HEXAGON TRANSPORTATION CONSULTANTS, INC.

1995 Senter Road Office Development

Draft Transportation Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the Traffic Impact Analysis (TIA) prepared for a proposed office development at 1995 Senter Road in San Jose, California. The project involves constructing a 50,637 square-foot (s.f.) office building on a vacant parcel situated adjacent to an existing 50,360 s.f. office building (1919 Senter Road). Access to the project site would be provided via two driveways on Senter Road. The driveway to the north is an existing right-in/right-out only driveway and would be shared between the two office buildings. The driveway to the south would be located in front of the proposed office building, and outbound movements would be restricted to right turns only. A channelized break in the median would be provided on Senter Road at the southern driveway to facilitate left-turns into the site from northbound Senter Road.

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Since the project would not generate more than 100 peak hour trips, an analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines was not required. The study determined the traffic impacts of the proposed development on nine (9) signalized intersections in the vicinity of the project site during the weekday AM and PM peak periods of traffic.

Project Trip Generation

The trip generation rates used for this study are published in the institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* (2012). The rates for General Office Building (Land Use Code 710) were used to estimate trips generated by the proposed project.

Based on the standard ITE trip rates, it is estimated that the proposed office building would generate 559 daily vehicle trips, with 79 trips occurring during the AM peak hour (70 inbound trips and 9 outbound trips) and 75 trips occurring during the PM peak hour (13 inbound trips and 62 outbound trips).

Intersection Level of Service Analysis

The results of the intersection level of service analysis show that, measured against the City of San Jose level of service impact criteria, none of the study intersections would be significantly impacted by the project (see Table ES-1).

Other Transportation Issues

The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area. Site access and on-site circulation would be adequate.

Table ES-1
Intersection Level of Service Summary

Study Number	Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Existing + Project Avg. Delay	Existing + Project LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Tenth St & Keyes St	AM	25.3	C	25.3	C	26.0	C	26.0	C	0.0	0.003
		PM	24.8	C	24.8	C	29.0	C	29.0	C	0.0	0.001
2	Eleventh St & Keyes St	AM	27.1	C	27.0	C	28.1	C	28.0	C	0.0	0.000
		PM	25.2	C	25.1	C	26.0	C	26.0	C	0.0	0.001
3	Senter Rd & Keyes St	AM	25.5	C	25.6	C	26.6	C	26.7	C	0.3	0.007
		PM	26.2	C	26.3	C	27.7	C	27.9	C	0.2	0.007
4	Tenth St & Alma Av	AM	24.9	C	24.9	C	25.4	C	25.5	C	0.0	0.002
		PM	22.5	C	22.6	C	24.4	C	24.5	C	0.0	0.002
5	Tenth St & Phelan Av	AM	17.9	B	18.0	B	18.1	B	18.2	B	0.1	0.004
		PM	19.3	B	19.4	B	19.3	B	19.3	B	0.1	0.003
6	Senter Rd & Needles Dr	AM	13.7	B	13.8	B	13.5	B	13.6	B	0.0	0.001
		PM	19.2	B	19.0	B	19.0	B	18.7	B	-0.3	0.006
7	Senter Rd & Wool Creek Dr	AM	22.6	C	22.7	C	22.4	C	22.5	C	0.2	0.009
		PM	19.1	B	19.6	B	18.8	B	19.4	B	-0.1	0.006
8	Tenth St & Tully Rd	AM	28.9	C	28.7	C	29.4	C	29.2	C	0.0	0.000
		PM	32.1	C	32.1	C	32.8	C	32.9	C	0.1	0.003
9	Senter Rd & Tully Rd*	AM	40.5	D	40.9	D	41.1	D	41.5	D	0.9	0.012
		PM	47.6	D	47.6	D	48.3	D	48.4	D	0.2	0.004

* Denotes CMP intersection

1. Introduction

This report presents the results of the Traffic Impact Analysis (TIA) prepared for a proposed office development at 1995 Senter Road in San Jose, California (see Figure 1). The project involves constructing a 50,637 square-foot (s.f.) office building on a vacant parcel situated adjacent to an existing 50,360 s.f. office building (1919 Senter Road). Access to the project site would be provided via two driveways on Senter Road. The driveway to the north is an existing right-in/right-out only driveway and would be shared between the two office buildings. The driveway to the south would be located in front of the proposed office building, and outbound movements would be restricted to right turns only. A channelized break in the median would be provided on Senter Road at the southern driveway to facilitate left-turns into the site from northbound Senter Road. The site plan is shown on Figure 2.

Scope of Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Since the project would not generate more than 100 peak hour trips, an analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines was not required. The study determined the traffic impacts of the proposed development on 9 signalized intersections within the vicinity of the project site during the weekday AM and PM peak periods of traffic. The study intersections are identified below.

Study Intersections

1. 10th Street and Keyes Street
2. 11th Street and Keyes Street
3. Senter Road and Keyes Street
4. 10th Street and Alma Avenue
5. 10th Street and Phelan Avenue
6. 10th Street and Tully Road
7. Senter Road and Tully Road (CMP intersection)
8. Senter Road and Needles Drive
9. Senter Road and Wool Creek Drive

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

Figure 1

Site Location and Study Intersections

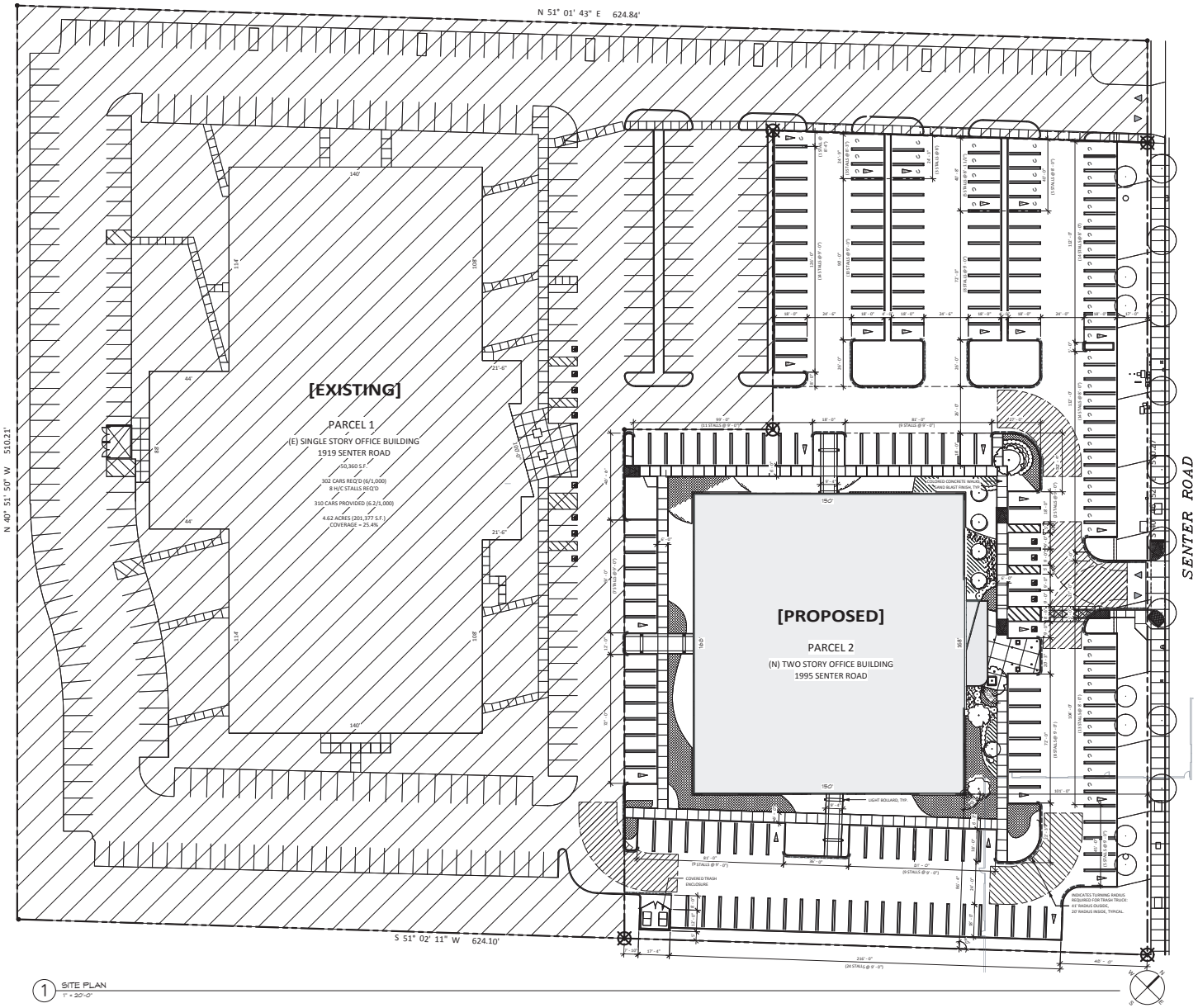

Figure 2
Project Site Plan

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NORTH
Not to Scale

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing AM and PM peak hour traffic volumes for three of the study intersections were obtained from manual turning-movement counts conducted on Tuesday, September 27th, 2016. Peak hour turning movement volumes for the remaining six intersections, including the CMP intersection of Senter Road/Tully Road were provided by the City of San Jose. The PM peak hour volumes for the CMP intersection of Senter Road/Tully Road has a count date of September 17, 2014, and is consistent with the Santa Clara Valley Transportation Authority (VTA) CMP Traffix count database. All intersection count data were approved by the City of San Jose Department of Transportation prior to using the data for the traffic impact analysis.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on existing traffic conditions. Existing plus project traffic conditions could potentially occur if the project were to be constructed and occupied prior to other approved development in the area.

Scenario 3: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The ATI is contained in Appendix A.

Scenario 4: *Background Plus Project Conditions.* Projected near-term peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy (Council Policy 5-3).

Methodology

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

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Jose, and field observations. The following data were collected from these sources:

- existing traffic volumes
- approved project trips
- intersection lane configurations
- signal timing and phasing

Analysis Methodologies and Level of Service Standards

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

City of San Jose Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM

operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand turning-movements at intersections. Vehicle queues are 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
λ = Avg. # of vehicles in queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal 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 signalized intersections.

The 95th 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. Or, a queue length larger than the 95th 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 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length."

Freeway Segments

According to CMP guidelines, an analysis of freeway segment levels of service is only required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Based on the distribution of project-generated trips, the number of trips that would be added to the freeways in the area is expected to be well below the one percent threshold. Thus, a CMP freeway analysis was not prepared.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions and describes the project's impact on the near-term transportation system when the project is expected to be fully occupied. Chapter 6 describes non-level of service operational issues associated with the proposed project. Chapter 7 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all the major transportation facilities within 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 in the study area.

Existing Roadway Network

Regional access to the project site is provided by SR 87, US 101 and I-280. Local access to the project site is provided via Monterey Road, Tenth Street, Eleventh Street, Senter Road, Keyes Street, Alma Avenue, Phelan Avenue and Tully Road. These facilities are described below.

SR 87 provides access to the project site via partial interchanges at Lelong Street and Almaden Expressway, and a full interchange at Curtner Avenue. SR 87 is oriented in a north/south direction with four mixed-flow lanes and two HOV lanes. SR 87 connects to I-280 in the study area.

US 101 is a north-south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. US 101 is eight lanes wide (three mixed-flow lanes and one HOV lane in each direction) within the vicinity of the project site. US 101 provides site access via full interchanges at Tully Road and Story Road.

I-280 is a north-south freeway that extends from US 101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway within the vicinity of downtown San Jose. I-280 provides access to the site via partial interchanges at Vine Street, First Street, Seventh Street, Tenth Street, and the Eleventh Street. I-280 connects to US 101, I-680 and SR 87 in the study area.

Monterey Road is a north-south six-lane arterial within the vicinity of the site. It extends from Gilroy in the south to central San Jose in the north, where it eventually becomes El Camino Real, extending all the way north to San Francisco. Monterey Road intersects Tully Road, Phelan Avenue and Alma Avenue in the immediate vicinity of the project site.

Alma Avenue is an east-west four-lane arterial street extending from Senter Road to Minnesota Avenue west of SR 87. Alma Avenue provides access to northbound SR 87 and from southbound SR 87, and provides access to the project site via Senter Road.

Keyes Street is an east-west roadway that extends east from Monterey Road and continues to Senter Road, where it becomes Story Road. West of Monterey Road, Keyes Street becomes Goodyear Street, a minor residential street. Keyes Street provides access to the project site via Senter Road.

Senter Road is a north-south four- to six-lane arterial street extending from Story Road/Keyes Street to south of Capitol Expressway. Senter Road provides direct access to the project site.

Tenth Street is a north-south street extending from Old Bayshore Highway to Tully Road. Tenth Street is a four-lane two-way street between Old Bayshore Highway and E Hedding Street, and becomes a two- to three-lane one-way southbound street between E. Hedding Street and E. Humboldt Street. In the project area, S. Tenth Street becomes a four-lane two-way street until it terminates at Tully Road.

Eleventh Street is a north-south three-lane street that runs from Keyes Street to Hedding Street. North Eleventh Street is one-way in the northbound direction.

Tully Road is an east-west arterial street extending from Monterey Road to Ruby Avenue in east San Jose. It is six lanes wide within the vicinity of the site. Tully Road provides access to the site via its connection to Senter Road. West of Monterey Road, Tully Road becomes Curtner Avenue and provides access to SR 87. To the east, Tully Road provides access to US 101.

Existing Bicycle and Pedestrian Facilities

Class II bicycle facilities (bike lanes) are provided along the following roadways in the study area (see Figure 3):

- Monterey Road, between Keyes Street and Metcalf Road
- Curtner Avenue/Tully Road, between Leigh Avenue and Ruby Avenue
- Keyes Street/Story Road, between Monterey Road and McLaughlin Avenue
- Senter Road, between Keyes Street and Monterey Road (with a 1,200-foot segment missing between Singleton Road and Sylvandale Road)
- Seventh Street, between San Jose State University and Tully Road
- 10th Street, between Old Bayshore Highway and Tully Road
- 11th Street, between Hedding Street and E. Humboldt Street
- 3rd Street, between Jackson Street and E. Humboldt Street
- 2nd Street, between E. San Salvador Street and Keyes Street.

The Guadalupe River/Los Alamitos Creek multi-use trail system runs through the City of San Jose along the Guadalupe River, adjacent to SR 87, and is a City of San Jose and Santa Clara County Class I bicycle facility (off-street bike path). It runs between Willow Street and Curtner Avenue within the study area, 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 both the Tamien and Curtner LRT stations. These bike paths are also available for use by pedestrians year-round.

Keyes Street/Goodyear Street is a designated bike route containing Sharrows. Sharrows are painted shared lane markings on a road that indicate to motorists that bicyclists may use the full travel lane. Sharrows are most often used on roadways that are too narrow to install a standard striped bike lane.

Pedestrian facilities in the study area consist of a continuous network of sidewalks along all the surrounding roadways. Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area.

Existing Transit Services

Existing transit services to the study area are provided by the VTA and Caltrain (see Figure 4).

VTA Bus Service

Local Route 25 provides service between the Alum Rock Transit Center and De Anza College. Route 25 operates along Keyes Street in the project study area, with 10-minute headways during the weekday peak commute hours and 15-minute headways during most of the day on weekends. The closest bus stop served by Route 25 is located on Story Road just west of Senter Road (1 mile from the project site).

LEGEND

= Project Site Location

= Study Intersection

= Bike Lanes (Class II Bikeway)

= Bike Route (Class III Bikeway) or Sharrow

Figure 3
Existing Bicycle Facilities

Figure 4
Existing Transit Service

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 15- to 30-minute headways during the weekday peak commute hours and 30-minute headways during most of the day on weekends. The closest bus stop served by Route 26 is located on Story Road just west of Senter Road.

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. Bus stops for Route 68 are located on the east side of Monterey Road just north of San Jose Avenue and Alma Avenue, and on the west side of Monterey Road just south of Alma Avenue and Bellevue Avenue.

Local Route 73 provides service between the Snell/Capitol intersection and downtown San Jose. Route 73 operates along Senter 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. Bus stops for Route 73 are located on Senter Road at the intersections of Needles Drive and Wool Creek Drive in the immediate vicinity of the project site.

Local Route 82 provides service between Westgate Mall and Downtown San Jose. Route 82 operates along Alma Avenue in the project study area, with 30-minute headways during the weekday peak commute hours and 45-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.

VTA Light Rail Transit (LRT) Service

The Tamien LRT station is located near SR 87 at Lelong Street/Alma. The Tamien LRT station provides a direct connection to the Tamien Caltrain station and to VTA bus service (Local Routes 25 and 82). The LRT station offers bicycle lockers, a Park & Ride lot, and long-term airport parking. Due to the distance of the LRT station from the project site, it can be assumed that use of LRT service by employees of the proposed office development would be somewhat limited.

LRT service at the Tamien station is provided by the Alum Rock-Santa Teresa LRT line, which operates nearly 24 hours a day (4:00 AM to 2:00 AM) with 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 Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry about 58,500 riders on an average weekday. Caltrain provides 7-day service to the Tamien Caltrain station with multiple trains during peak commute hours. The Tamien Caltrain station offers bicycle lockers and racks, a 275-space parking lot, and a direct connection to VTA bus (Local Routes 25 and 82) and LRT services.

Existing Intersection Lane Configurations

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

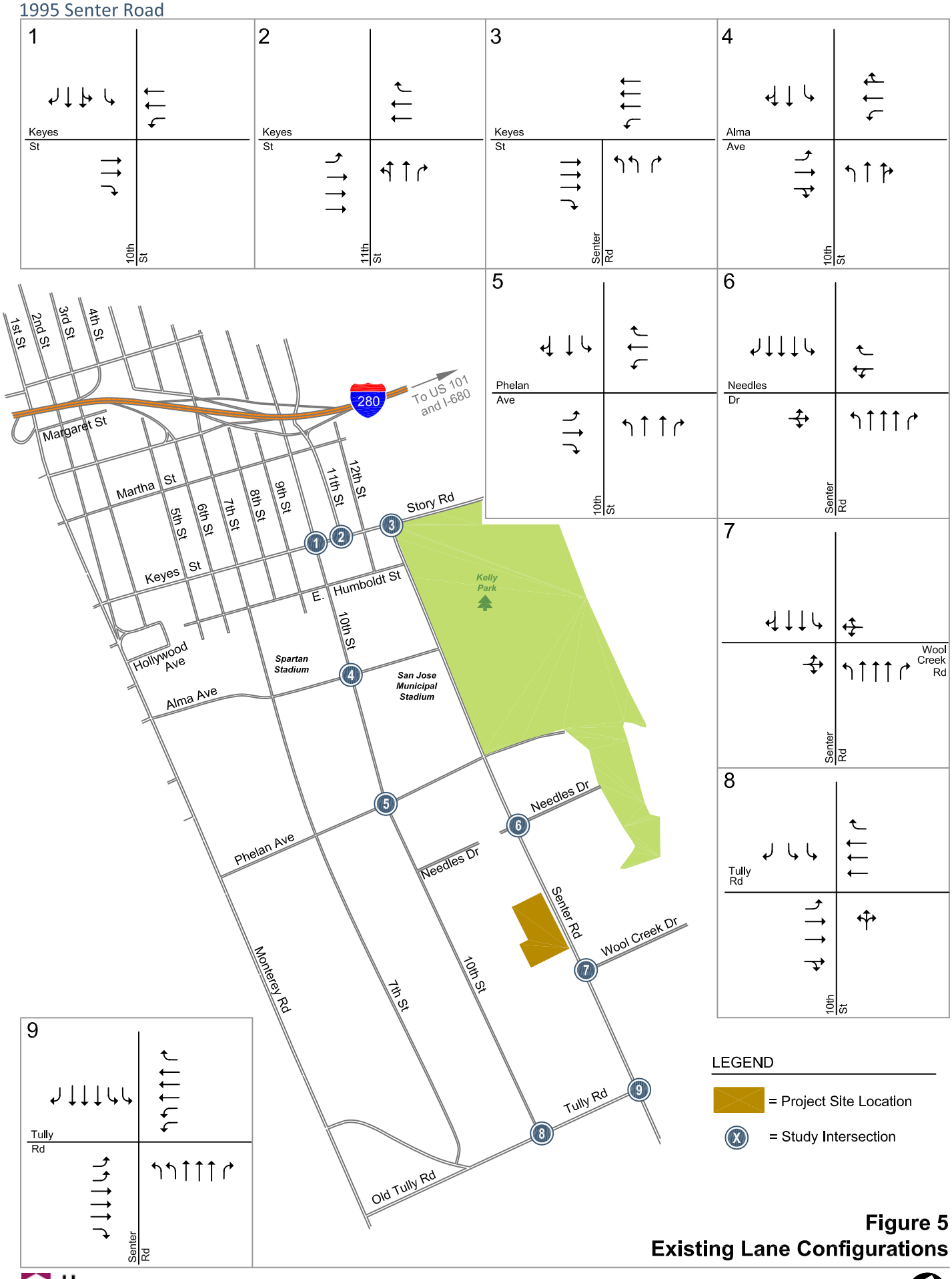

Figure 5
Existing Lane Configurations

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Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for three of the study intersections were obtained from manual turning-movement counts conducted on Tuesday, September 27th, 2016. Peak hour turning movement volumes for the remaining six intersections, including the CMP intersection of Senter Road/Tully Road, were provided by the City of San Jose. The PM peak hour volumes for the CMP intersection of Senter Road/Tully Road has a count date of September 17, 2014 and is consistent with the Santa Clara Valley Transportation Authority (VTA) CMP Traffix count database. All intersection count data were approved by the City of San Jose Department of Transportation prior to using the data for the traffic impact analysis. The existing peak hour traffic volumes are shown graphically on Figure 6.

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that, measured against the City of San Jose level of service standards, all the study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic (see Table 2).

The intersection level of service calculation sheets are included in Appendix C.

Table 2
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay	LOS
1	Tenth St & Keyes St	AM	05/20/15	25.3	C
		PM	05/19/15	24.8	C
2	Eleventh St & Keyes St	AM	05/19/15	27.1	C
		PM	05/09/15	25.2	C
3	Senter Rd & Keyes St	AM	05/19/16	25.5	C
		PM	05/19/15	26.2	C
4	Tenth St & Alma Av	AM	09/27/16	24.9	C
		PM	09/27/16	22.5	C
5	Tenth St & Phelan Av	AM	09/27/16	17.9	B
		PM	09/27/16	19.3	B
6	Senter Rd & Needles Dr	AM	10/20/15	13.7	B
		PM	10/20/15	19.2	B
7	Senter Rd & Wool Creek Dr	AM	09/27/16	22.6	C
		PM	09/27/16	19.1	B
8	Tenth St & Tully Rd	AM	05/20/15	28.9	C
		PM	05/20/15	32.1	C
9	Senter Rd & Tully Rd*	AM	11/06/14	40.5	D
		PM	09/17/14	47.6	D

* Denotes CMP intersection

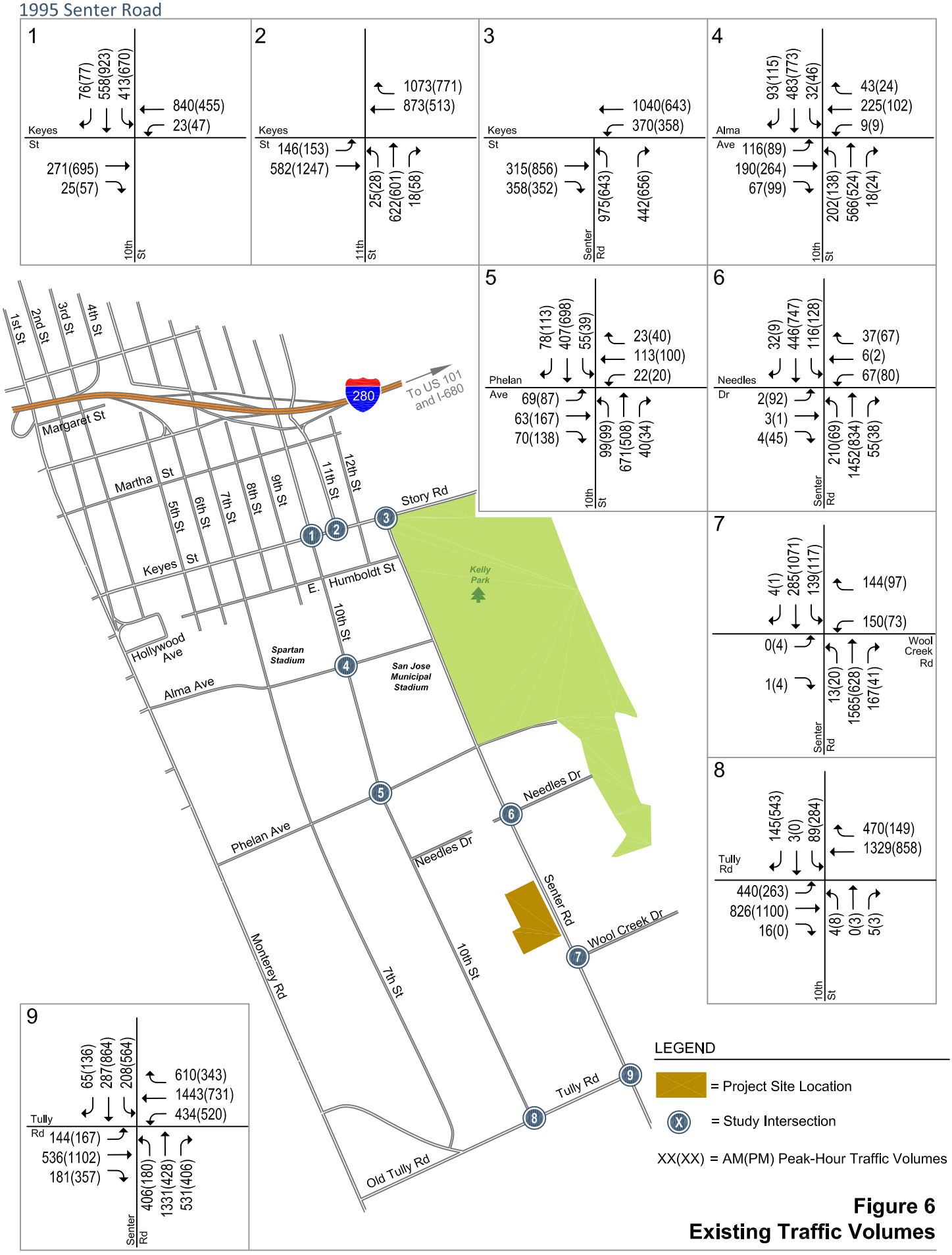

Figure 6
Existing Traffic Volumes

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Observed Existing Traffic Conditions

Traffic conditions were observed in the field 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 level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions. AM and PM field observations revealed that overall the study intersections operate well, and the level of service calculations accurately reflect existing conditions. However, operational issues were observed for some turning movements as described below:

11th Street/Keyes Street

During the AM and PM peak hours, field observations showed heavy northbound traffic volumes on 11th Street. There was delay caused by spillback from the downstream intersections on 11th Street. Traffic in the northbound direction at the 11th/Keyes intersection queued past Humboldt Street and back onto 10th Street during the AM peak hour. Field observations also showed congestion on the westbound approach, during both the AM and PM peak hours. The westbound lanes had an imbalance in lane utilization in favor of the outer lane, due to the large volume of westbound right-turning traffic headed toward I-280 and downtown. Cycle failures occurred for the northbound traffic.

Senter Road/Keyes Street-Story Road

During the AM peak hour, field observations showed traffic congestion in the westbound direction on Story Road, resulting in vehicle queues that extended through the intersection. This was due to the heavy westbound through and northbound left-turn traffic volume at the intersection that was headed toward I-280 and downtown. As a result, it took more than one signal cycle length for the northbound left-turning traffic to clear the intersection during both the AM and PM peak hour periods.

10th Street/Tully Road

During the AM peak hour, field observations showed that westbound traffic queued back through the Corde Terra Circle signal to about the McDonalds restaurant. McDonalds is approximately 250 feet west of the Senter/Tully intersection. Cycle failures were observed for westbound traffic.

Senter Road/Tully Road

During the AM peak hour, field observations showed congestion for the westbound and northbound approaches. Cycle failure occurred for the northbound movement.

During the PM peak hour, southbound left-turning vehicles consistently reached the capacity of the turn pocket, resulting in queues that extended into the adjacent through lane. When this occurred, it took two signal cycles for southbound left-turning vehicles to clear the intersection.

3.
Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. Existing plus project conditions also does not include any planned and funded roadway improvements that have not yet been constructed.

Transportation Network Under Existing Plus Project Conditions

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

Project Trip Estimates

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

Trip Generation

Through empirical research, data has been collected that quantifies the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increase that would result from a new development. 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 generation rates used for this study are published in the institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* (2012). The rates for General Office Building (Land Use Code 710) were used to estimate trips generated by the proposed project (see Table 3).

Based on the standard ITE trip rates, it is estimated that the proposed office building would generate 559 daily vehicle trips, with 79 trips occurring during the AM peak hour and 75 trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE, the project would produce 70 inbound trips and 9 outbound trips during the AM peak hour, and 13 inbound trips and 62 outbound trips during the PM peak hour.

