Appendix E: Transportation Impact Analysis

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

335 S. Winchester Boulevard Mixed-Use Project

Transportation Analysis

Prepared for:

Circlepoint

March 25, 2019

Hexagon Transportation Consultants, Inc.
Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113
Hexagon Job Number: 17LK11
Phone: 408.971.6100
Client Name: Circlepoint

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Executive Summary

This study was conducted for the purpose of satisfying the requirements of the California Environmental Quality Act (CEQA) and the City of San Jose, as well as identifying the potential transportation-related impacts as a result of the proposed mixed-use development at 335 S. Winchester Boulevard in San Jose, California. The 0.7-acre project site is located on the west side of Winchester Boulevard, near Santana Row. As currently proposed, the project would involve replacing Khanh's Restaurant with a five-story commercial development comprised of 81,220 gross square feet of office space on levels two through five and 12,516 gross square feet of retail space on the ground floor. The project proposes 221 parking spaces, including 14 ground floor spaces and 207 spaces in a single-level subterranean garage. Access to the site would be provided via a limited-access driveway on Winchester Boulevard.

This transportation analysis also considers an alternative project description, which would involve the development of a five-story building comprising solely of office space, with 93,736 gross square feet of office. The parking supply and site access would remain the same between the project alternatives.

The local transportation analysis included in this report is based on an earlier, slightly larger project size (82,672 gross square feet of office space and 13,157 gross square feet of retail space). Thus, the local transportation analysis is somewhat conservative since it slightly overstates the trip generation associated with the current project.

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Santa Clara, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the Santa Clara County Congestion Management Program (CMP). Based on the City of San Jose's Transportation Analysis Policy and *Transportation Analysis Handbook 2018*, the Transportation Analysis (TA) report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of VMT and potential impacts on transportation facilities in other jurisdictions including intersections in the City of Santa Clara and nearby freeway segments. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for ten signalized intersections, and four freeway ramps in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

Santa Clara Intersection Impact Analysis

Two of the study intersections are located in the City of Santa Clara. Given that Santa Clara has not adopted VMT and still uses intersection level of service to evaluate a project's CEQA transportation impact, the following two study intersections are subject to the City of Santa Clara level of service standards and CEQA significance criteria: Winchester Boulevard/Forest Avenue, and Winchester Boulevard/Dorcich Street.

When compared to the Santa Clara level of service standards and CEQA significance criteria, the two study intersections in the City of Santa Clara are expected to continue to operate at acceptable levels of service (LOS D or better) during the peak commute hours with the addition of trips generated by approved developments, the proposed project, and other pending developments in the vicinity. Therefore, the project would have a less than significant impact on intersection levels of service in Santa Clara.

Freeway Segment Analysis

The level of service analyses, including the freeway impact analysis, provided in this report are based on an earlier, slightly larger project size (82,672 gross square feet of office space and 13,157 gross square feet of retail space). Thus, the freeway impact analysis is considered somewhat conservative given that the analysis slightly overstates the trip generation associated with the current project. The results of the freeway segment analysis show that the project would not result in a significant increase

in traffic volume (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table ES-2). Thus, based on CMP freeway impact criteria, none of the freeway segments would be significantly impacted by the project.

Local Transportation Analysis

Based on trip generation rates recommended by the Institute of Transportation Engineers, as well as appropriate trip adjustments and reductions, it is estimated that the proposed office-and-retail project would generate 477 new daily vehicle trips, with 88 new trips occurring during the AM peak hour and 51 new trips occurring during the PM peak hour[1]. The office-only alternative project description would generate 232 net new daily trips with 88 net new trips during the AM and 35 net new trips during the PM peak hour. Since the alternative project scenario would generate roughly the same or fewer trips than the proposed project, the intersection level of service analysis included in this report also reflects the potential effects of the alternative project scenario.

The results of the intersection level of service analysis show that under all future traffic scenarios, all but two of the signalized study intersections in San Jose would operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours (see Table ES-1). The Monroe Street/Stevens Creek Boulevard intersection would operate at LOS F during the PM peak hour under all future scenarios. However, the addition of project trips would cause the critical movement delay to increase by less than 4 seconds and the critical volume-to-capacity ratio to increase by less than 0.01; thus, the project would not have an adverse effect on intersection operations at this location. Similarly, the combination of trips generated by the proposed project and other pending projects in the vicinity would not result in an adverse effect on intersection operations under cumulative plus project conditions.

