 10 Apr 2013 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 267         | 1872 | 598  | 181         | 1040 | 61   | 53         | 479  | 292  | 521        | 737  | 618  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 267         | 1872 | 598  | 181         | 1040 | 61   | 53         | 479  | 292  | 521        | 737  | 618  |
| 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:                                         | 267         | 1872 | 598  | 181         | 1040 | 61   | 53         | 479  | 292  | 521        | 737  | 618  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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         | 1872 | 598  | 181         | 1040 | 61   | 53         | 479  | 292  | 521        | 737  | 618  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 267         | 1872 | 598  | 181         | 1040 | 61   | 53         | 479  | 292  | 521        | 737  | 618  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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         | 1872 | 598  | 181         | 1040 | 61   | 53         | 479  | 292  | 521        | 737  | 618  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 | 0.83       | 1.00 | 0.95 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 2.00       | 1.22 | 0.78 | 2.00       | 1.06 | 0.94 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 3150       | 2298 | 1401 | 3150       | 2011 | 1686 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.08        | 0.25 | 0.34 | 0.06        | 0.14 | 0.03 | 0.02       | 0.21 | 0.21 | 0.17       | 0.37 | 0.37 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 22.7        | 48.1 | 82.9 | 11.2        | 36.7 | 43.7 | 7.0        | 43.8 | 66.6 | 34.8       | 71.6 | 82.9 |
| Volume/Cap:                                          | 0.56        | 0.77 | 0.62 | 0.77        | 0.56 | 0.12 | 0.36       | 0.71 | 0.47 | 0.71       | 0.77 | 0.66 |
| Delay/Veh:                                           | 60.5        | 47.4 | 24.0 | 82.2        | 50.0 | 39.2 | 70.8       | 49.7 | 29.5 | 56.4       | 34.4 | 24.6 |
| 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:                                          | 60.5        | 47.4 | 24.0 | 82.2        | 50.0 | 39.2 | 70.8       | 49.7 | 29.5 | 56.4       | 34.4 | 24.6 |
| LOS by Move:                                         | E           | D    | C    | F           | D    | D    | E          | D    | C    | E          | C    | C    |
| HCM2kAvgQ:                                           | 7           | 19   | 19   | 5           | 10   | 2    | 1          | 16   | 12   | 13         | 26   | 22   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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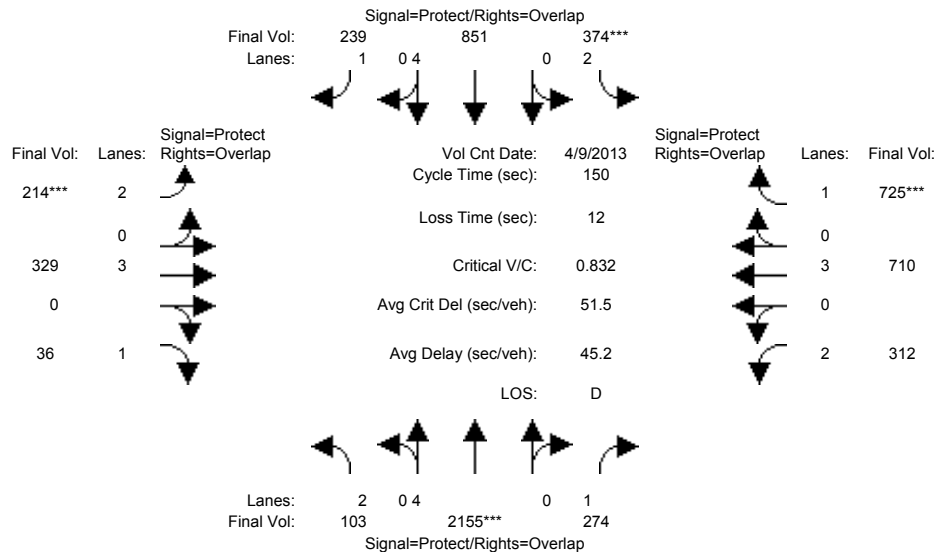
## Intersection #5725: CAPITOL/QUIMBY



| 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          | 62   | 10   | 14          | 90   | 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:                                            | 487         | 1264 | 652  | 806         | 2009 | 137   | 121        | 878  | 407  | 432        | 833  | 235   |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Initial Bse:                                         | 487         | 1264 | 652  | 806         | 2009 | 137   | 121        | 878  | 407  | 432        | 833  | 235   |
| 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:                                         | 487         | 1264 | 652  | 806         | 2009 | 137   | 121        | 878  | 407  | 432        | 833  | 235   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Volume:                                          | 487         | 1264 | 652  | 806         | 2009 | 137   | 121        | 878  | 407  | 432        | 833  | 235   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 487         | 1264 | 652  | 806         | 2009 | 137   | 121        | 878  | 407  | 432        | 833  | 235   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| Final Volume:                                        | 487         | 1264 | 652  | 806         | 2009 | 137   | 121        | 878  | 407  | 432        | 833  | 235   |
| Saturation Flow Module:                              |             |      |      |             |      |       |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92  | 0.83       | 0.99 | 0.95 | 0.83       | 0.98 | 0.95  |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00  | 2.00       | 1.35 | 0.65 | 2.00       | 1.55 | 0.45  |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750  | 3150       | 2527 | 1172 | 3150       | 2885 | 814   |
| Capacity Analysis Module:                            |             |      |      |             |      |       |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.15        | 0.17 | 0.37 | 0.26        | 0.26 | 0.08  | 0.04       | 0.35 | 0.35 | 0.14       | 0.29 | 0.29  |
| Crit Moves:                                          | ****        |      |      | ****        |      |       | ****       |      |      | ****       |      |       |
| Green Time:                                          | 21.3        | 62.4 | 81.3 | 48.9        | 90.0 | 104.0 | 14.0       | 47.8 | 69.1 | 18.9       | 52.7 | 101.6 |
| Volume/Cap:                                          | 1.38        | 0.51 | 0.87 | 0.99        | 0.56 | 0.14  | 0.52       | 1.38 | 0.96 | 1.38       | 1.04 | 0.54  |
| Delay/Veh:                                           | 272.2       | 51.6 | 60.5 | 100.4       | 29.0 | 14.6  | 86.9       | 249  | 74.0 | 275.4      | 108  | 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:                                          | 272.2       | 51.6 | 60.5 | 100.4       | 29.0 | 14.6  | 86.9       | 249  | 74.0 | 275.4      | 108  | 29.2  |
| LOS by Move:                                         | F           | D    | E    | F           | C    | B     | F          | F    | E    | F          | F    | C     |
| HCM2kAvgQ:                                           | 27          | 14   | 38   | 32          | 16   | 3     | 4          | 59   | 40   | 24         | 36   | 27    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |       |            |      |      |            |      |       |

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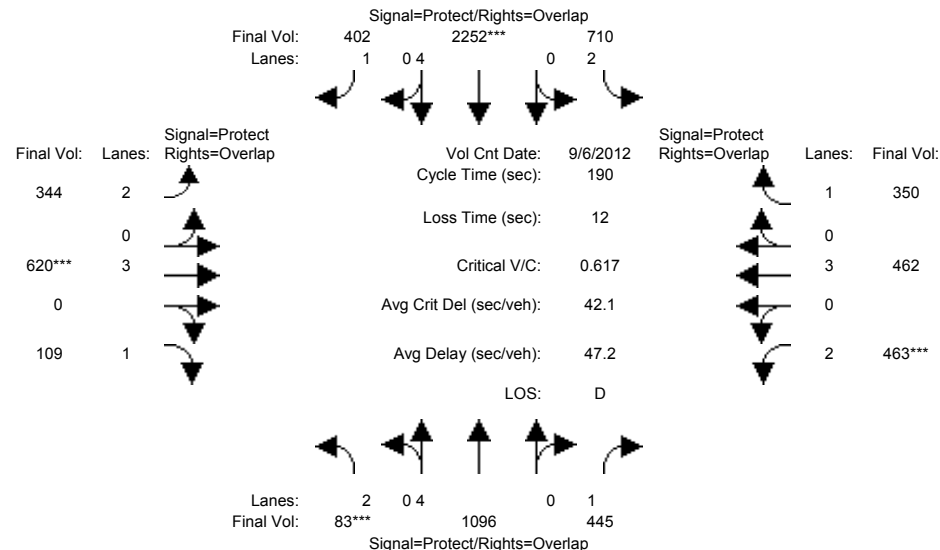
## Intersection #5727: CAPITOL/TULLY



| 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 103         | 2155 | 274  | 374         | 851  | 239  | 214        | 329  | 36   | 312        | 710  | 725  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 103         | 2155 | 274  | 374         | 851  | 239  | 214        | 329  | 36   | 312        | 710  | 725  |
| 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:                                         | 103         | 2155 | 274  | 374         | 851  | 239  | 214        | 329  | 36   | 312        | 710  | 725  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 103         | 2155 | 274  | 374         | 851  | 239  | 214        | 329  | 36   | 312        | 710  | 725  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 103         | 2155 | 274  | 374         | 851  | 239  | 214        | 329  | 36   | 312        | 710  | 725  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 103         | 2155 | 274  | 374         | 851  | 239  | 214        | 329  | 36   | 312        | 710  | 725  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00 | 2.00        | 4.00 | 1.00 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750 | 3150        | 7600 | 1750 | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.28 | 0.16 | 0.12        | 0.11 | 0.14 | 0.07       | 0.06 | 0.02 | 0.10       | 0.12 | 0.41 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 21.3        | 51.1 | 90.3 | 21.4        | 51.2 | 63.4 | 12.2       | 26.4 | 47.7 | 39.2       | 53.3 | 74.7 |
| Volume/Cap:                                          | 0.23        | 0.83 | 0.26 | 0.83        | 0.33 | 0.32 | 0.83       | 0.33 | 0.06 | 0.38       | 0.35 | 0.83 |
| Delay/Veh:                                           | 57.3        | 48.0 | 14.2 | 75.0        | 36.7 | 29.2 | 88.0       | 54.3 | 35.7 | 45.8       | 35.7 | 39.2 |
| 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:                                          | 57.3        | 48.0 | 14.2 | 75.0        | 36.7 | 29.2 | 88.0       | 54.3 | 35.7 | 45.8       | 35.7 | 39.2 |
| LOS by Move:                                         | E           | D    | B    | E           | D    | C    | F          | D    | D    | D          | D    | D    |
| HCM2kAvgQ:                                           | 2           | 23   | 6    | 11          | 7    | 8    | 6          | 4    | 1    | 7          | 8    | 32   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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Background+Project Alt C (PM)

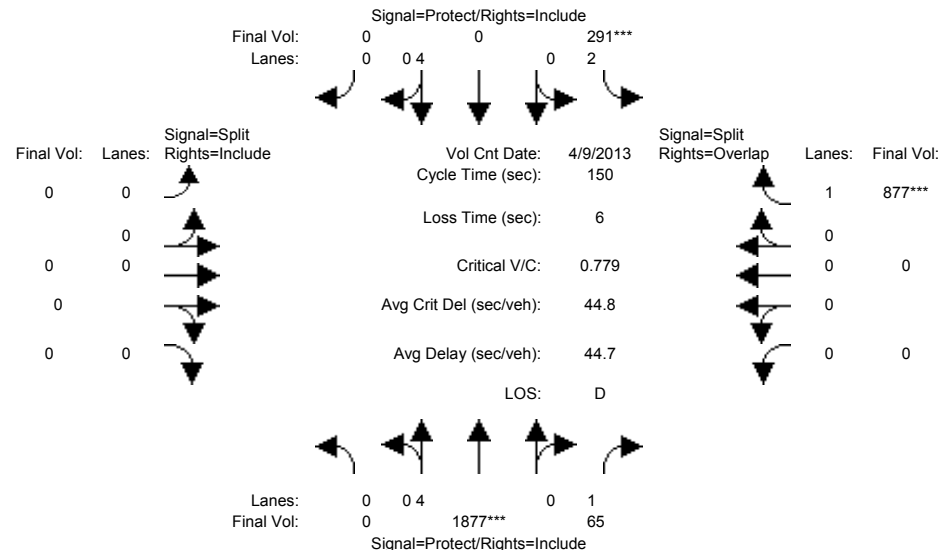
## Intersection #5727: CAPITOL/TULLY



| 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          | 55   | 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: 6 Sep 2012 <<          |             |      |       |             |      |       |            |      |      |            |      |      |
| Base Vol:                                            | 83          | 1096 | 445   | 710         | 2252 | 402   | 344        | 620  | 109  | 463        | 462  | 350  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 83          | 1096 | 445   | 710         | 2252 | 402   | 344        | 620  | 109  | 463        | 462  | 350  |
| 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:                                         | 83          | 1096 | 445   | 710         | 2252 | 402   | 344        | 620  | 109  | 463        | 462  | 350  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 83          | 1096 | 445   | 710         | 2252 | 402   | 344        | 620  | 109  | 463        | 462  | 350  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0     | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 83          | 1096 | 445   | 710         | 2252 | 402   | 344        | 620  | 109  | 463        | 462  | 350  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 83          | 1096 | 445   | 710         | 2252 | 402   | 344        | 620  | 109  | 463        | 462  | 350  |
| Saturation Flow Module:                              |             |      |       |             |      |       |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900  | 1900        | 1900 | 1900  | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92  | 0.83        | 1.00 | 0.92  | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 4.00 | 1.00  | 2.00        | 4.00 | 1.00  | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 7600 | 1750  | 3150        | 7600 | 1750  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |       |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.03        | 0.14 | 0.25  | 0.23        | 0.30 | 0.23  | 0.11       | 0.11 | 0.06 | 0.15       | 0.08 | 0.20 |
| Crit Moves:                                          | ***         |      |       | ***         |      |       | ***        |      |      | ***        |      |      |
| Green Time:                                          | 14.0        | 64.1 | 100.9 | 49.9        | 100  | 136.7 | 36.7       | 27.2 | 41.2 | 36.8       | 27.3 | 77.2 |
| Volume/Cap:                                          | 0.36        | 0.43 | 0.48  | 0.86        | 0.56 | 0.32  | 0.56       | 0.76 | 0.29 | 0.76       | 0.56 | 0.49 |
| Delay/Veh:                                           | 84.7        | 48.9 | 28.4  | 75.6        | 22.1 | 1.8   | 70.6       | 82.4 | 62.5 | 77.9       | 76.8 | 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:                                          | 84.7        | 48.9 | 28.4  | 75.6        | 22.1 | 1.8   | 70.6       | 82.4 | 62.5 | 77.9       | 76.8 | 42.4 |
| LOS by Move:                                         | F           | D    | C     | E           | C    | A     | E          | F    | E    | E          | E    | D    |
| HCM2kAvgQ:                                           | 3           | 12   | 17    | 24          | 16   | 2     | 11         | 12   | 6    | 16         | 9    | 19   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |       |            |      |      |            |      |      |

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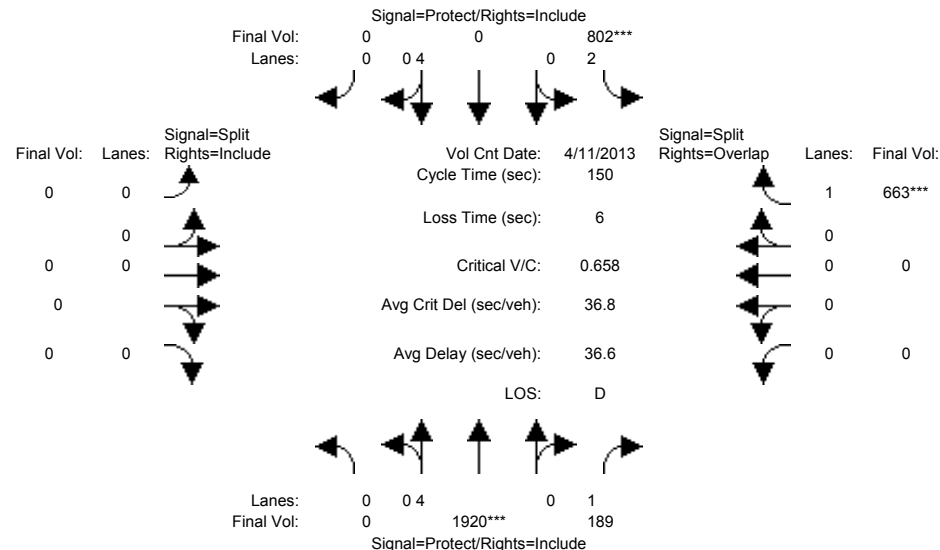
## Intersection #5735: CAPITOL/NIEMAN



| 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    | 0          | 0    | 0    | 0          | 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: 9 Apr 2013 <<          |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 0           | 1877 | 65   | 291         | 1469 | 0    | 0          | 0    | 0    | 0          | 0    | 877  |
| Growth Adj:                                          | 1.00        | 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           | 1877 | 65   | 291         | 1469 | 0    | 0          | 0    | 0    | 0          | 0    | 877  |
| 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           | 1877 | 65   | 291         | 1469 | 0    | 0          | 0    | 0    | 0          | 0    | 877  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 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           | 1877 | 65   | 291         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 877  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 0           | 1877 | 65   | 291         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 877  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 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           | 1877 | 65   | 291         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 877  |
| Saturation 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        | 4.00 | 1.00 | 2.00        | 4.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 0           | 7600 | 1750 | 3150        | 7600 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.00        | 0.25 | 0.04 | 0.09        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.50 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 0.0         | 47.5 | 47.5 | 17.8        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 96.5 |
| Volume/Cap:                                          | 0.00        | 0.78 | 0.12 | 0.78        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.78 |
| Delay/Veh:                                           | 0.0         | 49.0 | 36.8 | 79.0        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 24.5 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 0.0         | 49.0 | 36.8 | 79.0        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 24.5 |
| LOS by Move:                                         | A           | D    | D    | E           | A    | A    | A          | A    | A    | A          | A    | C    |
| HCM2kAvgQ:                                           | 0           | 20   | 2    | 8           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 33   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5735: CAPITOL/NIEMAN