Table 3
Project Trip Generation Estimates

Land Use	Size (s.f.)	Daily Rate	Daily Trips	AM Peak Hour Rate/ Factor	AM Peak Hour Splits In	AM Peak Hour Splits Out	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Rate/ Factor	PM Peak Hour Splits In	PM Peak Hour Splits Out	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Office Building [1]	50,637	11.0	559	1.56	88%	12%	70	9	79	1.49	17%	83%	13	62	75

Notes:
[1] Trip generation for the proposed office building is based on average rates for General Office Building (Land Use Code 710) published in ITE Trip Generation Manual, 9th Edition (2012).

Trip Distribution

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses (see Figure 7).

Trip Assignment

The project-generated trips were assigned to the roadway network based on the project trip distribution pattern. The trip assignment took into account the project driveway locations and freeway access points. The majority of project trips were assigned to the new (southern) project driveway. The existing northern driveway is a limited access driveway (right-turn only) and would be utilized slightly less, since it would be shared with the existing adjacent office building (see Figure 8).

Existing Plus Project Traffic Volumes

The project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 9). Traffic volumes for all components of traffic are tabulated in Appendix B.

Intersection Levels of Service Under Existing Plus Project Conditions

The results of the intersection level of service analysis under existing plus project conditions show that, measured against the City of San Jose standards, all the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic if the proposed project were completed and operating today (see Table 4).

The level of service calculation sheets are included in Appendix C.

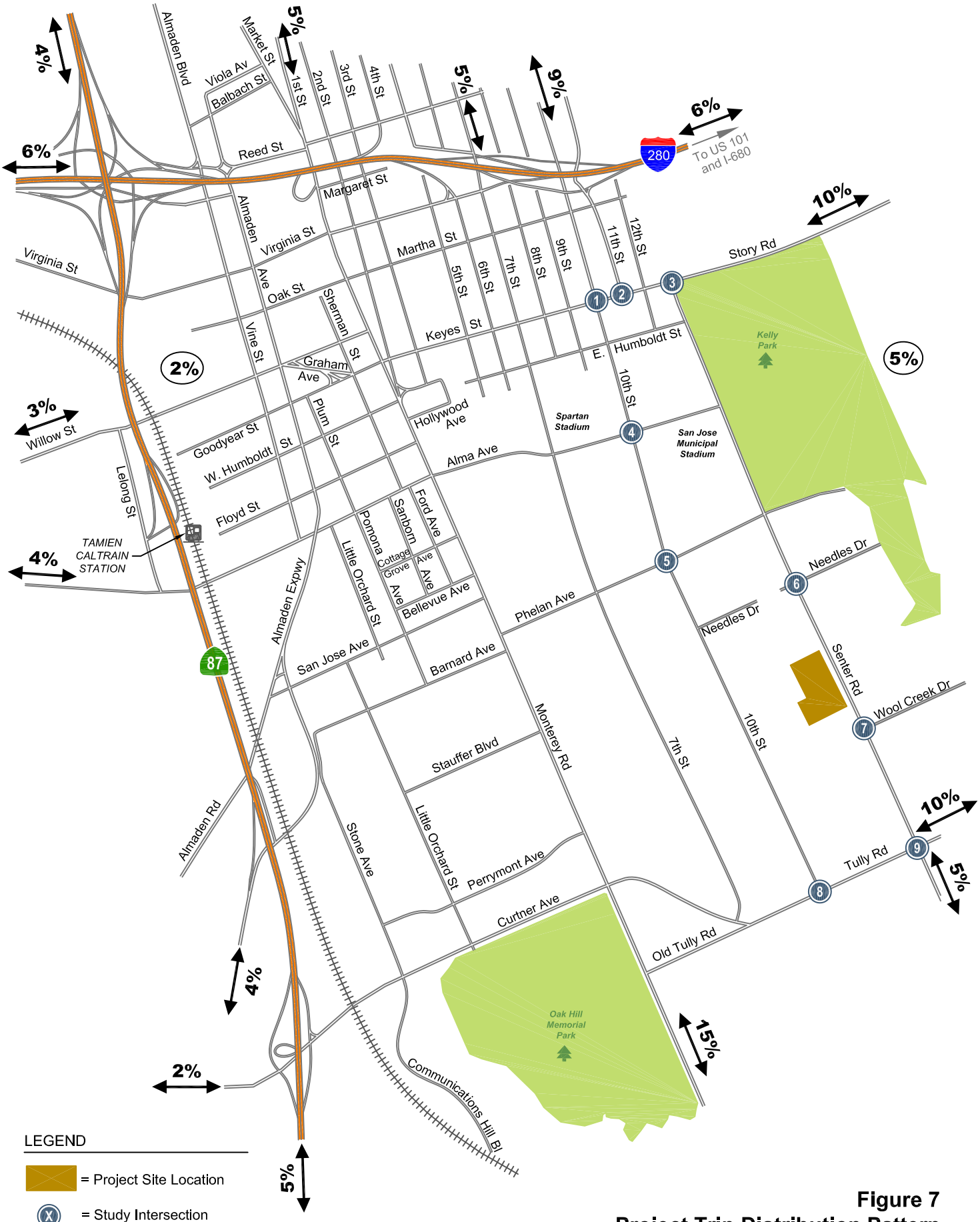

Figure 7
Project Trip Distribution Pattern

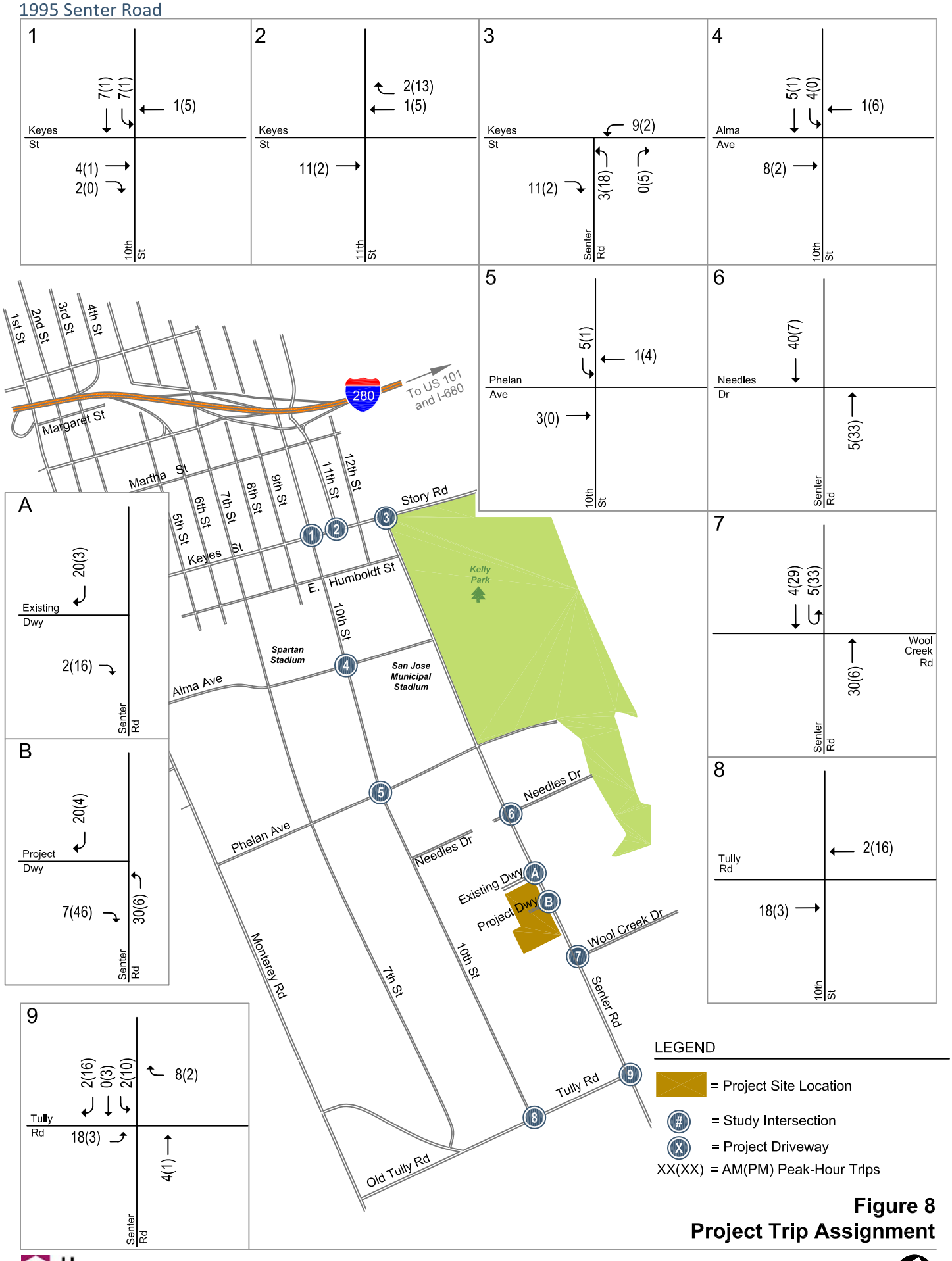

Figure 8
Project Trip Assignment

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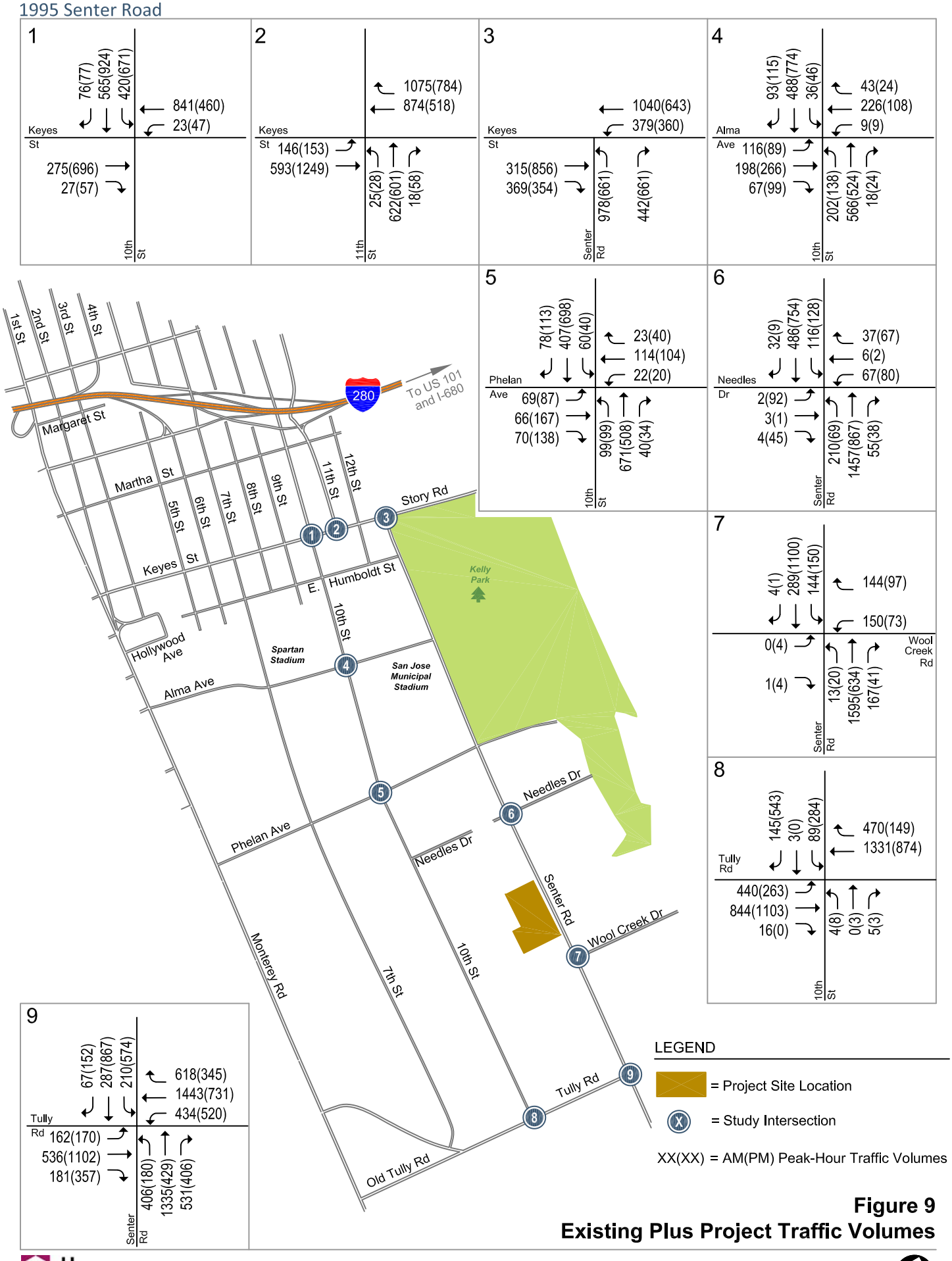

Figure 9
Existing Plus Project Traffic Volumes

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Table 4
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS
1	Tenth St & Keyes St	AM	25.3	C	25.3	C
		PM	24.8	C	24.8	C
2	Eleventh St & Keyes St	AM	27.1	C	27.0	C
		PM	25.2	C	25.1	C
3	Senter Rd & Keyes St	AM	25.5	C	25.6	C
		PM	26.2	C	26.3	C
4	Tenth St & Alma Av	AM	24.9	C	24.9	C
		PM	22.5	C	22.6	C
5	Tenth St & Phelan Av	AM	17.9	B	18.0	B
		PM	19.3	B	19.4	B
6	Senter Rd & Needles Dr	AM	13.7	B	13.8	B
		PM	19.2	B	19.0	B
7	Senter Rd & Wool Creek Dr	AM	22.6	C	22.7	C
		PM	19.1	B	19.6	B
8	Tenth St & Tully Rd	AM	28.9	C	28.7	C
		PM	32.1	C	32.1	C
7	Senter Rd & Tully Rd*	AM	40.5	D	40.9	D
		PM	47.6	D	47.6	D

* Denotes CMP intersection

4. Background Conditions

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

Background Transportation Network

At the direction of the City of San Jose, it was assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments (see Figure 10). The added traffic from approved but not yet constructed developments in the City of San Jose was obtained from the City's Approved Trips Inventory (ATI). For intersections of Senter Road/Needles Drive and Senter Road/Wool Creek Drive, AM and PM peak hour ATI was extrapolated based on ATI at Senter Road/Tully Road.

The ATI is contained in Appendix A

Intersection Levels of Service Under Background Conditions

The results of the intersection level of service analysis show that, measured against the City of San Jose standards, all the study intersections would operate at an acceptable level of service (LOS D or better) under background conditions during both the AM and PM peak hours of traffic (see Table 5).

The intersection level of service calculation sheets are included in Appendix C.

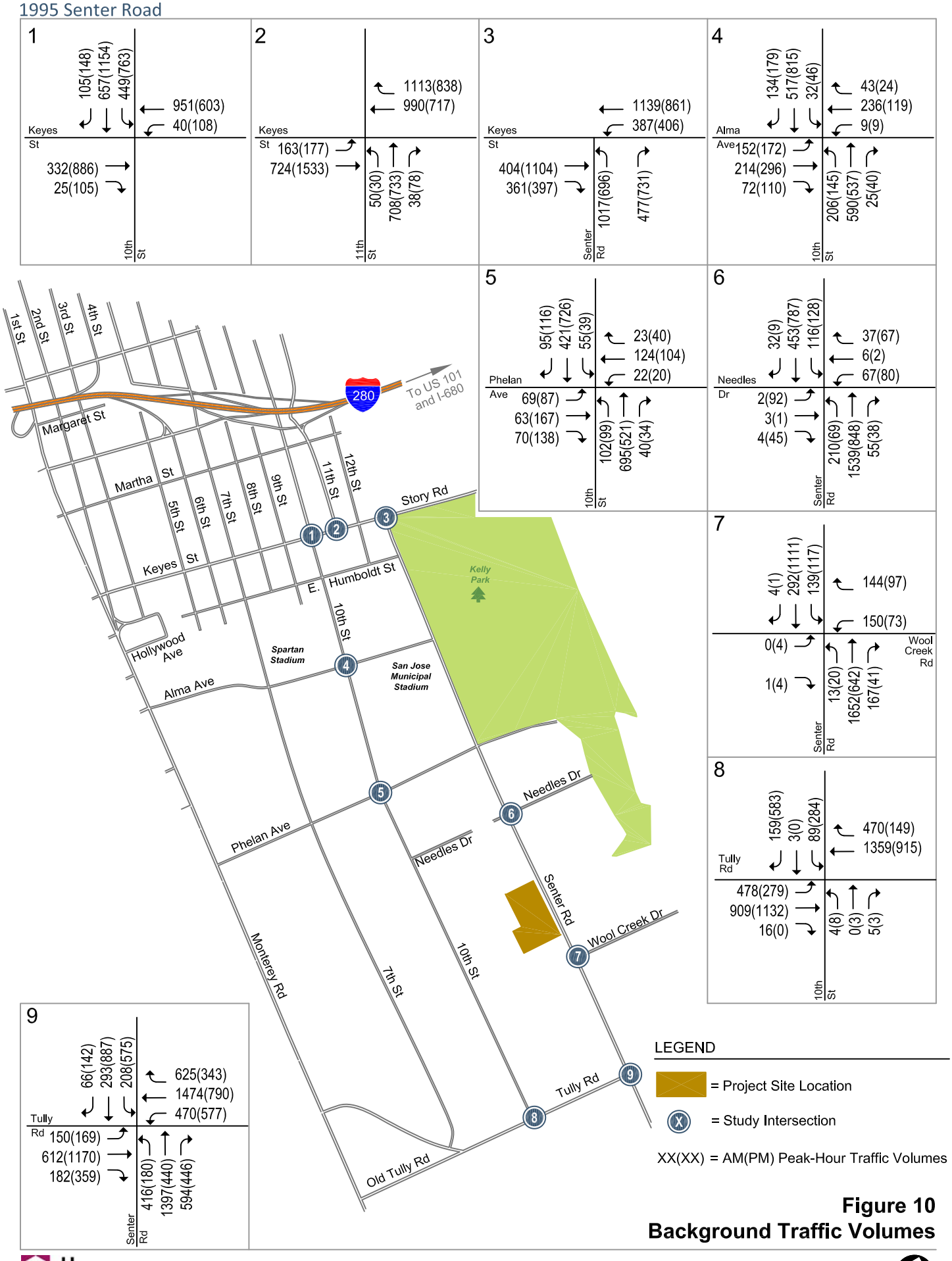

Figure 10
Background Traffic Volumes

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Table 5
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	Tenth St & Keyes St	AM	25.3	C	26.0	C
		PM	24.8	C	29.0	C
2	Eleventh St & Keyes St	AM	27.1	C	28.1	C
		PM	25.2	C	26.0	C
3	Senter Rd & Keyes St	AM	25.5	C	26.6	C
		PM	26.2	C	27.7	C
4	Tenth St & Alma Av	AM	24.9	C	25.4	C
		PM	22.5	C	24.4	C
5	Tenth St & Phelan Av	AM	17.9	B	18.1	B
		PM	19.3	B	19.3	B
6	Senter Rd & Needles Dr	AM	13.7	B	13.5	B
		PM	19.2	B	19.0	B
7	Senter Rd & Wool Creek Dr	AM	22.6	C	22.4	C
		PM	19.1	B	18.8	B
8	Tenth St & Tully Rd	AM	28.9	C	29.4	C
		PM	32.1	C	32.8	C
9	Senter Rd & Tully Rd*	AM	40.5	D	41.1	D
		PM	47.6	D	48.3	D

* Denotes CMP intersection

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that likely would occur when the project is complete. It includes a description of the City of San Jose significance criteria used to establish what constitutes a project impact, a description of the transportation system under background plus project conditions, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose Level of Service standards. The City of San Jose LOS Policy 5-3 is the adopted established threshold for CEQA.

City of San Jose Definition of Significant Intersection Impacts

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

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

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

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

Transportation Network Under Background Plus Project Conditions

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

Project Trip Estimates

As described in Chapter 3, the project would generate 559 daily vehicle trips, with 79 trips occurring during the AM peak hour (70 inbound trips and 9 outbound trips), and 75 trips occurring during the PM peak hour (13 inbound trips and 62 outbound trips).

Background Plus Project Traffic Volumes

The AM and PM peak hour trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 11). The project trips were assigned to the roadway system in accordance with the trip distribution pattern discussed in Chapter 3.

Traffic volumes for all components of traffic are tabulated in Appendix B.

Intersection LOS Under Background Plus Project Conditions

Intersection levels of service were evaluated against the City of San Jose standards. The results of the level of service analysis under background plus project conditions show that, measured against the City of San Jose level of service impact criteria, none of the study intersections would be significantly impacted by the project (see Table 6).

Note that some of the intersections show a slight decrease in average delay with the project. The average vehicle delay calculated by the 2000 Highway Capacity Manual (HCM) methodology is a weighted average. Thus, decreases in average delay can result when project traffic is added to non-critical intersection movements that have low vehicle delays but high corresponding traffic volumes.

The level of service calculation sheets are included in Appendix C.

Table 6
Intersection Levels of Service Under Background Plus Project Conditions

			Existing		Background		Background Plus Project			
Study Number	Intersection	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Tenth St & Keyes St	AM	25.3	C	26.0	C	26.0	C	0.0	0.003
		PM	24.8	C	29.0	C	29.0	C	0.0	0.001
2	Eleventh St & Keyes St	AM	27.1	C	28.1	C	28.0	C	0.0	0.000
		PM	25.2	C	26.0	C	26.0	C	0.0	0.001
3	Senter Rd & Keyes St	AM	25.5	C	26.6	C	26.7	C	0.3	0.007
		PM	26.2	C	27.7	C	27.9	C	0.2	0.007
4	Tenth St & Alma Av	AM	24.9	C	25.4	C	25.5	C	0.0	0.002
		PM	22.5	C	24.4	C	24.5	C	0.0	0.002
5	Tenth St & Phelan Av	AM	17.9	B	18.1	B	18.2	B	0.1	0.004
		PM	19.3	B	19.3	B	19.3	B	0.1	0.003
6	Senter Rd & Needles Dr	AM	13.7	B	13.5	B	13.6	B	0.0	0.001
		PM	19.2	B	19.0	B	18.7	B	-0.3	0.006
7	Senter Rd & Wool Creek Dr	AM	22.6	C	22.4	C	22.5	C	0.2	0.009
		PM	19.1	B	18.8	B	19.4	B	-0.1	0.006
8	Tenth St & Tully Rd	AM	28.9	C	29.4	C	29.2	C	0.0	0.000
		PM	32.1	C	32.8	C	32.9	C	0.1	0.003
9	Senter Rd & Tully Rd	AM	40.5	D	41.1	D	41.5	D	0.9	0.012
		PM	47.6	D	48.3	D	48.4	D	0.2	0.004

* Denotes CMP intersection

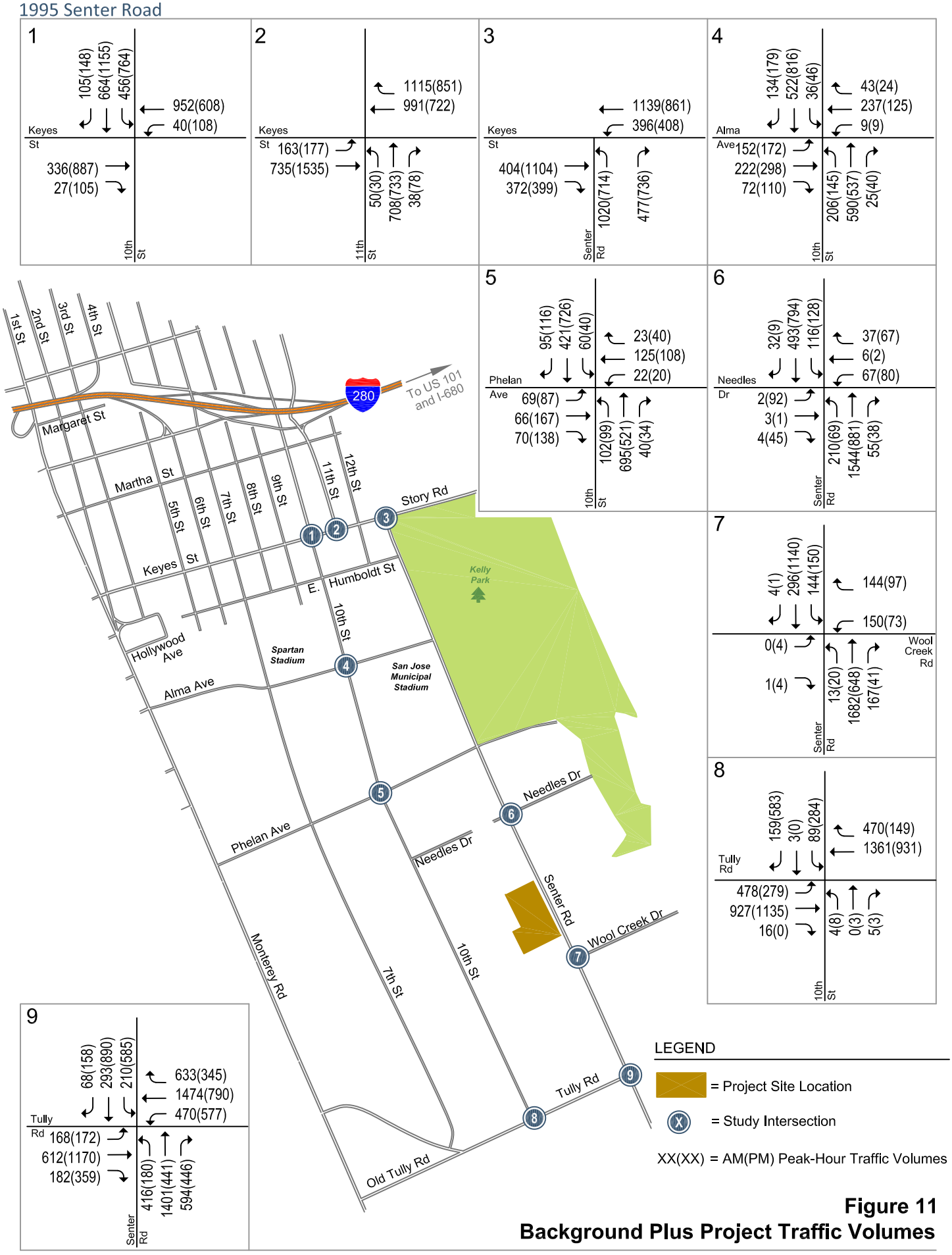

Figure 11
Background Plus Project Traffic Volumes

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6. Other Transportation Issues

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

- Intersection operations analysis – vehicle queuing and storage at selected intersections
- Potential project impacts to transit, bicycle, and pedestrian facilities
- Site access, on-site circulation and parking supply

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 intersection level of service was supplemented with an operations analysis for intersections where the project would add left turns. For the purposes of the traffic study, a vehicular queueing analysis was conducted at study intersections along Senter Road where the project would add at least 3 vehicle trips to a left-turn movement during either the AM or PM peak hour.

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
λ = Average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal 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 signalized intersections. The 95th 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. Or, a queue length larger than the 95th 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). Thus, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length." The vehicle queue estimates and a tabulated summary of the findings are shown in Tables 7 and 8.

Table 7
Vehicle Queuing and Left-Turn Pocket Storage Analysis – AM Peak Hour

	Senter Rd & Keyes St		Senter Rd & Tully Rd		Senter Rd & Wool Creek Dr
Movement:	NBL [3]	WBL	EBL	SBL	SBL
Peak Hour Period:	AM	AM	AM	AM	AM
Existing					
Cycle/Delay [1] (sec)	130	130	150	150	100
Volume (vphpl)	536	370	72	104	139
Avg. Queue (veh/ln.)	19.4	13.4	3.0	4.3	3.9
Avg. Queue [2] (ft./ln)	484	334	75	108	97
95th %. Queue (veh/ln.)	27	20	6	8	7
95th %. Queue (ft./ln)	675	500	150	200	175
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	Y	Y
Existing Plus Project					
Cycle/Delay [1] (sec)	130	130	150	150	100
Volume (vphpl)	538	379	81	105	144
Avg. Queue (veh/ln.)	19.4	13.7	3.4	4.4	4.0
Avg. Queue [2] (ft./ln)	486	342	84	109	100
95th %. Queue (veh/ln.)	27	20	7	8	8
95th %. Queue (ft./ln)	675	500	175	200	200
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	Y	Y
Background					
Cycle/Delay [1] (sec)	130	130	150	150	100
Volume (vphpl)	559	387	75	104	139
Avg. Queue (veh/ln.)	20.2	14.0	3.1	4.3	3.9
Avg. Queue [2] (ft./ln)	505	349	78	108	97
95th %. Queue (veh/ln.)	28	20	6	8	7
95th %. Queue (ft./ln)	700	500	150	200	175
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	Y	Y
Background Plus Project					
Cycle/Delay [1] (sec)	130	130	150	150	100
Volume (vphpl)	561	396	84	105	144
Avg. Queue (veh/ln.)	20.3	14.3	3.5	4.4	4.0
Avg. Queue [2] (ft./ln)	506	358	88	109	100
95th %. Queue (veh/ln.)	28	21	7	8	8
95th %. Queue (ft./ln)	700	525	175	200	200
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections
[2] Assumes 25 feet per vehicle queued.
[3] Senter Road provides approximately 750 feet of vehicle storage between Keyes Street and the full access driveway that serves Happy Hollow Park and Zoo.