The intersection of Winchester Boulevard and Stevens Creek Boulevard also would operate at LOS F during the PM peak hour under all future scenarios. The addition of project-generated traffic would cause the critical movement delay to increase by more than 4.0 seconds, and the critical volume-to-capacity ratio to increase by more than 0.01. Therefore, the project is considered to cause an adverse effect on intersection operations at this location. Likewise, the combination of trips generated by the proposed project and other pending projects in the vicinity also would cause an adverse effect on intersection operations under cumulative plus project conditions. The project trips at this intersection comprise 33 percent of the increase in traffic beyond background conditions. Thus, the project is considered to have a substantial contribution to the adverse effect on cumulative intersection operations.

Recommended Measures to Address Adverse Intersection Operations Effects

According to the City's *Transportation Analysis Handbook*, project-generated adverse effects may be addressed through (1) the reduction of project trips, (2) physical improvements at the subject intersection or other roadway segments of the transportation network to increase the overall capacity, (3) implementation of a trip cap that would limit the maximum number of daily vehicle trips to be generated by the project.

[1] The local transportation analysis presented in this report is based on an earlier, slightly larger project size. As currently proposed, the office-and-retail project is estimated to generate 433 net new daily trips with 84 new trips occurring during the AM peak hour and 46 trips occurring during the PM peak hour. Thus, the level of service analysis presented in this report is considered conservative given that the analysis slightly overstates the trip generation associated with the current project.

The proposed project will include TDM measures to avoid the adverse effect on intersection operations. Implementation of the following TDM measures combined with the limited parking supply, would reduce project-generated vehicle trips by a total of 39.8% (27.3% reduction for TDM and 12.5% reduction for limited parking supply). This reduction would be sufficient to avoid the adverse effect on intersection operations at this location.

- Bike parking (22 spaces per San Jose's Zoning Code Section 20.90.060B),
- Showers and changing room (2 showers per San Jose Zoning Code Section 20.90.066),
- Commute trip reduction marketing and education programs (100 percent of eligible employees),
- Ridesharing programs (100 percent of eligible employees), and
- Subsidized transit passes (by 50 percent).

Winchester Boulevard/I-280 Northbound Off-Ramp Impact Fee

Based on the site location, the proposed project is estimated to add new vehicles trips to the Winchester Boulevard/I-280 northbound off-ramp, and therefore would be subject to the *Interstate 280-Winchester Boulevard Transportation Development Policy* (TDP). Based on the trip distribution pattern and trip assignment described above, the project is expected to add a total of three trips to the new off-ramp during the PM peak hour. Therefore, the project would be required to pay $76,923 to help fund the intersection improvements discussed in the TDP.

Other Transportation Issues

The site access and circulation evaluations for the project are based on the current site plan, which includes 81,220 gross square feet of office space and 12,516 gross square feet of retail space. The alternative project scenario would have the same site plan layout with the exception of office uses replacing retail uses on the ground floor. The proposed site plan shows adequate site access and on-site circulation. The project site plans do not show any access control (gates) for the underground parking garage. Neither the proposed project nor the alternative project scenario would have an adverse effect on the existing transit services, pedestrian facilities, or bicycle facilities in the study area. However, the following recommendations were identified for the currently proposed project as well as the alternative office-only project scenario to address issues associated with intersection queueing, site access, on-site circulation, and parking:

- The proposed project, along with other approved projects in the vicinity, is expected to contribute to a future queue storage deficiency at the Winchester Boulevard/Olin Avenue intersection. There is space in the median on Winchester Boulevard to extend the southbound left-turn/U-turn pocket by at least 150 feet (75 feet in each lane), which would accommodate the projected 95th percentile queue. Therefore, the project should contribute to any planned effort to extend the southbound left-turn pocket to ensure sufficient storage is provided and to lessen the expected effect on traffic operations at the study intersection.

- The project site plan should be revised to meet the City's minimum requirement of 26 feet for a two-way driveway.

- The project site plan should be revised to adhere to the City's minimum aisle width of 26 feet for two-way drive aisles where 90-degree parking is provided.

- The project should consider providing digital signage at the parking structure entrances indicating in real-time the number of available stalls.

- Larger turning-radii and wider drive aisles are recommended at the bottom of the parking garage ramp and throughout the parking structure to better serve both inbound and outbound vehicles. The project should also consider including convex mirrors at appropriate locations to assist drivers with blind turns within the parking garage.