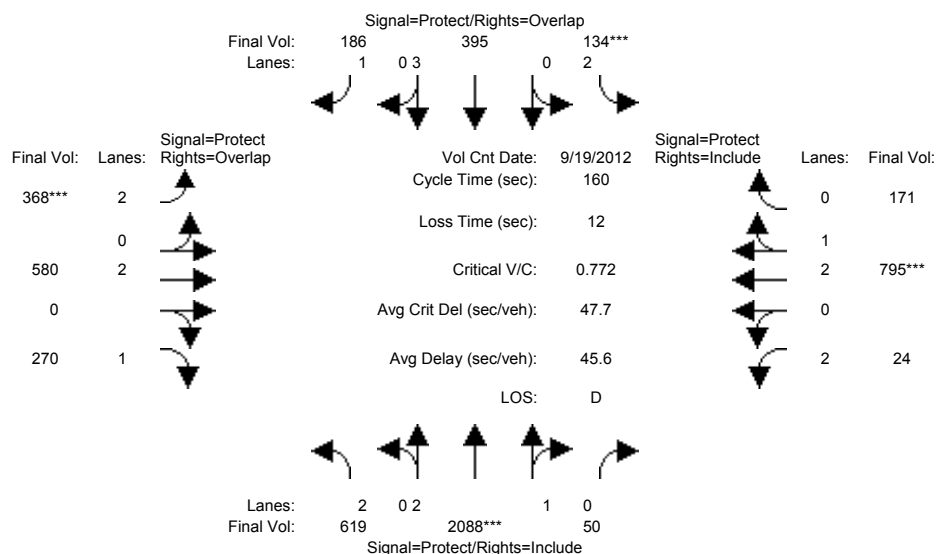


| Approach:                                    | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------------------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement:                                    | L           | T    | R    | L           | T    | R    | L          | T    | R    | L          | T    | R    |
| Min. Green:                                  | 0           | 10   | 10   | 7           | 10   | 0    | 0          | 0    | 0    | 0          | 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: 11 Apr 2013 << |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                    | 0           | 1920 | 189  | 802         | 1895 | 0    | 0          | 0    | 0    | 0          | 0    | 663  |
| Growth Adj:                                  | 1.00        | 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           | 1920 | 189  | 802         | 1895 | 0    | 0          | 0    | 0    | 0          | 0    | 663  |
| 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           | 1920 | 189  | 802         | 1895 | 0    | 0          | 0    | 0    | 0          | 0    | 663  |
| User Adj:                                    | 1.00        | 1.00 | 1.00 | 1.00        | 0.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                     | 1.00        | 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           | 1920 | 189  | 802         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 663  |
| Reduct Vol:                                  | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                 | 0           | 1920 | 189  | 802         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 663  |
| PCE Adj:                                     | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                     | 1.00        | 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           | 1920 | 189  | 802         | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 663  |
| Saturation 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        | 4.00 | 1.00 | 2.00        | 4.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 1.00 |
| Final Sat.:                                  | 0           | 7600 | 1750 | 3150        | 7600 | 0    | 0          | 0    | 0    | 0          | 0    | 1750 |
| Capacity Analysis Module:                    |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                     | 0.00        | 0.25 | 0.11 | 0.25        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.38 |
| Crit Moves:                                  | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                  | 0.0         | 57.6 | 57.6 | 58.1        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 86.4 |
| Volume/Cap:                                  | 0.00        | 0.66 | 0.28 | 0.66        | 0.00 | 0.00 | 0.00       | 0.00 | 0.00 | 0.00       | 0.00 | 0.66 |
| Delay/Veh:                                   | 0.0         | 39.2 | 32.9 | 40.6        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 25.1 |
| User DelAdj:                                 | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                  | 0.0         | 39.2 | 32.9 | 40.6        | 0.0  | 0.0  | 0.0        | 0.0  | 0.0  | 0.0        | 0.0  | 25.1 |
| LOS by Move:                                 | A           | D    | C    | D           | A    | A    | A          | A    | A    | A          | A    | C    |
| HCM2kAvgQ:                                   | 0           | 19   | 6    | 19          | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 23   |

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

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Background+Project Alt C (AM) - Mitigated

## Intersection #3095: CURTNER/MONTEREY

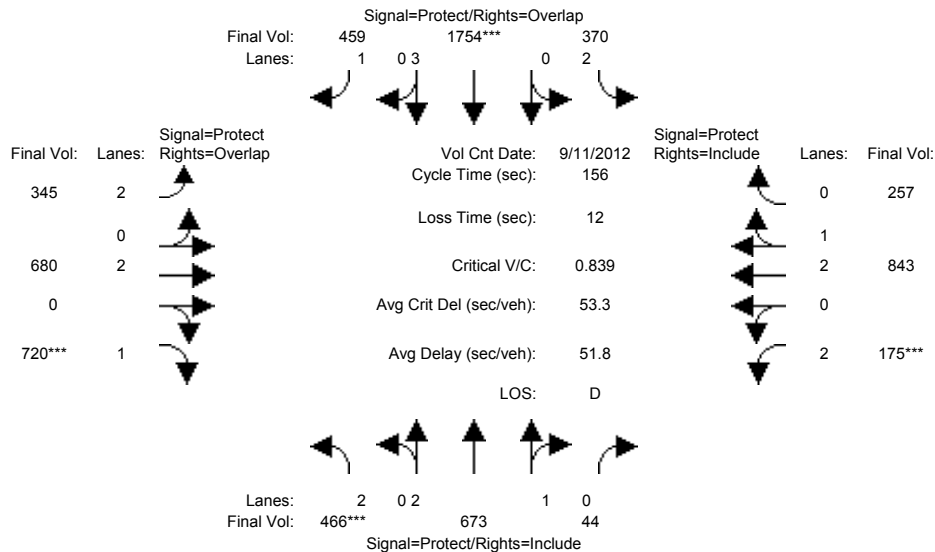


| Approach:                                            | North Bound |      |      | South Bound |      |      | East Bound |      |       | West Bound |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| 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:                                            | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| 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:                                         | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    |
| Reduced Vol:                                         | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 619         | 2088 | 50   | 134         | 395  | 186  | 368        | 580  | 270   | 24         | 795  | 171  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |       |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900  | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 2.93 | 0.07 | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00  | 2.00       | 2.45 | 0.55 |
| Final Sat.:                                          | 3150        | 5469 | 131  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750  | 3150       | 4607 | 991  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |       |            |      |      |
| Vol/Sat:                                             | 0.20        | 0.38 | 0.38 | 0.04        | 0.07 | 0.11 | 0.12       | 0.15 | 0.15  | 0.01       | 0.17 | 0.17 |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | ****  | ****       | **** | **** |
| Green Time:                                          | 65.1        | 79.2 | 79.2 | 8.8         | 22.9 | 47.2 | 24.2       | 46.6 | 111.7 | 13.4       | 35.8 | 35.8 |
| Volume/Cap:                                          | 0.48        | 0.77 | 0.77 | 0.77        | 0.48 | 0.36 | 0.77       | 0.52 | 0.22  | 0.09       | 0.77 | 0.77 |
| Delay/Veh:                                           | 35.4        | 34.4 | 34.4 | 93.5        | 63.5 | 44.9 | 72.8       | 47.9 | 8.7   | 67.9       | 61.3 | 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:                                          | 35.4        | 34.4 | 34.4 | 93.5        | 63.5 | 44.9 | 72.8       | 47.9 | 8.7   | 67.9       | 61.3 | 61.3 |
| LOS by Move:                                         | D           | C    | C    | F           | E    | D    | E          | D    | A     | E          | E    | E    |
| HCM2kAvgQ:                                           | 13          | 29   | 29   | 4           | 6    | 7    | 11         | 11   | 5     | 1          | 15   | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |       |            |      |      |



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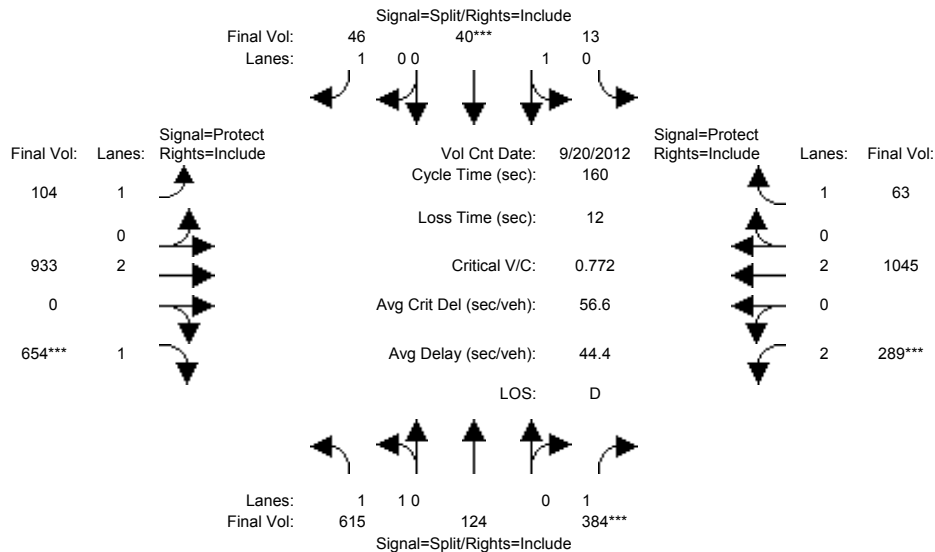
## Intersection #3095: CURTNER/MONTEREY



| 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: 11 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| 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:                                         | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 466         | 673  | 44   | 370         | 1754 | 459  | 345        | 680  | 720  | 175        | 843  | 257  |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 0.98 | 0.95 | 0.83        | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 | 0.83       | 0.99 | 0.95 |
| Lanes:                                               | 2.00        | 2.81 | 0.19 | 2.00        | 3.00 | 1.00 | 2.00       | 2.00 | 1.00 | 2.00       | 2.27 | 0.73 |
| Final Sat.:                                          | 3150        | 5256 | 344  | 3150        | 5700 | 1750 | 3150       | 3800 | 1750 | 3150       | 4290 | 1308 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.15        | 0.13 | 0.13 | 0.12        | 0.31 | 0.26 | 0.11       | 0.18 | 0.41 | 0.06       | 0.20 | 0.20 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.5        | 44.2 | 44.2 | 40.5        | 57.2 | 78.4 | 21.2       | 49.0 | 76.5 | 10.3       | 38.1 | 38.1 |
| Volume/Cap:                                          | 0.84        | 0.45 | 0.45 | 0.45        | 0.84 | 0.52 | 0.81       | 0.57 | 0.84 | 0.84       | 0.81 | 0.81 |
| Delay/Veh:                                           | 73.0        | 46.2 | 46.2 | 48.8        | 48.4 | 26.7 | 76.0       | 45.4 | 41.8 | 96.9       | 59.1 | 59.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 73.0        | 46.2 | 46.2 | 48.8        | 48.4 | 26.7 | 76.0       | 45.4 | 41.8 | 96.9       | 59.1 | 59.1 |
| LOS by Move:                                         | E           | D    | D    | D           | D    | C    | E          | D    | D    | F          | E    | E    |
| HCM2kAvgQ:                                           | 14          | 9    | 9    | 9           | 26   | 16   | 10         | 13   | 33   | 6          | 17   | 17   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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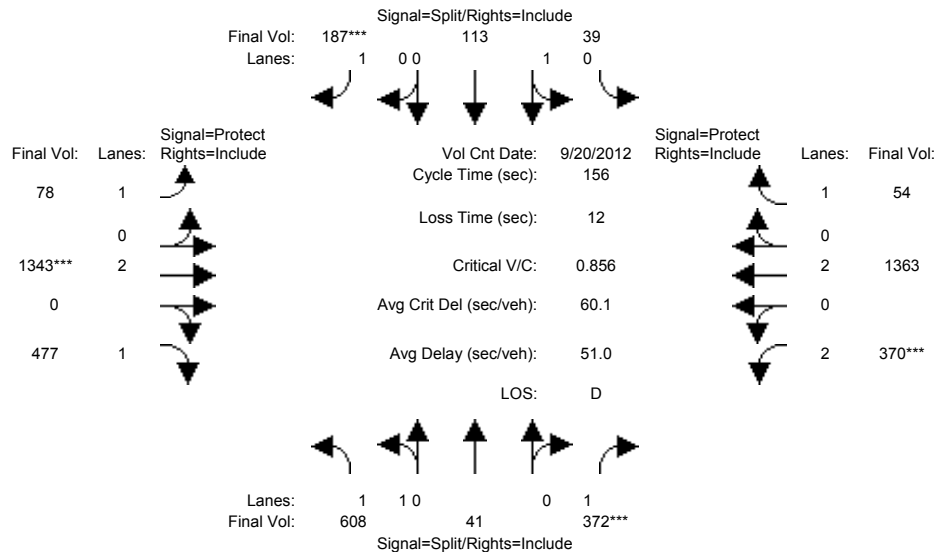
## Intersection #3439: CURTNER/STONE



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                         | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                         | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                          | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 63   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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:                                        | 615         | 124  | 384  | 13          | 40   | 46   | 104        | 933  | 654  | 289        | 1045 | 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 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.67        | 0.33 | 1.00 | 0.25        | 0.75 | 1.00 | 1.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 2954        | 596  | 1750 | 442         | 1358 | 1750 | 1750       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.21        | 0.21 | 0.22 | 0.03        | 0.03 | 0.03 | 0.06       | 0.25 | 0.37 | 0.09       | 0.28 | 0.04 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 44.2        | 44.2 | 44.2 | 10.0        | 10.0 | 10.0 | 16.7       | 75.3 | 75.3 | 18.5       | 77.1 | 77.1 |
| Volume/Cap:                                          | 0.75        | 0.75 | 0.79 | 0.47        | 0.47 | 0.42 | 0.57       | 0.52 | 0.79 | 0.79       | 0.57 | 0.07 |
| Delay/Veh:                                           | 56.3        | 56.3 | 62.5 | 75.5        | 75.5 | 74.8 | 72.5       | 30.0 | 41.1 | 80.3       | 30.0 | 22.3 |
| 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:                                          | 56.3        | 56.3 | 62.5 | 75.5        | 75.5 | 74.8 | 72.5       | 30.0 | 41.1 | 80.3       | 30.0 | 22.3 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | E    | E          | C    | D    | F          | C    | C    |
| HCM2kAvgQ:                                           | 19          | 19   | 20   | 3           | 3    | 3    | 5          | 15   | 29   | 9          | 18   | 2    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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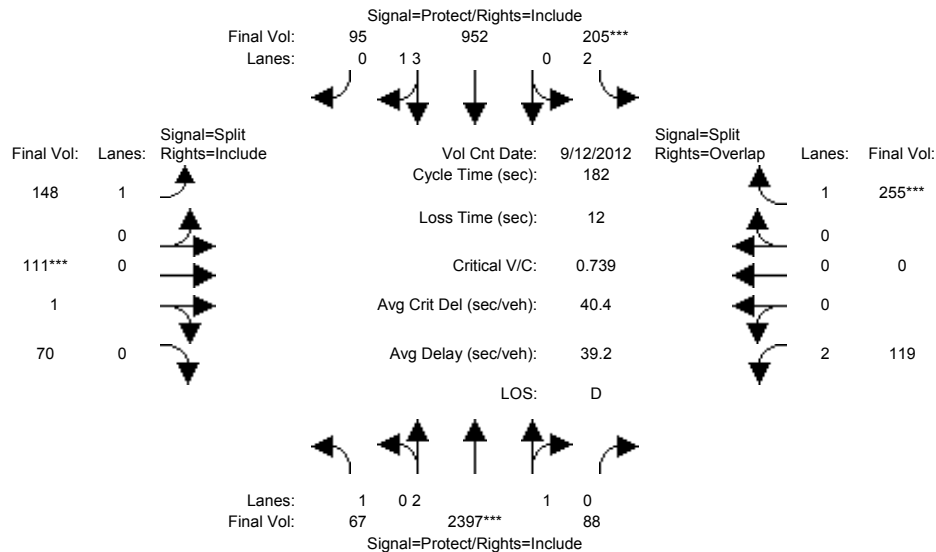
## Intersection #3439: CURTNER/STONE



| 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: 20 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 608         | 41   | 372  | 39          | 113  | 187  | 78         | 1343 | 477  | 370        | 1363 | 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:                                         | 608         | 41   | 372  | 39          | 113  | 187  | 78         | 1343 | 477  | 370        | 1363 | 54   |
| 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:                                         | 608         | 41   | 372  | 39          | 113  | 187  | 78         | 1343 | 477  | 370        | 1363 | 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:                                          | 608         | 41   | 372  | 39          | 113  | 187  | 78         | 1343 | 477  | 370        | 1363 | 54   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 608         | 41   | 372  | 39          | 113  | 187  | 78         | 1343 | 477  | 370        | 1363 | 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:                                        | 608         | 41   | 372  | 39          | 113  | 187  | 78         | 1343 | 477  | 370        | 1363 | 54   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.93        | 0.95 | 0.92 | 0.95        | 0.95 | 0.92 | 0.92       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.88        | 0.12 | 1.00 | 0.26        | 0.74 | 1.00 | 1.00       | 2.00 | 1.00 | 2.00       | 2.00 | 1.00 |
| Final Sat.:                                          | 3326        | 224  | 1750 | 462         | 1338 | 1750 | 1750       | 3800 | 1750 | 3150       | 3800 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.18        | 0.18 | 0.21 | 0.08        | 0.08 | 0.11 | 0.04       | 0.35 | 0.27 | 0.12       | 0.36 | 0.03 |
| Crit Moves:                                          |             |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 38.7        | 38.7 | 38.7 | 19.5        | 19.5 | 19.5 | 9.5        | 64.4 | 64.4 | 21.4       | 76.3 | 76.3 |
| Volume/Cap:                                          | 0.74        | 0.74 | 0.86 | 0.68        | 0.68 | 0.86 | 0.73       | 0.86 | 0.66 | 0.86       | 0.73 | 0.06 |
| Delay/Veh:                                           | 57.2        | 57.2 | 71.3 | 73.2        | 73.2 | 93.6 | 94.2       | 46.5 | 39.2 | 81.2       | 33.3 | 21.1 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 57.2        | 57.2 | 71.3 | 73.2        | 73.2 | 93.6 | 94.2       | 46.5 | 39.2 | 81.2       | 33.3 | 21.1 |
| LOS by Move:                                         | E           | E    | E    | E           | E    | F    | F          | D    | D    | F          | C    | C    |
| HCM2kAvgQ:                                           | 16          | 16   | 21   | 8           | 8    | 12   | 4          | 29   | 19   | 11         | 25   | 1    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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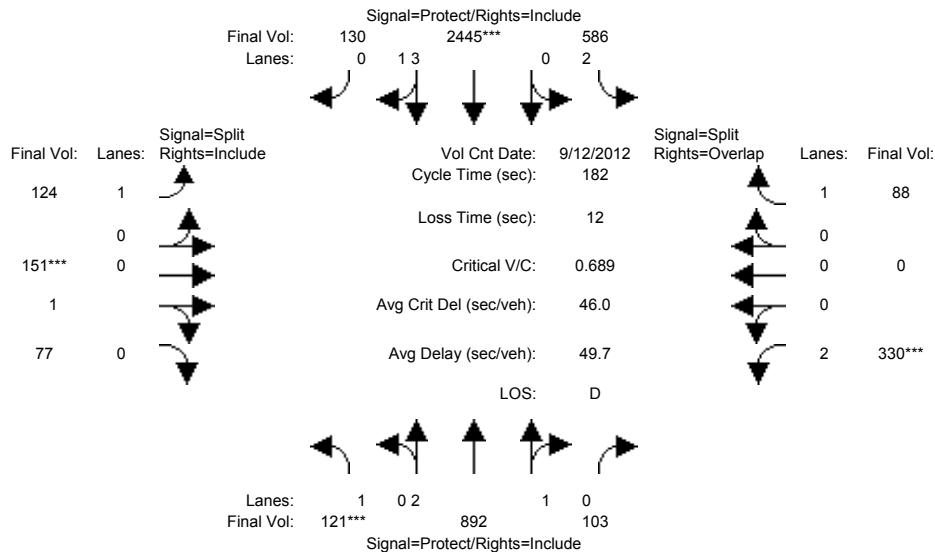
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |       |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| 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:                                         | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| User Adj:                                            | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| Reduct Vol:                                          | 0           | 0    | 0     | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 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:                                        | 67          | 2397 | 88    | 205         | 952  | 95   | 148        | 111  | 70   | 119        | 0    | 255  |
| 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 | 0.92       | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.89 | 0.11  | 2.00        | 3.62 | 0.38 | 1.00       | 0.61 | 0.39 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5401 | 198   | 3150        | 6818 | 680  | 1750       | 1104 | 696  | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |       |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.04        | 0.44 | 0.44  | 0.07        | 0.14 | 0.14 | 0.08       | 0.10 | 0.10 | 0.04       | 0.00 | 0.15 |
| Crit Moves:                                          | ****        |      |       | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 27.1        | 109  | 109.3 | 16.0        | 98.3 | 98.3 | 24.8       | 24.8 | 24.8 | 19.9       | 0.0  | 35.9 |
| Volume/Cap:                                          | 0.26        | 0.74 | 0.74  | 0.74        | 0.26 | 0.26 | 0.62       | 0.74 | 0.74 | 0.35       | 0.00 | 0.74 |
| Delay/Veh:                                           | 70.9        | 27.6 | 27.6  | 97.1        | 22.5 | 22.5 | 85.8       | 93.5 | 93.5 | 77.8       | 0.0  | 81.9 |
| User DelAdj:                                         | 1.00        | 1.00 | 1.00  | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| AdjDel/Veh:                                          | 70.9        | 27.6 | 27.6  | 97.1        | 22.5 | 22.5 | 85.8       | 93.5 | 93.5 | 77.8       | 0.0  | 81.9 |
| LOS by Move:                                         | E           | C    | C     | F           | C    | C    | F          | F    | F    | E          | A    | F    |
| HCM2kAvgQ:                                           | 4           | 33   | 33    | 7           | 8    | 8    | 9          | 12   | 12   | 4          | 0    | 15   |
| Note: Queue reported is the number of cars per lane. |             |      |       |             |      |      |            |      |      |            |      |      |