Table 8
Vehicle Queuing and Left-Turn Pocket Storage Analysis – PM Peak Hour

	Senter Rd & Keyes St		Senter Rd & Tully Rd		Senter Rd & Wool Creek Dr
Movement:	NBL [3]	WBL	EBL	SBL	SBL
Peak Hour Period:	PM	PM	PM	PM	PM
Existing					
Cycle/Delay [1] (sec)	126	126	160	160	100
Volume (vphpl)	386	358	84	282	117
Avg. Queue (veh/ln.)	13.5	12.5	3.7	12.5	3.3
Avg. Queue [2] (ft./ln)	338	313	93	313	81
95th %. Queue (veh/ln.)	20	19	7	19	6
95th %. Queue (ft./ln)	500	475	175	475	150
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	**N**	Y
Existing Plus Project					
Cycle/Delay [1] (sec)	126	126	160	160	100
Volume (vphpl)	397	360	90	287	150
Avg. Queue (veh/ln.)	13.9	12.6	4.0	12.8	4.2
Avg. Queue [2] (ft./ln)	347	315	100	319	104
95th %. Queue (veh/ln.)	20	19	8	19	8
95th %. Queue (ft./ln)	500	475	200	475	200
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	**N**	Y
Background					
Cycle/Delay [1] (sec)	126	126	160	160	100
Volume (vphpl)	418	406	90	288	117
Avg. Queue (veh/ln.)	14.6	14.2	4.0	12.8	3.3
Avg. Queue [2] (ft./ln)	366	355	100	320	81
95th %. Queue (veh/ln.)	21	21	8	19	6
95th %. Queue (ft./ln)	525	525	200	475	150
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	**N**	Y
Background Plus Project					
Cycle/Delay [1] (sec)	126	126	160	160	100
Volume (vphpl)	428	408	86	293	150
Avg. Queue (veh/ln.)	15.0	14.3	3.8	13.0	4.2
Avg. Queue [2] (ft./ln)	375	357	96	326	104
95th %. Queue (veh/ln.)	22	21	7	19	8
95th %. Queue (ft./ln)	550	525	175	475	200
Storage (ft./ ln.)	750	325	225	250	225
Adequate (Y/N)	Y	**N**	Y	**N**	Y

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections
[2] Assumes 25 feet per vehicle queued.
[3] Senter Road provides approximately 750 feet of vehicle storage between Keyes Street and the full access driveway that serves Happy Hollow Park and Zoo.

Senter Road and Keyes Street Intersection

The queuing analysis indicates that the maximum vehicle queue for the westbound left-turn lane at the Senter Road/Keyes Street intersection currently exceeds the existing vehicle storage capacity during both the AM and the PM peak hour of traffic, and would continue to do so under both background and background plus project conditions. The westbound left-turn lane provides 325 feet of vehicle storage and currently requires 500 feet based on the queuing analysis. This was confirmed by field observations. The project would increase the 95th percentile vehicle queue by one vehicle during the AM peak hour only. Extending the westbound left-turn pocket an additional 175 feet would require reconstruction of the existing raised center median, including removal of about seven trees, and re-striping.

Senter Road and Tully Road Intersection

The queuing analysis indicates that the maximum vehicle queue for the southbound left-turn lanes at the Senter Road/Tully Road intersection currently exceeds the existing vehicle storage capacity during the PM peak hour of traffic, and would continue to do so under both background and background plus project conditions. Each of the two left-turn lanes provide 250 feet of vehicle storage and currently require 475 feet based on the queuing analysis. This was confirmed by field observations. Even though the left turns back up, they do not impede southbound through traffic because Senter Road has three through lanes southbound. The project would not increase the 95th percentile vehicle queues for the southbound left turns. The left-turn pocket cannot be lengthened because it is back-to-back with another left turn pocket at the Parrott Street/Quinn Avenue.

Transit Services

Although no transit reduction was applied to the estimated trip generation for the project, some of the project trips could be made by transit. It is assumed that some employees of the proposed project would utilize the existing bus service. Applying a three percent transit mode share yields an estimate of approximately 2 new transit riders during both the AM and PM peak hours. Local bus line 73 operates along Senter 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. The bus stop for Route 73 northbound is located at the intersection of Senter Road and Needles Drive, and the stop for Route 73 southbound is located at the intersection of Senter Road and Wool Creek Drive. Potential new riders could be accommodated by the current available ridership capacity of the bus service in the study area. Thus, no transit-related improvements would be necessary with the project.

Bicycle and Pedestrian Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects when feasible.

Bicycle Facilities

Bicycle lanes exist on Senter Road adjacent to the project site. These bike lanes connect to other bike lanes on Tully Road and Keyes Street. The existing network of bike lanes in the study area provides good connectivity and would provide bicyclists with a safe connection between the project site and other surrounding land uses.

The project would be expected to add a small amount of bicycle traffic to the roadways in the study area. No improvements to the bicycle network would be necessary with the project.

Pedestrian Facilities

Pedestrian traffic primarily would be generated by employees of the proposed office development walking to the bus stops on Senter Road, and possibly walking to Kelly Park on the east side of Senter Road. Senter Road has sidewalks on both sides of the street in the project vicinity. Crosswalks with pedestrian signal heads and ADA compliant ramps are located at all signalized intersections in the study area.

Overall, the existing network of sidewalks in the study area has adequate connectivity and would provide pedestrians with a safe connection between the project site and other points of interest. It can be concluded that the existing pedestrian facilities would be adequate to serve the anticipated pedestrian demand under existing plus project and background plus project conditions.

Site Access and On-Site Circulation

The site access and circulation evaluation is based on the August 22, 2014 site plan prepared by DEVCON Construction Incorporated (see Figure 2 in Chapter 1). Access to the project site would be provided via two driveways along Senter Road. The northern driveway is an existing driveway permitting only right-in/right-out movements. This driveway will be shared between the proposed project and the adjacent office building. A second driveway will be provided to the south of the existing driveway on Senter Road, and would serve the proposed new office building. This driveway also will be restricted to right-out movements only; however, a break in the median will be provided on Senter Road at this driveway to facilitate left-turns into the project site from northbound Senter Road. The site plan shows both driveways to be 27 feet wide measured at the throat, which is adequate for vehicle ingress and egress.

The project would add 22 trips (20 inbound and 2 outbound) during the AM peak hour and 19 trips (3 inbound and 16 outbound) during the PM peak hour to the northern driveway. The southern driveway would serve 57 trips (50 inbound and 7 outbound) during the AM peak hour and 56 trips (10 inbound and 46 outbound) during the PM peak hour. The traffic signal at Senter Road/Needles Drive would create sufficient gaps in traffic on Senter Road to allow traffic to enter and exit the project driveways.

Sight Distance at the Senter Road Driveways

Providing the appropriate sight distance reduces the likelihood of a collision at an intersection or driveway. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For Senter Road, which has a posted speed limit of 40 mph, the Caltrans recommended stopping sight distance is 360 feet (based on an estimated design speed of 45 mph). This means that a driver must be able to see 360 feet down Senter Road in order to stop and avoid a collision with a vehicle or pedestrian. Adequate sight distance would be provided at both driveways on Senter Road.

On-Site Circulation

The site plan shows efficient on-site circulation with no dead-end drive aisles. According to the site plan, all of the drive aisles would measure between 24 feet and 26 feet wide. The City's standard width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of parking spaces. Although some of the aisle widths do not satisfy the City's minimum standard, Hexagon believes the provided width would be adequate for vehicles to circulate the parking area. However, the project applicant should confirm with City staff that the proposed 24-foot drive aisle width would be adequate to serve the project. The City of San Jose evaluates each project design on a case-by-case basis.

Truck Access and Circulation

The site plan, shown previously on Figure 2, shows that large trucks would access the site via the new south project driveway. Three freight loading spaces would be provided on site. Freight loading requirements and access to the loading spaces are described below.

Freight Loading Spaces

According to the City of San Jose Zoning Regulations (Section 20.90.410), the project is required to provide a total of three (3) freight loading spaces to serve the proposed 50,637 s.f. office building. Below is the City's requirement.

- One (1) off-street loading space shall be provided for any building totaling 10,000 s.f., plus one (1) additional loading space shall be included for each 20,000 s.f. in excess of 10,000 s.f.

The project is proposing to provide one freight loading space on the north side of the building, one on the west side of the building, and one on the south side of the building. This would meet the City requirement.

Loading Space Dimensions

According to the City of San Jose Zoning Regulations (Section 20.90.420), each off-street loading space required by the project shall be no less than 10 feet wide by 30 feet long by 15 feet high, exclusive of driveways for ingress and egress and maneuvering areas. The site plan shows the length and width of the on-site freight loading spaces would be adequate to accommodate large delivery trucks (SU-30 truck types). The site plan does not show the amount of vertical clearance that would be provided.

Truck Access and On-Site Circulation

The site plan was reviewed for truck access by the method of truck turning-movement templates. Access was reviewed for the truck type SU-30, which represents garbage trucks, small to medium delivery vehicles, and various emergency vehicles. Analysis using the appropriate truck turning template shows that the project driveway and drive aisle dimensions would be adequate to accommodate these truck types. The analysis also shows that these truck types would have adequate access to the three on-site loading spaces.

Garbage Collection

The site plan shows the trash enclosure would be located at the southwest corner of the site within the parking lot. Garbage collection would occur at this on-site location.

Parking

According to the City of San Jose Zoning Regulations (Chapter 20.90, Table 20-190), the project is required to provide 1.0 off-street parking stall per 250 s.f. of office space. Based on this parking ratio, the project is required to provide 203 off-street parking spaces as follows:

Project Parking Requirement: (50,637 SF / 1,000 SF) x 4.0 = 203 parking stalls

The site plan shows a total of 203 parking spaces, which meets the City code. The parking would consist of 142 standard stalls, 56 compact stalls, and 5 handicapped stalls (including 3 van accessible stalls). The City of San Jose allows up to forty percent of the required off-street parking to be made up of compact parking stalls. The proposed parking ratio meets this requirement.

The site plan shows the proposed new parking lot would be connected to the existing parking lot of the adjacent office building. Field observations of the adjacent parking lot showed no parking deficiences. Although parking could potentially be shared between the two office buildings, adequate vehicular parking spaces would exist on-site for both office buildings.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space for every 4,000 s.f. of office. This equates to 13 bicycle parking spaces. The Zoning Code states that when the bicycle parking required for a land use is based solely on square footage, at least 80 percent of the bicycle parking should be short-term spaces and no more than 20 percent should be long-term spaces.

Definition of Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with short-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

Bicycle Parking Provided

The site plan does not show any bicycle parking. Therefore, bicycle parking could not be evaluated.

Motorcycle Parking

According to the City's Motorcycle Parking Standards (Chapter 20.90, Table 20-250), the project should provide one motorcycle parking space for every 50 code-required vehicle space. This equates to 4 motorcycle parking spaces. The site plan does not show any motorcycle parking. Therefore, motorcycle parking could not be evaluated.

Safety Priority Streets

Senter Road between Story Road and Monterey Road is designated as a "Safety Priority Street" as part of San Jose's Vision Zero policy (*Vision Zero San Jose*, April 2015). The goal of Vision Zero San Jose is to create a community culture that prioritizes traffic safety and ensures that mistakes on roadways don't result in severe injury or death. Vision Zero is designed to create policies that focus on roadway safety for all modes, particularly non-automobile modes. Safety Priority Streets were identified as major street segments that have the highest frequency of fatal and severe injury for people walking, bicycling, motorcycle riding, and driving. Since 2013, 50 percent of the fatal traffic crashes occurred on these streets which represent only 3 percent of the overall San Jose street system. Streets with these "Safety Priority Street" designations are given priority within the City's Transportation Capital Improvement Program (CIP) to provide safer transportation systems for all users.

Senter Road Improvements

LED streetlight conversion was recently completed on Senter Road to help improve night-time safety. No other safety improvements for Senter Road are identified in the 2015 Vision Zero San Jose document. The project applicant should work with the City of San Jose to determine if additional projects designed to improve safety along Senter Road have been recently identified, and if so, make a fair share contribution toward those planned improvements.

7. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose. The study included the analysis of AM and PM peak hour traffic conditions for nine signalized intersections. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Intersection Level of Service Analysis

The results of the intersection level of service analysis show that, measured against the City of San Jose level of service impact criteria, none of the study intersections would be significantly impacted by the project.

Other Transportation Issues

The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area. Site access and on-site circulation would be adequate.

1995 Senter Road

Draft Transportation Impact Analysis

Technical Appendices

Appendix A

City of San Jose Approved Trips Inventory

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	2	12	8	0	6	0	1	29	0
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	0	0	0	12	12	0	13	0	5	29	0
NSJ NORTH SAN JOSE	0	0	0	1	1	0	0	6	0	0	2	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	25	0	0	0	24	0	5	30	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	35	9	0	12	0	6	9	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	5	24	0	0	0	0	0	8	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	2	14	0	0	0	0	0	4	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	1	1	0	0	0	0	0	0	0

TOTAL:	**0**	**0**	**0**	**36**	**99**	**29**	**0**	**61**	**0**	**17**	**111**	**0**

	LEFT	THRU	RIGHT
NORTH	36	99	29
EAST	17	111	0
SOUTH	0	0	0
WEST	0	61	0

PM APPROVED TRIPS

08/09/2016

Intersection of: KEYES/TENTH

Traffix Node Number: 3619

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	8	61	52	0	40	2	5	29	0
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	0	0	0	2	2	0	7	0	1	11	0
NSJ NORTH SAN JOSE	0	0	0	32	39	3	0	3	0	0	1	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	53	0	0	0	83	0	15	93	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	54	14	0	27	0	10	14	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	0	45	0	0	19	27	18	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	28	0	0	12	18	11	0	0

Intersection of: KEYES/TENTH

Traffix Node Number: 3619

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	2	0	0	0	1	1	0	0
TOTAL:	**0**	**0**	**0**	**93**	**231**	**71**	**0**	**191**	**48**	**61**	**148**	**0**

	LEFT	THRU	RIGHT
NORTH	93	231	71
EAST	61	148	0
SOUTH	0	0	0
WEST	0	191	48

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	19	0	0	0	0	3	13	0	0	25	0
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	7	2	0	0	0	0	13	0	0	33	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	8	35	0	0	10	14
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	0	0	0	0	69	0	0	34	17
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	23	4	0	0	0	6	6	0	0	15	0
PDC13-009 (IND) COMMUNICATION HILL	15	23	9	0	0	0	0	4	0	0	0	6
PDC13-009 (RES) COMMUNICATIONS HILL	9	13	5	0	0	0	0	2	0	0	0	3
PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0

TOTAL:	**25**	**86**	**20**	**0**	**0**	**0**	**17**	**142**	**0**	**0**	**117**	**40**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	117	40
SOUTH	25	86	20
WEST	17	142	0

PM APPROVED TRIPS

08/09/2016

Intersection of: ELEVENTH/KEYES

Traffix Node Number: 3472

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	34	3	0	0	0	8	94	0	0	33	0
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	14	4	0	0	0	0	7	0	0	12	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	2	26	0	0	1	2
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	0	0	0	0	145	0	0	108	53
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	54	10	0	0	0	14	14	0	0	24	0
PDC13-009 (IND) COMMUNICATION HILL	0	18	2	0	0	0	0	0	0	0	16	8
PDC13-009 (RES) COMMUNICATIONS HILL	0	11	1	0	0	0	0	0	0	0	10	4

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**132**	**20**	**0**	**0**	**0**	**24**	**286**	**0**	**0**	**204**	**67**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	204	67
SOUTH	2	132	20
WEST	24	286	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	18	0	5	0	0	0	0	4	3	3	13	0
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	0	16	0	0	0	0	15	0	9	33	0
NSJ NORTH SAN JOSE	24	0	7	0	0	0	0	1	0	0	1	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	7	0	0	0	0	69	0	5	52	0
TOTAL:	**42**	**0**	**35**	**0**	**0**	**0**	**0**	**89**	**3**	**17**	**99**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	17	99	0
SOUTH	42	0	35
WEST	0	89	3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	50	0	34	0	0	0	0	73	36	28	41	0
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	0	11	0	0	0	0	11	0	3	12	0
NSJ NORTH SAN JOSE	3	0	2	0	0	0	0	19	9	2	4	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	28	0	0	0	0	145	0	15	161	0
TOTAL:	**53**	**0**	**75**	**0**	**0**	**0**	**0**	**248**	**45**	**48**	**218**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	48	218	0
SOUTH	53	0	75
WEST	0	248	45

Intersection of: ALMA/TENTH

Traffix Node Number: 3239

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	0	0	0	17	0	9	17	2	0	0	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	24	0	0	12	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	7	0	5	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	4	0	0	0	0	41	27	7	3	0	11	0
TOTAL:	**4**	**24**	**7**	**0**	**34**	**41**	**36**	**24**	**5**	**0**	**11**	**0**

	LEFT	THRU	RIGHT
NORTH	0	34	41
EAST	0	11	0
SOUTH	4	24	7
WEST	36	24	5

Intersection of: ALMA/TENTH

Traffix Node Number: 3239

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	0	0	0	3	0	19	15	4	0	0	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	13	0	0	24	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	16	0	15	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	7	0	0	0	0	64	64	17	7	0	17	0
TOTAL:	**7**	**13**	**16**	**0**	**42**	**64**	**83**	**32**	**11**	**0**	**17**	**0**

	LEFT	THRU	RIGHT
NORTH	0	42	64
EAST	0	17	0
SOUTH	7	13	16
WEST	83	32	11

Intersection of: PHELAN/TENTH

Traffix Node Number: 3740

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	3	0	0	0	2	17	0	0	0	0	11	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	24	0	0	12	0	0	0	0	0	0	0
TOTAL:	**3**	**24**	**0**	**0**	**14**	**17**	**0**	**0**	**0**	**0**	**11**	**0**

	LEFT	THRU	RIGHT
NORTH	0	14	17
EAST	0	11	0
SOUTH	3	24	0
WEST	0	0	0

Intersection of: PHELAN/TENTH

Traffix Node Number: 3740

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-039	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	0	0	0	4	3	0	0	0	0	4	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	13	0	0	24	0	0	0	0	0	0	0
TOTAL:	**0**	**13**	**0**	**0**	**28**	**3**	**0**	**0**	**0**	**0**	**4**	**0**

	LEFT	THRU	RIGHT
NORTH	0	28	3
EAST	0	4	0
SOUTH	0	13	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	0	0	0	0	12	24	55	0	0	30	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	0	0	2	9	18	0	0	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	0	0	5	10	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**14**	**38**	**83**	**0**	**0**	**30**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	14
EAST	0	30	0
SOUTH	0	0	0
WEST	38	83	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	0	0	0	0	24	13	32	0	0	57	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	0	0	10	2	0	0	0	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	0	6	1	0	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**40**	**16**	**32**	**0**	**0**	**57**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	40
EAST	0	57	0
SOUTH	0	0	0
WEST	16	32	0

AM APPROVED TRIPS

08/09/2016

Intersection of: SENTER/TULLY

Traffix Node Number: 3117

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	10	33	7	0	0	0	0	1	0	0	1	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	6	56	0	3	0	0	55	0	30	30	0
PDC13-009 (IND) COMMUNICATION HILL	0	17	0	0	2	1	4	13	1	4	0	10
PDC13-009 (RES) COMMUNICATIONS HILL	0	10	0	0	1	0	2	7	0	2	0	5
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**10**	**66**	**63**	**0**	**6**	**1**	**6**	**76**	**1**	**36**	**31**	**15**

	LEFT	THRU	RIGHT
NORTH	0	6	1
EAST	36	31	15
SOUTH	10	66	63
WEST	6	76	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	2	1	11	17	2	1	9	2	0	0	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	3	32	0	6	0	0	32	0	57	57	0
PDC13-009 (IND) COMMUNICATION HILL	0	5	5	0	0	3	1	16	0	0	2	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	2	2	0	0	1	0	10	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	1	0	0	0	0
TOTAL:	**0**	**12**	**40**	**11**	**23**	**6**	**2**	**68**	**2**	**57**	**59**	**0**

	LEFT	THRU	RIGHT
NORTH	11	23	6
EAST	57	59	0
SOUTH	0	12	40
WEST	2	68	2

Appendix B

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 3619
Intersection Name: Tenth St & Keyes St
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 05/20/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	76	558	413	0	840	23	0	0	0	25	271	0	2206
Approved Project Trips													
CSJ ATI	29	99	36	0	111	17	0	0	0	0	61	0	353
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	29	99	36	0	111	17	0	0	0	0	61	0	353
Background Conditions	105	657	449	0	951	40	0	0	0	25	332	0	2559
Proposed Project Trips													
Office Project Trips	0	7	7	0	1	0	0	0	0	2	4	0	21
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	7	0	1	0	0	0	0	2	4	0	21
Existing + Project	76	565	420	0	841	23	0	0	0	27	275	0	2227
Background + Project	105	664	456	0	952	40	0	0	0	27	336	0	2580

Intersection Number: 2
Traffix Node Number: 3472
Intersection Name: Eleventh St & Keyes St
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 05/19/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	1073	873	0	18	622	25	0	582	146	3339
Approved Project Trips													
CSJ ATI	0	0	0	40	117	0	20	86	25	0	142	17	447
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	40	117	0	20	86	25	0	142	17	447
Background Conditions	0	0	0	1113	990	0	38	708	50	0	724	163	3786
Proposed Project Trips													
Office Project Trips	0	0	0	2	1	0	0	0	0	0	11	0	14
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	2	1	0	0	0	0	0	11	0	14
Existing + Project	0	0	0	1075	874	0	18	622	25	0	593	146	3353
Background + Project	0	0	0	1115	991	0	38	708	50	0	735	163	3800

Intersection Number: 3
Traffix Node Number: 3617
Intersection Name: Senter Rd & Keyes St
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 05/19/16
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	1040	370	442	0	975	358	315	0	3500
Approved Project Trips													
CSJ ATI	0	0	0	0	99	17	35	0	42	3	89	0	285
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	99	17	35	0	42	3	89	0	285
Background Conditions	0	0	0	0	1139	387	477	0	1017	361	404	0	3785
Proposed Project Trips													
Office Project Trips	0	0	0	0	0	9	0	0	3	11	0	0	23
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	9	0	0	3	11	0	0	23
Existing + Project	0	0	0	0	1040	379	442	0	978	369	315	0	3523
Background + Project	0	0	0	0	1139	396	477	0	1020	372	404	0	3808

Intersection Number: 4
Traffix Node Number: 3239
Intersection Name: Tenth St & Alma Av
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 09/01/16
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	93	483	32	43	225	9	18	566	202	67	190	116	2044
Approved Project Trips													
CSJ ATI	41	34	0	0	11	0	7	24	4	5	24	36	186
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	41	34	0	0	11	0	7	24	4	5	24	36	186
Background Conditions	134	517	32	43	236	9	25	590	206	72	214	152	2230
Proposed Project Trips													
Office Project Trips	0	5	4	0	1	0	0	0	0	0	8	0	18
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	5	4	0	1	0	0	0	0	0	8	0	18
Existing + Project	93	488	36	43	226	9	18	566	202	67	198	116	2062
Background + Project	134	522	36	43	237	9	25	590	206	72	222	152	2248

Intersection Number: 5
Traffix Node Number: 3740
Intersection Name: Tenth St & Phelan Av
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 09/27/16
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	78	407	55	23	113	22	40	671	99	70	63	69	1710
Approved Project Trips													
CSJ ATI	17	14	0	0	11	0	0	24	3	0	0	0	69
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	14	0	0	11	0	0	24	3	0	0	0	69
Background Conditions	95	421	55	23	124	22	40	695	102	70	63	69	1779
Proposed Project Trips													
Office Project Trips	0	0	5	0	1	0	0	0	0	0	3	0	9
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	5	0	1	0	0	0	0	0	3	0	9
Existing + Project	78	407	60	23	114	22	40	671	99	70	66	69	1719
Background + Project	95	421	60	23	125	22	40	695	102	70	66	69	1788

Intersection Number: 6
Traffix Node Number: 3824
Intersection Name: Tenth St & Tully Rd
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 05/20/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	145	3	89	470	1329	0	5	0	4	16	826	440	3327
Approved Project Trips													
CSJ ATI	14	0	0	0	30	0	0	0	0	0	83	38	165
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	14	0	0	0	30	0	0	0	0	0	83	38	165
Background Conditions	159	3	89	470	1359	0	5	0	4	16	909	478	3492
Proposed Project Trips													
Office Project Trips	0	0	0	0	2	0	0	0	0	0	18	0	20
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	2	0	0	0	0	0	18	0	20
Existing + Project	145	3	89	470	1331	0	5	0	4	16	844	440	3347
Background + Project	159	3	89	470	1361	0	5	0	4	16	927	478	3512

Intersection Number: 7
Traffix Node Number: 3117
Intersection Name: Senter Rd & Tully Rd (CMP)
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 11/06/14
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	65	287	208	610	1443	434	531	1331	406	181	536	144	6176
Approved Project Trips													
CSJ ATI	1	6	0	15	31	36	63	66	10	1	76	6	311
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	6	0	15	31	36	63	66	10	1	76	6	311
Background Conditions	66	293	208	625	1474	470	594	1397	416	182	612	150	6487
Proposed Project Trips													
Office Project Trips	2	0	2	8	0	0	0	4	0	0	0	18	34
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	2	0	2	8	0	0	0	4	0	0	0	18	34
Existing + Project	67	287	210	618	1443	434	531	1335	406	181	536	162	6210
Background + Project	68	293	210	633	1474	470	594	1401	416	182	612	168	6521

Intersection Number: 8
Traffix Node Number: 3857
Intersection Name: Senter Rd & Needles St
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 10/20/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	32	446	116	37	6	67	55	1452	210	4	3	2	2430
Approved Project Trips													
CSJ ATI	0	7	0	0	0	0	0	87	0	0	0	0	94
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	7	0	0	0	0	0	87	0	0	0	0	94
Background Conditions	32	453	116	37	6	67	55	1539	210	4	3	2	2524
Proposed Project Trips													
Office Project Trips	0	40	0	0	0	0	0	5	0	0	0	0	45
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	40	0	0	0	0	0	5	0	0	0	0	45
Existing + Project	32	486	116	37	6	67	55	1457	210	4	3	2	2475
Background + Project	32	493	116	37	6	67	55	1544	210	4	3	2	2569

Intersection Number: 9
Traffix Node Number: 4037
Intersection Name: Senter Rd & Wool Creek
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 09/27/16
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	4	285	139	144	0	150	167	1565	13	1	0	0	2468
Approved Project Trips													
CSJ ATI	0	7	0	0	0	0	0	87	0	0	0	0	94
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	7	0	0	0	0	0	87	0	0	0	0	94
Background Conditions	4	292	139	144	0	150	167	1652	13	1	0	0	2562
Proposed Project Trips													
Office Project Trips	0	4	5	0	0	0	0	30	0	0	0	0	39
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	5	0	0	0	0	30	0	0	0	0	39
Existing + Project	4	289	144	144	0	150	167	1595	13	1	0	0	2507
Background + Project	4	296	144	144	0	150	167	1682	13	1	0	0	2601

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Senter Rd & Project Access 1
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 01/00/00
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	83	424	0	0	0	0	0	1794	0	8	0	0	2309
Approved Project Trips													
CSJ ATI	0	7	0	0	0	0	0	87	0	0	0	0	94
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	7	0	0	0	0	0	87	0	0	0	0	94
Background Conditions	83	431	0	0	0	0	0	1881	0	8	0	0	2403
Proposed Project Trips													
Office Project Trips	20	20	0	0	0	0	0	5	0	2	0	0	47
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	20	20	0	0	0	0	0	5	0	2	0	0	47
Existing + Project	103	444	0	0	0	0	0	1799	0	10	0	0	2356
Background + Project	103	451	0	0	0	0	0	1886	0	10	0	0	2450

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Senter Rd & Project Access 2
Peak Hour: AM
Date of Analysis: 09/29/16
Count Date: 01/00/00
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	432	0	0	0	0	0	1794	0	0	0	0	2226
Approved Project Trips													
CSJ ATI	0	7	0	0	0	0	0	87	0	0	0	0	94
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	7	0	0	0	0	0	87	0	0	0	0	94
Background Conditions	0	439	0	0	0	0	0	1881	0	0	0	0	2320
Proposed Project Trips													
Office Project Trips	20	2	0	0	0	0	0	5	30	7	0	0	64
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	20	2	0	0	0	0	0	5	30	7	0	0	64
Existing + Project	20	434	0	0	0	0	0	1799	30	7	0	0	2290
Background + Project	20	441	0	0	0	0	0	1886	30	7	0	0	2384