- The project site plan should be revised to adhere to the CBC accessible parking provisions. However, it should be noted that if the proposed project is granted a parking reduction, then the proposed ADA accessible parking supply would be adequate.

- Additional standard (non-lift and non-tandem) parking stalls should be provided for short-term use by retail patrons and office visitors. The standard parking spaces should be signed for two-hour parking since parking would be shared between the office and retail component. This would help with parking turnover and keep spaces available for customers and visitors.

- Any tandem parking spaces should be designated for either retail employees or an individual office tenant to avoid vehicles being unwittingly blocked in.

- The project site plan should be revised to adhere to the City's Bicycle Parking Standards. While the required number of long-term spaces would be satisfied, the required short-term bicycle parking spaces would not be met. The project is required to provide a total of 21 spaces, including 17 short-term spaces and 4 long-term spaces.

- The project site plan should be revised to meet the City's Motorcycle Parking Standards.

Table ES-1
Intersection Level of Service Summary

#	Intersection	Peak Hour	Count Date	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS	Background Conditions No Project Avg. Delay (sec)	Background Conditions No Project LOS	Background Conditions with Project Avg. Delay (sec)	Background Conditions with Project LOS	Background Conditions with Project Incr. in Critical Delay (sec)	Background Conditions with Project Incr. in Critical V/C	Cumulative Conditions No Project Avg. Delay (sec)	Cumulative Conditions No Project LOS	Cumulative Conditions with Project Avg. Delay (sec)	Cumulative Conditions with Project LOS	Cumulative Conditions with Project Incr. in Critical Delay (sec)	Cumulative Conditions with Project Incr. in Critical V/C	Cumulative Conditions with Project % of Volume Incr.
1	Winchester Boulevard and Forest Avenue (*Santa Clara*)	AM	5/10/18	22.2	C	22.3	C	22.3	C	0.0	0.001	22.7	C	22.6	C	0.0	0.001	
		PM	5/10/18	27.1	C	30.7	C	30.7	C	0.0	0.001	30.8	C	30.9	C	0.0	0.001	
2	Winchester Boulevard and Dorcich Street (*Santa Clara*)	AM	11/1/16	10.8	B	11.0	B	11.0	B	0.0	0.001	10.9	B	10.8	B	0.0	0.001	
		PM	11/1/16	22.1	C	21.6	C	21.6	C	0.0	0.001	21.3	C	21.2	C	0.0	0.001	
3	Winchester Boulevard and Stevens Creek Boulevard *	AM	10/11/16	33.3	C	35.3	D	35.5	D	0.2	0.014	35.7	D	35.9	D	0.2	0.014	
		PM	10/20/16	47.0	D	**92.1**	**F**	**94.8**	**F**	**6.5**	**0.016**	**93.5**	**F**	**96.3**	**F**	**6.5**	**0.016**	**33%**
4	Santana Row and Stevens Creek Boulevard	AM	5/10/18	14.8	B	15.9	B	16.0	B	0.2	0.007	15.9	B	16.0	B	0.2	0.007	
		PM	5/10/18	26.3	C	24.8	C	24.8	C	0.0	0.003	24.8	C	24.7	C	0.0	0.003	
5	Monroe Street and Stevens Creek Boulevard	AM	5/10/18	17.5	B	22.4	C	22.5	C	0.3	0.007	22.7	C	22.9	C	0.3	0.007	
		PM	5/10/18	30.6	C	**84.6**	**F**	**85.2**	**F**	**0.9**	**0.003**	**87.9**	**F**	**88.5**	**F**	**1.0**	**0.003**	
6	I-880 SB Ramps and Stevens Creek Boulevard *	AM	10/11/16	23.8	C	28.7	C	29.0	C	0.4	0.008	29.0	C	29.3	C	0.4	0.008	
		PM	11/10/16	22.5	C	26.6	C	26.8	C	0.4	0.004	27.3	C	27.5	C	0.5	0.004	
7	I-880 NB Ramps and Stevens Creek Boulevard	AM	5/10/18	20.4	C	21.5	C	21.6	C	0.1	0.006	21.6	C	21.7	C	0.1	0.006	
		PM	4/24/18	21.2	C	22.3	C	22.3	C	0.1	0.002	22.5	C	22.5	C	0.1	0.002	
8	Winchester Boulevard and Olin Avenue	AM	5/10/18	15.2	B	19.6	B	19.7	B	0.0	0.001	19.6	B	19.6	B	0.0	0.001	
		PM	5/10/18	22.6	C	33.4	C	33.7	C	0.6	0.010	33.5	C	33.7	C	0.6	0.010	
9	Winchester Boulevard and Olsen Avenue	AM	5/10/18	16.0	B	26.2	C	26.1	C	0.0	0.001	26.1	C	26.1	C	0.0	0.001	
		PM	5/10/18	22.6	C	43.3	D	43.3	D	0.0	0.001	43.3	D	43.3	D	0.0	0.001	
10	Winchester Boulevard and Moorpark Avenue	AM	5/10/18	40.1	D	53.2	D	53.9	D	1.1	0.005	54.0	D	54.7	D	1.2	0.005	
		PM	5/10/18	42.9	D	45.1	D	45.1	D	0.0	0.000	45.2	D	45.2	D	0.0	0.000	