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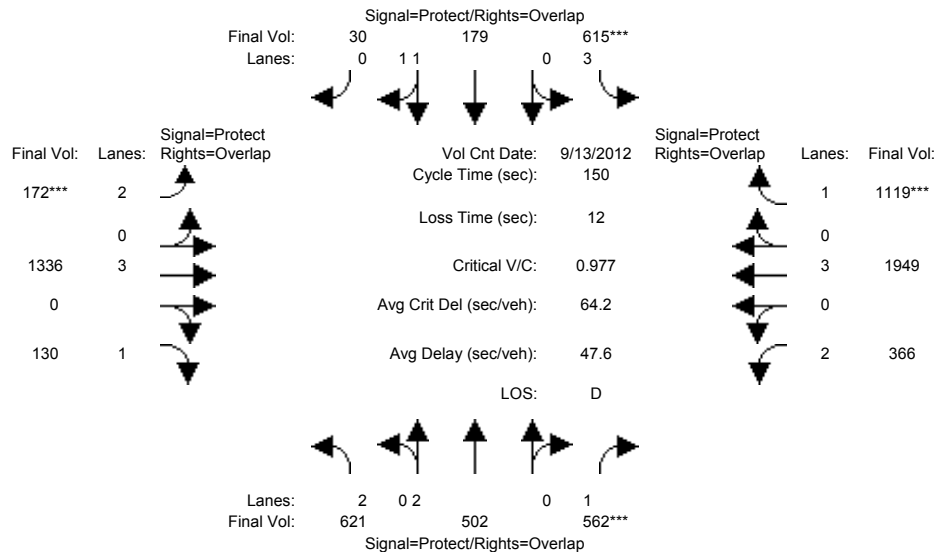
## Intersection #5506: ALMADEN/FOXWORTHY



| 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: 12 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                         | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                         | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                          | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 88   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 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:                                        | 121         | 892  | 103  | 586         | 2445 | 130  | 124        | 151  | 77   | 330        | 0    | 88   |
| 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 | 0.92       | 0.95 | 0.95 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 1.00        | 2.68 | 0.32 | 2.00        | 3.79 | 0.21 | 1.00       | 0.66 | 0.34 | 2.00       | 0.00 | 1.00 |
| Final Sat.:                                          | 1750        | 5020 | 580  | 3150        | 7121 | 379  | 1750       | 1192 | 608  | 3150       | 0    | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.07        | 0.18 | 0.18 | 0.19        | 0.34 | 0.34 | 0.07       | 0.13 | 0.13 | 0.10       | 0.00 | 0.05 |
| Crit Moves:                                          | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |
| Green Time:                                          | 18.3        | 53.2 | 53.2 | 55.7        | 90.6 | 90.6 | 33.4       | 33.4 | 33.4 | 27.7       | 0.0  | 83.4 |
| Volume/Cap:                                          | 0.69        | 0.61 | 0.61 | 0.61        | 0.69 | 0.69 | 0.39       | 0.69 | 0.69 | 0.69       | 0.00 | 0.11 |
| Delay/Veh:                                           | 99.1        | 57.1 | 57.1 | 56.7        | 36.0 | 36.0 | 68.7       | 80.6 | 80.6 | 81.0       | 0.0  | 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:                                          | 99.1        | 57.1 | 57.1 | 56.7        | 36.0 | 36.0 | 68.7       | 80.6 | 80.6 | 81.0       | 0.0  | 28.4 |
| LOS by Move:                                         | F           | E    | E    | E           | D    | D    | E          | F    | F    | F          | A    | C    |
| HCM2kAvgQ:                                           | 8           | 16   | 16   | 17          | 28   | 28   | 7          | 13   | 13   | 11         | 0    | 3    |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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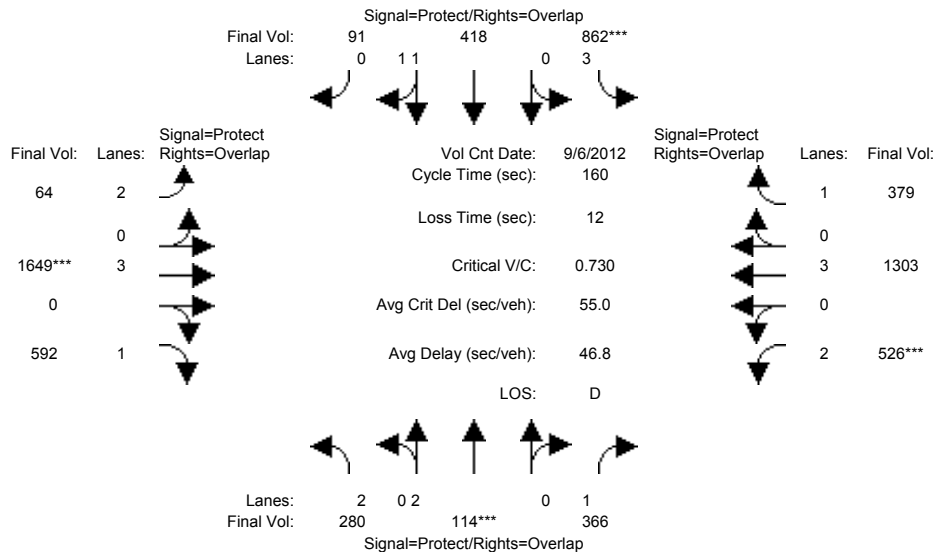
## Intersection #5715: CAPITOL/SNELL



| 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 Sep 2012 <<         |             |      |      |             |      |      |            |      |      |            |      |      |
| Base Vol:                                            | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| Growth Adj:                                          | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Initial Bse:                                         | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| 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:                                         | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:                                          | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:                                         | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Final Volume:                                        | 621         | 502  | 562  | 615         | 179  | 30   | 172        | 1336 | 130  | 366        | 1949 | 1119 |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |      |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900 |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.80        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92 |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 3.00        | 1.70 | 0.30 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00 |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 4551        | 3169 | 531  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750 |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |      |
| Vol/Sat:                                             | 0.20        | 0.13 | 0.32 | 0.14        | 0.06 | 0.06 | 0.05       | 0.23 | 0.07 | 0.12       | 0.34 | 0.64 |
| Crit Moves:                                          | ****        |      |      |             |      |      |            |      |      |            |      |      |
| Green Time:                                          | 39.0        | 31.5 | 59.9 | 20.7        | 13.2 | 21.6 | 8.4        | 57.4 | 96.4 | 28.4       | 77.4 | 98.2 |
| Volume/Cap:                                          | 0.76        | 0.63 | 0.80 | 0.98        | 0.64 | 0.39 | 0.98       | 0.61 | 0.12 | 0.61       | 0.66 | 0.98 |
| Delay/Veh:                                           | 55.3        | 55.6 | 46.6 | 94.4        | 70.5 | 58.7 | 131.6      | 37.9 | 10.4 | 57.6       | 27.3 | 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:                                          | 55.3        | 55.6 | 46.6 | 94.4        | 70.5 | 58.7 | 131.6      | 37.9 | 10.4 | 57.6       | 27.3 | 46.0 |
| LOS by Move:                                         | E           | E    | D    | F           | E    | E    | F          | D    | B    | E          | C    | D    |
| HCM2kAvgQ:                                           | 16          | 10   | 25   | 14          | 5    | 4    | 6          | 16   | 2    | 10         | 22   | 59   |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |      |

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## Intersection #5715: CAPITOL/SNELL



| 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          | 10   | 10   | 14          | 10   | 10   | 14         | 77   | 10   | 14         | 62   | 10    |
| Y+R:                                                 | 4.0         | 4.0  | 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:                                            | 280         | 114  | 366  | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| Growth Adj:                                          | 1.00        | 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         | 114  | 366  | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| 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         | 114  | 366  | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| PHF Adj:                                             | 1.00        | 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         | 114  | 366  | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0     |
| Reduced Vol:                                         | 280         | 114  | 366  | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| PCE Adj:                                             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00  |
| MLF Adj:                                             | 1.00        | 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         | 114  | 366  | 862         | 418  | 91   | 64         | 1649 | 592  | 526        | 1303 | 379   |
| Saturation Flow Module:                              |             |      |      |             |      |      |            |      |      |            |      |       |
| Sat/Lane:                                            | 1900        | 1900 | 1900 | 1900        | 1900 | 1900 | 1900       | 1900 | 1900 | 1900       | 1900 | 1900  |
| Adjustment:                                          | 0.83        | 1.00 | 0.92 | 0.80        | 0.98 | 0.95 | 0.83       | 1.00 | 0.92 | 0.83       | 1.00 | 0.92  |
| Lanes:                                               | 2.00        | 2.00 | 1.00 | 3.00        | 1.63 | 0.37 | 2.00       | 3.00 | 1.00 | 2.00       | 3.00 | 1.00  |
| Final Sat.:                                          | 3150        | 3800 | 1750 | 4551        | 3038 | 661  | 3150       | 5700 | 1750 | 3150       | 5700 | 1750  |
| Capacity Analysis Module:                            |             |      |      |             |      |      |            |      |      |            |      |       |
| Vol/Sat:                                             | 0.09        | 0.03 | 0.21 | 0.19        | 0.14 | 0.14 | 0.02       | 0.29 | 0.34 | 0.17       | 0.23 | 0.22  |
| Crit Moves:                                          | ****        | **** | **** | ****        | **** | **** | ****       | **** | **** | ****       | **** | ****  |
| Green Time:                                          | 16.6        | 10.0 | 38.6 | 32.4        | 25.8 | 45.2 | 19.4       | 77.0 | 93.6 | 28.6       | 86.1 | 118.6 |
| Volume/Cap:                                          | 0.85        | 0.48 | 0.87 | 0.93        | 0.85 | 0.49 | 0.17       | 0.60 | 0.58 | 0.93       | 0.42 | 0.29  |
| Delay/Veh:                                           | 89.6        | 74.0 | 75.3 | 78.9        | 76.8 | 48.1 | 63.2       | 30.7 | 21.6 | 87.8       | 22.2 | 7.0   |
| 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:                                          | 89.6        | 74.0 | 75.3 | 78.9        | 76.8 | 48.1 | 63.2       | 30.7 | 21.6 | 87.8       | 22.2 | 7.0   |
| LOS by Move:                                         | F           | E    | E    | E           | E    | D    | E          | C    | C    | F          | C    | A     |
| HCM2kAvgQ:                                           | 9           | 3    | 20   | 20          | 14   | 12   | 2          | 19   | 19   | 19         | 12   | 6     |
| Note: Queue reported is the number of cars per lane. |             |      |      |             |      |      |            |      |      |            |      |       |

## **Appendix D**

### **Vehicle Queuing Calculations**



## Vehicle Queuing Analysis Summary

|                                  | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Hillsdale/<br>Vista Park | Comm Hill/<br>Curtner | Comm Hill/<br>Curtner | Comm Hill/<br>Curtner | Comm Hill/<br>Curtner | Foxworthy/<br>Almaden | Foxworthy/<br>Almaden |
|----------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Measurement                      | NBL<br>AM                | NBL<br>PM                | EBL<br>AM                | EBL<br>PM                | SBL<br>AM                | SBL<br>PM                | NBL<br>AM             | NBL<br>PM             | WBL<br>AM             | WBL<br>PM             | SBL<br>AM             | SBL<br>PM             |
| <b>Existing</b>                  |                          |                          |                          |                          |                          |                          |                       |                       |                       |                       |                       |                       |
| Cycle/Delay <sup>1</sup> (sec)   | 70                       | 70                       | 70                       | 70                       | 70                       | 70                       | 160                   | 156                   | 160                   | 156                   | 182                   | 182                   |
| Lanes                            | 1                        | 1                        | 1                        | 1                        | 1                        | 1                        | 2                     | 2                     | 1                     | 1                     | 2                     | 2                     |
| Volume (vph)                     | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 140                   | 40                    | 19                    | 37                    | 191                   | 598                   |
| Volume (vphpl )                  | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 70                    | 20                    | 19                    | 37                    | 96                    | 299                   |
| Avg. Queue (veh/ln.)             | 2.1                      | 1.6                      | 0.2                      | 0.6                      | 0.8                      | 0.4                      | 3.1                   | 0.9                   | 0.8                   | 1.6                   | 4.8                   | 15.1                  |
| Avg. Queue <sup>2</sup> (ft./ln) | 53                       | 40                       | 4                        | 15                       | 19                       | 9                        | 78                    | 22                    | 21                    | 40                    | 121                   | 378                   |
| 95th % Queue (veh/ln.)           | 5                        | 4                        | 1                        | 2                        | 2                        | 1                        | 6                     | 3                     | 3                     | 4                     | 9                     | 22                    |
| 95th % Queue (ft./ln)            | 125                      | 100                      | 25                       | 50                       | 50                       | 25                       | 150                   | 75                    | 75                    | 100                   | 225                   | 550                   |
| Storage (ft./ ln.)               | 175                      | 175                      | 325                      | 325                      | 225                      | 225                      | 325                   | 325                   | 325                   | 325                   | 350                   | 350                   |
| Adequate (Y/N)                   | YES                      | YES                      | YES                      | YES                      | YES                      | YES                      | YES                   | YES                   | YES                   | YES                   | YES                   | NO                    |
| <b>Background</b>                |                          |                          |                          |                          |                          |                          |                       |                       |                       |                       |                       |                       |
| Cycle/Delay <sup>1</sup> (sec)   | 70                       | 70                       | 70                       | 70                       | 70                       | 70                       | 160                   | 156                   | 160                   | 156                   | 182                   | 182                   |
| Lanes                            | 1                        | 1                        | 1                        | 1                        | 1                        | 1                        | 2                     | 2                     | 1                     | 1                     | 2                     | 2                     |
| Volume (vph)                     | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 140                   | 40                    | 19                    | 37                    | 191                   | 598                   |
| Volume (vphpl )                  | 108                      | 82                       | 8                        | 30                       | 39                       | 18                       | 70                    | 20                    | 19                    | 37                    | 96                    | 299                   |
| Avg. Queue (veh/ln.)             | 2.1                      | 1.6                      | 0.2                      | 0.6                      | 0.8                      | 0.4                      | 3.1                   | 0.9                   | 0.8                   | 1.6                   | 4.8                   | 15.1                  |
| Avg. Queue <sup>2</sup> (ft./ln) | 53                       | 40                       | 4                        | 15                       | 19                       | 9                        | 78                    | 22                    | 21                    | 40                    | 121                   | 378                   |
| 95th % Queue (veh/ln.)           | 5                        | 4                        | 1                        | 2                        | 2                        | 1                        | 6                     | 3                     | 3                     | 4                     | 9                     | 22                    |
| 95th % Queue (ft./ln)            | 125                      | 100                      | 25                       | 50                       | 50                       | 25                       | 150                   | 75                    | 75                    | 100                   | 225                   | 550                   |
| Storage (ft./ ln.)               | 175                      | 175                      | 325                      | 325                      | 225                      | 225                      | 325                   | 325                   | 325                   | 325                   | 350                   | 350                   |
| Adequate (Y/N)                   | YES                      | YES                      | YES                      | YES                      | YES                      | YES                      | YES                   | YES                   | YES                   | YES                   | YES                   | NO                    |
| <b>Background plus Project</b>   |                          |                          |                          |                          |                          |                          |                       |                       |                       |                       |                       |                       |
| Cycle/Delay <sup>1</sup> (sec)   | 70                       | 70                       | 70                       | 70                       | 70                       | 70                       | 160                   | 156                   | 160                   | 156                   | 182                   | 182                   |
| Lanes                            | 1                        | 1                        | 1                        | 1                        | 1                        | 1                        | 2                     | 2                     | 1                     | 1                     | 2                     | 2                     |
| Volume (vph)                     | 158                      | 82                       | 83                       | 158                      | 111                      | 86                       | 739                   | 649                   | 289                   | 370                   | 205                   | 586                   |
| Volume (vphpl )                  | 158                      | 82                       | 83                       | 158                      | 111                      | 86                       | 370                   | 325                   | 289                   | 370                   | 103                   | 293                   |
| Avg. Queue (veh/ln.)             | 3.1                      | 1.6                      | 1.6                      | 3.1                      | 2.2                      | 1.7                      | 16.4                  | 14.1                  | 12.8                  | 16.0                  | 5.2                   | 14.8                  |
| Avg. Queue <sup>2</sup> (ft./ln) | 77                       | 40                       | 40                       | 77                       | 54                       | 42                       | 411                   | 352                   | 321                   | 401                   | 130                   | 370                   |
| 95th % Queue (veh/ln.)           | 6                        | 4                        | 4                        | 6                        | 5                        | 4                        | 23                    | 20                    | 19                    | 23                    | 9                     | 21                    |
| 95th % Queue (ft./ln)            | 150                      | 100                      | 100                      | 150                      | 125                      | 100                      | 575                   | 500                   | 475                   | 575                   | 225                   | 525                   |
| Storage (ft./ ln.)               | 175                      | 175                      | 325                      | 325                      | 225                      | 225                      | 325                   | 325                   | 325                   | 325                   | 350                   | 350                   |
| Adequate (Y/N)                   | YES                      | YES                      | YES                      | YES                      | YES                      | YES                      | NO                    | NO                    | NO                    | NO                    | YES                   | NO                    |