Intersection Number: 1
Traffix Node Number: 3619
Intersection Name: Tenth St & Keyes St
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 05/19/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	77	923	670	0	455	47	0	0	0	57	695	0	2924
Approved Project Trips													
CSJ ATI	71	231	93	0	148	61	0	0	0	48	191	0	843
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	71	231	93	0	148	61	0	0	0	48	191	0	843
Background Conditions	148	1154	763	0	603	108	0	0	0	105	886	0	3767
Proposed Project Trips													
Office Project Trips	0	1	1	0	5	0	0	0	0	0	1	0	8
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	1	1	0	5	0	0	0	0	0	1	0	8
Existing + Project	77	924	671	0	460	47	0	0	0	57	696	0	2932
Background + Project	148	1155	764	0	608	108	0	0	0	105	887	0	3775

Intersection Number: 2
Traffix Node Number: 3472
Intersection Name: Eleventh St & Keyes St
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 05/19/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	771	513	0	58	601	28	0	1247	153	3371
Approved Project Trips													
CSJ ATI	0	0	0	67	204	0	20	132	2	0	286	24	735
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	67	204	0	20	132	2	0	286	24	735
Background Conditions	0	0	0	838	717	0	78	733	30	0	1533	177	4106
Proposed Project Trips													
Office Project Trips	0	0	0	13	5	0	0	0	0	0	2	0	20
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	13	5	0	0	0	0	0	2	0	20
Existing + Project	0	0	0	784	518	0	58	601	28	0	1249	153	3391
Background + Project	0	0	0	851	722	0	78	733	30	0	1535	177	4126

Intersection Number: 3
Traffix Node Number: 3617
Intersection Name: Senter Rd & Keyes St
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 05/19/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	643	358	656	0	643	352	856	0	3508
Approved Project Trips													
CSJ ATI	0	0	0	0	218	48	75	0	53	45	248	0	687
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	218	48	75	0	53	45	248	0	687
Background Conditions	0	0	0	0	861	406	731	0	696	397	1104	0	4195
Proposed Project Trips													
Office Project Trips	0	0	0	0	0	2	5	0	18	2	0	0	27
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	2	5	0	18	2	0	0	27
Existing + Project	0	0	0	0	643	360	661	0	661	354	856	0	3535
Background + Project	0	0	0	0	861	408	736	0	714	399	1104	0	4222

Intersection Number: 4
Traffix Node Number: 3239
Intersection Name: Tenth St & Alma Av
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 02/12/09
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	115	773	46	24	102	9	24	524	138	99	264	89	2207
Approved Project Trips													
CSJ ATI	64	42	0	0	17	0	16	13	7	11	32	83	285
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	64	42	0	0	17	0	16	13	7	11	32	83	285
Background Conditions	179	815	46	24	119	9	40	537	145	110	296	172	2492
Proposed Project Trips													
Office Project Trips	0	1	0	0	6	0	0	0	0	0	2	0	9
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	1	0	0	6	0	0	0	0	0	2	0	9
Existing + Project	115	774	46	24	108	9	24	524	138	99	266	89	2216
Background + Project	179	816	46	24	125	9	40	537	145	110	298	172	2501

Intersection Number: 5
Traffix Node Number: 3740
Intersection Name: Tenth St & Phelan Av
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 09/11/14
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	113	698	39	40	100	20	34	508	99	138	167	87	2043
Approved Project Trips													
CSJ ATI	3	28	0	0	4	0	0	13	0	0	0	0	48
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	28	0	0	4	0	0	13	0	0	0	0	48
Background Conditions	116	726	39	40	104	20	34	521	99	138	167	87	2091
Proposed Project Trips													
Office Project Trips	0	0	1	0	4	0	0	0	0	0	0	0	5
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	1	0	4	0	0	0	0	0	0	0	5
Existing + Project	113	698	40	40	104	20	34	508	99	138	167	87	2048
Background + Project	116	726	40	40	108	20	34	521	99	138	167	87	2096

Intersection Number: 6
Traffix Node Number: 3824
Intersection Name: Tenth St & Tully Rd
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 10/20/15
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	543	0	284	149	858	0	3	3	8	0	1100	263	3211
Approved Project Trips													
CSJ ATI	40	0	0	0	57	0	0	0	0	0	32	16	145
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	40	0	0	0	57	0	0	0	0	0	32	16	145
Background Conditions	583	0	284	149	915	0	3	3	8	0	1132	279	3356
Proposed Project Trips													
Office Project Trips	0	0	0	0	16	0	0	0	0	0	3	0	19
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	16	0	0	0	0	0	3	0	19
Existing + Project	543	0	284	149	874	0	3	3	8	0	1103	263	3230
Background + Project	583	0	284	149	931	0	3	3	8	0	1135	279	3375

Intersection Number: 7
Traffix Node Number: 3117
Intersection Name: Senter Rd & Tully Rd (CMP)
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 09/17/14
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	136	864	564	343	731	520	406	428	180	357	1102	167	5798
Approved Project Trips													
CSJ ATI	6	23	11	0	59	57	40	12	0	2	68	2	280
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	23	11	0	59	57	40	12	0	2	68	2	280
Background Conditions	142	887	575	343	790	577	446	440	180	359	1170	169	6078
Proposed Project Trips													
Office Project Trips	16	3	10	2	0	0	0	1	0	0	0	3	35
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	16	3	10	2	0	0	0	1	0	0	0	3	35
Existing + Project	152	867	574	345	731	520	406	429	180	357	1102	170	5833
Background + Project	158	890	585	345	790	577	446	441	180	359	1170	172	6113

Intersection Number: 8
Traffix Node Number: 3857
Intersection Name: Senter Rd & Needles St
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 01/00/00
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	9	747	128	67	2	80	38	834	69	45	1	92	2112
Approved Project Trips													
CSJ ATI	0	40	0	0	0	0	0	14	0	0	0	0	54
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	40	0	0	0	0	0	14	0	0	0	0	54
Background Conditions	9	787	128	67	2	80	38	848	69	45	1	92	2166
Proposed Project Trips													
Office Project Trips	0	7	0	0	0	0	0	33	0	0	0	0	40
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	0	33	0	0	0	0	40
Existing + Project	9	754	128	67	2	80	38	867	69	45	1	92	2152
Background + Project	9	794	128	67	2	80	38	881	69	45	1	92	2206

Intersection Number: 9
Traffix Node Number: 4037
Intersection Name: Senter Rd & Wool Creek
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 01/00/00
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	1	1071	117	97	0	73	41	628	20	4	0	4	2056
Approved Project Trips													
CSJ ATI	0	40	0	0	0	0	0	14	0	0	0	0	54
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	40	0	0	0	0	0	14	0	0	0	0	54
Background Conditions	1	1111	117	97	0	73	41	642	20	4	0	4	2110
Proposed Project Trips													
Office Project Trips	0	29	33	0	0	0	0	6	0	0	0	0	68
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	29	33	0	0	0	0	6	0	0	0	0	68
Existing + Project	1	1100	150	97	0	73	41	634	20	4	0	4	2124
Background + Project	1	1140	150	97	0	73	41	648	20	4	0	4	2178

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Senter Rd & Project Access 1
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 01/00/00
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	13	1077	0	0	0	0	0	822	0	87	0	0	1999
Approved Project Trips													
CSJ ATI	0	40	0	0	0	0	0	14	0	0	0	0	54
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	40	0	0	0	0	0	14	0	0	0	0	54
Background Conditions	13	1117	0	0	0	0	0	836	0	87	0	0	2053
Proposed Project Trips													
Office Project Trips	3	4	0	0	0	0	0	33	0	16	0	0	56
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	3	4	0	0	0	0	0	33	0	16	0	0	56
Existing + Project	16	1081	0	0	0	0	0	855	0	103	0	0	2055
Background + Project	16	1121	0	0	0	0	0	869	0	103	0	0	2109

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Senter Rd & Project Access 2
Peak Hour: PM
Date of Analysis: 09/29/16
Count Date: 01/00/00
Scenario: 50,637 SF office on a vacant site

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	13	1077	0	0	0	0	0	822	0	87	0	0	1999
Approved Project Trips													
CSJ ATI	0	40	0	0	0	0	0	14	0	0	0	0	54
Approved Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	40	0	0	0	0	0	14	0	0	0	0	54
Background Conditions	13	1117	0	0	0	0	0	836	0	87	0	0	2053
Proposed Project Trips													
Office Project Trips	4	16	0	0	0	0	0	33	6	46	0	0	105
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	4	16	0	0	0	0	0	33	6	46	0	0	105
Existing + Project	17	1093	0	0	0	0	0	855	6	133	0	0	2104
Background + Project	17	1133	0	0	0	0	0	869	6	133	0	0	2158

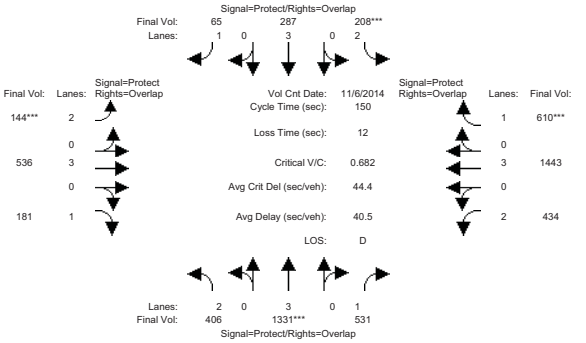
Appendix C

Intersection Level of Service Calculations

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3117: SENTER/TULLY



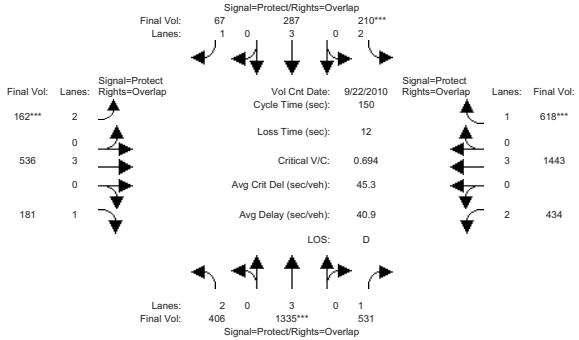
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Nov 2014 << 7:30-8:30AMAM												
Base Vol:	406	1331	531	208	287	65	144	536	181	434	1443	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1331	531	208	287	65	144	536	181	434	1443	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	1331	531	208	287	65	144	536	181	434	1443	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	1331	531	208	287	65	144	536	181	434	1443	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1331	531	208	287	65	144	536	181	434	1443	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	1331	531	208	287	65	144	536	181	434	1443	610
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:	0.13	0.23	0.30	0.07	0.05	0.04	0.05	0.09	0.10	0.14	0.25	0.35
Crit Moves:		****		****			****					****
Green Time:	43.4	51.3	94.2	14.5	22.4	32.5	10.0	29.3	72.7	42.9	62.1	76.6
Volume/Cap:	0.45	0.68	0.48	0.68	0.34	0.17	0.68	0.48	0.21	0.48	0.61	0.68
Delay/Veh:	43.8	43.3	15.2	71.7	57.3	48.0	77.2	54.0	22.4	44.8	35.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.3	15.2	71.7	57.3	48.0	77.2	54.0	22.4	44.8	35.0	29.7
LOS by Move:	D	D	B	E	E	D	E	D	C	D	C	C
HCM2kAvgQ:	9	18	14	6	4	3	4	7	5	10	17	23

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3117: SENTER/TULLY



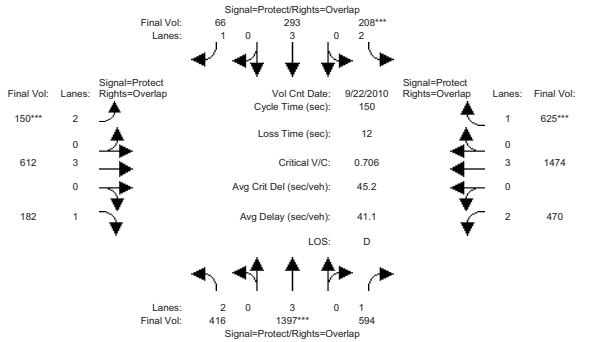
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Sep 2010 << 7:30-8:30AMAM												
Base Vol:	406	1335	531	210	287	67	162	536	181	434	1443	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:	406	1335	531	210	287	67	162	536	181	434	1443	618
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	1335	531	210	287	67	162	536	181	434	1443	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:	406	1335	531	210	287	67	162	536	181	434	1443	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1335	531	210	287	67	162	536	181	434	1443	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
FinalVolume:	406	1335	531	210	287	67	162	536	181	434	1443	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	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:	0.13	0.23	0.30	0.07	0.05	0.04	0.05	0.09	0.10	0.14	0.25	0.35
Crit Moves:		****		****			****					****
Green Time:	42.8	50.6	94.0	14.4	22.2	33.3	11.1	29.6	72.5	43.4	61.9	76.3
Volume/Cap:	0.45	0.69	0.48	0.69	0.34	0.17	0.69	0.48	0.21	0.48	0.61	0.69
Delay/Veh:	44.3	44.1	15.4	72.5	57.6	47.4	76.5	53.6	22.5	44.3	35.1	30.4
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:	44.3	44.1	15.4	72.5	57.6	47.4	76.5	53.6	22.5	44.3	35.1	30.4
LOS by Move:	D	D	B	E	E	D	E	D	C	D	D	C
HCM2kAvgQ:	9	18	14	6	4	3	5	7	5	10	17	23

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3117: SENTER/TULLY



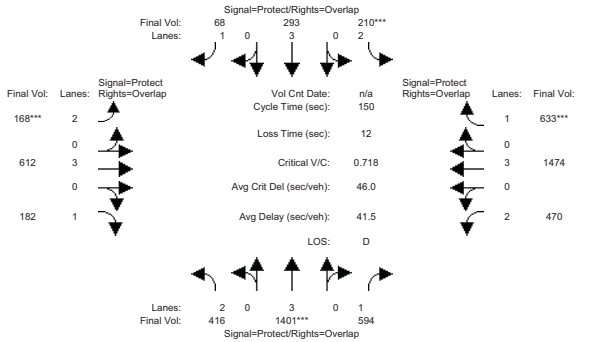
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Sep 2010 << 7:30-8:30AMAM												
Base Vol:	416	1397	594	208	293	66	150	612	182	470	1474	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	1397	594	208	293	66	150	612	182	470	1474	625
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	1397	594	208	293	66	150	612	182	470	1474	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	416	1397	594	208	293	66	150	612	182	470	1474	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1397	594	208	293	66	150	612	182	470	1474	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	1397	594	208	293	66	150	612	182	470	1474	625
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:	0.13	0.25	0.34	0.07	0.05	0.04	0.05	0.11	0.10	0.15	0.26	0.36
Crit Moves:		****			****			****				****
Green Time:	43.9	52.0	93.9	14.0	22.2	32.3	10.1	30.1	74.0	41.8	61.8	75.8
Volume/Cap:	0.45	0.71	0.54	0.71	0.35	0.18	0.71	0.54	0.21	0.54	0.63	0.71
Delay/Veh:	43.6	43.6	16.5	73.6	57.7	48.2	78.9	54.2	21.6	46.5	35.5	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	16.5	73.6	57.7	48.2	78.9	54.2	21.6	46.5	35.5	31.1
LOS by Move:	D	D	B	E	E	D	E	D	C	D	D	C
HCM2kAvgQ:	9	19	16	6	4	3	4	8	5	11	18	24

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3117: SENTER/TULLY



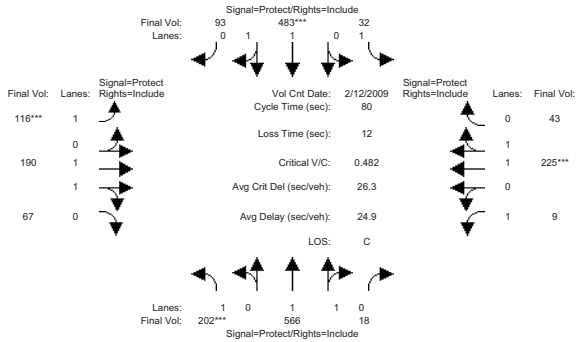
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	416	1401	594	210	293	68	168	612	182	470	1474	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	1401	594	210	293	68	168	612	182	470	1474	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	1401	594	210	293	68	168	612	182	470	1474	633
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	416	1401	594	210	293	68	168	612	182	470	1474	633
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1401	594	210	293	68	168	612	182	470	1474	633
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	1401	594	210	293	68	168	612	182	470	1474	633
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:	0.13	0.25	0.34	0.07	0.05	0.04	0.05	0.11	0.10	0.15	0.26	0.36
Crit Moves:		****			****			****				****
Green Time:	43.4	51.3	93.6	13.9	21.9	33.0	11.1	30.4	73.8	42.3	61.6	75.5
Volume/Cap:	0.46	0.72	0.54	0.72	0.35	0.18	0.72	0.53	0.21	0.53	0.63	0.72
Delay/Veh:	44.0	44.3	16.6	74.5	57.9	47.7	78.2	53.8	21.7	46.0	35.7	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	44.3	16.6	74.5	57.9	47.7	78.2	53.8	21.7	46.0	35.7	31.8
LOS by Move:	D	D	B	E	E	D	E	D	C	D	D	C
HCM2kAvgQ:	9	19	16	6	4	3	5	8	5	11	18	25

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



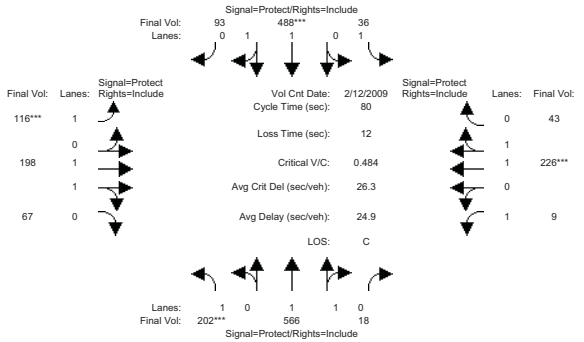
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Feb 2009 << 7:30-8:30AM												
Base Vol:	202	566	18	32	483	93	116	190	67	9	225	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:	202	566	18	32	483	93	116	190	67	9	225	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	566	18	32	483	93	116	190	67	9	225	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:	202	566	18	32	483	93	116	190	67	9	225	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	566	18	32	483	93	116	190	67	9	225	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	566	18	32	483	93	116	190	67	9	225	43
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	1.67	0.33	1.00	1.46	0.54	1.00	1.67	0.33
Final Sat.:	1750	3586	114	1750	3102	597	1750	2735	964	1750	3106	594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.02	0.16	0.16	0.07	0.07	0.07	0.01	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	19.2	28.9	28.9	16.0	25.8	25.8	11.0	13.5	13.5	9.5	12.0	12.0
Volume/Cap:	0.48	0.44	0.44	0.09	0.48	0.48	0.48	0.41	0.41	0.04	0.48	0.48
Delay/Veh:	27.0	19.6	19.6	26.2	22.0	22.0	33.4	30.1	30.1	31.3	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	19.6	19.6	26.2	22.0	22.0	33.4	30.1	30.1	31.3	31.8	31.8
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	1	6	6	3	3	3	0	3	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



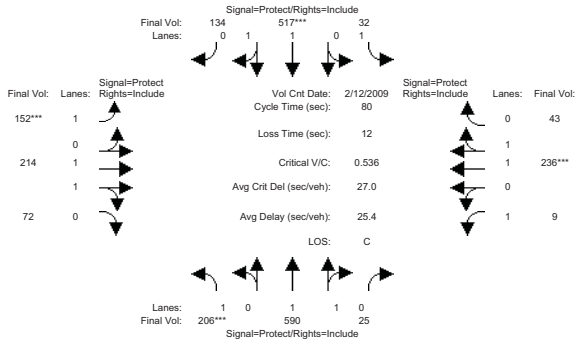
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Feb 2009 << 7:30-8:30AM												
Base Vol:	202	566	18	36	488	93	116	198	67	9	226	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:	202	566	18	36	488	93	116	198	67	9	226	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	566	18	36	488	93	116	198	67	9	226	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:	202	566	18	36	488	93	116	198	67	9	226	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	566	18	36	488	93	116	198	67	9	226	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	566	18	36	488	93	116	198	67	9	226	43
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	1.67	0.33	1.00	1.48	0.52	1.00	1.67	0.33
Final Sat.:	1750	3586	114	1750	3107	592	1750	2764	935	1750	3108	591
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.02	0.16	0.16	0.07	0.07	0.07	0.01	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	19.1	29.0	29.0	16.1	26.0	26.0	11.0	13.5	13.5	9.5	12.0	12.0
Volume/Cap:	0.48	0.44	0.44	0.10	0.48	0.48	0.48	0.42	0.42	0.04	0.48	0.48
Delay/Veh:	27.1	19.6	19.6	26.2	22.0	22.0	33.5	30.2	30.2	31.3	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	19.6	19.6	26.2	22.0	22.0	33.5	30.2	30.2	31.3	31.8	31.8
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	1	6	6	3	3	3	0	3	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



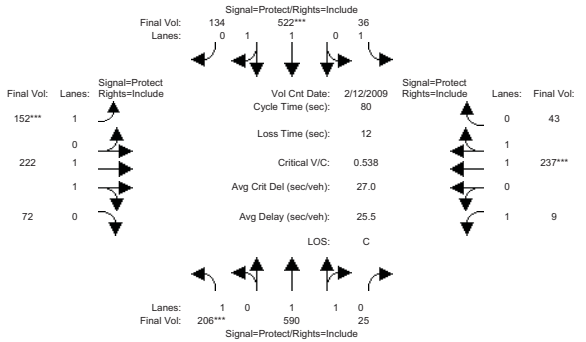
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Feb 2009 << 7:30-8:30AM												
Base Vol:	206	590	25	32	517	134	152	214	72	9	236	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:	206	590	25	32	517	134	152	214	72	9	236	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:	206	590	25	32	517	134	152	214	72	9	236	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:	206	590	25	32	517	134	152	214	72	9	236	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	590	25	32	517	134	152	214	72	9	236	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	590	25	32	517	134	152	214	72	9	236	43
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.92	0.08	1.00	1.58	0.42	1.00	1.48	0.52	1.00	1.68	0.32
Final Sat.:	1750	3549	150	1750	2938	761	1750	2768	931	1750	3129	570
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.02	0.18	0.18	0.09	0.08	0.08	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green Time:	17.6	28.7	28.7	15.1	26.2	26.2	13.0	14.2	14.2	10.0	11.2	11.2
Volume/Cap:	0.54	0.46	0.46	0.10	0.54	0.54	0.54	0.43	0.43	0.04	0.54	0.54
Delay/Veh:	29.1	20.0	20.0	26.9	22.4	22.4	32.8	29.8	29.8	30.9	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	20.0	20.0	26.9	22.4	22.4	32.8	29.8	29.8	30.9	33.1	33.1
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	6	6	1	7	7	4	3	3	0	3	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



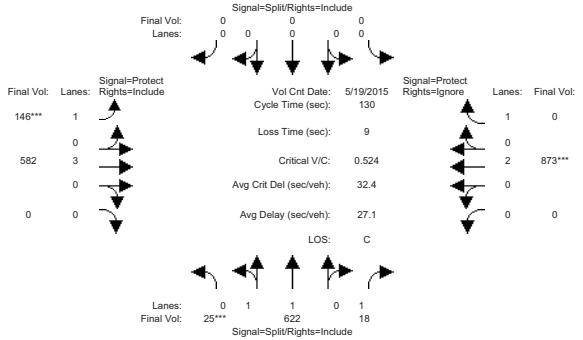
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Feb 2009 << 7:30-8:30AM												
Base Vol:	206	590	25	36	522	134	152	222	72	9	237	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:	206	590	25	36	522	134	152	222	72	9	237	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:	206	590	25	36	522	134	152	222	72	9	237	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:	206	590	25	36	522	134	152	222	72	9	237	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	590	25	36	522	134	152	222	72	9	237	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	590	25	36	522	134	152	222	72	9	237	43
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.92	0.08	1.00	1.58	0.42	1.00	1.50	0.50	1.00	1.68	0.32
Final Sat.:	1750	3549	150	1750	2944	756	1750	2793	906	1750	3131	568
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.02	0.18	0.18	0.09	0.08	0.08	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green Time:	17.5	28.7	28.7	15.1	26.4	26.4	12.9	14.2	14.2	9.9	11.2	11.2
Volume/Cap:	0.54	0.46	0.46	0.11	0.54	0.54	0.54	0.45	0.45	0.04	0.54	0.54
Delay/Veh:	29.2	20.0	20.0	27.0	22.3	22.3	32.9	29.9	29.9	30.9	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	20.0	20.0	27.0	22.3	22.3	32.9	29.9	29.9	30.9	33.1	33.1
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	6	6	1	7	7	4	3	3	0	3	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3472: Eleventh St / Keyes St



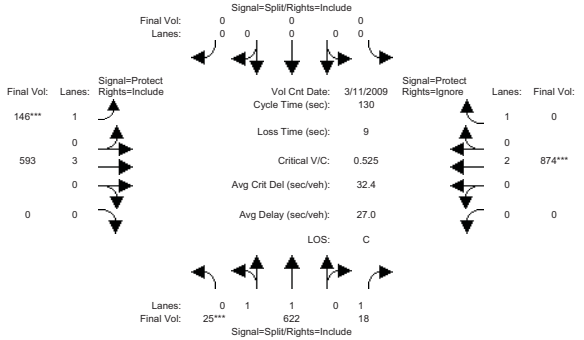
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	25	622	18	0	0	0	146	582	0	0	873	1073
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	622	18	0	0	0	146	582	0	0	873	1073
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	622	18	0	0	0	146	582	0	0	873	1073
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:	25	622	18	0	0	0	146	582	0	0	873	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	622	18	0	0	0	146	582	0	0	873	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:	25	622	18	0	0	0	146	582	0	0	873	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.:	143	3557	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	0.08	0.10	0.00	0.00	0.23	0.00
Crit Moves:	****						****				****	
Green Time:	43.4	43.4	43.4	0.0	0.0	0.0	20.7	77.6	0.0	0.0	57.0	0.0
Volume/Cap:	0.52	0.52	0.03	0.00	0.00	0.00	0.52	0.17	0.00	0.00	0.52	0.00
Delay/Veh:	35.4	35.4	29.2	0.0	0.0	0.0	52.0	11.8	0.0	0.0	26.9	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:	35.4	35.4	29.2	0.0	0.0	0.0	52.0	11.8	0.0	0.0	26.9	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	11	11	1	0	0	0	6	3	0	0	12	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3472: Eleventh St / Keyes St



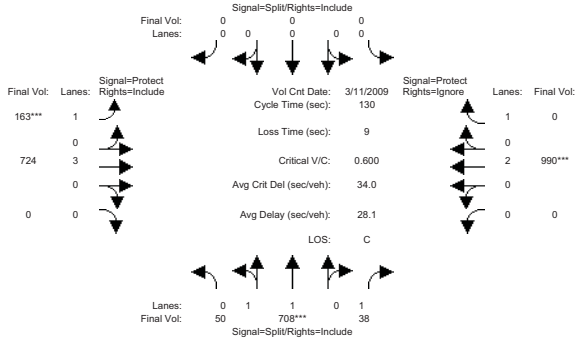
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Mar 2009 << 7:30-8:30AM												
Base Vol:	25	622	18	0	0	0	146	593	0	0	874	1075
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	622	18	0	0	0	146	593	0	0	874	1075
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	622	18	0	0	0	146	593	0	0	874	1075
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:	25	622	18	0	0	0	146	593	0	0	874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	622	18	0	0	0	146	593	0	0	874	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:	25	622	18	0	0	0	146	593	0	0	874	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.:	143	3557	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	0.08	0.10	0.00	0.00	0.23	0.00
Crit Moves:	****						****				****	
Green Time:	43.3	43.3	43.3	0.0	0.0	0.0	20.7	77.7	0.0	0.0	57.0	0.0
Volume/Cap:	0.52	0.52	0.03	0.00	0.00	0.00	0.52	0.17	0.00	0.00	0.52	0.00
Delay/Veh:	35.4	35.4	29.2	0.0	0.0	0.0	52.0	11.8	0.0	0.0	26.9	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:	35.4	35.4	29.2	0.0	0.0	0.0	52.0	11.8	0.0	0.0	26.9	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	11	11	1	0	0	0	6	3	0	0	12	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3472: Eleventh St / Keyes St