Note:
* Denotes the CMP designated Intersection
Bold indicates a substandard level of service.
Bold indicates an adverse effect on intersection operations caused by the project.

Table ES-2
Freeway Segment Level of Service Summary

						Existing Conditions				Project Trips					
						Mixed-Flow Lanes		HOV Lane			Mixed-Flow		HOV Lane		
Freeway	Segment			Direction	Peak Hour	Capacity (vph)	LOS	Capacity (vph)	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity	Impact?
SR 17	Hamilton Ave	to	I-280	NB	AM	**6900**	**F**	--	--	**7**	**6**	**0.1%**	**1**	--	**NO**
					PM	6900	C	1800	--	2	2	0.0%	0	--	NO
SR 17	I-280	to	Hamilton Ave	SB	AM	6900	D	1800	--	1	1	0.0%	0	--	NO
					PM	6900	E	1800	--	3	3	0.0%	0	--	NO
I-280	Saratoga Ave	to	Winchester Blvd	SB	AM	6900	D	1800	B	7	6	0.1%	1	0.0%	NO
					PM	**6900**	**F**	**1800**	**F**	**2**	**2**	**0.0%**	**0**	**0.0%**	**NO**
I-280	I-880	to	Meridian Ave	SB	AM	6900	C	1800	B	2	2	0.0%	0	0.0%	NO
					PM	**6900**	**F**	**1800**	**F**	**5**	**4**	**0.1%**	**1**	**0.0%**	**NO**
I-280	Meridian Ave	to	I-880	NB	AM	**6900**	**F**	**1800**	**F**	**11**	**10**	**0.2%**	**1**	**0.1%**	**NO**
					PM	6900	C	1800	A	3	3	0.0%	0	0.0%	NO
I-280	Winchester Blvd	to	Saratoga Ave	NB	AM	**6900**	**F**	**1800**	**F**	**2**	**2**	**0.0%**	**0**	**0.0%**	**NO**
					PM	6900	D	1800	B	3	3	0.0%	0	0.0%	NO
I-880	Stevens Cr	to	N. Bascom Ave	NB	AM	**6900**	**F**	**1800**	--	**2**	**2**	**0.0%**	**0**	--	**NO**
					PM	**6900**	**F**	**1800**	--	**5**	**4**	**0.1%**	**1**	--	**NO**
I-880	N. Bascom Ave	to	Stevens Creek Blvd	SB	AM	**6900**	**F**	**1800**	--	**11**	**10**	**0.2%**	**1**	--	**NO**
					PM	6900	D	1800	--	3	3	0.0%	0	--	NO

Notes:
[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates a substandard level of service.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed mixed-use development at 335 S. Winchester Boulevard in San Jose, California. This study was conducted for the purpose of satisfying the requirements of the California Environmental Quality Act (CEQA) and the City of San Jose. The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Santa Clara, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the Santa Clara County Congestion Management Program (CMP).

The transportation impacts of the project were evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*. Based on the City of San Jose's Transportation Analysis Policy and *Transportation Analysis Handbook 2018*, the TA report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA).

Project Description

The 0.7-acre project site is located on the west side of Winchester Boulevard, near Santana Row (see Figure 1). As currently proposed, the project would involve replacing Khanh's Restaurant with a five-story commercial development comprised of 81,220 gross square feet of office space on levels 2 through 5 and 12,516 gross square feet of retail space on the ground floor (see Figure 2). The project proposes 221 parking spaces including 14 ground floor spaces and 207 spaces in a single-level subterranean garage. Access to the site would be provided via one limited-access driveway on Winchester Boulevard.