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

<sup>2</sup> Assumes 25 Feet Per Vehicle Queued

## Vehicle Queuing Analysis Summary

|                                                                                             | Hillsdale/<br>Narvez | Hillsdale/<br>Narvez | Monterey/<br>Curtner | Monterey/<br>Curtner | Snell/<br>Capitol | Snell/<br>Capitol | Snell/<br>Capitol | Snell/<br>Capitol | Vista Park/<br>Capitol | Vista Park/<br>Capitol | Vista Park/<br>Capitol | Vista Park/<br>Capitol |
|---------------------------------------------------------------------------------------------|----------------------|----------------------|----------------------|----------------------|-------------------|-------------------|-------------------|-------------------|------------------------|------------------------|------------------------|------------------------|
| Measurement                                                                                 | WBL<br>AM            | WBL<br>PM            | EBL<br>AM            | EBL<br>PM            | SBL<br>AM         | SBL<br>PM         | EBL<br>AM         | EBL<br>PM         | SBL<br>AM              | SBL<br>PM              | EBL<br>AM              | EBL<br>PM              |
| <b>Existing</b>                                                                             |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                              | 60                   | 60                   | 160                  | 156                  | 150               | 160               | 150               | 160               | 150                    | 150                    | 150                    | 150                    |
| Lanes                                                                                       | 1                    | 1                    | 2                    | 2                    | 2                 | 2                 | 2                 | 2                 | 1                      | 1                      | 1                      | 1                      |
| Volume (vph)                                                                                | 226                  | 128                  | 165                  | 115                  | 512               | 333               | 152               | 64                | 73                     | 197                    | 49                     | 91                     |
| Volume (vphpl )                                                                             | 226                  | 128                  | 83                   | 58                   | 256               | 167               | 76                | 32                | 73                     | 197                    | 49                     | 91                     |
| Avg. Queue (veh/ln.)                                                                        | 3.8                  | 2.1                  | 3.7                  | 2.5                  | 10.7              | 7.4               | 3.2               | 1.4               | 3.0                    | 8.2                    | 2.0                    | 3.8                    |
| Avg. Queue <sup>2</sup> (ft./ln)                                                            | 94                   | 53                   | 92                   | 62                   | 267               | 185               | 79                | 36                | 76                     | 205                    | 51                     | 95                     |
| 95th % Queue (veh/ln.)                                                                      | 7                    | 5                    | 7                    | 5                    | 16                | 12                | 6                 | 4                 | 6                      | 13                     | 5                      | 7                      |
| 95th % Queue (ft./ln)                                                                       | 175                  | 125                  | 175                  | 125                  | 400               | 300               | 150               | 100               | 150                    | 325                    | 125                    | 175                    |
| Storage (ft./ ln.)                                                                          | 200                  | 200                  | 325                  | 325                  | 325               | 325               | 500               | 500               | 325                    | 325                    | 175                    | 175                    |
| Adequate (Y/N)                                                                              | YES                  | YES                  | YES                  | YES                  | NO                | YES               | YES               | YES               | YES                    | YES                    | YES                    | YES                    |
| <b>Background</b>                                                                           |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                              | 60                   | 60                   | 160                  | 156                  | 150               | 160               | 150               | 160               | 150                    | 150                    | 150                    | 150                    |
| Lanes                                                                                       | 1                    | 1                    | 2                    | 2                    | 2                 | 2                 | 2                 | 2                 | 1                      | 1                      | 1                      | 1                      |
| Volume (vph)                                                                                | 226                  | 128                  | 184                  | 146                  | 513               | 333               | 154               | 64                | 73                     | 197                    | 49                     | 91                     |
| Volume (vphpl )                                                                             | 226                  | 128                  | 92                   | 73                   | 257               | 167               | 77                | 32                | 73                     | 197                    | 49                     | 91                     |
| Avg. Queue (veh/ln.)                                                                        | 3.8                  | 2.1                  | 4.1                  | 3.2                  | 10.7              | 7.4               | 3.2               | 1.4               | 3.0                    | 8.2                    | 2.0                    | 3.8                    |
| Avg. Queue <sup>2</sup> (ft./ln)                                                            | 94                   | 53                   | 102                  | 79                   | 267               | 185               | 80                | 36                | 76                     | 205                    | 51                     | 95                     |
| 95th % Queue (veh/ln.)                                                                      | 7                    | 5                    | 8                    | 6                    | 16                | 12                | 6                 | 4                 | 6                      | 13                     | 5                      | 7                      |
| 95th % Queue (ft./ln)                                                                       | 175                  | 125                  | 200                  | 150                  | 400               | 300               | 150               | 100               | 150                    | 325                    | 125                    | 175                    |
| Storage (ft./ ln.)                                                                          | 200                  | 200                  | 325                  | 325                  | 325               | 325               | 500               | 500               | 325                    | 325                    | 175                    | 175                    |
| Adequate (Y/N)                                                                              | YES                  | YES                  | YES                  | YES                  | NO                | YES               | YES               | YES               | YES                    | YES                    | YES                    | YES                    |
| <b>Background plus Project</b>                                                              |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |
| Cycle/Delay <sup>1</sup> (sec)                                                              | 60                   | 60                   | 160                  | 156                  | 150               | 160               | 150               | 160               | 150                    | 150                    | 150                    | 150                    |
| Lanes                                                                                       | 1                    | 1                    | 2                    | 2                    | 2                 | 2                 | 2                 | 2                 | 1                      | 1                      | 1                      | 1                      |
| Volume (vph)                                                                                | 195                  | 124                  | 368                  | 345                  | 615               | 862               | 172               | 64                | 77                     | 204                    | 64                     | 96                     |
| Volume (vphpl )                                                                             | 195                  | 124                  | 184                  | 173                  | 308               | 431               | 86                | 32                | 77                     | 204                    | 64                     | 96                     |
| Avg. Queue (veh/ln.)                                                                        | 3.3                  | 2.1                  | 8.2                  | 7.5                  | 12.8              | 19.2              | 3.6               | 1.4               | 3.2                    | 8.5                    | 2.7                    | 4.0                    |
| Avg. Queue <sup>2</sup> (ft./ln)                                                            | 81                   | 52                   | 204                  | 187                  | 320               | 479               | 90                | 36                | 80                     | 213                    | 67                     | 100                    |
| 95th % Queue (veh/ln.)                                                                      | 6                    | 5                    | 13                   | 12                   | 19                | 27                | 7                 | 4                 | 6                      | 14                     | 6                      | 8                      |
| 95th % Queue (ft./ln)                                                                       | 150                  | 125                  | 325                  | 300                  | 475               | 675               | 175               | 100               | 150                    | 350                    | 150                    | 200                    |
| Storage (ft./ ln.)                                                                          | 200                  | 200                  | 325                  | 325                  | 325               | 325               | 500               | 500               | 325                    | 325                    | 175                    | 175                    |
| Adequate (Y/N)                                                                              | YES                  | YES                  | YES                  | YES                  | NO                | NO                | YES               | YES               | YES                    | NO                     | YES                    | NO                     |
| <sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections. |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |
| <sup>2</sup> Assumes 25 Feet Per Vehicle Queued                                             |                      |                      |                      |                      |                   |                   |                   |                   |                        |                        |                        |                        |

Hillsdale/ Vista Park  
NBL  
AM  
Existing  
Avg. Queue Per Lane in Veh= 2.1  
90th Percentile = 4  
Percentile = 0.95 5

Hillsdale/ Vista Park  
NBL  
AM  
Background  
Avg. Queue Per Lane in Veh= 2.1  
90th Percentile = 4  
Percentile = 0.95 5

Hillsdale/ Vista Park  
NBL  
AM  
Background plus Project  
Avg. Queue Per Lane in Veh= 3.1  
90th Percentile = 5  
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.1225                 | 0.1225                 | 0                         |
| 0.2572                 | 0.3796                 | 1                         |
| 0.2700                 | 0.6496                 | 2                         |
| 0.1890                 | 0.8386                 | 3                         |
| 0.0992                 | 0.9379                 | 4                         |
| 0.0417                 | 0.9796                 | 5                         |
| 0.0146                 | 0.9941                 | 6                         |
| 0.0044                 | 0.9985                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.1225                 | 0.1225                 | 0                         |
| 0.2572                 | 0.3796                 | 1                         |
| 0.2700                 | 0.6496                 | 2                         |
| 0.1890                 | 0.8386                 | 3                         |
| 0.0992                 | 0.9379                 | 4                         |
| 0.0417                 | 0.9796                 | 5                         |
| 0.0146                 | 0.9941                 | 6                         |
| 0.0044                 | 0.9985                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0463                 | 0.0463                 | 0                         |
| 0.1423                 | 0.1886                 | 1                         |
| 0.2186                 | 0.4072                 | 2                         |
| 0.2239                 | 0.6311                 | 3                         |
| 0.1719                 | 0.8030                 | 4                         |
| 0.1056                 | 0.9086                 | 5                         |
| 0.0541                 | 0.9627                 | 6                         |
| 0.0237                 | 0.9865                 | 7                         |
| 0.0091                 | 0.9956                 | 8                         |
| 0.0031                 | 0.9987                 | 9                         |
| 0.0010                 | 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                        |

Hillsdale/ Vista Park  
 NBL  
 PM  
 Existing  
 Avg. Queue Per Lane in Veh= 1.6  
 90th Percentile = 3  
 Percentile = 0.95 4

Hillsdale/ Vista Park  
 NBL  
 PM  
 Background  
 Avg. Queue Per Lane in Veh= 1.6  
 90th Percentile = 3  
 Percentile = 0.95 4

Hillsdale/ Vista Park  
 NBL  
 PM  
 Background plus Project  
 Avg. Queue Per Lane in Veh= 1.6  
 90th Percentile = 3  
 Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.2030                 | 0.2030                 | 0                         |
| 0.3237                 | 0.5267                 | 1                         |
| 0.2581                 | 0.7848                 | 2                         |
| 0.1372                 | 0.9220                 | 3                         |
| 0.0547                 | 0.9766                 | 4                         |
| 0.0174                 | 0.9941                 | 5                         |
| 0.0046                 | 0.9987                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.2030                 | 0.2030                 | 0                         |
| 0.3237                 | 0.5267                 | 1                         |
| 0.2581                 | 0.7848                 | 2                         |
| 0.1372                 | 0.9220                 | 3                         |
| 0.0547                 | 0.9766                 | 4                         |
| 0.0174                 | 0.9941                 | 5                         |
| 0.0046                 | 0.9987                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.2030                 | 0.2030                 | 0                         |
| 0.3237                 | 0.5267                 | 1                         |
| 0.2581                 | 0.7848                 | 2                         |
| 0.1372                 | 0.9220                 | 3                         |
| 0.0547                 | 0.9766                 | 4                         |
| 0.0174                 | 0.9941                 | 5                         |
| 0.0046                 | 0.9987                 | 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                        |

Hillsdale/ Vista Park  
EBL  
AM  
Existing  
Avg. Queue Per Lane in Veh= 0.2  
90th Percentile = 1  
Percentile = 0.95 1

Hillsdale/ Vista Park  
EBL  
AM  
Background  
Avg. Queue Per Lane in Veh= 0.2  
90th Percentile = 1  
Percentile = 0.95 1

Hillsdale/ Vista Park  
EBL  
AM  
Background plus Project  
Avg. Queue Per Lane in Veh= 1.6  
90th Percentile = 3  
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.8559                 | 0.8559                 | 0                         |
| 0.1331                 | 0.9891                 | 1                         |
| 0.0104                 | 0.9994                 | 2                         |
| 0.0005                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.8559                 | 0.8559                 | 0                         |
| 0.1331                 | 0.9891                 | 1                         |
| 0.0104                 | 0.9994                 | 2                         |
| 0.0005                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.1991                 | 0.1991                 | 0                         |
| 0.3213                 | 0.5205                 | 1                         |
| 0.2593                 | 0.7798                 | 2                         |
| 0.1395                 | 0.9193                 | 3                         |
| 0.0563                 | 0.9755                 | 4                         |
| 0.0182                 | 0.9937                 | 5                         |
| 0.0049                 | 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                        |

Hillsdale/ Vista Park  
EBL  
PM  
Existing  
Avg. Queue Per Lane in Veh= 0.6  
90th Percentile = 2  
Percentile = 0.95 2

Hillsdale/ Vista Park  
EBL  
PM  
Background  
Avg. Queue Per Lane in Veh= 0.6  
90th Percentile = 2  
Percentile = 0.95 2

Hillsdale/ Vista Park  
EBL  
PM  
Background plus Project  
Avg. Queue Per Lane in Veh= 3.1  
90th Percentile = 5  
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.5580                 | 0.5580                 | 0                         |
| 0.3255                 | 0.8836                 | 1                         |
| 0.0949                 | 0.9785                 | 2                         |
| 0.0185                 | 0.9970                 | 3                         |
| 0.0027                 | 0.9997                 | 4                         |
| 0.0003                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.5580                 | 0.5580                 | 0                         |
| 0.3255                 | 0.8836                 | 1                         |
| 0.0949                 | 0.9785                 | 2                         |
| 0.0185                 | 0.9970                 | 3                         |
| 0.0027                 | 0.9997                 | 4                         |
| 0.0003                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0463                 | 0.0463                 | 0                         |
| 0.1423                 | 0.1886                 | 1                         |
| 0.2186                 | 0.4072                 | 2                         |
| 0.2239                 | 0.6311                 | 3                         |
| 0.1719                 | 0.8030                 | 4                         |
| 0.1056                 | 0.9086                 | 5                         |
| 0.0541                 | 0.9627                 | 6                         |
| 0.0237                 | 0.9865                 | 7                         |
| 0.0091                 | 0.9956                 | 8                         |
| 0.0031                 | 0.9987                 | 9                         |
| 0.0010                 | 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                        |

Hillsdale/  
SBL  
AM  
Existing  
Avg. Queue Per Lane in Veh= 0.8  
90th Percentile = 2  
Percentile = 0.95 2

Hillsdale/  
SBL  
AM  
Background  
Avg. Queue Per Lane in Veh= 0.8  
90th Percentile = 2  
Percentile = 0.95 2

Hillsdale/  
SBL  
AM  
Background plus Project  
Avg. Queue Per Lane in Veh= 2.2  
90th Percentile = 4  
Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.4684                 | 0.4684                 | 0                         |
| 0.3552                 | 0.8237                 | 1                         |
| 0.1347                 | 0.9584                 | 2                         |
| 0.0340                 | 0.9924                 | 3                         |
| 0.0065                 | 0.9989                 | 4                         |
| 0.0010                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.4684                 | 0.4684                 | 0                         |
| 0.3552                 | 0.8237                 | 1                         |
| 0.1347                 | 0.9584                 | 2                         |
| 0.0340                 | 0.9924                 | 3                         |
| 0.0065                 | 0.9989                 | 4                         |
| 0.0010                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.1155                 | 0.1155                 | 0                         |
| 0.2493                 | 0.3648                 | 1                         |
| 0.2691                 | 0.6339                 | 2                         |
| 0.1936                 | 0.8275                 | 3                         |
| 0.1045                 | 0.9319                 | 4                         |
| 0.0451                 | 0.9770                 | 5                         |
| 0.0162                 | 0.9932                 | 6                         |
| 0.0050                 | 0.9982                 | 7                         |
| 0.0013                 | 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                        |

Hillsdale/ Vista Park  
SBL  
PM  
Existing  
Avg. Queue Per Lane in Veh= 0.4  
90th Percentile = 1  
Percentile = 0.95 1

Hillsdale/ Vista Park  
SBL  
PM  
Background  
Avg. Queue Per Lane in Veh= 0.4  
90th Percentile = 1  
Percentile = 0.95 1

Hillsdale/ Vista Park  
SBL  
PM  
Background plus Project  
Avg. Queue Per Lane in Veh= 1.7  
90th Percentile = 3  
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.7047                 | 0.7047                 | 0                         |
| 0.2466                 | 0.9513                 | 1                         |
| 0.0432                 | 0.9945                 | 2                         |
| 0.0050                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.7047                 | 0.7047                 | 0                         |
| 0.2466                 | 0.9513                 | 1                         |
| 0.0432                 | 0.9945                 | 2                         |
| 0.0050                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.1878                 | 0.1878                 | 0                         |
| 0.3141                 | 0.5019                 | 1                         |
| 0.2626                 | 0.7645                 | 2                         |
| 0.1464                 | 0.9109                 | 3                         |
| 0.0612                 | 0.9721                 | 4                         |
| 0.0205                 | 0.9926                 | 5                         |
| 0.0057                 | 0.9983                 | 6                         |
| 0.0014                 | 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                        |



## Comm Hill/ Curtner

NBL

AM

Existing

Avg. Queue Per Lane in Veh= 3.1

90th Percentile = 5

Percentile = 0.95 6

## Comm Hill/ Curtner

NBL

AM

Background

Avg. Queue Per Lane in Veh= 3.1

90th Percentile = 5

Percentile = 0.95 6

## Comm Hill/ Curtner

NBL

AM

Background plus Project

Avg. Queue Per Lane in Veh= 16.4

90th Percentile = 22

Percentile = 0.95 23

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0446                 | 0.0446                 | 0                         |
| 0.1386                 | 0.1832                 | 1                         |
| 0.2156                 | 0.3988                 | 2                         |
| 0.2236                 | 0.6224                 | 3                         |
| 0.1739                 | 0.7963                 | 4                         |
| 0.1082                 | 0.9045                 | 5                         |
| 0.0561                 | 0.9606                 | 6                         |
| 0.0249                 | 0.9855                 | 7                         |
| 0.0097                 | 0.9952                 | 8                         |
| 0.0034                 | 0.9986                 | 9                         |
| 0.0010                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0446                 | 0.0446                 | 0                         |
| 0.1386                 | 0.1832                 | 1                         |
| 0.2156                 | 0.3988                 | 2                         |
| 0.2236                 | 0.6224                 | 3                         |
| 0.1739                 | 0.7963                 | 4                         |
| 0.1082                 | 0.9045                 | 5                         |
| 0.0561                 | 0.9606                 | 6                         |
| 0.0249                 | 0.9855                 | 7                         |
| 0.0097                 | 0.9952                 | 8                         |
| 0.0034                 | 0.9986                 | 9                         |
| 0.0010                 | 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                        |

| 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                 | 0.0001                 | 3                         |
| 0.0002                 | 0.0003                 | 4                         |
| 0.0007                 | 0.0010                 | 5                         |
| 0.0020                 | 0.0030                 | 6                         |
| 0.0047                 | 0.0077                 | 7                         |
| 0.0097                 | 0.0174                 | 8                         |
| 0.0177                 | 0.0351                 | 9                         |
| 0.0290                 | 0.0641                 | 10                        |
| 0.0433                 | 0.1074                 | 11                        |
| 0.0593                 | 0.1667                 | 12                        |
| 0.0749                 | 0.2415                 | 13                        |
| 0.0878                 | 0.3293                 | 14                        |
| 0.0961                 | 0.4255                 | 15                        |
| 0.0987                 | 0.5241                 | 16                        |
| 0.0953                 | 0.6195                 | 17                        |
| 0.0870                 | 0.7064                 | 18                        |
| 0.0752                 | 0.7816                 | 19                        |
| 0.0617                 | 0.8433                 | 20                        |
| 0.0483                 | 0.8916                 | 21                        |
| 0.0360                 | 0.9276                 | 22                        |
| 0.0257                 | 0.9533                 | 23                        |
| 0.0176                 | 0.9709                 | 24                        |
| 0.0116                 | 0.9825                 | 25                        |
| 0.0073                 | 0.9898                 | 26                        |
| 0.0044                 | 0.9943                 | 27                        |
| 0.0026                 | 0.9969                 | 28                        |
| 0.0015                 | 0.9983                 | 29                        |
| 0.0008                 | 0.9991                 | 30                        |
| 0.0004                 | 0.9996                 | 31                        |
| 0.0002                 | 0.9998                 | 32                        |
| 0.0001                 | 0.9999                 | 33                        |
| 0.0001                 | 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                        |