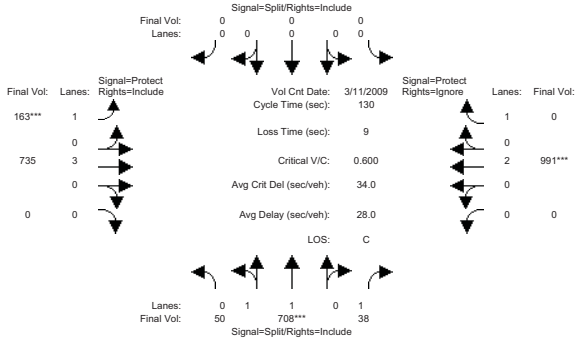
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Mar 2009 << 7:30-8:30AM												
Base Vol:	50	708	38	0	0	0	163	724	0	0	990	1113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	708	38	0	0	0	163	724	0	0	990	1113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	708	38	0	0	0	163	724	0	0	990	1113
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:	50	708	38	0	0	0	163	724	0	0	990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	708	38	0	0	0	163	724	0	0	990	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:	50	708	38	0	0	0	163	724	0	0	990	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.:	244	3456	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	0.09	0.13	0.00	0.00	0.26	0.00
Crit Moves:		****					****				****	
Green Time:	44.4	44.4	44.4	0.0	0.0	0.0	20.2	76.6	0.0	0.0	56.4	0.0
Volume/Cap:	0.60	0.60	0.06	0.00	0.00	0.00	0.60	0.22	0.00	0.00	0.60	0.00
Delay/Veh:	36.3	36.3	28.9	0.0	0.0	0.0	54.9	12.6	0.0	0.0	28.8	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:	36.3	36.3	28.9	0.0	0.0	0.0	54.9	12.6	0.0	0.0	28.8	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	13	13	1	0	0	0	7	4	0	0	15	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3472: Eleventh St / Keyes St



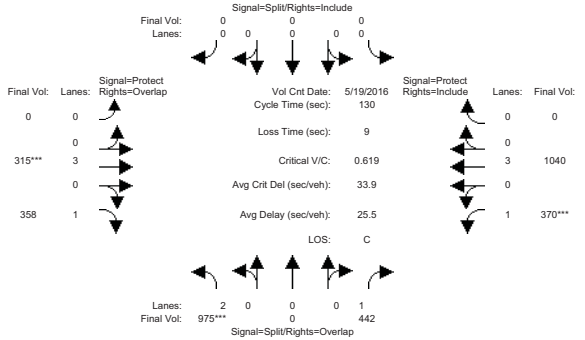
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Mar 2009 << 7:30-8:30AM												
Base Vol:	50	708	38	0	0	0	163	735	0	0	991	1115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	708	38	0	0	0	163	735	0	0	991	1115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	708	38	0	0	0	163	735	0	0	991	1115
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:	50	708	38	0	0	0	163	735	0	0	991	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	708	38	0	0	0	163	735	0	0	991	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:	50	708	38	0	0	0	163	735	0	0	991	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.:	244	3456	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	0.09	0.13	0.00	0.00	0.26	0.00
Crit Moves:		****					****				****	
Green Time:	44.4	44.4	44.4	0.0	0.0	0.0	20.2	76.6	0.0	0.0	56.5	0.0
Volume/Cap:	0.60	0.60	0.06	0.00	0.00	0.00	0.60	0.22	0.00	0.00	0.60	0.00
Delay/Veh:	36.3	36.3	28.9	0.0	0.0	0.0	54.9	12.6	0.0	0.0	28.8	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:	36.3	36.3	28.9	0.0	0.0	0.0	54.9	12.6	0.0	0.0	28.8	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	13	13	1	0	0	0	7	4	0	0	15	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



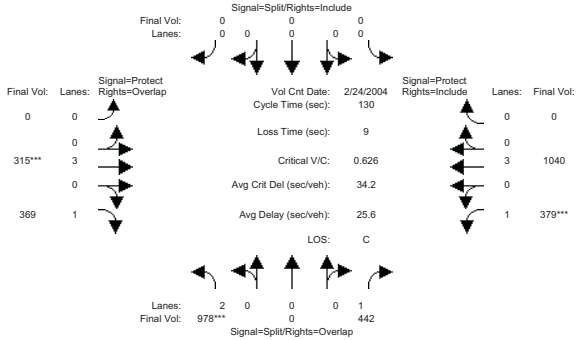
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2016 << 7:30-8:30AM																
Base Vol:	975	0	442	0	0	0	0	315	358	370	1040	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:	975	0	442	0	0	0	0	315	358	370	1040	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	975	0	442	0	0	0	0	315	358	370	1040	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:	975	0	442	0	0	0	0	315	358	370	1040	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	975	0	442	0	0	0	0	315	358	370	1040	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	975	0	442	0	0	0	0	315	358	370	1040	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	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0				
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.25	0.00	0.00	0.00	0.00	0.06	0.20	0.21	0.18	0.00				
Crit Moves:	****							****		****						
Green Time:	65.0	0.0	109.4	0.0	0.0	0.0	0.0	11.6	76.6	44.4	56.0	0.0				
Volume/Cap:	0.62	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.35	0.62	0.42	0.00				
Delay/Veh:	24.3	0.0	2.3	0.0	0.0	0.0	0.0	59.4	14.0	37.7	25.9	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:	24.3	0.0	2.3	0.0	0.0	0.0	0.0	59.4	14.0	37.7	25.9	0.0				
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A				
HCM2kAvgQ:	17	0	4	0	0	0	0	4	8	14	9	0				

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



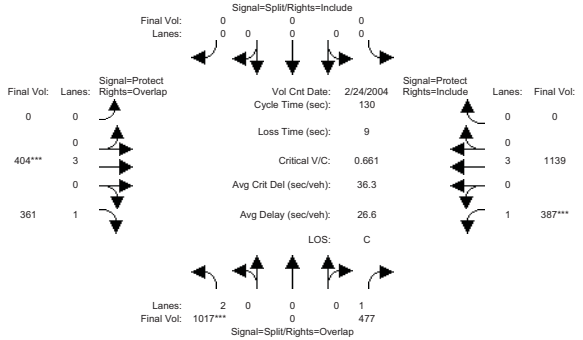
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Feb 2004 << 7:30-8:30AM																
Base Vol:	978	0	442	0	0	0	0	315	369	379	1040	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:	978	0	442	0	0	0	0	315	369	379	1040	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	978	0	442	0	0	0	0	315	369	379	1040	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:	978	0	442	0	0	0	0	315	369	379	1040	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	978	0	442	0	0	0	0	315	369	379	1040	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	978	0	442	0	0	0	0	315	369	379	1040	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	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0				
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.25	0.00	0.00	0.00	0.00	0.06	0.21	0.22	0.18	0.00				
Crit Moves:	****							****		****						
Green Time:	64.5	0.0	109.5	0.0	0.0	0.0	0.0	11.5	76.0	45.0	56.5	0.0				
Volume/Cap:	0.63	0.00	0.30	0.00	0.00	0.00	0.00	0.63	0.36	0.63	0.42	0.00				
Delay/Veh:	24.7	0.0	2.3	0.0	0.0	0.0	0.0	59.7	14.4	37.5	25.5	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:	24.7	0.0	2.3	0.0	0.0	0.0	0.0	59.7	14.4	37.5	25.5	0.0				
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A				
HCM2kAvgQ:	17	0	4	0	0	0	0	4	8	14	9	0				

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



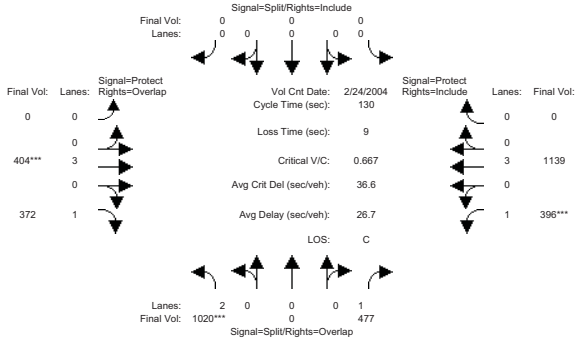
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Feb 2004 << 7:30-8:30AM																
Base Vol:	1017	0	477	0	0	0	0	404	361	387	1139	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:	1017	0	477	0	0	0	0	404	361	387	1139	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:	1017	0	477	0	0	0	0	404	361	387	1139	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:	1017	0	477	0	0	0	0	404	361	387	1139	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1017	0	477	0	0	0	0	404	361	387	1139	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1017	0	477	0	0	0	0	404	361	387	1139	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	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0				
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00	0.27	0.00	0.00	0.00	0.00	0.07	0.21	0.22	0.20	0.00				
Crit Moves:	****							****		****						
Green Time:	63.5	0.0	107.1	0.0	0.0	0.0	0.0	13.9	77.5	43.5	57.5	0.0				
Volume/Cap:	0.66	0.00	0.33	0.00	0.00	0.00	0.00	0.66	0.35	0.66	0.45	0.00				
Delay/Veh:	26.2	0.0	2.9	0.0	0.0	0.0	0.0	58.4	13.6	39.7	25.4	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:	26.2	0.0	2.9	0.0	0.0	0.0	0.0	58.4	13.6	39.7	25.4	0.0				
LOS by Move:	C		A	A		A	A		A	E	B		D	C		A
HCM2kAvgQ:	18	0	5	0	0	0	0	5	8	15	10	0				

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



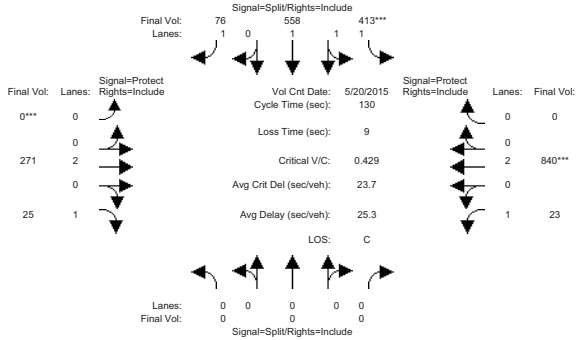
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Feb 2004 << 7:30-8:30AM																
Base Vol:	1020	0	477	0	0	0	0	404	372	396	1139	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:	1020	0	477	0	0	0	0	404	372	396	1139	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:	1020	0	477	0	0	0	0	404	372	396	1139	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:	1020	0	477	0	0	0	0	404	372	396	1139	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1020	0	477	0	0	0	0	404	372	396	1139	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1020	0	477	0	0	0	0	404	372	396	1139	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	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0				
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00	0.27	0.00	0.00	0.00	0.00	0.07	0.21	0.23	0.20	0.00				
Crit Moves:	****							****		****						
Green Time:	63.1	0.0	107.2	0.0	0.0	0.0	0.0	13.8	76.9	44.1	57.9	0.0				
Volume/Cap:	0.67	0.00	0.33	0.00	0.00	0.00	0.00	0.67	0.36	0.67	0.45	0.00				
Delay/Veh:	26.6	0.0	2.9	0.0	0.0	0.0	0.0	58.7	14.0	39.6	25.1	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:	26.6	0.0	2.9	0.0	0.0	0.0	0.0	58.7	14.0	39.6	25.1	0.0				
LOS by Move:	C		A	A		A	A		A	E	B		D	C		A
HCM2kAvgQ:	18	0	5	0	0	0	0	5	8	15	10	0				

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3619: Tenth St / Keyes St



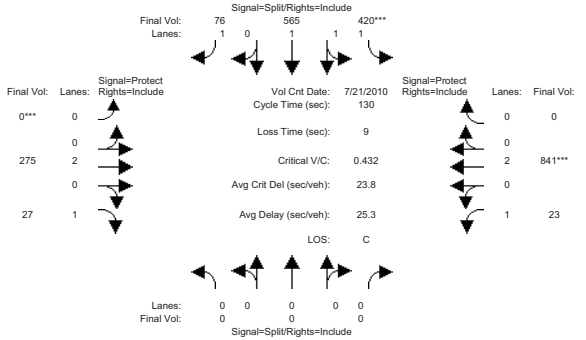
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 8:00-9:00AM												
Base Vol:	0	0	0	413	558	76	0	271	25	23	840	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	413	558	76	0	271	25	23	840	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	558	76	0	271	25	23	840	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	413	558	76	0	271	25	23	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	558	76	0	271	25	23	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	413	558	76	0	271	25	23	840	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.32	1.68	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2316	3130	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.04	0.00	0.07	0.01	0.01	0.22	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	54.0	54.0	54.0	0.0	39.4	39.4	27.6	67.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.10	0.00	0.24	0.05	0.06	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	27.2	27.2	23.3	0.0	34.1	32.1	41.0	19.8	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	27.2	27.2	23.3	0.0	34.1	32.1	41.0	19.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	2	0	4	1	1	10	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3619: Tenth St / Keyes St



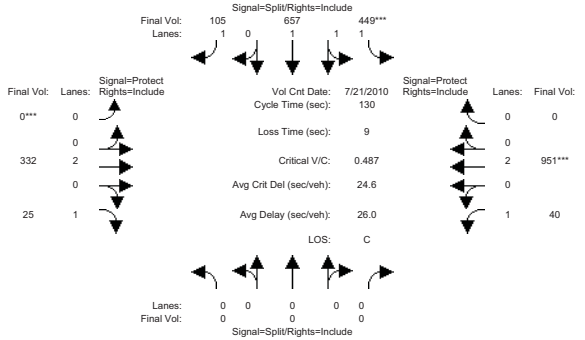
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jul 2010 << 8:00-9:00AM												
Base Vol:	0	0	0	420	565	76	0	275	27	23	841	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	420	565	76	0	275	27	23	841	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	420	565	76	0	275	27	23	841	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	420	565	76	0	275	27	23	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	420	565	76	0	275	27	23	841	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	420	565	76	0	275	27	23	841	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.32	1.68	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2322	3124	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.04	0.00	0.07	0.02	0.01	0.22	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	54.4	54.4	54.4	0.0	39.2	39.2	27.4	66.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.10	0.00	0.24	0.05	0.06	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	27.0	27.0	23.0	0.0	34.3	32.3	41.1	20.0	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	27.0	27.0	23.0	0.0	34.3	32.3	41.1	20.0	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	10	10	2	0	4	1	1	10	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3619: Tenth St / Keyes St



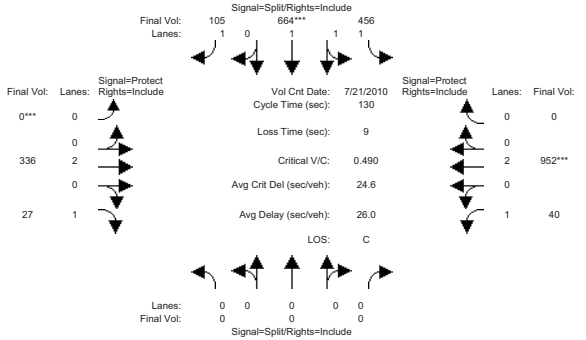
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jul 2010 << 8:00-9:00AM												
Base Vol:	0	0	0	449	657	105	0	332	25	40	951	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	449	657	105	0	332	25	40	951	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	449	657	105	0	332	25	40	951	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	449	657	105	0	332	25	40	951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	449	657	105	0	332	25	40	951	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	449	657	105	0	332	25	40	951	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.26	1.74	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2211	3235	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.06	0.00	0.09	0.01	0.02	0.25	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	54.2	54.2	54.2	0.0	41.3	41.3	25.5	66.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.14	0.00	0.27	0.04	0.12	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	27.9	27.9	23.6	0.0	33.3	30.7	43.2	20.7	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	27.9	27.9	23.6	0.0	33.3	30.7	43.2	20.7	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	11	11	3	0	5	1	1	12	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3619: Tenth St / Keyes St



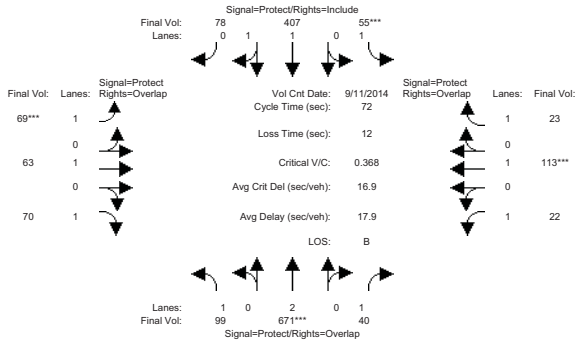
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jul 2010 << 7:30-8:30AM												
Base Vol:	0	0	0	456	664	105	0	336	27	40	952	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	456	664	105	0	336	27	40	952	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	456	664	105	0	336	27	40	952	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	456	664	105	0	336	27	40	952	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	456	664	105	0	336	27	40	952	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	456	664	105	0	336	27	40	952	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.26	1.74	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2217	3229	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.06	0.00	0.09	0.02	0.02	0.25	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	54.5	54.5	54.5	0.0	41.3	41.3	25.2	66.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.14	0.00	0.28	0.05	0.12	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	27.7	27.7	23.4	0.0	33.3	30.8	43.4	20.9	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	27.7	27.7	23.4	0.0	33.3	30.8	43.4	20.9	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	11	11	3	0	5	1	1	12	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



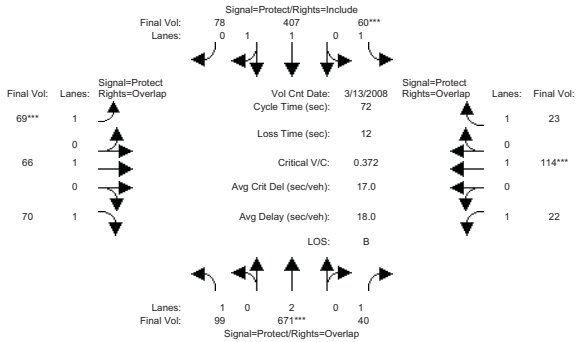
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:30-8:30AM																
Base Vol:	99		671	40	55		407	78	69		63	70	22		113	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:	99		671	40	55		407	78	69		63	70	22		113	23
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	99		671	40	55		407	78	69		63	70	22		113	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:	99		671	40	55		407	78	69		63	70	22		113	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	99		671	40	55		407	78	69		63	70	22		113	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
FinalVolume:	99		671	40	55		407	78	69		63	70	22		113	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		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.67	0.33	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		3800	1750	1750		3105	595	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.18	0.02	0.03		0.13	0.13	0.04		0.03	0.04	0.01		0.06	0.01
Crit Moves:			****		****				****						****	
Green Time:	16.9		34.0	41.8	7.0		24.1	24.1	7.6		11.2	28.1	7.8		11.4	18.4
Volume/Cap:	0.24		0.37	0.04	0.32		0.39	0.39	0.37		0.21	0.10	0.12		0.37	0.05
Delay/Veh:	22.7		12.3	6.5	31.4		18.5	18.5	31.3		26.9	14.0	29.2		27.9	20.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	22.7		12.3	6.5	31.4		18.5	18.5	31.3		26.9	14.0	29.2		27.9	20.2
LOS by Move:	C		B	A	C		B	B	C		C	B	C		C	C
HCM2kAvgQ:	2		5	0	1		4	4	2		1	1	0		2	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



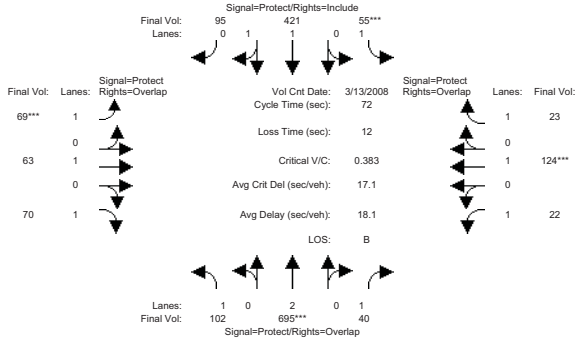
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM																
Base Vol:	99		671	40	60		407	78	69		66	70	22		114	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:	99		671	40	60		407	78	69		66	70	22		114	23
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	99		671	40	60		407	78	69		66	70	22		114	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:	99		671	40	60		407	78	69		66	70	22		114	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	99		671	40	60		407	78	69		66	70	22		114	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
FinalVolume:	99		671	40	60		407	78	69		66	70	22		114	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		0.98	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		1.67	0.33	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		3800	1750	1750		3105	595	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.06		0.18	0.02	0.03		0.13	0.13	0.04		0.03	0.04	0.01		0.06	0.01
Crit Moves:			****		****				****						****	
Green Time:	16.8		33.9	41.8	7.0		24.1	24.1	7.6		11.2	28.1	7.9		11.5	18.5
Volume/Cap:	0.24		0.37	0.04	0.35		0.39	0.39	0.37		0.22	0.10	0.12		0.37	0.05
Delay/Veh:	22.7		12.4	6.5	31.6		18.6	18.6	31.3		27.0	14.0	29.2		27.8	20.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	22.7		12.4	6.5	31.6		18.6	18.6	31.3		27.0	14.0	29.2		27.8	20.2
LOS by Move:	C		B	A	C		B	B	C		C	B	C		C	C
HCM2kAvgQ:	2		5	0	1		4	4	2		1	1	0		2	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



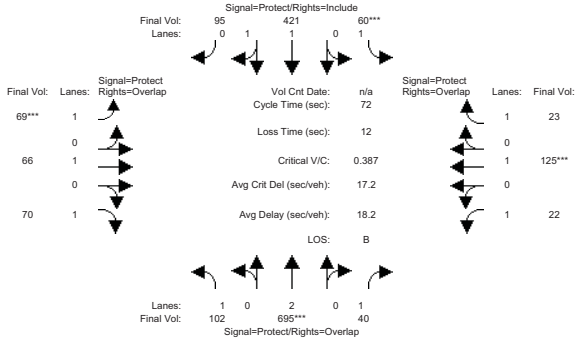
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM												
Base Vol:	102	695	40	55	421	95	69	63	70	22	124	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:	102	695	40	55	421	95	69	63	70	22	124	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	695	40	55	421	95	69	63	70	22	124	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:	102	695	40	55	421	95	69	63	70	22	124	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	695	40	55	421	95	69	63	70	22	124	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
FinalVolume:	102	695	40	55	421	95	69	63	70	22	124	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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3018	681	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.02	0.03	0.14	0.14	0.04	0.03	0.04	0.01	0.07	0.01
Crit Moves:		****		****			****				****	
Green Time:	16.7	33.7	41.7	7.0	24.0	24.0	7.3	11.3	28.1	7.9	12.0	19.0
Volume/Cap:	0.25	0.39	0.04	0.32	0.42	0.42	0.39	0.21	0.10	0.11	0.39	0.05
Delay/Veh:	22.9	12.6	6.6	31.4	18.8	18.8	31.7	26.8	14.0	29.1	27.5	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	12.6	6.6	31.4	18.8	18.8	31.7	26.8	14.0	29.1	27.5	19.8
LOS by Move:	C	B	A	C	B	B	C	C	B	C	C	B
HCM2kAvgQ:	2	5	0	1	4	4	2	1	1	0	2	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



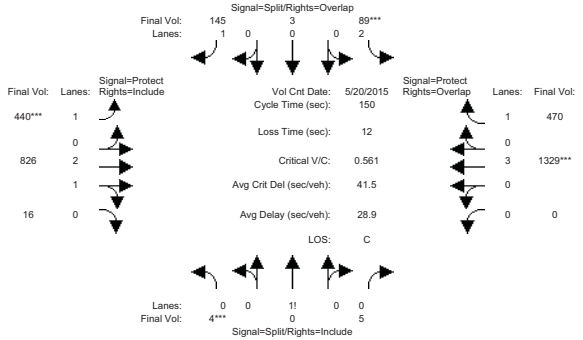
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	695	40	60	421	95	69	66	70	22	125	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	695	40	60	421	95	69	66	70	22	125	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	695	40	60	421	95	69	66	70	22	125	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:	102	695	40	60	421	95	69	66	70	22	125	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	695	40	60	421	95	69	66	70	22	125	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
FinalVolume:	102	695	40	60	421	95	69	66	70	22	125	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	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3018	681	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.02	0.03	0.14	0.14	0.04	0.03	0.04	0.01	0.07	0.01
Crit Moves:		****		****			****				****	
Green Time:	16.7	33.6	41.6	7.0	24.0	24.0	7.3	11.4	28.1	8.0	12.1	19.1
Volume/Cap:	0.25	0.39	0.04	0.35	0.42	0.42	0.39	0.22	0.10	0.11	0.39	0.05
Delay/Veh:	22.9	12.6	6.6	31.6	18.9	18.9	31.7	26.8	14.0	29.1	27.5	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:	22.9	12.6	6.6	31.6	18.9	18.9	31.7	26.8	14.0	29.1	27.5	19.7
LOS by Move:	C	B	A	C	B	B	C	C	B	C	C	B
HCM2kAvgQ:	2	5	0	1	4	4	2	1	1	0	2	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



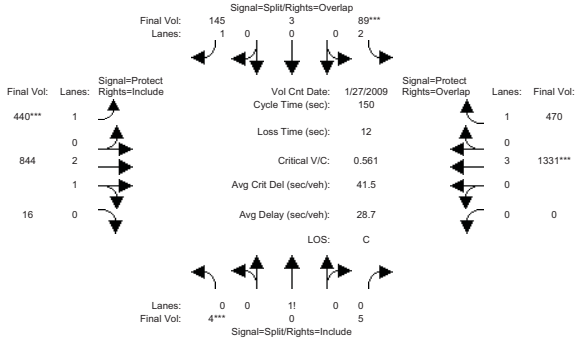
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:30-8:30AM												
Base Vol:	4	0	5	89	3	145	440	826	16	0	1329	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:	4	0	5	89	3	145	440	826	16	0	1329	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	89	3	145	440	826	16	0	1329	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:	4	0	5	89	3	145	440	826	16	0	1329	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	89	3	145	440	826	16	0	1329	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
FinalVolume:	4	0	5	89	3	145	440	826	16	0	1329	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.00	0.56	1.94	0.06	1.00	1.00	2.94	0.06	0.00	3.00	1.00
Final Sat.:	778	0	972	3399	115	1800	1750	5493	106	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.08	0.25	0.15	0.15	0.00	0.23	0.27
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	71.2	61.2	118	118.0	0.0	56.8	66.8
Volume/Cap:	0.08	0.00	0.08	0.39	0.39	0.17	0.62	0.19	0.19	0.00	0.62	0.60
Delay/Veh:	66.0	0.0	66.0	67.5	67.5	22.6	36.7	4.0	4.0	0.0	38.3	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	0.0	66.0	67.5	67.5	22.6	36.7	4.0	4.0	0.0	38.3	32.9
LOS by Move:	E	A	E	E	E	C	D	A	A	A	D	C
HCM2kAvgQ:	0	0	0	3	3	4	17	3	3	0	16	17

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



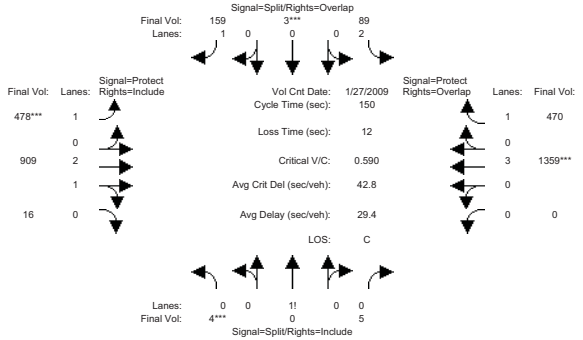
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Jan 2009 << 7:30-8:30AM												
Base Vol:	4	0	5	89	3	145	440	844	16	0	1331	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:	4	0	5	89	3	145	440	844	16	0	1331	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	89	3	145	440	844	16	0	1331	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:	4	0	5	89	3	145	440	844	16	0	1331	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	89	3	145	440	844	16	0	1331	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
FinalVolume:	4	0	5	89	3	145	440	844	16	0	1331	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.00	0.56	1.94	0.06	1.00	1.00	2.94	0.06	0.00	3.00	1.00
Final Sat.:	778	0	972	3399	115	1800	1750	5496	104	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.08	0.25	0.15	0.15	0.00	0.23	0.27
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	71.2	61.2	118	118.0	0.0	56.8	66.8
Volume/Cap:	0.08	0.00	0.08	0.39	0.39	0.17	0.62	0.20	0.20	0.00	0.62	0.60
Delay/Veh:	66.0	0.0	66.0	67.5	67.5	22.6	36.8	4.1	4.1	0.0	38.3	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	0.0	66.0	67.5	67.5	22.6	36.8	4.1	4.1	0.0	38.3	32.9
LOS by Move:	E	A	E	E	E	C	D	A	A	A	D	C
HCM2kAvgQ:	0	0	0	3	3	4	17	3	3	0	16	17

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



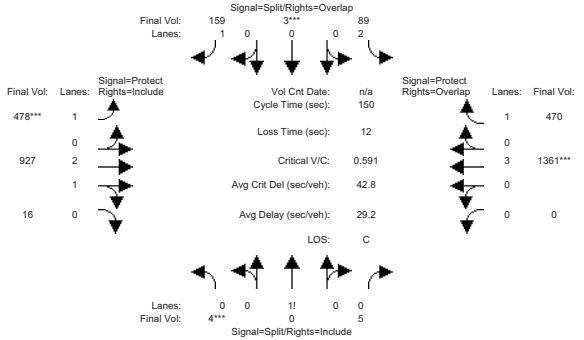
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Jan 2009 << 7:30-8:30AM												
Base Vol:	4	0	5	89	3	159	478	909	16	0	1359	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:	4	0	5	89	3	159	478	909	16	0	1359	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	89	3	159	478	909	16	0	1359	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:	4	0	5	89	3	159	478	909	16	0	1359	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	89	3	159	478	909	16	0	1359	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
FinalVolume:	4	0	5	89	3	159	478	909	16	0	1359	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.00	0.56	1.94	0.06	1.00	1.00	2.95	0.05	0.00	3.00	1.00
Final Sat.:	778	0	972	3395	114	1800	1750	5503	97	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.09	0.27	0.17	0.17	0.00	0.24	0.27
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	73.0	63.0	118	118.0	0.0	55.0	65.0
Volume/Cap:	0.08	0.00	0.08	0.39	0.39	0.18	0.65	0.21	0.21	0.00	0.65	0.62
Delay/Veh:	66.0	0.0	66.0	67.5	67.5	21.7	36.8	4.1	4.1	0.0	40.2	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:	66.0	0.0	66.0	67.5	67.5	21.7	36.8	4.1	4.1	0.0	40.2	34.5
LOS by Move:	E	A	E	E	E	C	D	A	A	A	D	C
HCM2kAvgQ:	0	0	0	3	3	4	19	4	4	0	17	17