This transportation analysis also considers an alternative project description, which would involve the development of a five-story building comprising solely of office space, with 93,736 gross square feet of office. The parking supply and site access would remain the same between project alternatives.

Transportation Policies

In adherence to State of California Senate Bill 743 (SB 743), the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

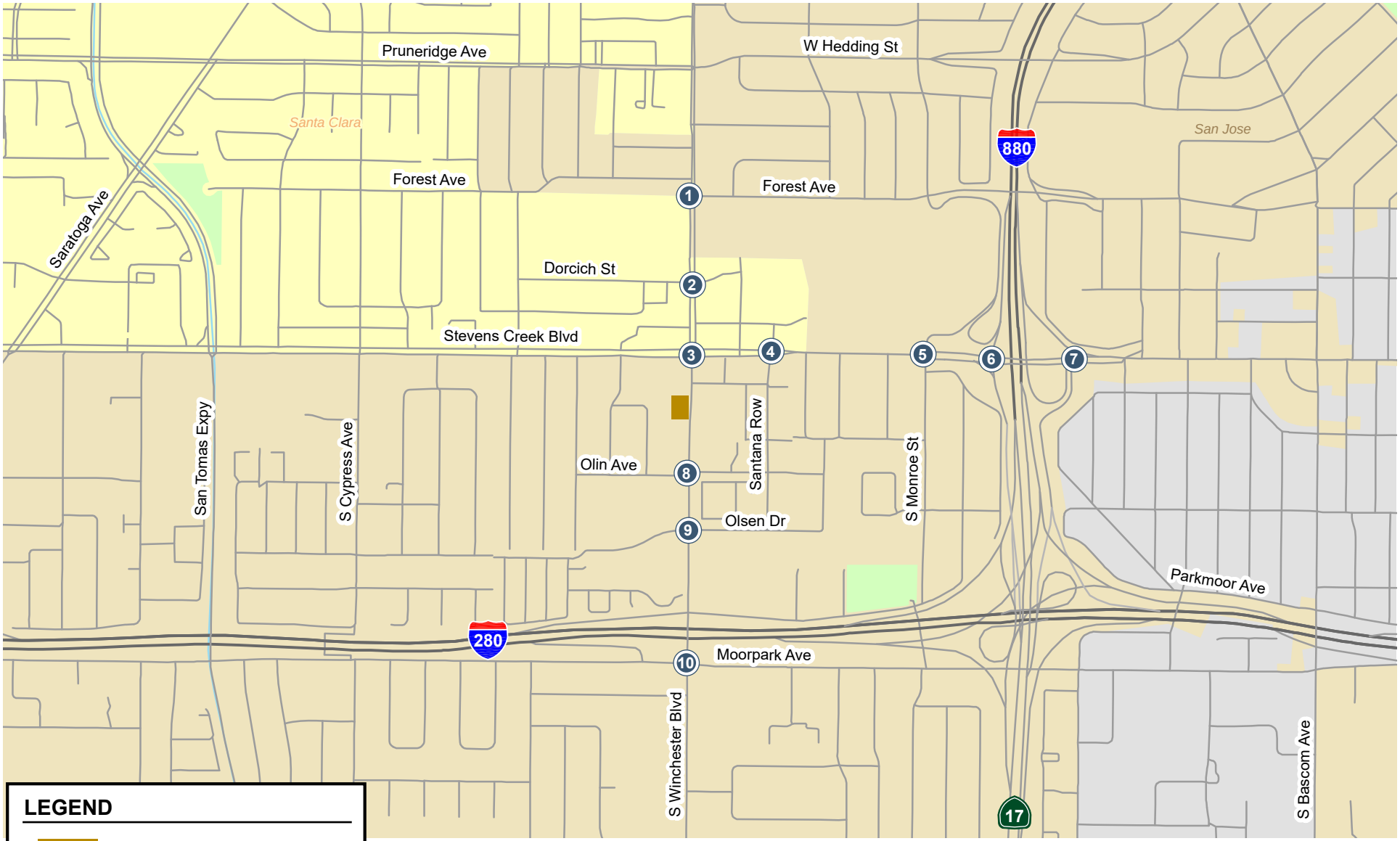
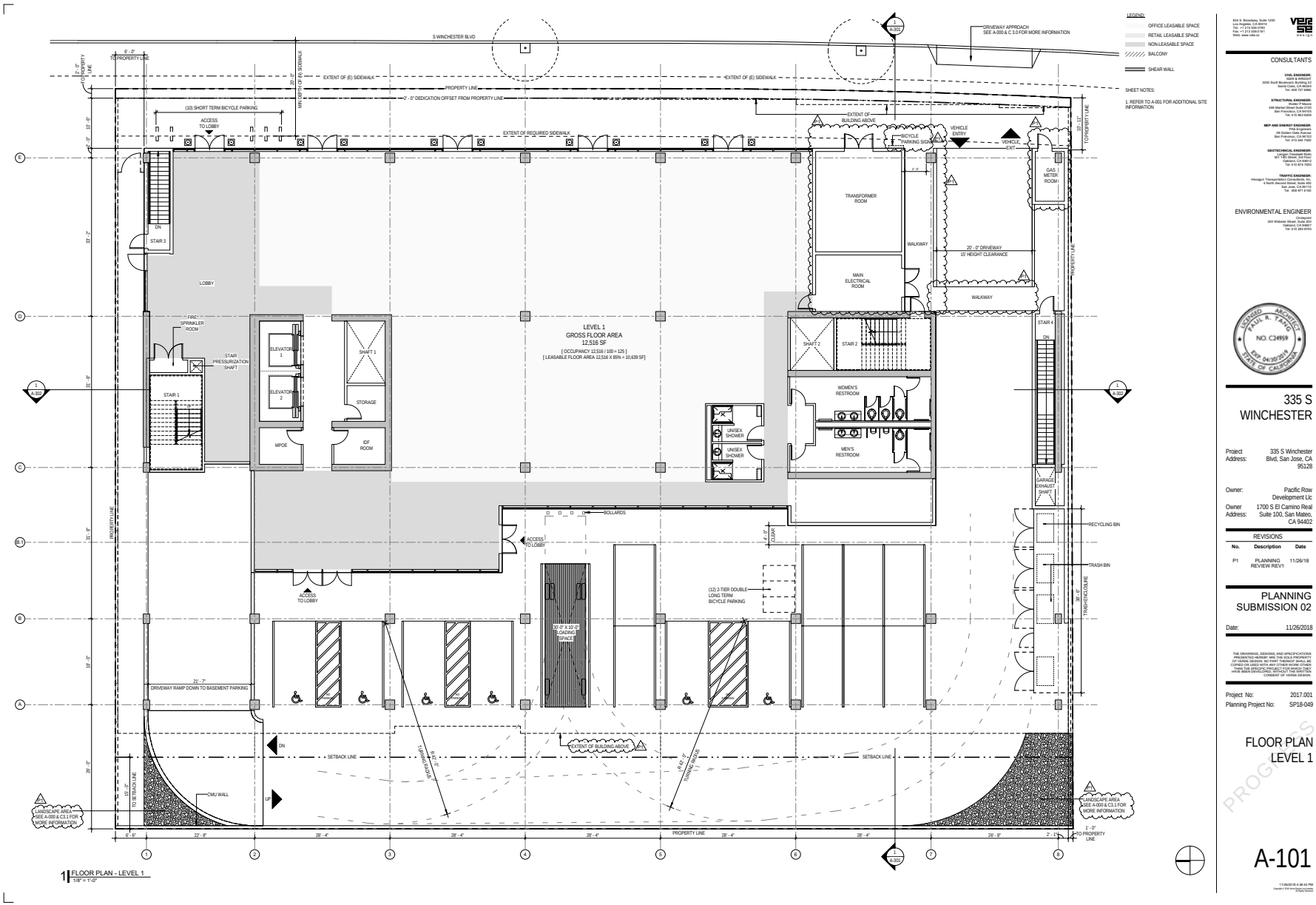