## Comm Hill/ Curtner

NBL

PM

Existing

Avg. Queue Per Lane in Veh= 0.9

90th Percentile = 2

Percentile = 0.95 3

## Comm Hill/ Curtner

NBL

PM

Background

Avg. Queue Per Lane in Veh= 0.9

90th Percentile = 2

Percentile = 0.95 3

## Comm Hill/ Curtner

NBL

PM

Background plus Project

Avg. Queue Per Lane in Veh= 14.1

90th Percentile = 19

Percentile = 0.95 20

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.4204                 | 0.4204                 | 0                         |
| 0.3643                 | 0.7847                 | 1                         |
| 0.1579                 | 0.9425                 | 2                         |
| 0.0456                 | 0.9881                 | 3                         |
| 0.0099                 | 0.9980                 | 4                         |
| 0.0017                 | 0.9997                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.4204                 | 0.4204                 | 0                         |
| 0.3643                 | 0.7847                 | 1                         |
| 0.1579                 | 0.9425                 | 2                         |
| 0.0456                 | 0.9881                 | 3                         |
| 0.0099                 | 0.9980                 | 4                         |
| 0.0017                 | 0.9997                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0000                 | 0.0000                 | 0                         |
| 0.0000                 | 0.0000                 | 1                         |
| 0.0001                 | 0.0001                 | 2                         |
| 0.0004                 | 0.0005                 | 3                         |
| 0.0013                 | 0.0017                 | 4                         |
| 0.0036                 | 0.0053                 | 5                         |
| 0.0084                 | 0.0137                 | 6                         |
| 0.0169                 | 0.0306                 | 7                         |
| 0.0296                 | 0.0602                 | 8                         |
| 0.0463                 | 0.1065                 | 9                         |
| 0.0651                 | 0.1716                 | 10                        |
| 0.0832                 | 0.2549                 | 11                        |
| 0.0975                 | 0.3524                 | 12                        |
| 0.1055                 | 0.4579                 | 13                        |
| 0.1060                 | 0.5639                 | 14                        |
| 0.0993                 | 0.6632                 | 15                        |
| 0.0873                 | 0.7506                 | 16                        |
| 0.0722                 | 0.8228                 | 17                        |
| 0.0564                 | 0.8792                 | 18                        |
| 0.0418                 | 0.9209                 | 19                        |
| 0.0294                 | 0.9503                 | 20                        |
| 0.0197                 | 0.9700                 | 21                        |
| 0.0126                 | 0.9825                 | 22                        |
| 0.0077                 | 0.9902                 | 23                        |
| 0.0045                 | 0.9947                 | 24                        |
| 0.0025                 | 0.9972                 | 25                        |
| 0.0014                 | 0.9986                 | 26                        |
| 0.0007                 | 0.9993                 | 27                        |
| 0.0004                 | 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                        |

## Comm Hill/ Curtner

WBL

AM

Existing

Avg. Queue Per Lane in Veh= 0.8

90th Percentile = 2

Percentile = 0.95 3

## Comm Hill/ Curtner

WBL

AM

Background

Avg. Queue Per Lane in Veh= 0.8

90th Percentile = 2

Percentile = 0.95 3

## Comm Hill/ Curtner

WBL

AM

Background plus Project

Avg. Queue Per Lane in Veh= 12.8

90th Percentile = 18

Percentile = 0.95 19

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.4298                 | 0.4298                 | 0                         |
| 0.3629                 | 0.7927                 | 1                         |
| 0.1532                 | 0.9460                 | 2                         |
| 0.0431                 | 0.9891                 | 3                         |
| 0.0091                 | 0.9982                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.4298                 | 0.4298                 | 0                         |
| 0.3629                 | 0.7927                 | 1                         |
| 0.1532                 | 0.9460                 | 2                         |
| 0.0431                 | 0.9891                 | 3                         |
| 0.0091                 | 0.9982                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0000                 | 0.0000                 | 0                         |
| 0.0000                 | 0.0000                 | 1                         |
| 0.0002                 | 0.0003                 | 2                         |
| 0.0009                 | 0.0012                 | 3                         |
| 0.0030                 | 0.0042                 | 4                         |
| 0.0077                 | 0.0119                 | 5                         |
| 0.0165                 | 0.0283                 | 6                         |
| 0.0302                 | 0.0586                 | 7                         |
| 0.0485                 | 0.1071                 | 8                         |
| 0.0692                 | 0.1763                 | 9                         |
| 0.0889                 | 0.2653                 | 10                        |
| 0.1039                 | 0.3691                 | 11                        |
| 0.1112                 | 0.4803                 | 12                        |
| 0.1098                 | 0.5901                 | 13                        |
| 0.1008                 | 0.6909                 | 14                        |
| 0.0863                 | 0.7772                 | 15                        |
| 0.0693                 | 0.8465                 | 16                        |
| 0.0523                 | 0.8988                 | 17                        |
| 0.0373                 | 0.9362                 | 18                        |
| 0.0252                 | 0.9614                 | 19                        |
| 0.0162                 | 0.9776                 | 20                        |
| 0.0099                 | 0.9875                 | 21                        |
| 0.0058                 | 0.9933                 | 22                        |
| 0.0032                 | 0.9966                 | 23                        |
| 0.0017                 | 0.9983                 | 24                        |
| 0.0009                 | 0.9992                 | 25                        |
| 0.0004                 | 0.9996                 | 26                        |
| 0.0002                 | 0.9998                 | 27                        |
| 0.0001                 | 0.9999                 | 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                        |

## Comm Hill/ Curtner

WBL

PM

Existing

Avg. Queue Per Lane in Veh= 1.6

90th Percentile = 3

Percentile = 0.95 4

## Comm Hill/ Curtner

WBL

PM

Background

Avg. Queue Per Lane in Veh= 1.6

90th Percentile = 3

Percentile = 0.95 4

## Comm Hill/ Curtner

WBL

PM

Background plus Project

Avg. Queue Per Lane in Veh= 16.0

90th Percentile = 21

Percentile = 0.95 23

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.2012                 | 0.2012                 | 0                         |
| 0.3226                 | 0.5239                 | 1                         |
| 0.2586                 | 0.7825                 | 2                         |
| 0.1382                 | 0.9207                 | 3                         |
| 0.0554                 | 0.9761                 | 4                         |
| 0.0178                 | 0.9939                 | 5                         |
| 0.0047                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.2012                 | 0.2012                 | 0                         |
| 0.3226                 | 0.5239                 | 1                         |
| 0.2586                 | 0.7825                 | 2                         |
| 0.1382                 | 0.9207                 | 3                         |
| 0.0554                 | 0.9761                 | 4                         |
| 0.0178                 | 0.9939                 | 5                         |
| 0.0047                 | 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                        |

| 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                 | 0.0001                 | 3                         |
| 0.0003                 | 0.0004                 | 4                         |
| 0.0010                 | 0.0014                 | 5                         |
| 0.0026                 | 0.0039                 | 6                         |
| 0.0059                 | 0.0098                 | 7                         |
| 0.0118                 | 0.0216                 | 8                         |
| 0.0210                 | 0.0426                 | 9                         |
| 0.0337                 | 0.0763                 | 10                        |
| 0.0491                 | 0.1253                 | 11                        |
| 0.0656                 | 0.1909                 | 12                        |
| 0.0809                 | 0.2718                 | 13                        |
| 0.0926                 | 0.3644                 | 14                        |
| 0.0990                 | 0.4634                 | 15                        |
| 0.0992                 | 0.5627                 | 16                        |
| 0.0936                 | 0.6562                 | 17                        |
| 0.0833                 | 0.7396                 | 18                        |
| 0.0703                 | 0.8099                 | 19                        |
| 0.0564                 | 0.8663                 | 20                        |
| 0.0430                 | 0.9093                 | 21                        |
| 0.0314                 | 0.9407                 | 22                        |
| 0.0219                 | 0.9626                 | 23                        |
| 0.0146                 | 0.9772                 | 24                        |
| 0.0094                 | 0.9866                 | 25                        |
| 0.0058                 | 0.9924                 | 26                        |
| 0.0034                 | 0.9958                 | 27                        |
| 0.0020                 | 0.9977                 | 28                        |
| 0.0011                 | 0.9988                 | 29                        |
| 0.0006                 | 0.9994                 | 30                        |
| 0.0003                 | 0.9997                 | 31                        |
| 0.0002                 | 0.9999                 | 32                        |
| 0.0001                 | 0.9999                 | 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                        |

Foxworthy/Almaden

SBL

AM

Existing

Avg. Queue Per Lane in Veh= 4.8

90th Percentile = 8

Percentile = 0.95 9

Foxworthy/Almaden

SBL

AM

Background

Avg. Queue Per Lane in Veh= 4.8

90th Percentile = 8

Percentile = 0.95 9

Foxworthy/Almaden

SBL

AM

Background plus Project

Avg. Queue Per Lane in Veh= 5.2

90th Percentile = 8

Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0080                 | 0.0080                 | 0                         |
| 0.0386                 | 0.0466                 | 1                         |
| 0.0933                 | 0.1399                 | 2                         |
| 0.1501                 | 0.2900                 | 3                         |
| 0.1812                 | 0.4712                 | 4                         |
| 0.1749                 | 0.6461                 | 5                         |
| 0.1408                 | 0.7869                 | 6                         |
| 0.0971                 | 0.8840                 | 7                         |
| 0.0586                 | 0.9426                 | 8                         |
| 0.0314                 | 0.9740                 | 9                         |
| 0.0152                 | 0.9892                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0080                 | 0.0080                 | 0                         |
| 0.0386                 | 0.0466                 | 1                         |
| 0.0933                 | 0.1399                 | 2                         |
| 0.1501                 | 0.2900                 | 3                         |
| 0.1812                 | 0.4712                 | 4                         |
| 0.1749                 | 0.6461                 | 5                         |
| 0.1408                 | 0.7869                 | 6                         |
| 0.0971                 | 0.8840                 | 7                         |
| 0.0586                 | 0.9426                 | 8                         |
| 0.0314                 | 0.9740                 | 9                         |
| 0.0152                 | 0.9892                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0056                 | 0.0056                 | 0                         |
| 0.0291                 | 0.0347                 | 1                         |
| 0.0754                 | 0.1101                 | 2                         |
| 0.1303                 | 0.2404                 | 3                         |
| 0.1688                 | 0.4092                 | 4                         |
| 0.1749                 | 0.5841                 | 5                         |
| 0.1511                 | 0.7351                 | 6                         |
| 0.1118                 | 0.8469                 | 7                         |
| 0.0724                 | 0.9194                 | 8                         |
| 0.0417                 | 0.9611                 | 9                         |
| 0.0216                 | 0.9827                 | 10                        |
| 0.0102                 | 0.9929                 | 11                        |
| 0.0044                 | 0.9973                 | 12                        |
| 0.0018                 | 0.9990                 | 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                        |

Foxworthy/ Almaden

SBL

PM

Existing

Avg. Queue Per Lane in Veh= 15.1

90th Percentile = 20

Percentile = 0.95 22

Foxworthy/ Almaden

SBL

PM

Background

Avg. Queue Per Lane in Veh= 15.1

90th Percentile = 20

Percentile = 0.95 22

Foxworthy/ Almaden

SBL

PM

Background plus Project

Avg. Queue Per Lane in Veh= 14.8

90th Percentile = 20

Percentile = 0.95 21

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0000                 | 0.0000                 | 0                         |
| 0.0000                 | 0.0000                 | 1                         |
| 0.0000                 | 0.0000                 | 2                         |
| 0.0002                 | 0.0002                 | 3                         |
| 0.0006                 | 0.0008                 | 4                         |
| 0.0018                 | 0.0026                 | 5                         |
| 0.0045                 | 0.0071                 | 6                         |
| 0.0097                 | 0.0168                 | 7                         |
| 0.0184                 | 0.0352                 | 8                         |
| 0.0309                 | 0.0662                 | 9                         |
| 0.0468                 | 0.1129                 | 10                        |
| 0.0642                 | 0.1772                 | 11                        |
| 0.0809                 | 0.2581                 | 12                        |
| 0.0941                 | 0.3522                 | 13                        |
| 0.1016                 | 0.4538                 | 14                        |
| 0.1024                 | 0.5562                 | 15                        |
| 0.0967                 | 0.6529                 | 16                        |
| 0.0860                 | 0.7389                 | 17                        |
| 0.0722                 | 0.8112                 | 18                        |
| 0.0575                 | 0.8686                 | 19                        |
| 0.0434                 | 0.9121                 | 20                        |
| 0.0313                 | 0.9433                 | 21                        |
| 0.0215                 | 0.9648                 | 22                        |
| 0.0141                 | 0.9789                 | 23                        |
| 0.0089                 | 0.9878                 | 24                        |
| 0.0054                 | 0.9932                 | 25                        |
| 0.0031                 | 0.9963                 | 26                        |
| 0.0018                 | 0.9981                 | 27                        |
| 0.0009                 | 0.9990                 | 28                        |
| 0.0005                 | 0.9995                 | 29                        |
| 0.0002                 | 0.9998                 | 30                        |
| 0.0001                 | 0.9999                 | 31                        |
| 0.0001                 | 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                         |
| 0.0000                 | 0.0000                 | 2                         |
| 0.0002                 | 0.0002                 | 3                         |
| 0.0006                 | 0.0008                 | 4                         |
| 0.0018                 | 0.0026                 | 5                         |
| 0.0045                 | 0.0071                 | 6                         |
| 0.0097                 | 0.0168                 | 7                         |
| 0.0184                 | 0.0352                 | 8                         |
| 0.0309                 | 0.0662                 | 9                         |
| 0.0468                 | 0.1129                 | 10                        |
| 0.0642                 | 0.1772                 | 11                        |
| 0.0809                 | 0.2581                 | 12                        |
| 0.0941                 | 0.3522                 | 13                        |
| 0.1016                 | 0.4538                 | 14                        |
| 0.1024                 | 0.5562                 | 15                        |
| 0.0967                 | 0.6529                 | 16                        |
| 0.0860                 | 0.7389                 | 17                        |
| 0.0722                 | 0.8112                 | 18                        |
| 0.0575                 | 0.8686                 | 19                        |
| 0.0434                 | 0.9121                 | 20                        |
| 0.0313                 | 0.9433                 | 21                        |
| 0.0215                 | 0.9648                 | 22                        |
| 0.0141                 | 0.9789                 | 23                        |
| 0.0089                 | 0.9878                 | 24                        |
| 0.0054                 | 0.9932                 | 25                        |
| 0.0031                 | 0.9963                 | 26                        |
| 0.0018                 | 0.9981                 | 27                        |
| 0.0009                 | 0.9990                 | 28                        |
| 0.0005                 | 0.9995                 | 29                        |
| 0.0002                 | 0.9998                 | 30                        |
| 0.0001                 | 0.9999                 | 31                        |
| 0.0001                 | 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                         |
| 0.0000                 | 0.0000                 | 2                         |
| 0.0002                 | 0.0002                 | 3                         |
| 0.0007                 | 0.0010                 | 4                         |
| 0.0022                 | 0.0032                 | 5                         |
| 0.0054                 | 0.0086                 | 6                         |
| 0.0115                 | 0.0200                 | 7                         |
| 0.0212                 | 0.0412                 | 8                         |
| 0.0349                 | 0.0762                 | 9                         |
| 0.0517                 | 0.1279                 | 10                        |
| 0.0696                 | 0.1975                 | 11                        |
| 0.0859                 | 0.2834                 | 12                        |
| 0.0979                 | 0.3813                 | 13                        |
| 0.1036                 | 0.4849                 | 14                        |
| 0.1023                 | 0.5873                 | 15                        |
| 0.0947                 | 0.6820                 | 16                        |
| 0.0825                 | 0.7645                 | 17                        |
| 0.0679                 | 0.8324                 | 18                        |
| 0.0530                 | 0.8854                 | 19                        |
| 0.0392                 | 0.9246                 | 20                        |
| 0.0277                 | 0.9523                 | 21                        |
| 0.0186                 | 0.9709                 | 22                        |
| 0.0120                 | 0.9829                 | 23                        |
| 0.0074                 | 0.9903                 | 24                        |
| 0.0044                 | 0.9947                 | 25                        |
| 0.0025                 | 0.9972                 | 26                        |
| 0.0014                 | 0.9986                 | 27                        |
| 0.0007                 | 0.9993                 | 28                        |
| 0.0004                 | 0.9997                 | 29                        |
| 0.0002                 | 0.9998                 | 30                        |
| 0.0001                 | 0.9999                 | 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                        |

Hillsdale/ Narvez

WBL

AM

Existing

Avg. Queue Per LaZe iZ Veh= 3.8

90th PerceZtile = 6

PerceZtile = 0.95 7

Hillsdale/ Narvez

WBL

AM

Background

Avg. Queue Per LaZe iZ Veh= 3.8

90th PerceZtile = 6

PerceZtile = 0.95 7

Hillsdale/ Narvez

WBL

AM

Background plus Project

Avg. Queue Per LaZe iZ Veh= 3.3

90th PerceZtile = 6

PerceZtile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0231                 | 0.0231                 | 0                         |
| 0.0871                 | 0.1102                 | 1                         |
| 0.1641                 | 0.2743                 | 2                         |
| 0.2060                 | 0.4803                 | 3                         |
| 0.1940                 | 0.6743                 | 4                         |
| 0.1461                 | 0.8205                 | 5                         |
| 0.0917                 | 0.9122                 | 6                         |
| 0.0494                 | 0.9616                 | 7                         |
| 0.0232                 | 0.9848                 | 8                         |
| 0.0097                 | 0.9945                 | 9                         |
| 0.0037                 | 0.9982                 | 10                        |
| 0.0013                 | 0.9995                 | 11                        |
| 0.0004                 | 0.9998                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0231                 | 0.0231                 | 0                         |
| 0.0871                 | 0.1102                 | 1                         |
| 0.1641                 | 0.2743                 | 2                         |
| 0.2060                 | 0.4803                 | 3                         |
| 0.1940                 | 0.6743                 | 4                         |
| 0.1461                 | 0.8205                 | 5                         |
| 0.0917                 | 0.9122                 | 6                         |
| 0.0494                 | 0.9616                 | 7                         |
| 0.0232                 | 0.9848                 | 8                         |
| 0.0097                 | 0.9945                 | 9                         |
| 0.0037                 | 0.9982                 | 10                        |
| 0.0013                 | 0.9995                 | 11                        |
| 0.0004                 | 0.9998                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0388                 | 0.0388                 | 0                         |
| 0.1260                 | 0.1648                 | 1                         |
| 0.2048                 | 0.3696                 | 2                         |
| 0.2218                 | 0.5914                 | 3                         |
| 0.1802                 | 0.7717                 | 4                         |
| 0.1172                 | 0.8888                 | 5                         |
| 0.0635                 | 0.9523                 | 6                         |
| 0.0295                 | 0.9817                 | 7                         |
| 0.0120                 | 0.9937                 | 8                         |
| 0.0043                 | 0.9980                 | 9                         |
| 0.0014                 | 0.9994                 | 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                        |