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



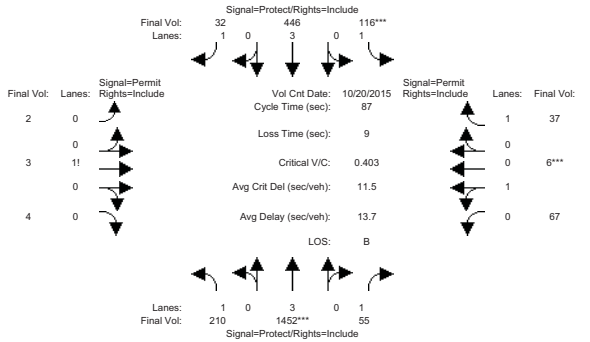
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	0	5	89	3	159	478	927	16	0	1361	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	89	3	159	478	927	16	0	1361	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	89	3	159	478	927	16	0	1361	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:	4	0	5	89	3	159	478	927	16	0	1361	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	89	3	159	478	927	16	0	1361	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
FinalVolume:	4	0	5	89	3	159	478	927	16	0	1361	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.00	0.56	1.94	0.06	1.00	1.00	2.95	0.05	0.00	3.00	1.00
Final Sat.:	778	0	972	3395	114	1800	1750	5505	95	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.09	0.27	0.17	0.17	0.00	0.24	0.27
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	73.0	63.0	118	118.0	0.0	55.0	65.0
Volume/Cap:	0.08	0.00	0.08	0.39	0.39	0.18	0.65	0.21	0.21	0.00	0.65	0.62
Delay/Veh:	66.0	0.0	66.0	67.5	67.5	21.8	36.8	4.1	4.1	0.0	40.2	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:	66.0	0.0	66.0	67.5	67.5	21.8	36.8	4.1	4.1	0.0	40.2	34.5
LOS by Move:	E	A	E	E	E	C	D	A	A	A	D	C
HCM2kAvgQ:	0	0	0	3	3	4	19	4	4	0	17	17

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3857: Needles/Senter



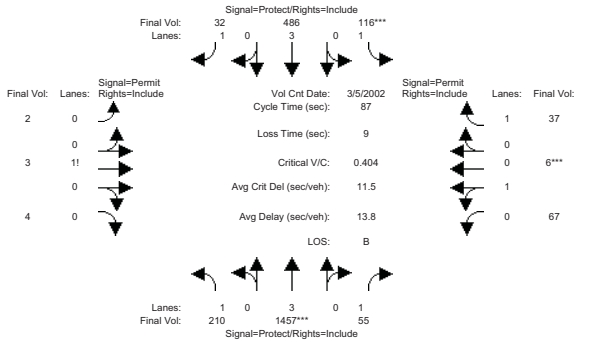
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30AM																
Base Vol:	210	1452		55	116	446		32	2		3	4	67		6	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:	210	1452		55	116	446		32	2		3	4	67		6	37
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	210	1452		55	116	446		32	2		3	4	67		6	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:	210	1452		55	116	446		32	2		3	4	67		6	37
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	210	1452		55	116	446		32	2		3	4	67		6	37
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	210	1452		55	116	446		32	2		3	4	67		6	37
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	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	0.22		0.33	0.45	0.92		0.08	1.00
Final Sat.:	1750	5700		1750	1750	5700		1750	389		583	778	1652		148	1750
Capacity Analysis Module:																
Vol/Sat:	0.12	0.25		0.03	0.07	0.08		0.02	0.01		0.01	0.01	0.04		0.04	0.02
Crit Moves:		****			****										****	
Green Time:	34.7	54.0		54.0	14.0	33.3		33.3	10.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.30	0.41		0.05	0.41	0.20		0.05	0.04		0.04	0.04	0.35		0.35	0.18
Delay/Veh:	18.1	8.5		6.5	33.7	18.0		16.9	34.3		34.3	34.3	36.6		36.6	35.3
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:	18.1	8.5		6.5	33.7	18.0		16.9	34.3		34.3	34.3	36.6		36.6	35.3
LOS by Move:	B	A		A	C	B		B	C		C	C	D		D	D
HCM2kAvgQ:	4	7		1	3	3		1	0		0	0	2		2	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3857: Needles/Senter



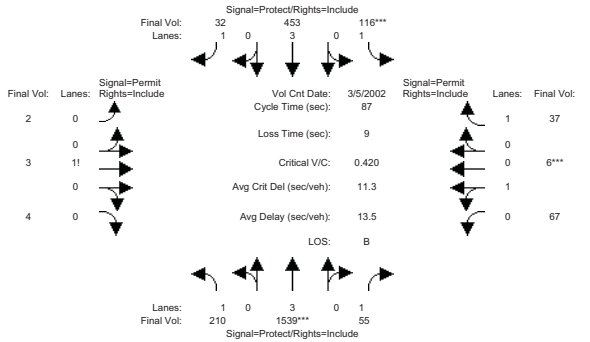
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 5 Mar 2002 << 7:30-8:30AM																
Base Vol:	210	1457		55	116	486		32	2		3	4	67		6	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:	210	1457		55	116	486		32	2		3	4	67		6	37
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	210	1457		55	116	486		32	2		3	4	67		6	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:	210	1457		55	116	486		32	2		3	4	67		6	37
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	210	1457		55	116	486		32	2		3	4	67		6	37
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	210	1457		55	116	486		32	2		3	4	67		6	37
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	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	0.22		0.33	0.45	0.92		0.08	1.00
Final Sat.:	1750	5700		1750	1750	5700		1750	389		583	778	1652		148	1750
Capacity Analysis Module:																
Vol/Sat:	0.12	0.26		0.03	0.07	0.09		0.02	0.01		0.01	0.01	0.04		0.04	0.02
Crit Moves:		****			****										****	
Green Time:	34.7	54.0		54.0	14.0	33.3		33.3	10.0		10.0	10.0	10.0		10.0	10.0
Volume/Cap:	0.30	0.41		0.05	0.41	0.22		0.05	0.04		0.04	0.04	0.35		0.35	0.18
Delay/Veh:	18.1	8.5		6.5	33.8	18.2		16.9	34.3		34.3	34.3	36.6		36.6	35.3
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:	18.1	8.5		6.5	33.8	18.2		16.9	34.3		34.3	34.3	36.6		36.6	35.3
LOS by Move:	B	A		A	C	B		B	C		C	C	D		D	D
HCM2kAvgQ:	4	7		1	3	3		1	0		0	0	2		2	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3857: Needles/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		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: 5 Mar 2002 << 7:30-8:30AM																
Base Vol:	210	1539	55		116	453	32		2	3	4		67	6	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:	210	1539	55		116	453	32		2	3	4		67	6	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:	210	1539	55		116	453	32		2	3	4		67	6	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:	210	1539	55		116	453	32		2	3	4		67	6	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	1539	55		116	453	32		2	3	4		67	6	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	210	1539	55		116	453	32		2	3	4		67	6	37	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		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		0.22	0.33	0.45		0.92	0.08	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		389	583	778		1652	148	1750	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.27	0.03		0.07	0.08	0.02		0.01	0.01	0.01		0.04	0.04	0.02	
Crit Moves:		****			****									****		
Green Time:	34.7	54.6	54.6		13.4	33.3	33.3		10.0	10.0	10.0		10.0	10.0	10.0	
Volume/Cap:	0.30	0.43	0.05		0.43	0.21	0.05		0.04	0.04	0.04		0.35	0.35	0.18	
Delay/Veh:	18.1	8.3	6.2		34.4	18.1	16.9		34.3	34.3	34.3		36.6	36.6	35.3	
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:	18.1	8.3	6.2		34.4	18.1	16.9		34.3	34.3	34.3		36.6	36.6	35.3	
LOS by Move:	B	A	A		C	B	B		C	C	C		D	D	D	
HCM2kAvgQ:	4	7	1		3	3	1		0	0	0		2	2	1	

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
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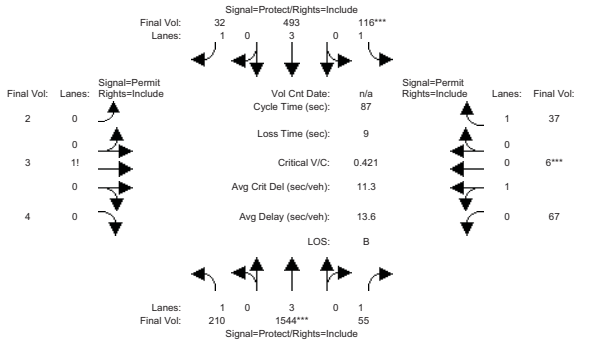
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #3857: Needles/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		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	210	1544	55		116	493	32		2	3	4		67	6	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:	210	1544	55		116	493	32		2	3	4		67	6	37	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	210	1544	55		116	493	32		2	3	4		67	6	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:	210	1544	55		116	493	32		2	3	4		67	6	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	1544	55		116	493	32		2	3	4		67	6	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	210	1544	55		116	493	32		2	3	4		67	6	37	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		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		0.22	0.33	0.45		0.92	0.08	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		389	583	778		1652	148	1750	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.27	0.03		0.07	0.09	0.02		0.01	0.01	0.01		0.04	0.04	0.02	
Crit Moves:		****			****									****		
Green Time:	34.7	54.6	54.6		13.4	33.3	33.3		10.0	10.0	10.0		10.0	10.0	10.0	
Volume/Cap:	0.30	0.43	0.05		0.43	0.23	0.05		0.04	0.04	0.04		0.35	0.35	0.18	
Delay/Veh:	18.1	8.3	6.2		34.5	18.2	16.9		34.3	34.3	34.3		36.6	36.6	35.3	
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:	18.1	8.3	6.2		34.5	18.2	16.9		34.3	34.3	34.3		36.6	36.6	35.3	
LOS by Move:	B	A	A		C	B	B		C	C	C		D	D	D	
HCM2kAvgQ:	4	7	1		3	3	1		0	0	0		2	2	1	

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
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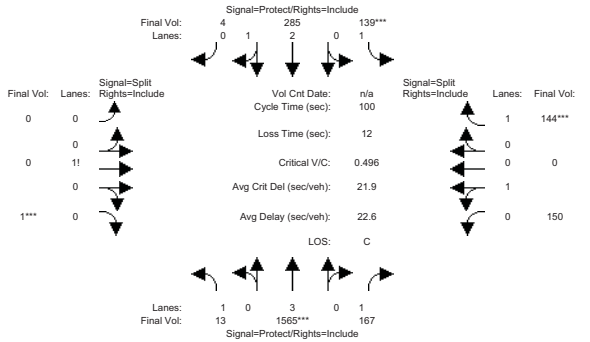
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4037: SENTER/WOOL 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:												
Base Vol:	13	1565	167	139	285	4	0	0	1	150	0	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:	13	1565	167	139	285	4	0	0	1	150	0	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1565	167	139	285	4	0	0	1	150	0	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:	13	1565	167	139	285	4	0	0	1	150	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1565	167	139	285	4	0	0	1	150	0	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
FinalVolume:	13	1565	167	139	285	4	0	0	1	150	0	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	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5522	78	0	0	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.10	0.08	0.05	0.05	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****					****			****
Green Time:	26.0	49.0	49.0	14.2	37.1	37.1	0.0	0.0	10.0	14.9	0.0	14.9
Volume/Cap:	0.03	0.56	0.19	0.56	0.14	0.14	0.00	0.00	0.01	0.56	0.00	0.55
Delay/Veh:	27.6	18.2	14.5	42.9	20.9	20.9	0.0	0.0	40.5	42.2	0.0	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:	27.6	18.2	14.5	42.9	20.9	20.9	0.0	0.0	40.5	42.2	0.0	42.1
LOS by Move:	C	B	B	D	C	C	A	A	D	D	A	D
HCM2kAvgQ:	0	11	3	5	2	2	0	0	0	5	0	5

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

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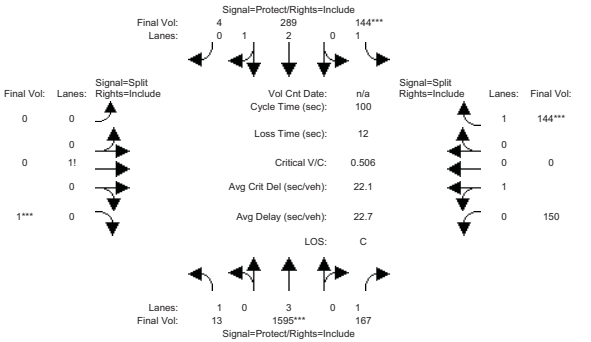
San Jose, CA

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

Intersection #4037: SENTER/WOOL 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:												
Base Vol:	13	1595	167	144	289	4	0	0	1	150	0	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:	13	1595	167	144	289	4	0	0	1	150	0	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1595	167	144	289	4	0	0	1	150	0	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:	13	1595	167	144	289	4	0	0	1	150	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1595	167	144	289	4	0	0	1	150	0	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
FinalVolume:	13	1595	167	144	289	4	0	0	1	150	0	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	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5523	76	0	0	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.10	0.08	0.05	0.05	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****					****			****
Green Time:	26.1	49.0	49.0	14.4	37.3	37.3	0.0	0.0	10.0	14.6	0.0	14.6
Volume/Cap:	0.03	0.57	0.19	0.57	0.14	0.14	0.00	0.00	0.01	0.57	0.00	0.56
Delay/Veh:	27.5	18.3	14.5	43.0	20.8	20.8	0.0	0.0	40.5	42.8	0.0	42.6
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:	27.5	18.3	14.5	43.0	20.8	20.8	0.0	0.0	40.5	42.8	0.0	42.6
LOS by Move:	C	B	B	D	C	C	A	A	D	D	A	D
HCM2kAvgQ:	0	11	3	5	2	2	0	0	0	5	0	5

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

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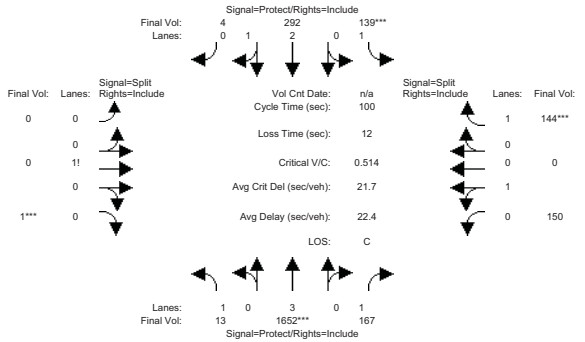
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4037: SENTER/WOOL 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:												
Base Vol:	13	1652	167	139	292	4	0	0	1	150	0	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:	13	1652	167	139	292	4	0	0	1	150	0	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1652	167	139	292	4	0	0	1	150	0	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:	13	1652	167	139	292	4	0	0	1	150	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1652	167	139	292	4	0	0	1	150	0	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
FinalVolume:	13	1652	167	139	292	4	0	0	1	150	0	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	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5524	76	0	0	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.10	0.08	0.05	0.05	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****					****			****
Green Time:	26.2	49.9	49.9	13.7	37.4	37.4	0.0	0.0	10.0	14.4	0.0	14.4
Volume/Cap:	0.03	0.58	0.19	0.58	0.14	0.14	0.00	0.00	0.01	0.58	0.00	0.57
Delay/Veh:	27.5	17.9	14.0	44.0	20.7	20.7	0.0	0.0	40.5	43.3	0.0	43.1
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:	27.5	17.9	14.0	44.0	20.7	20.7	0.0	0.0	40.5	43.3	0.0	43.1
LOS by Move:	C	B	B	D	C	C	A	A	D	D	A	D
HCM2kAvgQ:	0	11	3	5	2	2	0	0	0	5	0	5

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
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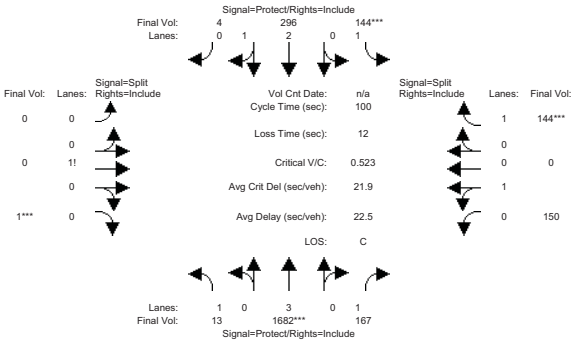
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #4037: SENTER/WOOL 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:												
Base Vol:	13	1682	167	144	296	4	0	0	1	150	0	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:	13	1682	167	144	296	4	0	0	1	150	0	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1682	167	144	296	4	0	0	1	150	0	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:	13	1682	167	144	296	4	0	0	1	150	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1682	167	144	296	4	0	0	1	150	0	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
FinalVolume:	13	1682	167	144	296	4	0	0	1	150	0	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	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5525	75	0	0	1750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.10	0.08	0.05	0.05	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****					****			****
Green Time:	26.3	50.0	50.0	13.9	37.6	37.6	0.0	0.0	10.0	14.1	0.0	14.1
Volume/Cap:	0.03	0.59	0.19	0.59	0.14	0.14	0.00	0.00	0.01	0.59	0.00	0.58
Delay/Veh:	27.4	18.1	13.9	44.2	20.6	20.6	0.0	0.0	40.5	43.9	0.0	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	18.1	13.9	44.2	20.6	20.6	0.0	0.0	40.5	43.9	0.0	43.7
LOS by Move:	C	B	B	D	C	C	A	A	D	D	A	D
HCM2kAvgQ:	0	12	3	5	2	2	0	0	0	5	0	5

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
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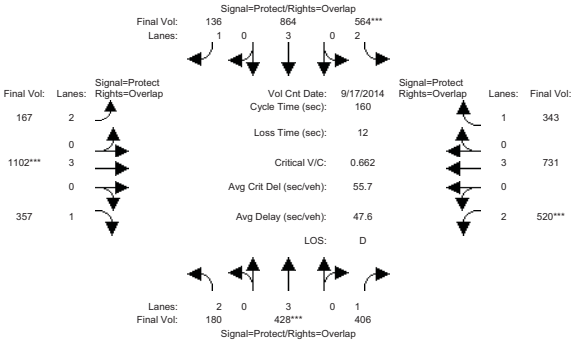
Existing PM

Intersection #3117: SENTER/TULLY



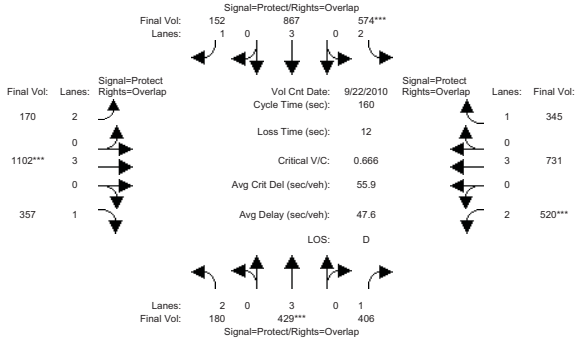
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 4:45-5:45PMPM												
Base Vol:	180	428	406	564	864	136	167	1102	357	520	731	343
Growth Adj:	1.00	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	428	406	564	864	136	167	1102	357	520	731	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	428	406	564	864	136	167	1102	357	520	731	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:	180	428	406	564	864	136	167	1102	357	520	731	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	428	406	564	864	136	167	1102	357	520	731	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
FinalVolume:	180	428	406	564	864	136	167	1102	357	520	731	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	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	0.23	0.18	0.15	0.08	0.05	0.19	0.20	0.17	0.13	0.20
Crit Moves:		****		****				****		****		
Green Time:	16.8	18.1	58.0	43.3	44.6	69.9	25.3	46.7	63.5	39.9	61.3	104.5
Volume/Cap:	0.54	0.66	0.64	0.66	0.54	0.18	0.33	0.66	0.51	0.66	0.33	0.30
Delay/Veh:	69.8	70.6	44.5	53.8	49.4	27.6	60.2	50.7	37.2	56.1	35.0	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:	69.8	70.6	44.5	53.8	49.4	27.6	60.2	50.7	37.2	56.1	35.0	12.1
LOS by Move:	E	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	6	8	18	15	12	4	4	16	14	14	8	8

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3117: SENTER/TULLY



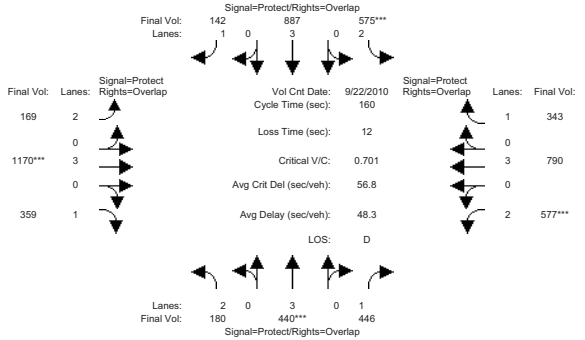
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Sep 2010 << 4:45-5:45PMPM												
Base Vol:	180	429	406	574	867	152	170	1102	357	520	731	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:	180	429	406	574	867	152	170	1102	357	520	731	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	429	406	574	867	152	170	1102	357	520	731	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:	180	429	406	574	867	152	170	1102	357	520	731	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	429	406	574	867	152	170	1102	357	520	731	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
FinalVolume:	180	429	406	574	867	152	170	1102	357	520	731	345
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	0.23	0.18	0.15	0.09	0.05	0.19	0.20	0.17	0.13	0.20
Crit Moves:		****		****				****		****		
Green Time:	16.9	18.1	57.8	43.8	45.0	70.5	25.5	46.5	63.4	39.7	60.6	104.4
Volume/Cap:	0.54	0.67	0.64	0.67	0.54	0.20	0.34	0.67	0.52	0.67	0.34	0.30
Delay/Veh:	69.7	70.7	44.8	53.6	49.1	27.5	60.2	51.0	37.3	56.4	35.5	12.2
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:	69.7	70.7	44.8	53.6	49.1	27.5	60.2	51.0	37.3	56.4	35.5	12.2
LOS by Move:	E	E	D	D	D	C	E	D	D	E	D	B
HCM2kAvgQ:	6	8	18	15	12	5	4	16	14	14	8	8

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3117: SENTER/TULLY



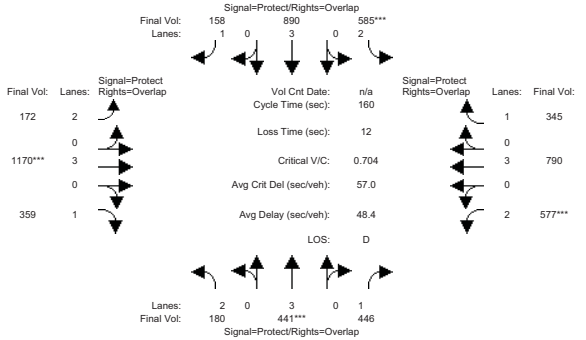
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Sep 2010 << 4:45-5:45PMPM												
Base Vol:	180	440	446	575	887	142	169	1170	359	577	790	343
Growth Adj:	1.00	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	440	446	575	887	142	169	1170	359	577	790	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	440	446	575	887	142	169	1170	359	577	790	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:	180	440	446	575	887	142	169	1170	359	577	790	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	440	446	575	887	142	169	1170	359	577	790	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
FinalVolume:	180	440	446	575	887	142	169	1170	359	577	790	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	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	0.25	0.18	0.16	0.08	0.05	0.21	0.21	0.18	0.14	0.20
Crit Moves:		****		****				****		****		
Green Time:	15.9	17.6	59.5	41.7	43.4	68.1	24.8	46.9	62.8	41.8	63.9	105.6
Volume/Cap:	0.57	0.70	0.69	0.70	0.57	0.19	0.35	0.70	0.52	0.70	0.35	0.30
Delay/Veh:	71.4	72.2	45.5	56.2	50.9	28.8	60.8	51.7	37.9	56.1	33.6	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:	71.4	72.2	45.5	56.2	50.9	28.8	60.8	51.7	37.9	56.1	33.6	11.6
LOS by Move:	E	E	D	E	D	C	E	D	D	E	C	B
HCM2kAvgQ:	6	8	20	15	12	4	4	17	14	16	9	7

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3117: SENTER/TULLY



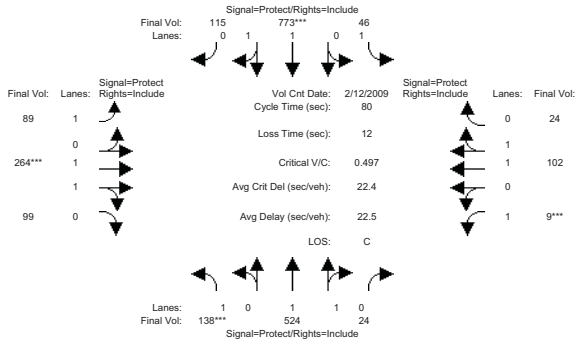
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	441	446	585	890	158	172	1170	359	577	790	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	441	446	585	890	158	172	1170	359	577	790	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	441	446	585	890	158	172	1170	359	577	790	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:	180	441	446	585	890	158	172	1170	359	577	790	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	441	446	585	890	158	172	1170	359	577	790	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
FinalVolume:	180	441	446	585	890	158	172	1170	359	577	790	345
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	0.25	0.19	0.16	0.09	0.05	0.21	0.21	0.18	0.14	0.20
Crit Moves:		****		****				****		****		
Green Time:	16.0	17.6	59.2	42.2	43.8	68.7	24.9	46.6	62.6	41.6	63.3	105.5
Volume/Cap:	0.57	0.70	0.69	0.70	0.57	0.21	0.35	0.70	0.52	0.70	0.35	0.30
Delay/Veh:	71.2	72.3	45.8	56.0	50.6	28.8	60.7	51.9	38.0	56.4	34.0	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:	71.2	72.3	45.8	56.0	50.6	28.8	60.7	51.9	38.0	56.4	34.0	11.7
LOS by Move:	E	E	D	E	D	C	E	D	D	E	C	B
HCM2kAvgQ:	6	8	20	16	12	5	4	17	14	16	9	7

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



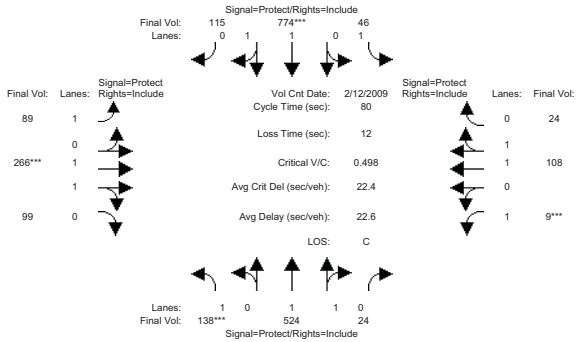
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Feb 2009 << 4:30-5:30PM												
Base Vol:	138	524	24	46	773	115	89	264	99	9	102	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	524	24	46	773	115	89	264	99	9	102	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	524	24	46	773	115	89	264	99	9	102	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	524	24	46	773	115	89	264	99	9	102	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	524	24	46	773	115	89	264	99	9	102	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	524	24	46	773	115	89	264	99	9	102	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.91	0.09	1.00	1.73	0.27	1.00	1.44	0.56	1.00	1.61	0.39
Final Sat.:	1750	3538	162	1750	3220	479	1750	2690	1009	1750	2995	705
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.03	0.24	0.24	0.05	0.10	0.10	0.01	0.03	0.03
Crit Moves:	****				****			****			****	
Green Time:	11.5	29.3	29.3	17.3	35.1	35.1	8.8	14.4	14.4	7.0	12.6	12.6
Volume/Cap:	0.55	0.40	0.40	0.12	0.55	0.55	0.46	0.55	0.55	0.06	0.22	0.22
Delay/Veh:	34.3	19.0	19.0	25.4	17.0	17.0	35.1	30.8	30.8	33.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	19.0	19.0	25.4	17.0	17.0	35.1	30.8	30.8	33.6	29.6	29.6
LOS by Move:	C	B	B	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	3	5	5	1	9	9	2	4	4	0	1	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