Figure 1
Site Location and Study Intersections



1 FLOOR PLAN - LEVEL 1
1/8" = 1'-0"

CONSULTANTS

CIVIL ENGINEER:
KEN & WRIGHT
3150 Scott Boulevard, Building 22
Santa Clara, CA 95054
Tel: 408 727 6480

STRUCTURAL ENGINEER:
Walter P Moore
595 Market Street Suite 2100
San Francisco, CA 94105
Tel: 415 901 8700

MEP AND ENERGY ENGINEER:
PAE Engineers
456 Montgomery Street
San Francisco, CA 94104
Tel: 415 544 7300

GEOTECHNICAL ENGINEER:
Cornerstone Earth Group
1777 Oakland Blvd, Suite 300
Oakland, CA 94612
Tel: 510 874 7000

TRAFFIC ENGINEER:
Hexagon Transportation Consultants, Inc.
4 North 2nd Street, Suite 1408
San Jose, CA 95113
Tel: 408 971 6100

ENVIRONMENTAL ENGINEER
Ghilotti
200 Webster Street, Suite 200
Santa Cruz, CA 95060
Tel: 415 283 6700

LICENSED ARCHITECT
PAUL R. TANG
NO. C24959
EXP. 04/30/2019
STATE OF CALIFORNIA

335 S WINCHESTER

Project Address: 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Llc

Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

REVISIONS

No.	Description	Date
P1	PLANNING REVIEW REV1	11/26/18

PLANNING SUBMISSION 02

Date: 11/26/2018

Project No: 2017.001
Planning Project No: SP18-049

FLOOR PLAN LEVEL 1

PROGRESS

A-101

1/26/2018 8:38:42 PM

Figure 2
Project Site Plan

HEXAGON

NORTH
Not to Scale

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);

- Through the entitlement process for new development, projects shall be required to fund, or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);

- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);

- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);

- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);

- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);

- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);

- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);

- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs

adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The CEQA Transportation Analysis includes an evaluation of VMT and potential impacts on transportation facilities in other jurisdictions including intersections in the City of Santa Clara and nearby freeway segments.

VMT Analysis

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing regional average VMT level for employment uses. Figure 3 shows the current VMT levels estimated by the City for workers based on the locations of jobs. Figure 4 shows the current VMT levels estimated by the City for workers in the project vicinity. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the pink-colored areas are estimated to have VMT levels that are above the thresholds of significance.

The CEQA transportation analysis of the project includes a project-level VMT impact analysis using the City's sketch tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