Hillsdale/ Narvez

WBL

PM

Existing

Avg. Queue ABer Lane in Veh= 2.1

90th ABercentile = 4

ABercentile = 0.95 5

Hillsdale/ Narvez

WBL

PM

Background

Avg. Queue ABer Lane in Veh= 2.1

90th Percentile = 4

Percentile = 0.95 5

Hillsdale/ Narvez

WBL

PM

Background plus Project

Avg. Queue ABer Lane in Veh= 2.1

90th Percentile = 4

Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.1184                 | 0.1184                 | 0                         |
| 0.2527                 | 0.3711                 | 1                         |
| 0.2695                 | 0.6406                 | 2                         |
| 0.1917                 | 0.8323                 | 3                         |
| 0.1022                 | 0.9345                 | 4                         |
| 0.0436                 | 0.9781                 | 5                         |
| 0.0155                 | 0.9936                 | 6                         |
| 0.0047                 | 0.9984                 | 7                         |
| 0.0013                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.1184                 | 0.1184                 | 0                         |
| 0.2527                 | 0.3711                 | 1                         |
| 0.2695                 | 0.6406                 | 2                         |
| 0.1917                 | 0.8323                 | 3                         |
| 0.1022                 | 0.9345                 | 4                         |
| 0.0436                 | 0.9781                 | 5                         |
| 0.0155                 | 0.9936                 | 6                         |
| 0.0047                 | 0.9984                 | 7                         |
| 0.0013                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.1266                 | 0.1266                 | 0                         |
| 0.2617                 | 0.3883                 | 1                         |
| 0.2704                 | 0.6586                 | 2                         |
| 0.1863                 | 0.8449                 | 3                         |
| 0.0962                 | 0.9411                 | 4                         |
| 0.0398                 | 0.9809                 | 5                         |
| 0.0137                 | 0.9946                 | 6                         |
| 0.0040                 | 0.9987                 | 7                         |
| 0.0010                 | 0.9997                 | 8                         |
| 0.0002                 | 0.9999                 | 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                        |



Monterey/ Curtner

EBL

AM

Existing

Avg. Queue Per Lane in Veh= 3.7

90th Percentile = 6

Percentile = 0.95 7

Monterey/ Curtner

EBL

AM

Background

Avg. Queue Per Lane in Veh= 4.1

90th Percentile = 7

Percentile = 0.95 8

Monterey/ Curtner

EBL

AM

Background plus Project

Avg. Queue Per Lane in Veh= 8.2

90th Percentile = 12

Percentile = 0.95 13

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0256                 | 0.0256                 | 0                         |
| 0.0937                 | 0.1193                 | 1                         |
| 0.1718                 | 0.2911                 | 2                         |
| 0.2100                 | 0.5011                 | 3                         |
| 0.1925                 | 0.6936                 | 4                         |
| 0.1412                 | 0.8348                 | 5                         |
| 0.0863                 | 0.9211                 | 6                         |
| 0.0452                 | 0.9663                 | 7                         |
| 0.0207                 | 0.9870                 | 8                         |
| 0.0084                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0168                 | 0.0168                 | 0                         |
| 0.0685                 | 0.0853                 | 1                         |
| 0.1401                 | 0.2254                 | 2                         |
| 0.1909                 | 0.4163                 | 3                         |
| 0.1952                 | 0.6115                 | 4                         |
| 0.1596                 | 0.7711                 | 5                         |
| 0.1088                 | 0.8799                 | 6                         |
| 0.0635                 | 0.9434                 | 7                         |
| 0.0325                 | 0.9759                 | 8                         |
| 0.0148                 | 0.9906                 | 9                         |
| 0.0060                 | 0.9967                 | 10                        |
| 0.0022                 | 0.9989                 | 11                        |
| 0.0008                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0003                 | 0.0003                 | 0                         |
| 0.0023                 | 0.0026                 | 1                         |
| 0.0094                 | 0.0120                 | 2                         |
| 0.0256                 | 0.0376                 | 3                         |
| 0.0523                 | 0.0899                 | 4                         |
| 0.0856                 | 0.1755                 | 5                         |
| 0.1167                 | 0.2921                 | 6                         |
| 0.1363                 | 0.4284                 | 7                         |
| 0.1393                 | 0.5677                 | 8                         |
| 0.1266                 | 0.6943                 | 9                         |
| 0.1035                 | 0.7979                 | 10                        |
| 0.0770                 | 0.8748                 | 11                        |
| 0.0524                 | 0.9273                 | 12                        |
| 0.0330                 | 0.9603                 | 13                        |
| 0.0193                 | 0.9795                 | 14                        |
| 0.0105                 | 0.9900                 | 15                        |
| 0.0054                 | 0.9954                 | 16                        |
| 0.0026                 | 0.9980                 | 17                        |
| 0.0012                 | 0.9992                 | 18                        |
| 0.0005                 | 0.9997                 | 19                        |
| 0.0002                 | 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                        |

Monterey/ Curtner

EBL

PM

Existing

Avg. Queue Per Lane in Veh= 2.5

90th Percentile = 5

Percentile = 0.95 5

Monterey/ Curtner

EBL

PM

Background

Avg. Queue Per Lane in Veh= 3.2

90th Percentile = 6

Percentile = 0.95 6

Monterey/ Curtner

EBL

PM

Background plus Project

Avg. Queue Per Lane in Veh= 7.5

90th Percentile = 11

Percentile = 0.95 12

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0828                 | 0.0828                 | 0                         |
| 0.2062                 | 0.2890                 | 1                         |
| 0.2569                 | 0.5460                 | 2                         |
| 0.2134                 | 0.7594                 | 3                         |
| 0.1329                 | 0.8923                 | 4                         |
| 0.0662                 | 0.9585                 | 5                         |
| 0.0275                 | 0.9860                 | 6                         |
| 0.0098                 | 0.9958                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0423                 | 0.0423                 | 0                         |
| 0.1338                 | 0.1760                 | 1                         |
| 0.2116                 | 0.3876                 | 2                         |
| 0.2231                 | 0.6107                 | 3                         |
| 0.1764                 | 0.7871                 | 4                         |
| 0.1116                 | 0.8987                 | 5                         |
| 0.0588                 | 0.9576                 | 6                         |
| 0.0266                 | 0.9842                 | 7                         |
| 0.0105                 | 0.9947                 | 8                         |
| 0.0037                 | 0.9984                 | 9                         |
| 0.0012                 | 0.9995                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0006                 | 0.0006                 | 0                         |
| 0.0042                 | 0.0048                 | 1                         |
| 0.0158                 | 0.0206                 | 2                         |
| 0.0395                 | 0.0601                 | 3                         |
| 0.0738                 | 0.1339                 | 4                         |
| 0.1103                 | 0.2442                 | 5                         |
| 0.1374                 | 0.3816                 | 6                         |
| 0.1467                 | 0.5283                 | 7                         |
| 0.1371                 | 0.6654                 | 8                         |
| 0.1139                 | 0.7793                 | 9                         |
| 0.0851                 | 0.8644                 | 10                        |
| 0.0578                 | 0.9222                 | 11                        |
| 0.0360                 | 0.9582                 | 12                        |
| 0.0207                 | 0.9790                 | 13                        |
| 0.0111                 | 0.9900                 | 14                        |
| 0.0055                 | 0.9955                 | 15                        |
| 0.0026                 | 0.9981                 | 16                        |
| 0.0011                 | 0.9992                 | 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                        |

Snell/ Capitol  
SBL  
AM  
Existing  
Avg. Queue Per Lane in Veh= 10.7  
90th Percentile = 15  
Percentile = 0.95 16

Snell/ Capitol  
SBL  
AM  
Background  
Avg. Queue Per Lane in Veh= 10.7  
90th Percentile = 15  
Percentile = 0.95 16

Snell/ Capitol  
SBL  
AM  
Background plus Project  
Avg. Queue Per Lane in Veh= 12.8  
90th Percentile = 17  
Percentile = 0.95 19

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0000                 | 0.0000                 | 0                         |
| 0.0002                 | 0.0003                 | 1                         |
| 0.0013                 | 0.0016                 | 2                         |
| 0.0047                 | 0.0063                 | 3                         |
| 0.0126                 | 0.0189                 | 4                         |
| 0.0268                 | 0.0457                 | 5                         |
| 0.0477                 | 0.0934                 | 6                         |
| 0.0727                 | 0.1661                 | 7                         |
| 0.0969                 | 0.2629                 | 8                         |
| 0.1148                 | 0.3778                 | 9                         |
| 0.1225                 | 0.5002                 | 10                        |
| 0.1188                 | 0.6190                 | 11                        |
| 0.1056                 | 0.7246                 | 12                        |
| 0.0866                 | 0.8112                 | 13                        |
| 0.0660                 | 0.8772                 | 14                        |
| 0.0469                 | 0.9241                 | 15                        |
| 0.0313                 | 0.9554                 | 16                        |
| 0.0196                 | 0.9750                 | 17                        |
| 0.0116                 | 0.9867                 | 18                        |
| 0.0065                 | 0.9932                 | 19                        |
| 0.0035                 | 0.9967                 | 20                        |
| 0.0018                 | 0.9984                 | 21                        |
| 0.0009                 | 0.9993                 | 22                        |
| 0.0004                 | 0.9997                 | 23                        |
| 0.0002                 | 0.9999                 | 24                        |
| 0.0001                 | 0.9999                 | 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                 | 0.0003                 | 1                         |
| 0.0013                 | 0.0016                 | 2                         |
| 0.0046                 | 0.0062                 | 3                         |
| 0.0124                 | 0.0186                 | 4                         |
| 0.0265                 | 0.0452                 | 5                         |
| 0.0473                 | 0.0924                 | 6                         |
| 0.0721                 | 0.1645                 | 7                         |
| 0.0964                 | 0.2609                 | 8                         |
| 0.1144                 | 0.3754                 | 9                         |
| 0.1223                 | 0.4977                 | 10                        |
| 0.1188                 | 0.6165                 | 11                        |
| 0.1058                 | 0.7224                 | 12                        |
| 0.0870                 | 0.8094                 | 13                        |
| 0.0664                 | 0.8758                 | 14                        |
| 0.0473                 | 0.9231                 | 15                        |
| 0.0316                 | 0.9547                 | 16                        |
| 0.0199                 | 0.9746                 | 17                        |
| 0.0118                 | 0.9864                 | 18                        |
| 0.0066                 | 0.9931                 | 19                        |
| 0.0035                 | 0.9966                 | 20                        |
| 0.0018                 | 0.9984                 | 21                        |
| 0.0009                 | 0.9993                 | 22                        |
| 0.0004                 | 0.9997                 | 23                        |
| 0.0002                 | 0.9999                 | 24                        |
| 0.0001                 | 0.9999                 | 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                         |
| 0.0002                 | 0.0003                 | 2                         |
| 0.0010                 | 0.0012                 | 3                         |
| 0.0031                 | 0.0043                 | 4                         |
| 0.0078                 | 0.0121                 | 5                         |
| 0.0168                 | 0.0289                 | 6                         |
| 0.0307                 | 0.0595                 | 7                         |
| 0.0491                 | 0.1086                 | 8                         |
| 0.0699                 | 0.1786                 | 9                         |
| 0.0896                 | 0.2681                 | 10                        |
| 0.1043                 | 0.3725                 | 11                        |
| 0.1114                 | 0.4839                 | 12                        |
| 0.1098                 | 0.5936                 | 13                        |
| 0.1005                 | 0.6941                 | 14                        |
| 0.0858                 | 0.7800                 | 15                        |
| 0.0687                 | 0.8487                 | 16                        |
| 0.0518                 | 0.9005                 | 17                        |
| 0.0369                 | 0.9373                 | 18                        |
| 0.0249                 | 0.9622                 | 19                        |
| 0.0159                 | 0.9781                 | 20                        |
| 0.0097                 | 0.9879                 | 21                        |
| 0.0057                 | 0.9935                 | 22                        |
| 0.0032                 | 0.9967                 | 23                        |
| 0.0017                 | 0.9983                 | 24                        |
| 0.0009                 | 0.9992                 | 25                        |
| 0.0004                 | 0.9996                 | 26                        |
| 0.0002                 | 0.9998                 | 27                        |
| 0.0001                 | 0.9999                 | 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                        |

Snell/ Capitol  
SBL  
PM  
Existing  
Avg. Queue Per Lane in Veh= 7.4  
90th Percentile = 11  
Percentile = 0.95 12

Snell/ Capitol  
SBL  
PM  
Background  
Avg. Queue Per Lane in Veh= 7.4  
90th Percentile = 11  
Percentile = 0.95 12

Snell/ Capitol  
SBL  
PM  
Background plus Project  
Avg. Queue Per Lane in Veh= 19.2  
90th Percentile = 25  
Percentile = 0.95 27

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0006                 | 0.0006                 | 0                         |
| 0.0045                 | 0.0051                 | 1                         |
| 0.0167                 | 0.0219                 | 2                         |
| 0.0413                 | 0.0632                 | 3                         |
| 0.0764                 | 0.1395                 | 4                         |
| 0.1130                 | 0.2526                 | 5                         |
| 0.1394                 | 0.3920                 | 6                         |
| 0.1474                 | 0.5393                 | 7                         |
| 0.1363                 | 0.6757                 | 8                         |
| 0.1121                 | 0.7877                 | 9                         |
| 0.0829                 | 0.8707                 | 10                        |
| 0.0558                 | 0.9265                 | 11                        |
| 0.0344                 | 0.9609                 | 12                        |
| 0.0196                 | 0.9805                 | 13                        |
| 0.0104                 | 0.9908                 | 14                        |
| 0.0051                 | 0.9959                 | 15                        |
| 0.0024                 | 0.9983                 | 16                        |
| 0.0010                 | 0.9993                 | 17                        |
| 0.0004                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0006                 | 0.0006                 | 0                         |
| 0.0045                 | 0.0051                 | 1                         |
| 0.0167                 | 0.0219                 | 2                         |
| 0.0413                 | 0.0632                 | 3                         |
| 0.0764                 | 0.1395                 | 4                         |
| 0.1130                 | 0.2526                 | 5                         |
| 0.1394                 | 0.3920                 | 6                         |
| 0.1474                 | 0.5393                 | 7                         |
| 0.1363                 | 0.6757                 | 8                         |
| 0.1121                 | 0.7877                 | 9                         |
| 0.0829                 | 0.8707                 | 10                        |
| 0.0558                 | 0.9265                 | 11                        |
| 0.0344                 | 0.9609                 | 12                        |
| 0.0196                 | 0.9805                 | 13                        |
| 0.0104                 | 0.9908                 | 14                        |
| 0.0051                 | 0.9959                 | 15                        |
| 0.0024                 | 0.9983                 | 16                        |
| 0.0010                 | 0.9993                 | 17                        |
| 0.0004                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0000                 | 0.0000                 | 0                         |
| 0.0000                 | 0.0000                 | 1                         |
| 0.0000                 | 0.0000                 | 2                         |
| 0.0000                 | 0.0000                 | 3                         |
| 0.0000                 | 0.0000                 | 4                         |
| 0.0001                 | 0.0001                 | 5                         |
| 0.0003                 | 0.0005                 | 6                         |
| 0.0009                 | 0.0014                 | 7                         |
| 0.0022                 | 0.0035                 | 8                         |
| 0.0046                 | 0.0081                 | 9                         |
| 0.0088                 | 0.0169                 | 10                        |
| 0.0153                 | 0.0322                 | 11                        |
| 0.0244                 | 0.0566                 | 12                        |
| 0.0360                 | 0.0927                 | 13                        |
| 0.0493                 | 0.1419                 | 14                        |
| 0.0629                 | 0.2048                 | 15                        |
| 0.0753                 | 0.2802                 | 16                        |
| 0.0849                 | 0.3650                 | 17                        |
| 0.0903                 | 0.4554                 | 18                        |
| 0.0911                 | 0.5464                 | 19                        |
| 0.0872                 | 0.6337                 | 20                        |
| 0.0796                 | 0.7132                 | 21                        |
| 0.0693                 | 0.7825                 | 22                        |
| 0.0577                 | 0.8402                 | 23                        |
| 0.0460                 | 0.8862                 | 24                        |
| 0.0353                 | 0.9215                 | 25                        |
| 0.0260                 | 0.9475                 | 26                        |
| 0.0184                 | 0.9660                 | 27                        |
| 0.0126                 | 0.9786                 | 28                        |
| 0.0083                 | 0.9869                 | 29                        |
| 0.0053                 | 0.9922                 | 30                        |
| 0.0033                 | 0.9955                 | 31                        |
| 0.0020                 | 0.9975                 | 32                        |
| 0.0011                 | 0.9986                 | 33                        |
| 0.0006                 | 0.9993                 | 34                        |
| 0.0004                 | 0.9996                 | 35                        |
| 0.0002                 | 0.9998                 | 36                        |
| 0.0001                 | 0.9999                 | 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                        |

Snell/ Capitol  
EBL  
AM  
Existing  
Avg. Queue Per Lane in Veh= 3.2  
90th Percentile = 6  
Percentile = 0.95 6

Snell/ Capitol  
EBL  
AM  
Background  
Avg. Queue Per Lane in Veh= 3.2  
90th Percentile = 6  
Percentile = 0.95 6

Snell/ Capitol  
EBL  
AM  
Background plus Project  
Avg. Queue Per Lane in Veh= 3.6  
90th Percentile = 6  
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0421                 | 0.0421                 | 0                         |
| 0.1335                 | 0.1756                 | 1                         |
| 0.2113                 | 0.3869                 | 2                         |
| 0.2230                 | 0.6099                 | 3                         |
| 0.1766                 | 0.7865                 | 4                         |
| 0.1118                 | 0.8984                 | 5                         |
| 0.0590                 | 0.9574                 | 6                         |
| 0.0267                 | 0.9841                 | 7                         |
| 0.0106                 | 0.9946                 | 8                         |
| 0.0037                 | 0.9984                 | 9                         |
| 0.0012                 | 0.9995                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0404                 | 0.0404                 | 0                         |
| 0.1297                 | 0.1701                 | 1                         |
| 0.2080                 | 0.3782                 | 2                         |
| 0.2225                 | 0.6007                 | 3                         |
| 0.1785                 | 0.7791                 | 4                         |
| 0.1145                 | 0.8936                 | 5                         |
| 0.0612                 | 0.9549                 | 6                         |
| 0.0281                 | 0.9829                 | 7                         |
| 0.0113                 | 0.9942                 | 8                         |
| 0.0040                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0278                 | 0.0278                 | 0                         |
| 0.0996                 | 0.1273                 | 1                         |
| 0.1784                 | 0.3057                 | 2                         |
| 0.2131                 | 0.5188                 | 3                         |
| 0.1909                 | 0.7096                 | 4                         |
| 0.1368                 | 0.8464                 | 5                         |
| 0.0817                 | 0.9281                 | 6                         |
| 0.0418                 | 0.9699                 | 7                         |
| 0.0187                 | 0.9886                 | 8                         |
| 0.0075                 | 0.9961                 | 9                         |
| 0.0027                 | 0.9988                 | 10                        |
| 0.0009                 | 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                        |