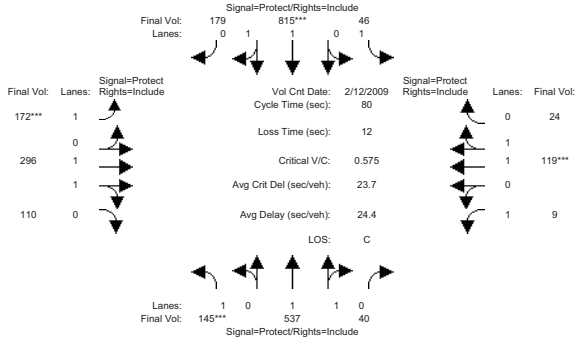
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Feb 2009 << 4:30-5:30PM												
Base Vol:	138	524	24	46	774	115	89	266	99	9	108	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	524	24	46	774	115	89	266	99	9	108	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	524	24	46	774	115	89	266	99	9	108	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	524	24	46	774	115	89	266	99	9	108	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	524	24	46	774	115	89	266	99	9	108	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	524	24	46	774	115	89	266	99	9	108	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.91	0.09	1.00	1.73	0.27	1.00	1.44	0.56	1.00	1.63	0.37
Final Sat.:	1750	3538	162	1750	3221	479	1750	2696	1003	1750	3027	673
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.03	0.24	0.24	0.05	0.10	0.10	0.01	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	11.5	29.3	29.3	17.3	35.1	35.1	8.8	14.4	14.4	7.0	12.6	12.6
Volume/Cap:	0.55	0.40	0.40	0.12	0.55	0.55	0.46	0.55	0.55	0.06	0.23	0.23
Delay/Veh:	34.4	19.1	19.1	25.4	17.0	17.0	35.1	30.8	30.8	33.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	19.1	19.1	25.4	17.0	17.0	35.1	30.8	30.8	33.6	29.6	29.6
LOS by Move:	C	B	B	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	3	5	5	1	9	9	2	4	4	0	1	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	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 Feb 2009 << 4:30-5:30PM												
Base Vol:	145	537	40	46	815	179	172	296	110	9	119	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	537	40	46	815	179	172	296	110	9	119	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	537	40	46	815	179	172	296	110	9	119	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	537	40	46	815	179	172	296	110	9	119	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	537	40	46	815	179	172	296	110	9	119	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	537	40	46	815	179	172	296	110	9	119	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	1.00	1.63	0.37	1.00	1.44	0.56	1.00	1.66	0.34
Final Sat.:	1750	3443	256	1750	3033	666	1750	2697	1002	1750	3079	621
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.03	0.27	0.27	0.10	0.11	0.11	0.01	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	10.7	29.0	29.0	16.3	34.6	34.6	12.7	13.3	13.3	9.3	10.0	10.0
Volume/Cap:	0.62	0.43	0.43	0.13	0.62	0.62	0.62	0.66	0.66	0.04	0.31	0.31
Delay/Veh:	37.8	19.5	19.5	26.2	18.3	18.3	35.7	33.8	33.8	31.5	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	19.5	19.5	26.2	18.3	18.3	35.7	33.8	33.8	31.5	32.2	32.2
LOS by Move:	D	B	B	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	4	5	5	1	10	10	4	5	5	0	2	2

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

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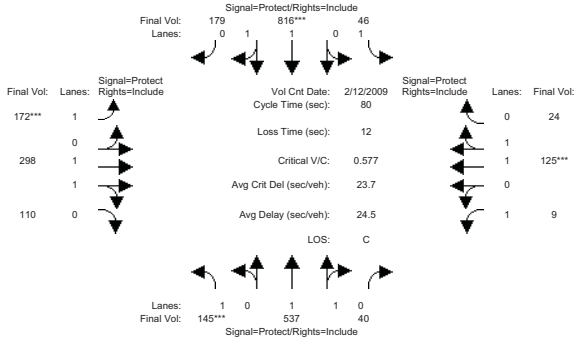
San Jose, CA

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

Intersection #3239: Tenth St / Alma Av



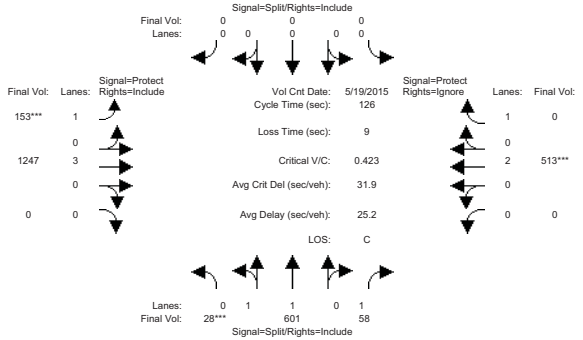
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Feb 2009 << 4:30-5:30PM												
Base Vol:	145	537	40	46	816	179	172	298	110	9	125	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	537	40	46	816	179	172	298	110	9	125	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	537	40	46	816	179	172	298	110	9	125	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	537	40	46	816	179	172	298	110	9	125	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	537	40	46	816	179	172	298	110	9	125	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	537	40	46	816	179	172	298	110	9	125	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	1.00	1.63	0.37	1.00	1.45	0.55	1.00	1.67	0.33
Final Sat.:	1750	3443	256	1750	3034	666	1750	2702	997	1750	3104	596
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.03	0.27	0.27	0.10	0.11	0.11	0.01	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	10.7	29.0	29.0	16.3	34.7	34.7	12.7	13.3	13.3	9.3	10.0	10.0
Volume/Cap:	0.62	0.43	0.43	0.13	0.62	0.62	0.62	0.66	0.66	0.04	0.32	0.32
Delay/Veh:	37.8	19.5	19.5	26.2	18.3	18.3	35.7	33.9	33.9	31.5	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:	37.8	19.5	19.5	26.2	18.3	18.3	35.7	33.9	33.9	31.5	32.3	32.3
LOS by Move:	D	B	B	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	4	5	5	1	10	10	4	5	5	0	2	2

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3472: Eleventh St / Keyes St



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: 19 May 2015 << 4:45-5:45PM												
Base Vol:	28	601	58	0	0	0	153	1247	0	0	513	771
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	601	58	0	0	0	153	1247	0	0	513	771
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	601	58	0	0	0	153	1247	0	0	513	771
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:	28	601	58	0	0	0	153	1247	0	0	513	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	601	58	0	0	0	153	1247	0	0	513	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:	28	601	58	0	0	0	153	1247	0	0	513	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:	0.09	1.91	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	165	3535	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.14	0.00
Crit Moves:	****						****				****	
Green Time:	50.7	50.7	50.7	0.0	0.0	0.0	26.1	66.3	0.0	0.0	40.2	0.0
Volume/Cap:	0.42	0.42	0.08	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.42	0.00
Delay/Veh:	27.3	27.3	23.3	0.0	0.0	0.0	44.2	18.2	0.0	0.0	34.0	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:	27.3	27.3	23.3	0.0	0.0	0.0	44.2	18.2	0.0	0.0	34.0	0.0
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	9	9	1	0	0	0	5	9	0	0	8	0

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

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Level Of Service Computation Report
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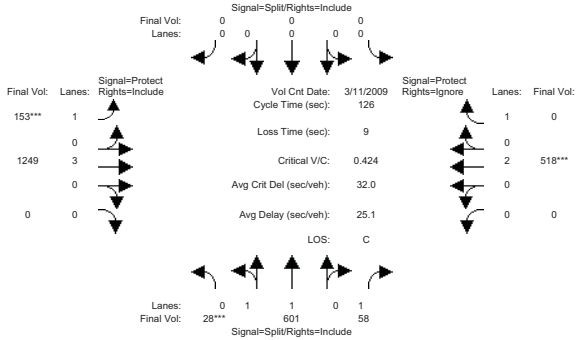
Existing + Project PM

Intersection #3472: Eleventh St / Keyes St



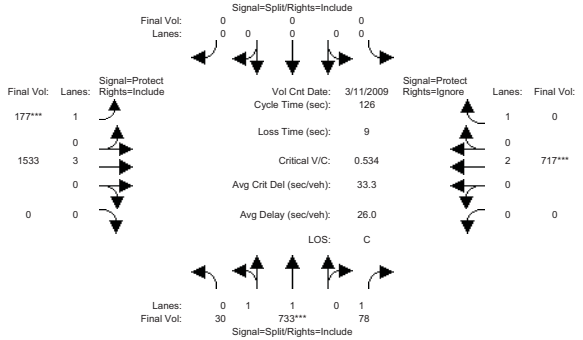
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Mar 2009 << 4:45-5:45PM												
Base Vol:	28	601	58	0	0	0	153	1249	0	0	518	784
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	601	58	0	0	0	153	1249	0	0	518	784
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	601	58	0	0	0	153	1249	0	0	518	784
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:	28	601	58	0	0	0	153	1249	0	0	518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	601	58	0	0	0	153	1249	0	0	518	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:	28	601	58	0	0	0	153	1249	0	0	518	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:	0.09	1.91	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	165	3535	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.14	0.00
Crit Moves:	****						****				****	
Green Time:	50.5	50.5	50.5	0.0	0.0	0.0	26.0	66.5	0.0	0.0	40.5	0.0
Volume/Cap:	0.42	0.42	0.08	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.42	0.00
Delay/Veh:	27.4	27.4	23.4	0.0	0.0	0.0	44.3	18.1	0.0	0.0	33.8	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:	27.4	27.4	23.4	0.0	0.0	0.0	44.3	18.1	0.0	0.0	33.8	0.0
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	9	9	1	0	0	0	5	9	0	0	8	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3472: Eleventh St / Keyes St



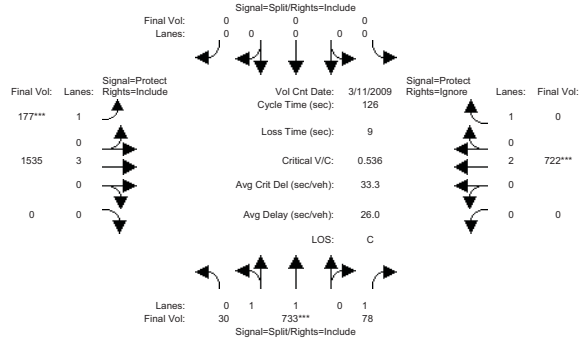
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Mar 2009 << 4:45-5:45PM												
Base Vol:	30	733	78	0	0	0	177	1533	0	0	717	838
Growth Adj:	1.00	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	733	78	0	0	0	177	1533	0	0	717	838
Added Vol:	0	0	0	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	733	78	0	0	0	177	1533	0	0	717	838
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:	30	733	78	0	0	0	177	1533	0	0	717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	733	78	0	0	0	177	1533	0	0	717	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:	30	733	78	0	0	0	177	1533	0	0	717	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.:	145	3554	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.04	0.00	0.00	0.00	0.10	0.27	0.00	0.00	0.19	0.00
Crit Moves:		****					****				****	
Green Time:	48.6	48.6	48.6	0.0	0.0	0.0	23.9	68.4	0.0	0.0	44.5	0.0
Volume/Cap:	0.53	0.53	0.12	0.00	0.00	0.00	0.53	0.50	0.00	0.00	0.53	0.00
Delay/Veh:	30.3	30.3	24.9	0.0	0.0	0.0	47.8	18.2	0.0	0.0	32.9	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:	30.3	30.3	24.9	0.0	0.0	0.0	47.8	18.2	0.0	0.0	32.9	0.0
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	12	12	2	0	0	0	6	12	0	0	11	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3472: Eleventh St / Keyes St



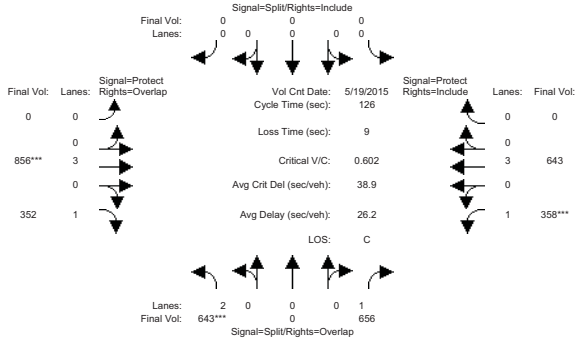
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Mar 2009 << 4:45-5:45PM												
Base Vol:	30	733	78	0	0	0	177	1535	0	0	722	851
Growth Adj:	1.00	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	733	78	0	0	0	177	1535	0	0	722	851
Added Vol:	0	0	0	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	733	78	0	0	0	177	1535	0	0	722	851
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:	30	733	78	0	0	0	177	1535	0	0	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	733	78	0	0	0	177	1535	0	0	722	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:	30	733	78	0	0	0	177	1535	0	0	722	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.:	145	3554	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.04	0.00	0.00	0.00	0.10	0.27	0.00	0.00	0.19	0.00
Crit Moves:		****					****				****	
Green Time:	48.5	48.5	48.5	0.0	0.0	0.0	23.8	68.5	0.0	0.0	44.7	0.0
Volume/Cap:	0.54	0.54	0.12	0.00	0.00	0.00	0.54	0.50	0.00	0.00	0.54	0.00
Delay/Veh:	30.4	30.4	25.0	0.0	0.0	0.0	47.8	18.1	0.0	0.0	32.8	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:	30.4	30.4	25.0	0.0	0.0	0.0	47.8	18.1	0.0	0.0	32.8	0.0
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	12	12	2	0	0	0	6	12	0	0	11	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



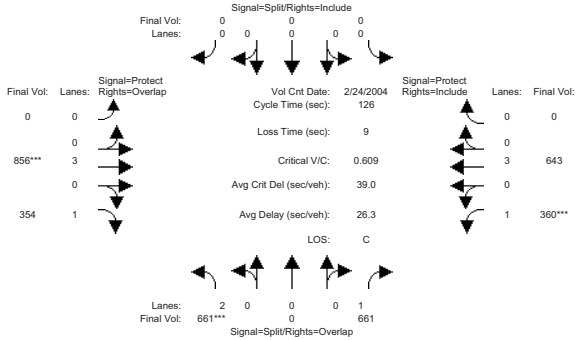
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30PM																
Base Vol:	643		0	656	0		0	0	0		856	352	358		643	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:	643		0	656	0		0	0	0		856	352	358		643	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	643		0	656	0		0	0	0		856	352	358		643	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:	643		0	656	0		0	0	0		856	352	358		643	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	643		0	656	0		0	0	0		856	352	358		643	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	643		0	656	0		0	0	0		856	352	358		643	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		0.00	1.00	0.00		0.00	0.00	0.00		3.00	1.00	1.00		3.00	0.00
Final Sat.:	3150		0	1750	0		0	0	0		5700	1750	1750		5700	0
Capacity Analysis Module:																
Vol/Sat:	0.20		0.00	0.37	0.00		0.00	0.00	0.00		0.15	0.20	0.20		0.11	0.00
Crit Moves:	****										****		****			
Green Time:	42.7		0.0	85.6	0.0		0.0	0.0	0.0		31.4	74.2	42.8		74.3	0.0
Volume/Cap:	0.60		0.00	0.55	0.00		0.00	0.00	0.00		0.60	0.34	0.60		0.19	0.00
Delay/Veh:	35.5		0.0	10.9	0.0		0.0	0.0	0.0		42.5	13.5	36.2		12.0	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:	35.5		0.0	10.9	0.0		0.0	0.0	0.0		42.5	13.5	36.2		12.0	0.0
LOS by Move:	D		A	B	A		A	A	A		D	B	D		B	A
HCM2kAvgQ:	12		0	14	0		0	0	0		10	7	13		4	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



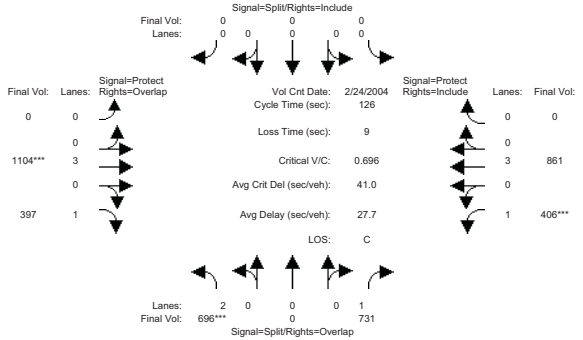
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Feb 2004 << 4:30-5:30PM																
Base Vol:	661		0	661	0		0	0	0		856	354	360		643	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:	661		0	661	0		0	0	0		856	354	360		643	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	661		0	661	0		0	0	0		856	354	360		643	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:	661		0	661	0		0	0	0		856	354	360		643	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	661		0	661	0		0	0	0		856	354	360		643	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	661		0	661	0		0	0	0		856	354	360		643	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		0.00	1.00	0.00		0.00	0.00	0.00		3.00	1.00	1.00		3.00	0.00
Final Sat.:	3150		0	1750	0		0	0	0		5700	1750	1750		5700	0
Capacity Analysis Module:																
Vol/Sat:	0.21		0.00	0.38	0.00		0.00	0.00	0.00		0.15	0.20	0.21		0.11	0.00
Crit Moves:	****										****		****			
Green Time:	43.4		0.0	85.9	0.0		0.0	0.0	0.0		31.1	74.5	42.5		73.6	0.0
Volume/Cap:	0.61		0.00	0.55	0.00		0.00	0.00	0.00		0.61	0.34	0.61		0.19	0.00
Delay/Veh:	35.3		0.0	10.8	0.0		0.0	0.0	0.0		42.9	13.4	36.7		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:	35.3		0.0	10.8	0.0		0.0	0.0	0.0		42.9	13.4	36.7		12.3	0.0
LOS by Move:	D		A	B	A		A	A	A		D	B	D		B	A
HCM2kAvgQ:	13		0	14	0		0	0	0		10	7	13		4	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



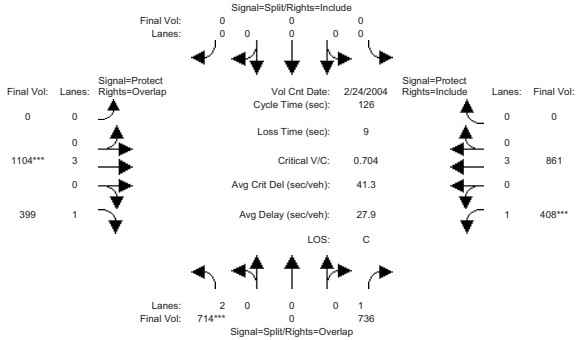
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 24 Feb 2004 << 4:30-5:30PM																
Base Vol:	696	0		731	0	0		0	1104			397	406			861	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
Initial Bse:	696	0		731	0	0		0	1104			397	406			861	0
Added Vol:	0	0		0	0	0		0	0			0	0			0	0
ATI:	0	0		0	0	0		0	0			0	0			0	0
Initial Fut:	696	0		731	0	0		0	1104			397	406			861	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
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00			1.00	1.00
PHF Volume:	696	0		731	0	0		0	1104			397	406			861	0
Reduct Vol:	0	0		0	0	0		0	0			0	0			0	0
Reduced Vol:	696	0		731	0	0		0	1104			397	406			861	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
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00			1.00	1.00
FinalVolume:	696	0		731	0	0		0	1104			397	406			861	0
Saturation Flow Module:																
Sat/Lane:	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	0.92
Lanes:	2.00	0.00		1.00	0.00	0.00		0.00	3.00			1.00	1.00			3.00	0.00
Final Sat.:	3150	0		1750	0	0		0	5700			1750	1750			5700	0
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00		0.42	0.00	0.00		0.00	0.19			0.23	0.23			0.15	0.00
Crit Moves:	****								****				****				
Green Time:	40.0	0.0		82.0	0.0	0.0		0.0	35.0			75.0	42.0			77.0	0.0
Volume/Cap:	0.70	0.00		0.64	0.00	0.00		0.00	0.70			0.38	0.70			0.25	0.00
Delay/Veh:	39.9	0.0		14.5	0.0	0.0		0.0	42.1			13.6	40.2			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
AdjDel/Veh:	39.9	0.0		14.5	0.0	0.0		0.0	42.1			13.6	40.2			11.3	0.0
LOS by Move:	D		A	B	A		A	A	D			B	D			B	A
HCM2kAvgQ:	14		0	18	0		0	0	13			8	16			5	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3617: Senter Rd / Keyes St



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: 24 Feb 2004 << 4:30-5:30PM																
Base Vol:	714	0		736	0	0		0	1104			399	408			861	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
Initial Bse:	714	0		736	0	0		0	1104			399	408			861	0
Added Vol:	0	0		0	0	0		0	0			0	0			0	0
ATI:	0	0		0	0	0		0	0			0	0			0	0
Initial Fut:	714	0		736	0	0		0	1104			399	408			861	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
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00			1.00	1.00
PHF Volume:	714	0		736	0	0		0	1104			399	408			861	0
Reduct Vol:	0	0		0	0	0		0	0			0	0			0	0
Reduced Vol:	714	0		736	0	0		0	1104			399	408			861	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
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00			1.00	1.00
FinalVolume:	714	0		736	0	0		0	1104			399	408			861	0
Saturation Flow Module:																
Sat/Lane:	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	0.92
Lanes:	2.00	0.00		1.00	0.00	0.00		0.00	3.00			1.00	1.00			3.00	0.00
Final Sat.:	3150	0		1750	0	0		0	5700			1750	1750			5700	0
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00		0.42	0.00	0.00		0.00	0.19			0.23	0.23			0.15	0.00
Crit Moves:	****								****				****				
Green Time:	40.6	0.0		82.3	0.0	0.0		0.0	34.7			75.3	41.7			76.4	0.0
Volume/Cap:	0.70	0.00		0.64	0.00	0.00		0.00	0.70			0.38	0.70			0.25	0.00
Delay/Veh:	39.7	0.0		14.3	0.0	0.0		0.0	42.5			13.5	40.6			11.5	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
AdjDel/Veh:	39.7	0.0		14.3	0.0	0.0		0.0	42.5			13.5	40.6			11.5	0.0
LOS by Move:	D		A	B	A		A	A	D			B	D			B	A
HCM2kAvgQ:	15		0	18	0		0	0	13			8	16			5	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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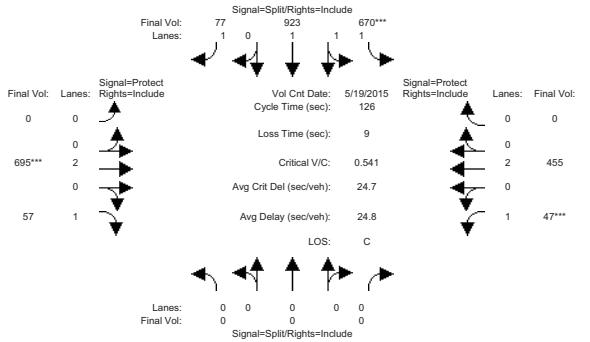
Existing PM

Intersection #3619: Tenth St / Keyes St



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: 19 May 2015 << 4:45-5:45PM												
Base Vol:	0	0	0	670	923	77	0	695	57	47	455	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	670	923	77	0	695	57	47	455	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	670	923	77	0	695	57	47	455	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	670	923	77	0	695	57	47	455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	670	923	77	0	695	57	47	455	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	670	923	77	0	695	57	47	455	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.30	1.70	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2291	3156	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.04	0.00	0.18	0.03	0.03	0.12	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	67.7	67.7	67.7	0.0	42.3	42.3	7.0	49.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.08	0.00	0.54	0.10	0.48	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	19.3	14.2	0.0	34.5	28.8	61.5	26.6	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	19.3	19.3	14.2	0.0	34.5	28.8	61.5	26.6	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	E	C	A
HCM2kAvgQ:	0	0	0	14	14	2	0	11	2	2	6	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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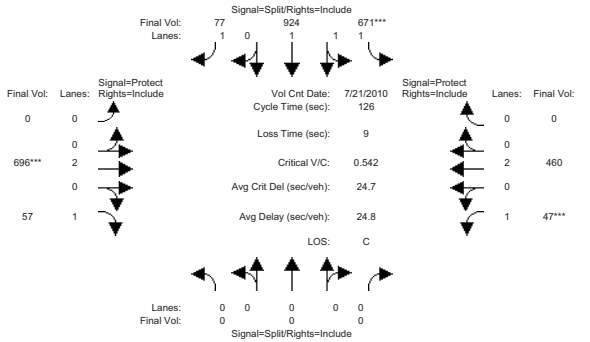
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #3619: Tenth St / Keyes St



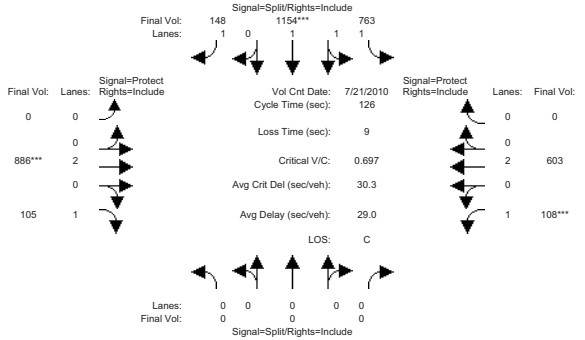
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jul 2010 << 4:45-5:45PM												
Base Vol:	0	0	0	671	924	77	0	696	57	47	460	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	671	924	77	0	696	57	47	460	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	671	924	77	0	696	57	47	460	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	671	924	77	0	696	57	47	460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	671	924	77	0	696	57	47	460	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	671	924	77	0	696	57	47	460	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.30	1.70	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2291	3155	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.04	0.00	0.18	0.03	0.03	0.12	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	67.7	67.7	67.7	0.0	42.3	42.3	7.0	49.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.08	0.00	0.55	0.10	0.48	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	19.3	14.2	0.0	34.5	28.8	61.5	26.7	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	19.3	19.3	14.2	0.0	34.5	28.8	61.5	26.7	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	E	C	A
HCM2kAvgQ:	0	0	0	14	14	2	0	11	2	2	6	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3619: Tenth St / Keyes St



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: 21 Jul 2010 << 4:45-5:45PM												
Base Vol:	0	0	0	763	1154	148	0	886	105	108	603	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	763	1154	148	0	886	105	108	603	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	763	1154	148	0	886	105	108	603	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	763	1154	148	0	886	105	108	603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	763	1154	148	0	886	105	108	603	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	763	1154	148	0	886	105	108	603	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.23	1.77	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2168	3279	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.08	0.00	0.23	0.06	0.06	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	63.7	63.7	63.7	0.0	42.2	42.2	11.2	53.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.17	0.00	0.70	0.18	0.70	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	24.6	24.6	16.9	0.0	38.1	29.8	68.8	25.1	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	24.6	24.6	16.9	0.0	38.1	29.8	68.8	25.1	0.0
LOS by Move:	A	A	A	C	C	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	20	20	3	0	15	3	4	8	0

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

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50,637 SF Office
San Jose, CA

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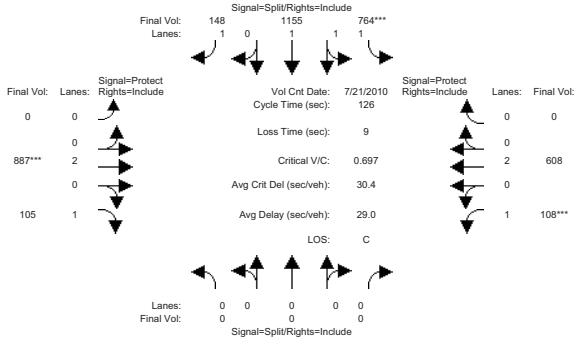
Background + Project PM

Intersection #3619: Tenth St / Keyes St



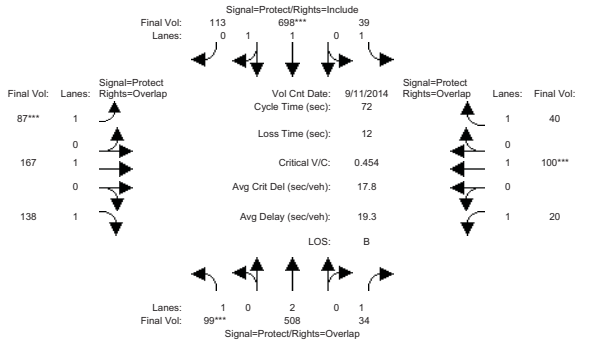
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jul 2010 << 5:00-6:00PM												
Base Vol:	0	0	0	764	1155	148	0	887	105	108	608	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	764	1155	148	0	887	105	108	608	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	764	1155	148	0	887	105	108	608	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	764	1155	148	0	887	105	108	608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	764	1155	148	0	887	105	108	608	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	764	1155	148	0	887	105	108	608	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	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.23	1.77	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2168	3278	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.08	0.00	0.23	0.06	0.06	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	63.7	63.7	63.7	0.0	42.2	42.2	11.2	53.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.17	0.00	0.70	0.18	0.70	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	24.6	24.6	16.9	0.0	38.1	29.8	68.9	25.1	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	24.6	24.6	16.9	0.0	38.1	29.8	68.9	25.1	0.0
LOS by Move:	A	A	A	C	C	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	20	20	3	0	15	3	4	8	0