Snell/ Capitol

EBL

PM

Existing

Avg. Queue Per Lane in Veh= 1.4

90th Percentile = 3

Percentile = 0.95 4

Snell/ Capitol

EBL

PM

Background

Avg. Queue Per Lane in Veh= 1.4

90th Percentile = 3

Percentile = 0.95 4

Snell/ Capitol

EBL

PM

Background plus Project

Avg. Queue Per Lane in Veh= 1.4

90th Percentile = 3

Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.2412                 | 0.2412                 | 0                         |
| 0.3430                 | 0.5842                 | 1                         |
| 0.2439                 | 0.8281                 | 2                         |
| 0.1156                 | 0.9437                 | 3                         |
| 0.0411                 | 0.9849                 | 4                         |
| 0.0117                 | 0.9965                 | 5                         |
| 0.0028                 | 0.9993                 | 6                         |
| 0.0006                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.2412                 | 0.2412                 | 0                         |
| 0.3430                 | 0.5842                 | 1                         |
| 0.2439                 | 0.8281                 | 2                         |
| 0.1156                 | 0.9437                 | 3                         |
| 0.0411                 | 0.9849                 | 4                         |
| 0.0117                 | 0.9965                 | 5                         |
| 0.0028                 | 0.9993                 | 6                         |
| 0.0006                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.2412                 | 0.2412                 | 0                         |
| 0.3430                 | 0.5842                 | 1                         |
| 0.2439                 | 0.8281                 | 2                         |
| 0.1156                 | 0.9437                 | 3                         |
| 0.0411                 | 0.9849                 | 4                         |
| 0.0117                 | 0.9965                 | 5                         |
| 0.0028                 | 0.9993                 | 6                         |
| 0.0006                 | 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                        |

## Vista Park/ Capitol

SBL

AM

Existing

Avg. Queue Per LALe in Veh= 3.0

90th Percentile = 5

Percentile = 0.95 6

## Vista Park/ Capitol

SBL

AM

Background

Avg. Queue Per LALe in Veh= 3.0

90th Percentile = 5

Percentile = 0.95 6

## Vista Park/ Capitol

SBL

AM

Background plus Project

Avg. Queue Per LALe in Veh= 3.2

90th Percentile = 6

Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0478                 | 0.0478                 | 0                         |
| 0.1453                 | 0.1930                 | 1                         |
| 0.2209                 | 0.4139                 | 2                         |
| 0.2240                 | 0.6379                 | 3                         |
| 0.1703                 | 0.8082                 | 4                         |
| 0.1036                 | 0.9118                 | 5                         |
| 0.0525                 | 0.9643                 | 6                         |
| 0.0228                 | 0.9872                 | 7                         |
| 0.0087                 | 0.9958                 | 8                         |
| 0.0029                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0478                 | 0.0478                 | 0                         |
| 0.1453                 | 0.1930                 | 1                         |
| 0.2209                 | 0.4139                 | 2                         |
| 0.2240                 | 0.6379                 | 3                         |
| 0.1703                 | 0.8082                 | 4                         |
| 0.1036                 | 0.9118                 | 5                         |
| 0.0525                 | 0.9643                 | 6                         |
| 0.0228                 | 0.9872                 | 7                         |
| 0.0087                 | 0.9958                 | 8                         |
| 0.0029                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0404                 | 0.0404                 | 0                         |
| 0.1297                 | 0.1701                 | 1                         |
| 0.2080                 | 0.3782                 | 2                         |
| 0.2225                 | 0.6007                 | 3                         |
| 0.1785                 | 0.7791                 | 4                         |
| 0.1145                 | 0.8936                 | 5                         |
| 0.0612                 | 0.9549                 | 6                         |
| 0.0281                 | 0.9829                 | 7                         |
| 0.0113                 | 0.9942                 | 8                         |
| 0.0040                 | 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                        |

## Vista Park/ Capitol

SBL

PM

Existing

Avg. Queue Per Lane in Veh= 8.2

90th Percentile = 12

Percentile = 0.95 13

## Vista Park/ Capitol

SBL

PM

Background

Avg. Queue Per Lane in Veh= 8.2

90th Percentile = 12

Percentile = 0.95 13

## Vista Park/ Capitol

SBL

PM

Background plus Project

Avg. Queue Per Lane in Veh= 8.5

90th Percentile = 12

Percentile = 0.95 14

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0003                 | 0.0003                 | 0                         |
| 0.0022                 | 0.0025                 | 1                         |
| 0.0092                 | 0.0117                 | 2                         |
| 0.0251                 | 0.0368                 | 3                         |
| 0.0515                 | 0.0883                 | 4                         |
| 0.0846                 | 0.1729                 | 5                         |
| 0.1157                 | 0.2886                 | 6                         |
| 0.1357                 | 0.4243                 | 7                         |
| 0.1392                 | 0.5635                 | 8                         |
| 0.1270                 | 0.6905                 | 9                         |
| 0.1042                 | 0.7947                 | 10                        |
| 0.0778                 | 0.8725                 | 11                        |
| 0.0532                 | 0.9257                 | 12                        |
| 0.0336                 | 0.9592                 | 13                        |
| 0.0197                 | 0.9789                 | 14                        |
| 0.0108                 | 0.9897                 | 15                        |
| 0.0055                 | 0.9952                 | 16                        |
| 0.0027                 | 0.9979                 | 17                        |
| 0.0012                 | 0.9991                 | 18                        |
| 0.0005                 | 0.9997                 | 19                        |
| 0.0002                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0003                 | 0.0003                 | 0                         |
| 0.0022                 | 0.0025                 | 1                         |
| 0.0092                 | 0.0117                 | 2                         |
| 0.0251                 | 0.0368                 | 3                         |
| 0.0515                 | 0.0883                 | 4                         |
| 0.0846                 | 0.1729                 | 5                         |
| 0.1157                 | 0.2886                 | 6                         |
| 0.1357                 | 0.4243                 | 7                         |
| 0.1392                 | 0.5635                 | 8                         |
| 0.1270                 | 0.6905                 | 9                         |
| 0.1042                 | 0.7947                 | 10                        |
| 0.0778                 | 0.8725                 | 11                        |
| 0.0532                 | 0.9257                 | 12                        |
| 0.0336                 | 0.9592                 | 13                        |
| 0.0197                 | 0.9789                 | 14                        |
| 0.0108                 | 0.9897                 | 15                        |
| 0.0055                 | 0.9952                 | 16                        |
| 0.0027                 | 0.9979                 | 17                        |
| 0.0012                 | 0.9991                 | 18                        |
| 0.0005                 | 0.9997                 | 19                        |
| 0.0002                 | 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                        |

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0002                 | 0.0002                 | 0                         |
| 0.0017                 | 0.0019                 | 1                         |
| 0.0074                 | 0.0093                 | 2                         |
| 0.0208                 | 0.0301                 | 3                         |
| 0.0443                 | 0.0744                 | 4                         |
| 0.0752                 | 0.1496                 | 5                         |
| 0.1066                 | 0.2562                 | 6                         |
| 0.1294                 | 0.3856                 | 7                         |
| 0.1375                 | 0.5231                 | 8                         |
| 0.1299                 | 0.6530                 | 9                         |
| 0.1104                 | 0.7634                 | 10                        |
| 0.0853                 | 0.8487                 | 11                        |
| 0.0604                 | 0.9091                 | 12                        |
| 0.0395                 | 0.9486                 | 13                        |
| 0.0240                 | 0.9726                 | 14                        |
| 0.0136                 | 0.9862                 | 15                        |
| 0.0072                 | 0.9934                 | 16                        |
| 0.0036                 | 0.9970                 | 17                        |
| 0.0017                 | 0.9987                 | 18                        |
| 0.0008                 | 0.9995                 | 19                        |
| 0.0003                 | 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                        |



## Vista Park/ Capitol

EBL

AM

Existing

Avg. Queue Per Lane in Veh= 2.0

90th Percentile = 4

Percentile = 0.95 5

## Vista Park/ Capitol

EBL

AM

Background

Avg. Queue Per Lane in Veh= 2.0

90th Percentile = 4

Percentile = 0.95 5

## Vista Park/ Capitol

EBL

AM

Background plus Project

Avg. Queue Per Lane in Veh= 2.7

90th Percentile = 5

Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.1298                 | 0.1298                 | 0                         |
| 0.2650                 | 0.3948                 | 1                         |
| 0.2706                 | 0.6654                 | 2                         |
| 0.1841                 | 0.8495                 | 3                         |
| 0.0940                 | 0.9435                 | 4                         |
| 0.0384                 | 0.9819                 | 5                         |
| 0.0131                 | 0.9949                 | 6                         |
| 0.0038                 | 0.9988                 | 7                         |
| 0.0010                 | 0.9997                 | 8                         |
| 0.0002                 | 0.9999                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.1298                 | 0.1298                 | 0                         |
| 0.2650                 | 0.3948                 | 1                         |
| 0.2706                 | 0.6654                 | 2                         |
| 0.1841                 | 0.8495                 | 3                         |
| 0.0940                 | 0.9435                 | 4                         |
| 0.0384                 | 0.9819                 | 5                         |
| 0.0131                 | 0.9949                 | 6                         |
| 0.0038                 | 0.9988                 | 7                         |
| 0.0010                 | 0.9997                 | 8                         |
| 0.0002                 | 0.9999                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0695                 | 0.0695                 | 0                         |
| 0.1853                 | 0.2548                 | 1                         |
| 0.2471                 | 0.5018                 | 2                         |
| 0.2196                 | 0.7214                 | 3                         |
| 0.1464                 | 0.8678                 | 4                         |
| 0.0781                 | 0.9459                 | 5                         |
| 0.0347                 | 0.9806                 | 6                         |
| 0.0132                 | 0.9938                 | 7                         |
| 0.0044                 | 0.9982                 | 8                         |
| 0.0013                 | 0.9995                 | 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                        |

## Vista Park/ Capitol

EBL

PM

Existing

Avg. Queue Per Lane in Veh= 3.8

90th Percentile = 6

Percentile = 0.95 7

## Vista Park/ Capitol

EBL

PM

Background

Avg. Queue Per Lane in Veh= 3.8

90th Percentile = 6

Percentile = 0.95 7

## Vista Park/ Capitol

EBL

PM

Background plus Project

Avg. Queue Per Lane in Veh= 4.0

90th Percentile = 7

Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0226                 | 0.0226                 | 0                         |
| 0.0855                 | 0.1081                 | 1                         |
| 0.1622                 | 0.2702                 | 2                         |
| 0.2049                 | 0.4752                 | 3                         |
| 0.1943                 | 0.6695                 | 4                         |
| 0.1473                 | 0.8168                 | 5                         |
| 0.0931                 | 0.9099                 | 6                         |
| 0.0504                 | 0.9603                 | 7                         |
| 0.0239                 | 0.9842                 | 8                         |
| 0.0101                 | 0.9943                 | 9                         |
| 0.0038                 | 0.9981                 | 10                        |
| 0.0013                 | 0.9994                 | 11                        |
| 0.0004                 | 0.9998                 | 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 |
|------------------------|------------------------|---------------------------|
| 0.0226                 | 0.0226                 | 0                         |
| 0.0855                 | 0.1081                 | 1                         |
| 0.1622                 | 0.2702                 | 2                         |
| 0.2049                 | 0.4752                 | 3                         |
| 0.1943                 | 0.6695                 | 4                         |
| 0.1473                 | 0.8168                 | 5                         |
| 0.0931                 | 0.9099                 | 6                         |
| 0.0504                 | 0.9603                 | 7                         |
| 0.0239                 | 0.9842                 | 8                         |
| 0.0101                 | 0.9943                 | 9                         |
| 0.0038                 | 0.9981                 | 10                        |
| 0.0013                 | 0.9994                 | 11                        |
| 0.0004                 | 0.9998                 | 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                        |

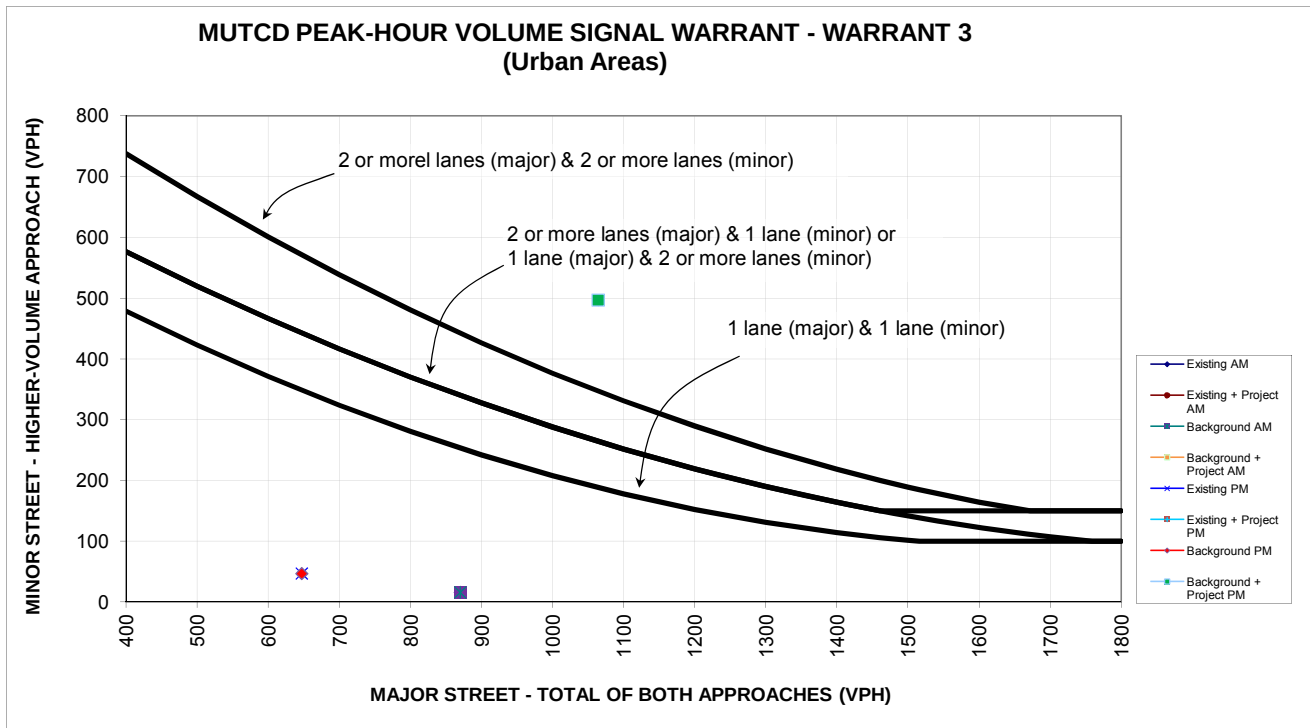
| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|------------------------|------------------------|---------------------------|
| 0.0183                 | 0.0183                 | 0                         |
| 0.0733                 | 0.0916                 | 1                         |
| 0.1465                 | 0.2381                 | 2                         |
| 0.1954                 | 0.4335                 | 3                         |
| 0.1954                 | 0.6288                 | 4                         |
| 0.1563                 | 0.7851                 | 5                         |
| 0.1042                 | 0.8893                 | 6                         |
| 0.0595                 | 0.9489                 | 7                         |
| 0.0298                 | 0.9786                 | 8                         |
| 0.0132                 | 0.9919                 | 9                         |
| 0.0053                 | 0.9972                 | 10                        |
| 0.0019                 | 0.9991                 | 11                        |
| 0.0006                 | 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                        |

## **Appendix E**

### **Signal Warrant Analysis**

## Communications Hill

### 83 . Old Hillsdale Avenue and Hillsdale Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation (Caltrans).

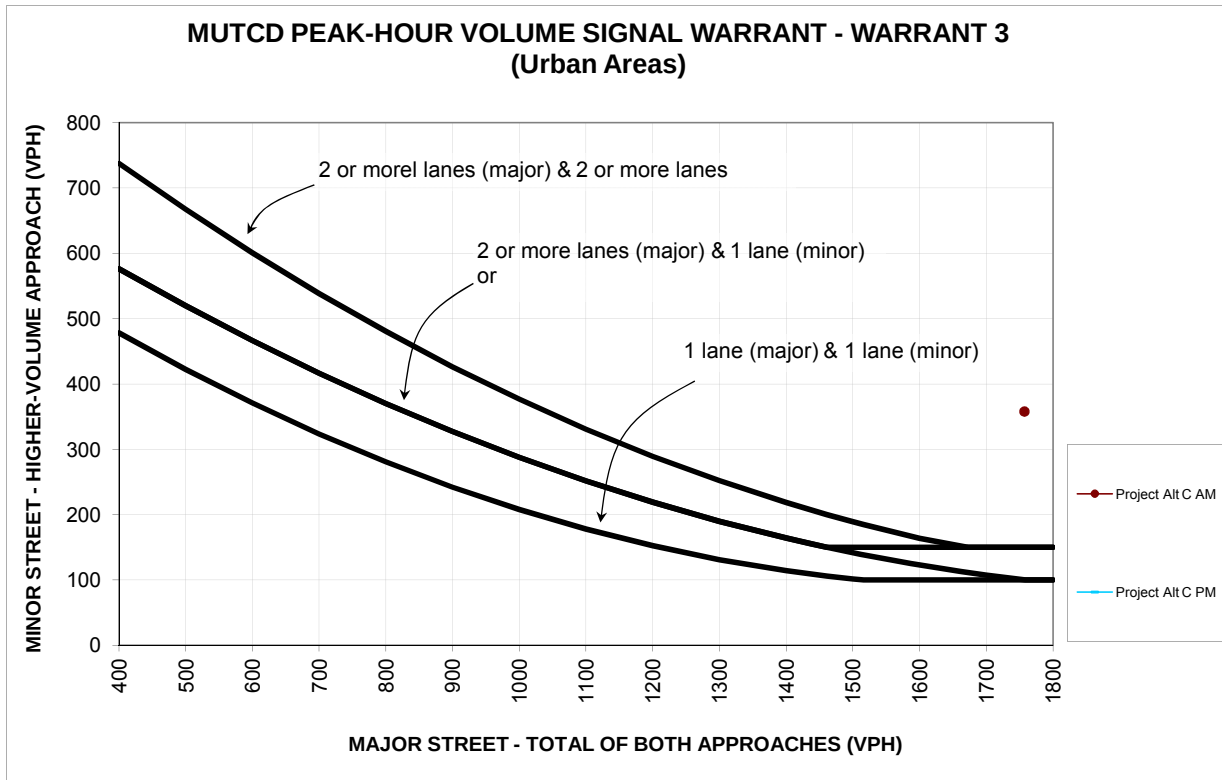
\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes  
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

|                                 |                      |                         |           | AM Peak Hour |                       |               |                         |
|---------------------------------|----------------------|-------------------------|-----------|--------------|-----------------------|---------------|-------------------------|
|                                 |                      | Existing Approach Lanes |           | Existing AM  | Existing + Project AM | Background AM | Background + Project AM |
|                                 |                      | One                     | 2 or More |              |                       |               |                         |
| Major Street - Both Approaches  | Hillsdale Avenue     | X                       |           | 870          | 2031                  | 870           | 2031                    |
| Minor Street - Highest Approach | Old Hillsdale Avenue | X                       |           | 16           | 134                   | 16            | 134                     |
| Warrant Met?                    |                      |                         |           | No           | Yes                   | No            | Yes                     |

|                                 |                      |                         |           | PM Peak Hour |                       |               |                         |
|---------------------------------|----------------------|-------------------------|-----------|--------------|-----------------------|---------------|-------------------------|
|                                 |                      | Existing Approach Lanes |           | Existing PM  | Existing + Project PM | Background PM | Background + Project PM |
|                                 |                      | One                     | 2 or More |              |                       |               |                         |
| Major Street - Both Approaches  | Hillsdale Avenue     | X                       |           | 647          | 1064                  | 647           | 1064                    |
| Minor Street - Highest Approach | Old Hillsdale Avenue | X                       |           | 47           | 497                   | 47            | 497                     |
| Warrant Met?                    |                      |                         |           | No           | Yes                   | No            | Yes                     |

## Communications Hill

### 1 . Altino Boulevard & Communications Hill Boulevard



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation.

\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes

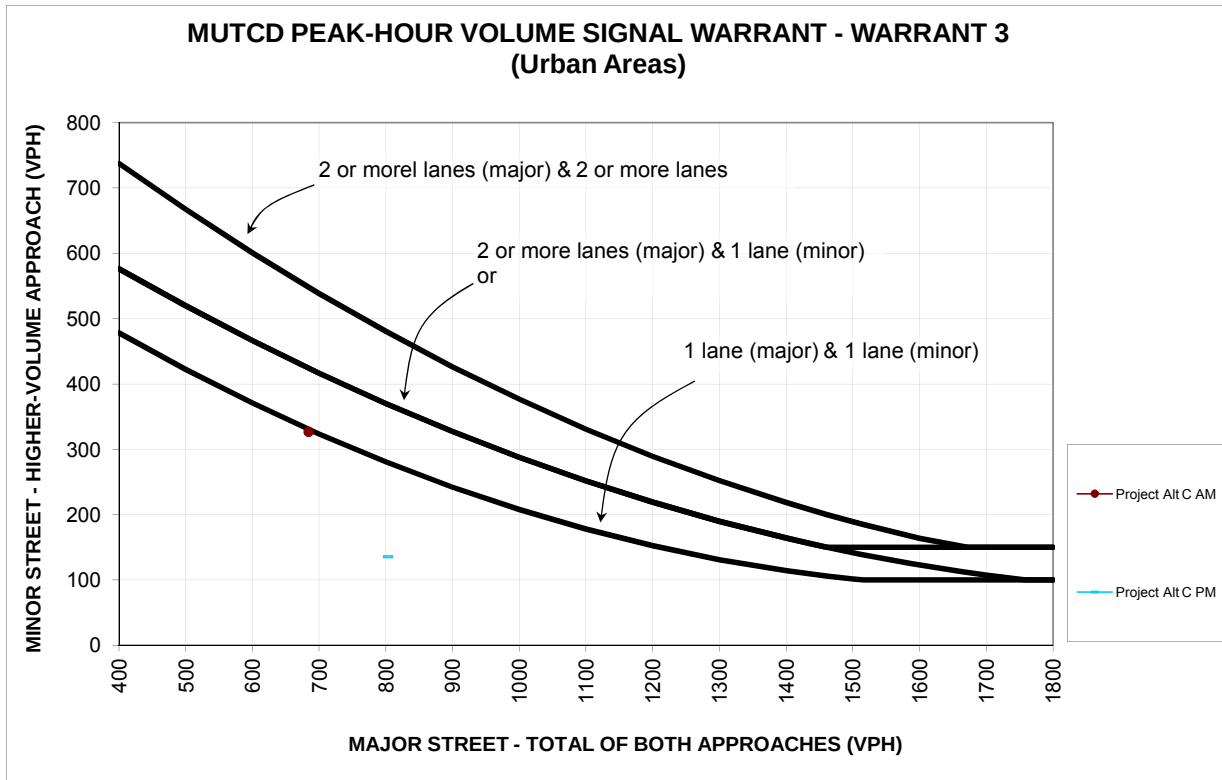
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

|                                 |                               | Existing Approach Lanes |      | Project Alt C AM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 1757             |
| Minor Street - Highest Approach | Industrial Road               | X                       |      | 358              |
| Warrant Met?                    |                               |                         |      | Yes              |

|                                 |                               | Existing Approach Lanes |      | Project Alt C PM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 1336             |
| Minor Street - Highest Approach | Industrial Road               | X                       |      | 838              |
| Warrant Met?                    |                               |                         |      | Yes              |

## Communications Hill

### 2 . St. Florian Way & Communications Hill Boulevard



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation.

\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes

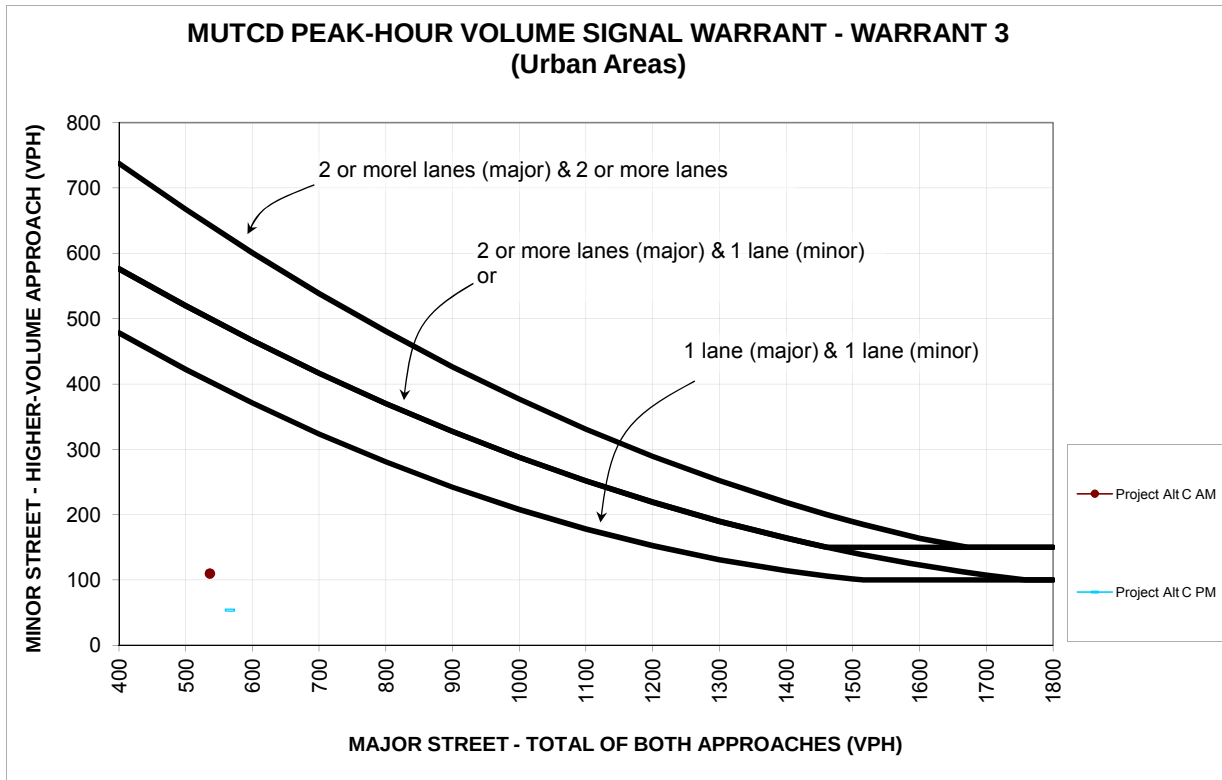
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

|                                 |                               | Existing Approach Lanes |      | Project Alt C AM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 684              |
| Minor Street - Highest Approach | St. Florian Way               | X                       |      | 327              |
| Warrant Met?                    |                               |                         |      | Yes              |

|                                 |                               | Existing Approach Lanes |      | Project Alt C PM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 803              |
| Minor Street - Highest Approach | St. Florian Way               | X                       |      | 136              |
| Warrant Met?                    |                               |                         |      | No               |

## Communications Hill

### 3 . Lina Street & Communications Hill Boulevard



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation.

\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes

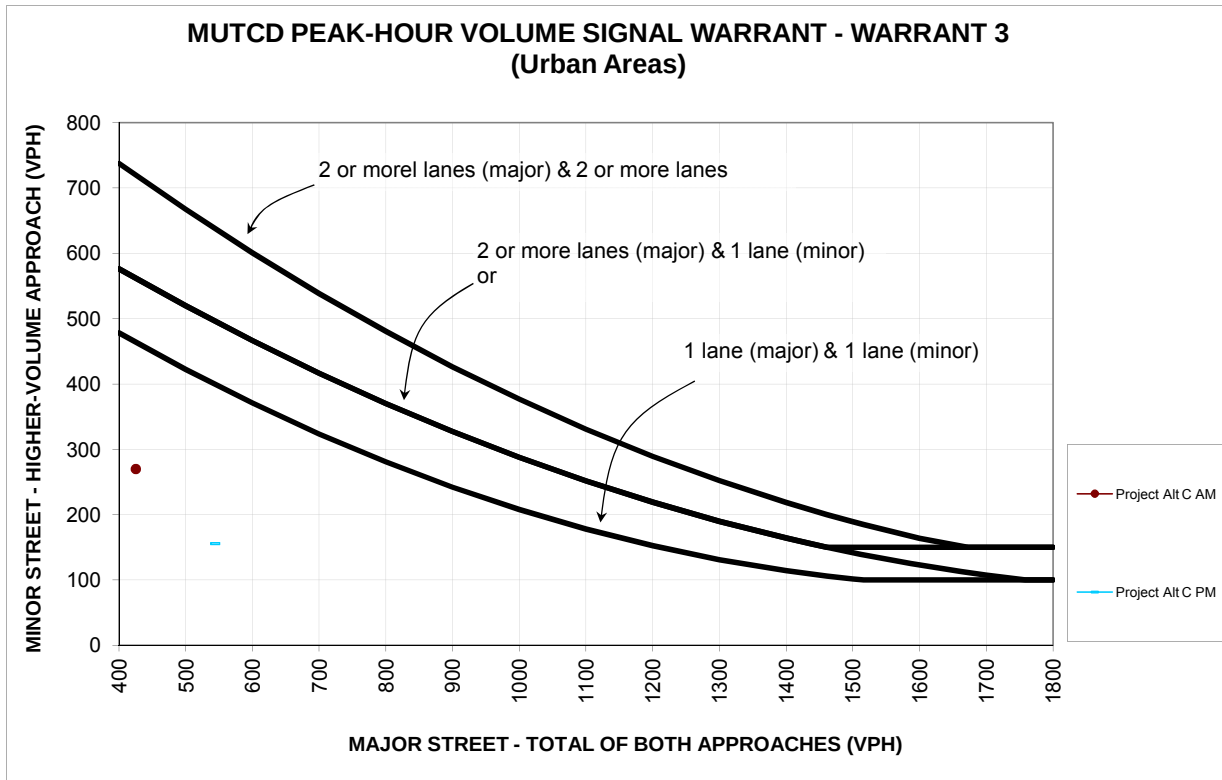
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

|                                 |                               | Existing Approach Lanes |      | Project Alt C AM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 536              |
| Minor Street - Highest Approach | Lina Street                   | X                       |      | 110              |
| Warrant Met?                    |                               |                         |      | No               |

|                                 |                               | Existing Approach Lanes |      | Project Alt C PM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 566              |
| Minor Street - Highest Approach | Lina Street                   | X                       |      | 54               |
| Warrant Met?                    |                               |                         |      | No               |

## Communications Hill

### 4 . Communications Hill Boulevard & Main Street



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation.

\* 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.

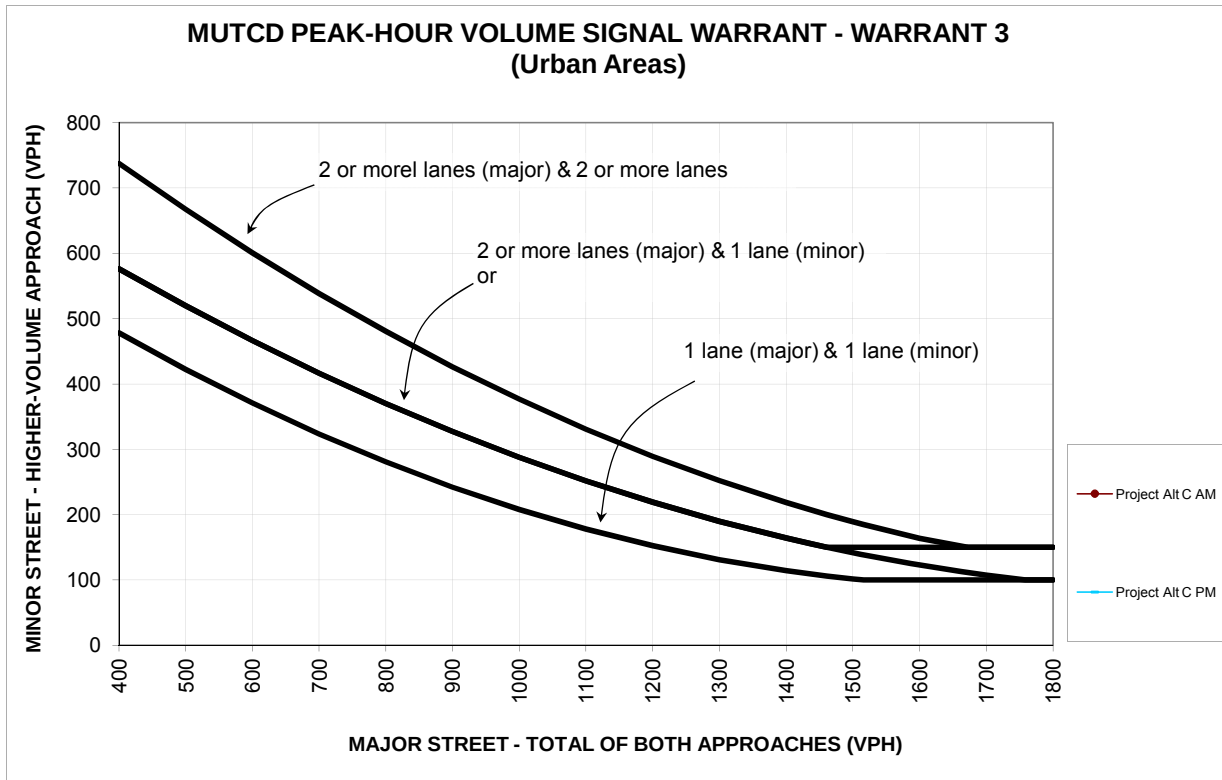
|                                 |                               | Existing Approach Lanes |      | Project Alt C AM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 425              |
| Minor Street - Highest Approach | Main Street                   | X                       |      | 270              |
| Warrant Met?                    |                               |                         |      | No               |

|                                 |                               | Existing Approach Lanes |      | Project Alt C PM |
|---------------------------------|-------------------------------|-------------------------|------|------------------|
|                                 |                               | 2 or One                | More |                  |
| Major Street - Both Approaches  | Communications Hill Boulevard | X                       |      | 544              |
| Minor Street - Highest Approach | Main Street                   | X                       |      | 156              |
| Warrant Met?                    |                               |                         |      | No               |



## Communication Hills

### 5 . St. Florian Way & Main Street



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation.

\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes

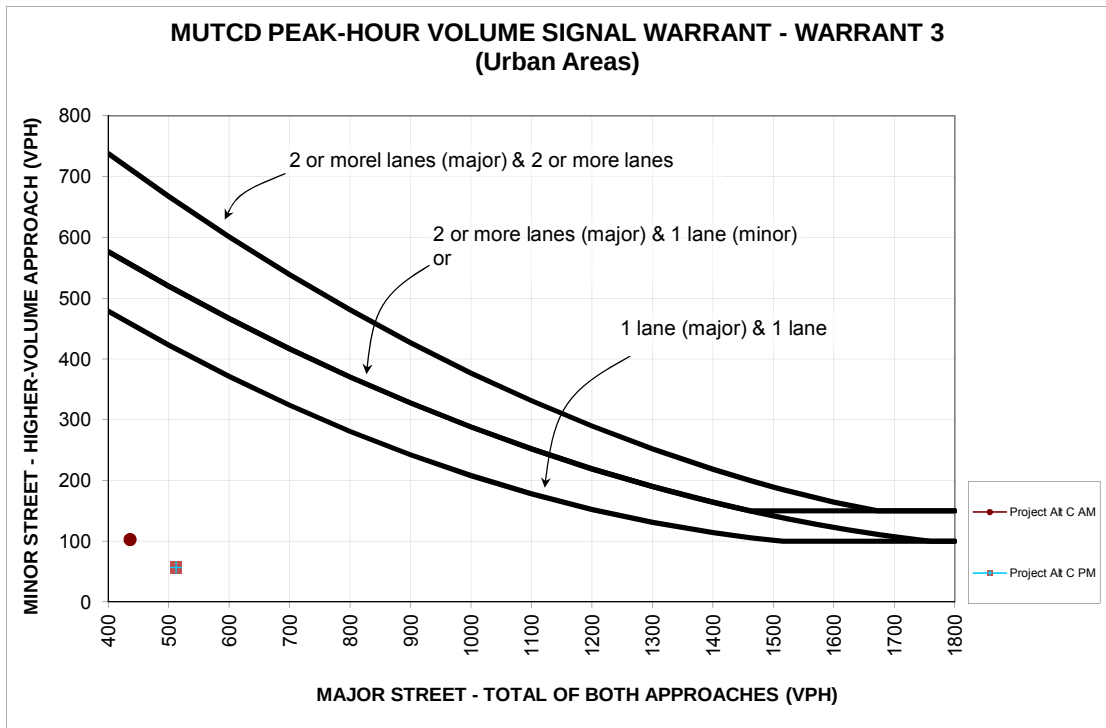
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

|                                 |                 | Existing Approach Lanes |      | Project Alt C AM |
|---------------------------------|-----------------|-------------------------|------|------------------|
|                                 |                 | 2 or One                | More |                  |
| Major Street - Both Approaches  | Main Street     | X                       |      | 249              |
| Minor Street - Highest Approach | St. Florian Way | X                       |      | 107              |
| Warrant Met?                    |                 |                         |      | No               |

|                                 |                 | Existing Approach Lanes |      | Project Alt C PM |
|---------------------------------|-----------------|-------------------------|------|------------------|
|                                 |                 | 2 or One                | More |                  |
| Major Street - Both Approaches  | St. Florian Way | X                       |      | 299              |
| Minor Street - Highest Approach | Main Street     | X                       |      | 72               |
| Warrant Met?                    |                 |                         |      | No               |

## Communications Hill

### 6. Communications Hill Blvd and Casselino Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) 2012 Edition from California Department of Transportation.

\* 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 |      | Project Alt C AM |
|------------------------------------------------------------|-------------------------|-------------------------|------|------------------|
|                                                            |                         | 2 or One                | More |                  |
| Major Street - Both Approaches                             | Communication Hill Blvd | X                       |      | 436              |
| Minor Street - Highest Approach                            | Casselino Dr            | X                       |      | 103              |
| Maximum warrant threshold for minor street volume          |                         |                         |      | 458              |
| Difference between warrant threshold & minor street volume |                         |                         |      | 355              |
| Warrant Met?                                               |                         |                         |      | No               |

|                                                            |                         | Existing Approach Lanes |      | Project Alt C PM |
|------------------------------------------------------------|-------------------------|-------------------------|------|------------------|
|                                                            |                         | 2 or One                | More |                  |
| Major Street - Both Approaches                             | Communication Hill Blvd | X                       |      | 512              |
| Minor Street - Highest Approach                            | Casselino Dr            | X                       |      | 57               |
| Maximum warrant threshold for minor street volume          |                         |                         |      | 416              |
| Difference between warrant threshold & minor street volume |                         |                         |      | 359              |
| Warrant Met?                                               |                         |                         |      | No               |