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



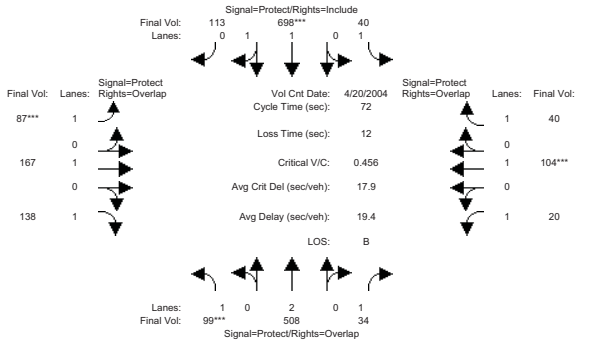
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 4:45-5:45PM												
Base Vol:	99	508	34	39	698	113	87	167	138	20	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	508	34	39	698	113	87	167	138	20	100	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	508	34	39	698	113	87	167	138	20	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	508	34	39	698	113	87	167	138	20	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	508	34	39	698	113	87	167	138	20	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	508	34	39	698	113	87	167	138	20	100	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3184	515	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.02	0.02	0.22	0.22	0.05	0.09	0.08	0.01	0.05	0.02
Crit Moves:	****				****		****				****	
Green Time:	8.7	24.9	32.2	17.4	33.7	33.7	7.6	10.4	19.1	7.3	10.0	27.4
Volume/Cap:	0.47	0.39	0.04	0.09	0.47	0.47	0.47	0.61	0.30	0.11	0.38	0.06
Delay/Veh:	31.1	18.0	11.3	21.2	13.3	13.3	32.1	32.9	21.5	29.7	29.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	18.0	11.3	21.2	13.3	13.3	32.1	32.9	21.5	29.7	29.1	14.1
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	4	0	1	6	6	3	5	3	0	2	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



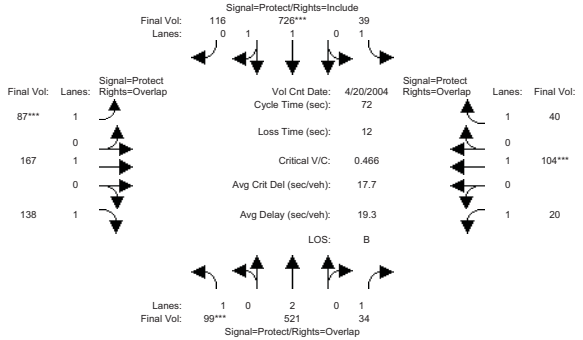
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Apr 2004 << 4:45-5:45PM												
Base Vol:	99	508	34	40	698	113	87	167	138	20	104	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	508	34	40	698	113	87	167	138	20	104	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	508	34	40	698	113	87	167	138	20	104	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	508	34	40	698	113	87	167	138	20	104	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	508	34	40	698	113	87	167	138	20	104	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	508	34	40	698	113	87	167	138	20	104	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3184	515	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.02	0.02	0.22	0.22	0.05	0.09	0.08	0.01	0.05	0.02
Crit Moves:	****				****		****				****	
Green Time:	8.7	24.9	32.2	17.4	33.7	33.7	7.6	10.4	19.1	7.3	10.0	27.4
Volume/Cap:	0.47	0.39	0.04	0.09	0.47	0.47	0.47	0.61	0.30	0.11	0.39	0.06
Delay/Veh:	31.1	18.0	11.3	21.3	13.3	13.3	32.1	32.9	21.5	29.7	29.2	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	18.0	11.3	21.3	13.3	13.3	32.1	32.9	21.5	29.7	29.2	14.1
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	4	0	1	6	6	3	5	3	0	2	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



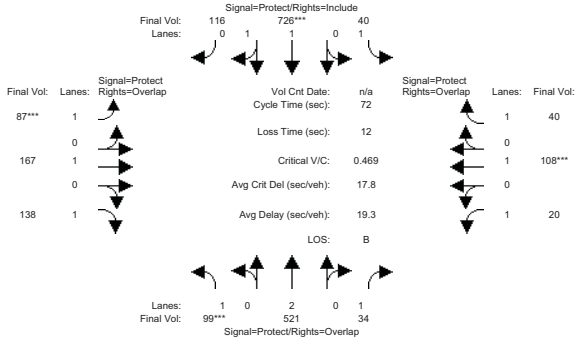
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Apr 2004 << 4:45-5:45PM												
Base Vol:	99	521	34	39	726	116	87	167	138	20	104	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	521	34	39	726	116	87	167	138	20	104	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	521	34	39	726	116	87	167	138	20	104	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	521	34	39	726	116	87	167	138	20	104	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	521	34	39	726	116	87	167	138	20	104	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	521	34	39	726	116	87	167	138	20	104	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3190	510	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.02	0.02	0.23	0.23	0.05	0.09	0.08	0.01	0.05	0.02
Crit Moves:	****				****		****				****	
Green Time:	8.5	25.0	32.2	17.5	34.1	34.1	7.4	10.3	18.7	7.2	10.0	27.5
Volume/Cap:	0.48	0.39	0.04	0.09	0.48	0.48	0.48	0.62	0.30	0.11	0.39	0.06
Delay/Veh:	31.5	17.9	11.2	21.2	13.1	13.1	32.5	33.3	21.8	29.8	29.2	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	17.9	11.2	21.2	13.1	13.1	32.5	33.3	21.8	29.8	29.2	14.1
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	0	1	6	6	3	5	3	0	2	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3740: PHELAN/10TH



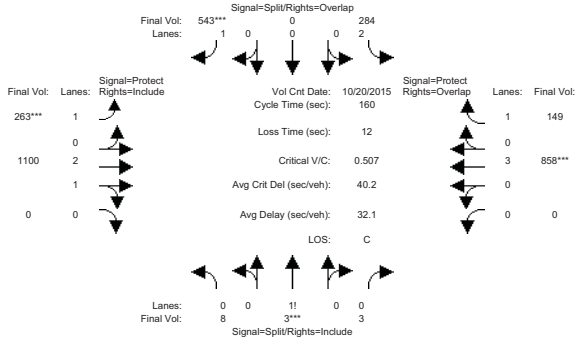
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	521	34	40	726	116	87	167	138	20	108	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	521	34	40	726	116	87	167	138	20	108	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	521	34	40	726	116	87	167	138	20	108	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	521	34	40	726	116	87	167	138	20	108	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	521	34	40	726	116	87	167	138	20	108	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	521	34	40	726	116	87	167	138	20	108	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3190	510	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.02	0.02	0.23	0.23	0.05	0.09	0.08	0.01	0.06	0.02
Crit Moves:	****				****		****				****	
Green Time:	8.5	25.0	32.2	17.5	34.1	34.1	7.4	10.3	18.7	7.2	10.0	27.5
Volume/Cap:	0.48	0.39	0.04	0.09	0.48	0.48	0.48	0.62	0.30	0.11	0.41	0.06
Delay/Veh:	31.5	17.9	11.2	21.2	13.1	13.1	32.5	33.3	21.8	29.8	29.3	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	17.9	11.2	21.2	13.1	13.1	32.5	33.3	21.8	29.8	29.3	14.1
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	0	1	6	6	3	5	3	0	2	1

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



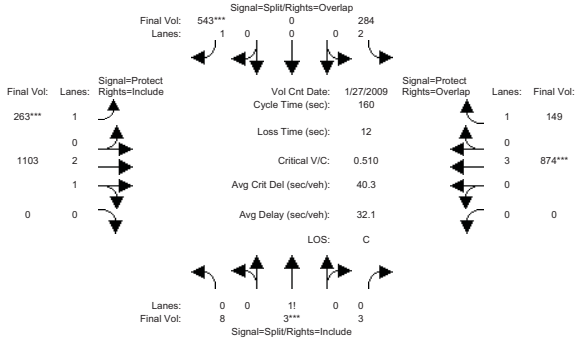
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 4:45-5:45PM												
Base Vol:	8	3	3	284	0	543	263	1100	0	0	858	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:	8	3	3	284	0	543	263	1100	0	0	858	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	3	3	284	0	543	263	1100	0	0	858	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:	8	3	3	284	0	543	263	1100	0	0	858	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3	3	284	0	543	263	1100	0	0	858	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
FinalVolume:	8	3	3	284	0	543	263	1100	0	0	858	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	0.58	0.21	0.21	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1000	375	375	3150	0	1750	1750	5600	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.00	0.31	0.15	0.20	0.00	0.00	0.15	0.09
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	47.9	0.0	92.9	45.0	90.1	0.0	0.0	45.1	93.0
Volume/Cap:	0.13	0.13	0.13	0.30	0.00	0.53	0.53	0.35	0.00	0.00	0.53	0.15
Delay/Veh:	71.4	71.4	71.4	43.3	0.0	20.9	49.8	19.1	0.0	0.0	48.9	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:	71.4	71.4	71.4	43.3	0.0	20.9	49.8	19.1	0.0	0.0	48.9	15.4
LOS by Move:	E	E	E	D	A	C	D	B	A	A	D	B
HCM2kAvgQ:	1	1	1	6	0	17	12	10	0	0	11	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



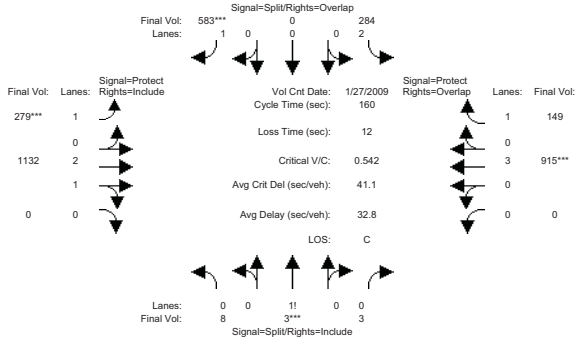
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Jan 2009 << 4:45-5:45PM												
Base Vol:	8	3	3	284	0	543	263	1103	0	0	874	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:	8	3	3	284	0	543	263	1103	0	0	874	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	3	3	284	0	543	263	1103	0	0	874	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:	8	3	3	284	0	543	263	1103	0	0	874	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3	3	284	0	543	263	1103	0	0	874	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
FinalVolume:	8	3	3	284	0	543	263	1103	0	0	874	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	0.58	0.21	0.21	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1000	375	375	3150	0	1750	1750	5600	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.00	0.31	0.15	0.20	0.00	0.00	0.15	0.09
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	47.6	0.0	92.4	44.7	90.4	0.0	0.0	45.6	93.3
Volume/Cap:	0.13	0.13	0.13	0.30	0.00	0.54	0.54	0.35	0.00	0.00	0.54	0.15
Delay/Veh:	71.4	71.4	71.4	43.6	0.0	21.3	50.1	18.9	0.0	0.0	48.6	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	71.4	71.4	43.6	0.0	21.3	50.1	18.9	0.0	0.0	48.6	15.3
LOS by Move:	E	E	E	D	A	C	D	B	A	A	D	B
HCM2kAvgQ:	1	1	1	6	0	17	12	10	0	0	12	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



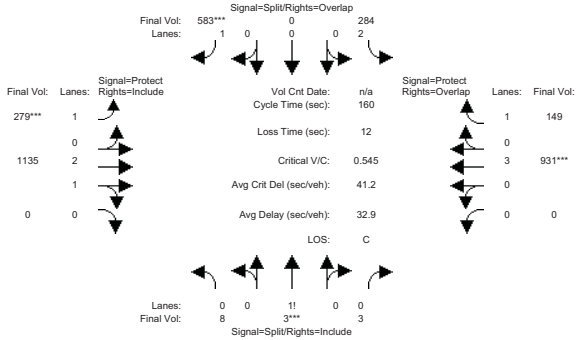
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Jan 2009 << 4:45-5:45PM												
Base Vol:	8	3	3	284	0	583	279	1132	0	0	915	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:	8	3	3	284	0	583	279	1132	0	0	915	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	3	3	284	0	583	279	1132	0	0	915	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:	8	3	3	284	0	583	279	1132	0	0	915	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3	3	284	0	583	279	1132	0	0	915	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
FinalVolume:	8	3	3	284	0	583	279	1132	0	0	915	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	0.58	0.21	0.21	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1000	375	375	3150	0	1750	1750	5600	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.00	0.33	0.16	0.20	0.00	0.00	0.16	0.09
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	48.6	0.0	93.1	44.6	89.4	0.0	0.0	44.9	93.4
Volume/Cap:	0.13	0.13	0.13	0.30	0.00	0.57	0.57	0.36	0.00	0.00	0.57	0.15
Delay/Veh:	71.4	71.4	71.4	42.8	0.0	21.7	51.2	19.6	0.0	0.0	49.8	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:	71.4	71.4	71.4	42.8	0.0	21.7	51.2	19.6	0.0	0.0	49.8	15.2
LOS by Move:	E	E	E	D	A	C	D	B	A	A	D	B
HCM2kAvgQ:	1	1	1	6	0	19	13	10	0	0	12	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3824: 10TH/TULLY



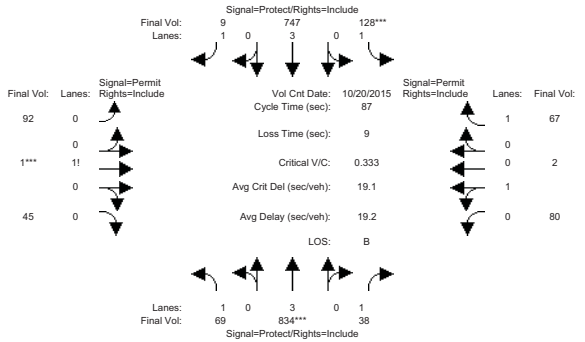
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	3	3	284	0	583	279	1135	0	0	931	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	3	284	0	583	279	1135	0	0	931	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	3	3	284	0	583	279	1135	0	0	931	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:	8	3	3	284	0	583	279	1135	0	0	931	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3	3	284	0	583	279	1135	0	0	931	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
FinalVolume:	8	3	3	284	0	583	279	1135	0	0	931	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	0.58	0.21	0.21	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1000	375	375	3150	0	1750	1750	5600	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.00	0.33	0.16	0.20	0.00	0.00	0.16	0.09
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	48.3	0.0	92.6	44.3	89.7	0.0	0.0	45.4	93.7
Volume/Cap:	0.13	0.13	0.13	0.30	0.00	0.58	0.58	0.36	0.00	0.00	0.58	0.15
Delay/Veh:	71.4	71.4	71.4	43.0	0.0	22.1	51.5	19.4	0.0	0.0	49.6	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:	71.4	71.4	71.4	43.0	0.0	22.1	51.5	19.4	0.0	0.0	49.6	15.1
LOS by Move:	E	E	E	D	A	C	D	B	A	A	D	B
HCM2kAvgQ:	1	1	1	6	0	19	13	10	0	0	13	3

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3857: Needles/Senter



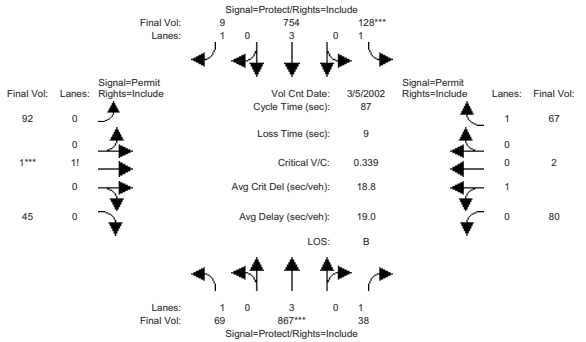
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 20 Oct 2015 << 4:15-5:15PM																
Base Vol:	69	834	38		128	747	9		92	1	45		80	2	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:	69	834	38		128	747	9		92	1	45		80	2	67	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	834	38		128	747	9		92	1	45		80	2	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:	69	834	38		128	747	9		92	1	45		80	2	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	834	38		128	747	9		92	1	45		80	2	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	
FinalVolume:	69	834	38		128	747	9		92	1	45		80	2	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		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		0.67	0.01	0.32		0.98	0.02	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		1167	13	571		1756	44	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.15	0.02		0.07	0.13	0.01		0.08	0.08	0.08		0.05	0.05	0.04	
Crit Moves:		****			****					****						
Green Time:	21.8	38.3	38.3		19.1	35.6	35.6		20.6	20.6	20.6		20.6	20.6	20.6	
Volume/Cap:	0.16	0.33	0.05		0.33	0.32	0.01		0.33	0.33	0.33		0.19	0.19	0.16	
Delay/Veh:	25.6	16.1	14.0		29.1	17.6	15.3		28.0	28.0	28.0		26.8	26.8	26.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.6	16.1	14.0		29.1	17.6	15.3		28.0	28.0	28.0		26.8	26.8	26.5	
LOS by Move:	C	B	B		C	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	5	1		3	4	0		3	3	3		2	2	2	

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

1995 Senter Road Office Devlopment TIA
50,637 SF Office
San Jose, CA

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

Intersection #3857: Needles/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		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: 5 Mar 2002 << 4:15-5:15PM																
Base Vol:	69	867	38		128	754	9		92	1	45		80	2	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:	69	867	38		128	754	9		92	1	45		80	2	67	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	867	38		128	754	9		92	1	45		80	2	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:	69	867	38		128	754	9		92	1	45		80	2	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	867	38		128	754	9		92	1	45		80	2	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	
FinalVolume:	69	867	38		128	754	9		92	1	45		80	2	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		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		0.67	0.01	0.32		0.98	0.02	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		1167	13	571		1756	44	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.15	0.02		0.07	0.13	0.01		0.08	0.08	0.08		0.05	0.05	0.04	
Crit Moves:		****			****					****						
Green Time:	21.9	39.0	39.0		18.8	35.9	35.9		20.2	20.2	20.2		20.2	20.2	20.2	
Volume/Cap:	0.16	0.34	0.05		0.34	0.32	0.01		0.34	0.34	0.34		0.20	0.20	0.16	
Delay/Veh:	25.6	15.7	13.6		29.4	17.4	15.1		28.3	28.3	28.3		27.1	27.1	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:	25.6	15.7	13.6		29.4	17.4	15.1		28.3	28.3	28.3		27.1	27.1	26.8	
LOS by Move:	C	B	B		C	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	5	1		3	4	0		4	4	4		2	2	2	

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

1995 Senter Road Office Devlopment TIA
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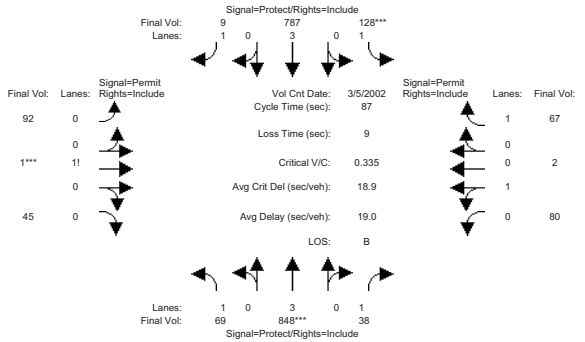
San Jose, CA

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

Intersection #3857: Needles/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	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: 5 Mar 2002 << 4:15-5:15PM																				
Base Vol:	69		848		38	128		787		9	92		1		45	80		2		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:	69		848		38	128		787		9	92		1		45	80		2		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:	69		848		38	128		787		9	92		1		45	80		2		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:	69		848		38	128		787		9	92		1		45	80		2		67
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	69		848		38	128		787		9	92		1		45	80		2		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
FinalVolume:	69		848		38	128		787		9	92		1		45	80		2		67
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	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	0.67		0.01		0.32	0.98		0.02		1.00
Final Sat.:	1750		5700		1750	1750		5700		1750	1167		13		571	1756		44		1750
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.15		0.02	0.07		0.14		0.01	0.08		0.08		0.08	0.05		0.05		0.04
Crit Moves:			****			****					****									
Green Time:	21.2		38.6		38.6	19.0		36.4		36.4	20.5		20.5		20.5	20.5		20.5		20.5
Volume/Cap:	0.16		0.34		0.05	0.34		0.33		0.01	0.34		0.34		0.34	0.19		0.19		0.16
Delay/Veh:	26.1		15.9		13.8	29.2		17.2		14.8	28.1		28.1		28.1	26.9		26.9		26.7
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:	26.1		15.9		13.8	29.2		17.2		14.8	28.1		28.1		28.1	26.9		26.9		26.7
LOS by Move:	C		B		B	C		B		B	C		C		C	C		C		C
HCM2kAvgQ:	2		5		1	3		5		0	4		4		4	2		2		2

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

1995 Senter Road Office Devlopment TIA
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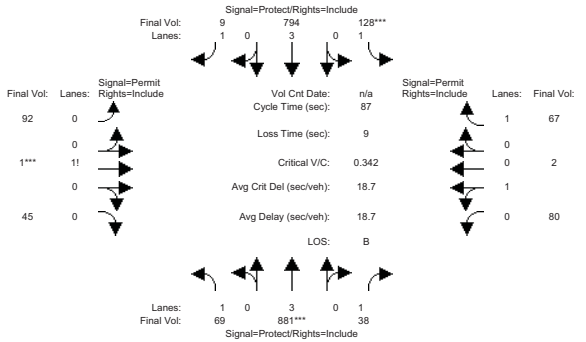
Background + Project PM

Intersection #3857: Needles/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	10		10		10	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	69		881		38	128		794		9	92		1		45	80		2		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:	69		881		38	128		794		9	92		1		45	80		2		67
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	69		881		38	128		794		9	92		1		45	80		2		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:	69		881		38	128		794		9	92		1		45	80		2		67
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	69		881		38	128		794		9	92		1		45	80		2		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
FinalVolume:	69		881		38	128		794		9	92		1		45	80		2		67
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	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	0.67		0.01		0.32	0.98		0.02		1.00
Final Sat.:	1750		5700		1750	1750		5700		1750	1167		13		571	1756		44		1750
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.15		0.02	0.07		0.14		0.01	0.08		0.08		0.08	0.05		0.05		0.04
Crit Moves:			****			****					****									
Green Time:	21.2		39.3		39.3	18.6		36.7		36.7	20.1		20.1		20.1	20.1		20.1		20.1
Volume/Cap:	0.16		0.34		0.05	0.34		0.33		0.01	0.34		0.34		0.34	0.20		0.20		0.17
Delay/Veh:	26.1		15.5		13.4	29.6		17.0		14.6	28.5		28.5		28.5	27.2		27.2		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:	26.1		15.5		13.4	29.6		17.0		14.6	28.5		28.5		28.5	27.2		27.2		27.0
LOS by Move:	C		B		B	C		B		B	C		C		C	C		C		C
HCM2kAvgQ:	2		5		1	3		5		0	4		4		4	2		2		2

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

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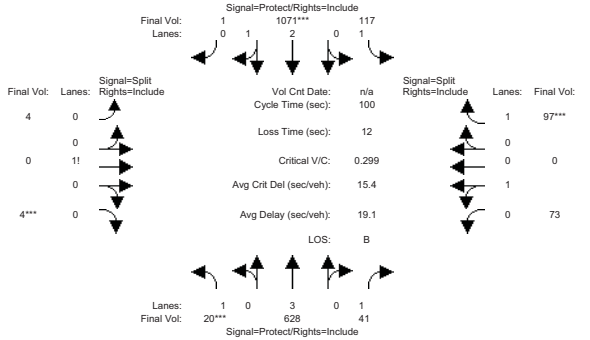
Intersection #4037: SENTER/WOOL CREEK



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:												
Base Vol:	20	628	41	117	1071	1	4	0	4	73	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:	20	628	41	117	1071	1	4	0	4	73	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	628	41	117	1071	1	4	0	4	73	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:	20	628	41	117	1071	1	4	0	4	73	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	628	41	117	1071	1	4	0	4	73	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
FinalVolume:	20	628	41	117	1071	1	4	0	4	73	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	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5595	5	875	0	875	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.02	0.07	0.19	0.19	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****				****			****
Green Time:	7.0	37.9	37.9	24.1	55.1	55.1	10.0	0.0	10.0	15.9	0.0	15.9
Volume/Cap:	0.16	0.29	0.06	0.28	0.35	0.35	0.05	0.00	0.05	0.25	0.00	0.35
Delay/Veh:	44.4	21.7	19.8	31.2	12.6	12.6	40.8	0.0	40.8	37.3	0.0	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	21.7	19.8	31.2	12.6	12.6	40.8	0.0	40.8	37.3	0.0	38.2
LOS by Move:	D	C	B	C	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	4	1	3	6	6	0	0	0	2	0	3

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

1995 Senter Road Office Devlopment TIA
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2000 HCM Operations (Future Volume Alternative)
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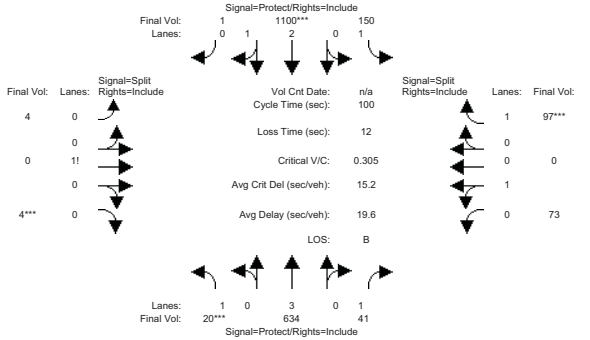
Intersection #4037: SENTER/WOOL CREEK



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:												
Base Vol:	20	634	41	150	1100	1	4	0	4	73	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:	20	634	41	150	1100	1	4	0	4	73	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	634	41	150	1100	1	4	0	4	73	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:	20	634	41	150	1100	1	4	0	4	73	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	634	41	150	1100	1	4	0	4	73	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
FinalVolume:	20	634	41	150	1100	1	4	0	4	73	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	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5595	5	875	0	875	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.02	0.09	0.20	0.20	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****				****			****
Green Time:	7.0	35.2	35.2	27.2	55.4	55.4	10.0	0.0	10.0	15.6	0.0	15.6
Volume/Cap:	0.16	0.32	0.07	0.32	0.35	0.35	0.05	0.00	0.05	0.26	0.00	0.35
Delay/Veh:	44.4	23.7	21.5	29.4	12.5	12.5	40.8	0.0	40.8	37.6	0.0	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	23.7	21.5	29.4	12.5	12.5	40.8	0.0	40.8	37.6	0.0	38.5
LOS by Move:	D	C	C	C	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	4	1	4	6	6	0	0	0	2	0	3

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

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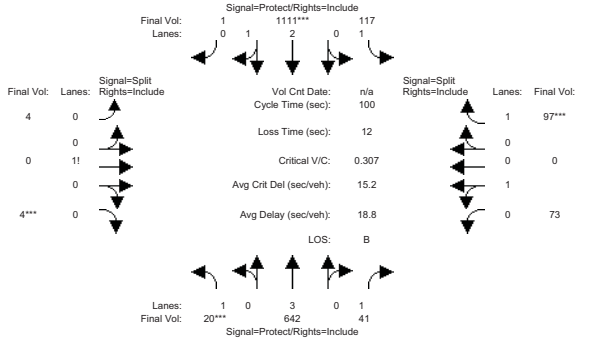
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4037: SENTER/WOOL 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:												
Base Vol:	20	642	41	117	1111	1	4	0	4	73	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:	20	642	41	117	1111	1	4	0	4	73	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	642	41	117	1111	1	4	0	4	73	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:	20	642	41	117	1111	1	4	0	4	73	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	642	41	117	1111	1	4	0	4	73	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
FinalVolume:	20	642	41	117	1111	1	4	0	4	73	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	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5595	5	875	0	875	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.02	0.07	0.20	0.20	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****				****			****
Green Time:	7.0	38.5	38.5	24.0	55.5	55.5	10.0	0.0	10.0	15.5	0.0	15.5
Volume/Cap:	0.16	0.29	0.06	0.28	0.36	0.36	0.05	0.00	0.05	0.26	0.00	0.36
Delay/Veh:	44.4	21.4	19.4	31.3	12.4	12.4	40.8	0.0	40.8	37.7	0.0	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	21.4	19.4	31.3	12.4	12.4	40.8	0.0	40.8	37.7	0.0	38.6
LOS by Move:	D	C	B	C	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	4	1	3	6	6	0	0	0	2	0	3

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

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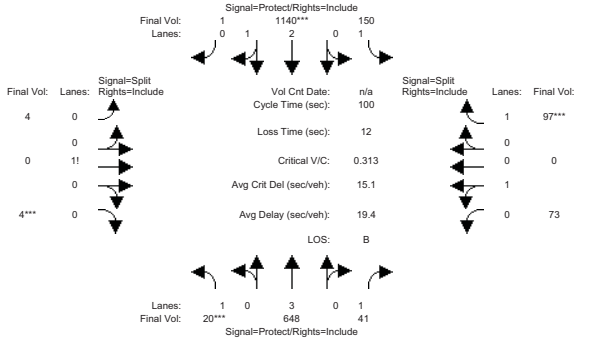
2000 HCM Operations (Future Volume Alternative)
Background + Project PM

Intersection #4037: SENTER/WOOL 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:												
Base Vol:	20	648	41	150	1140	1	4	0	4	73	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:	20	648	41	150	1140	1	4	0	4	73	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	648	41	150	1140	1	4	0	4	73	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:	20	648	41	150	1140	1	4	0	4	73	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	648	41	150	1140	1	4	0	4	73	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
FinalVolume:	20	648	41	150	1140	1	4	0	4	73	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	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5595	5	875	0	875	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.02	0.09	0.20	0.20	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****				****			****
Green Time:	7.0	35.8	35.8	27.0	55.8	55.8	10.0	0.0	10.0	15.2	0.0	15.2
Volume/Cap:	0.16	0.32	0.07	0.32	0.37	0.37	0.05	0.00	0.05	0.27	0.00	0.37
Delay/Veh:	44.4	23.3	21.1	29.5	12.3	12.3	40.8	0.0	40.8	38.0	0.0	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:	44.4	23.3	21.1	29.5	12.3	12.3	40.8	0.0	40.8	38.0	0.0	38.9
LOS by Move:	D	C	C	C	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	5	1	4	7	7	0	0	0	2	0	3

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