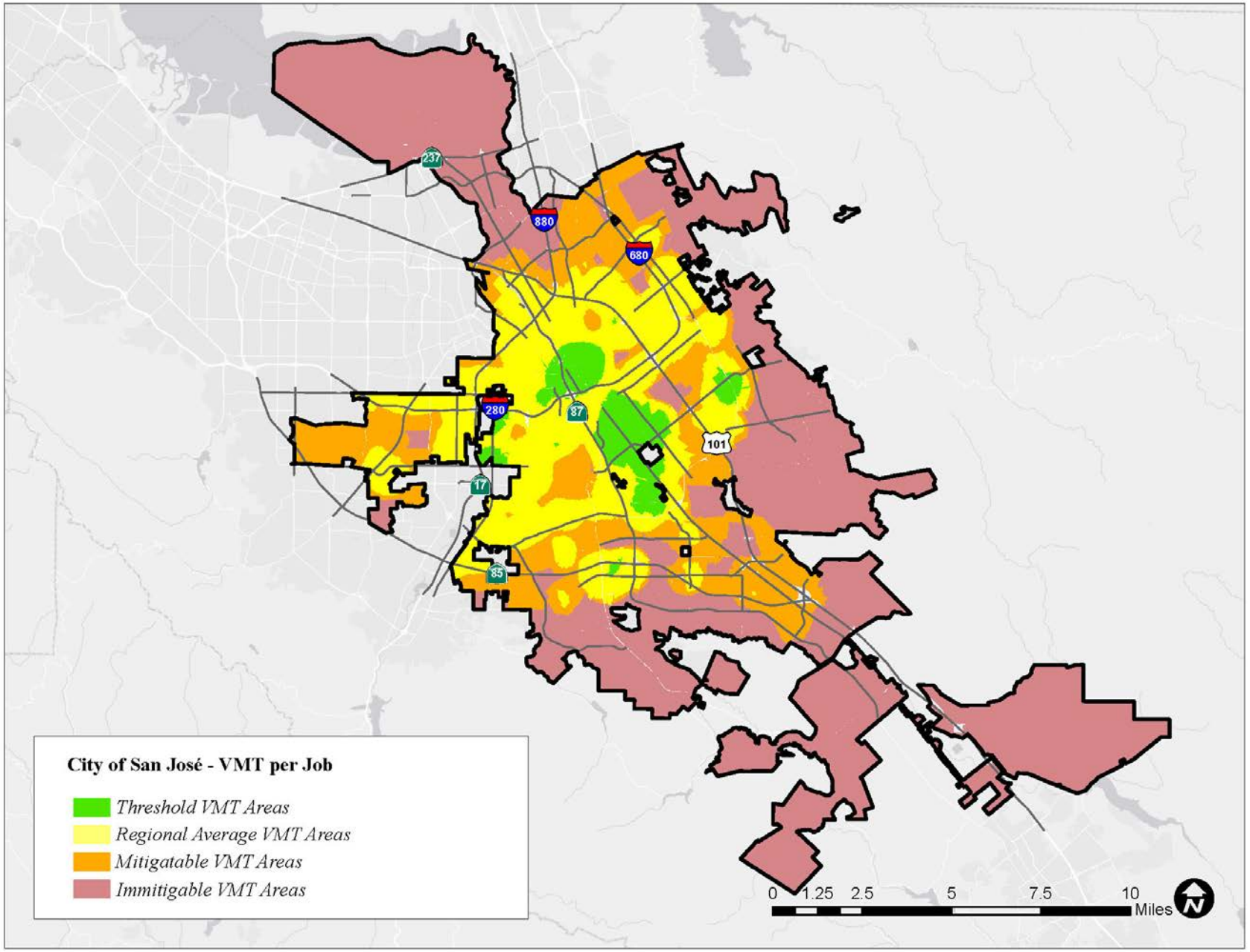


Figure 3
VMT Heat Map for Workers in San Jose

Figure 4
VMT Heat Map for Workers in Project Vicinity

Screening for VMT Analysis

The *Transportation Analysis Handbook 2018* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may still be required to provide a Local Transportation Analysis (LTA).

The size of the proposed office use does not qualify as a small infill project. In addition, the project is located in an area in which the per-employee VMT (12.24) exceeds the threshold of significance for office uses (12.22). Thus, the proposed office use does not meet the screening criteria set forth in the *Transportation Analysis Handbook 2018*, and the office component requires a detailed CEQA transportation analysis.

According to the screening criteria outlined in the *Transportation Analysis Handbook 2018*, local-serving retail developments are exempted from the CEQA transportation analysis. Local-serving retail developments include shopping centers with 100,000 square feet of total gross floor area or less without drive-through operations. It is assumed that local-serving retail projects would shorten vehicle trips and reduce VMT by diverting existing trips from established local retail to the new local retail without measurably increasing trips outside of the local area. Therefore, if a retail project or component is determined to be local-serving, the project would not require a CEQA-level transportation analysis.

The project as proposed would contain 12,516 gross square feet of retail space on the ground floor of the office building within an established retail area (e.g. Santana Row, Westfield Valley Fair). Therefore, the retail component of the project is considered to be local serving and does not require a CEQA-level transportation analysis. However, the required LTA includes the entire project to identify operational issues that may arise due to the project.

Analysis of Santa Clara Study Intersections

The City of Santa Clara has not adopted CEQA thresholds based on VMT and still uses intersection level of service to evaluate a project's transportation impacts. Therefore, study intersections located in Santa Clara are subject to the City of Santa Clara level of service standards and CEQA significance criteria.

Analysis of Freeway Segments

The project is expected to add slightly less than 100 net peak-hour vehicle trips; thus, a CMP analysis is not required. Nevertheless, a freeway level of service analysis in accordance with VTA CMP methods was conducted to evaluate potential project impacts on the following freeway segments:

Study Freeway Segments

- I-880, between Bascom Avenue and Stevens Creek Boulevard
- SR 17, between Hamilton Avenue and I-280
- I-280, between Saratoga Avenue and Winchester Boulevard
- I-280, between Meridian Avenue and I-880

Local Transportation Analysis Scope

The Local Transportation Analysis (LTA) supplements the VMT analysis by identifying transportation operational issues that may arise due to a new development, as well as evaluating the effects of a new development on transportation, access, circulation, and other safety-related elements in the proximate area of the project. The local transportation analysis included in this report is based on an earlier,

slightly larger project size (82,672 gross square feet of office space and 13,157 gross square feet of retail space). Thus, the local transportation analysis is somewhat conservative since it slightly overstates the trip generation associated with the current project.

The LTA comprises an analysis of AM and PM peak hour traffic conditions for ten signalized intersections and four freeway ramps in the vicinity of the project site.

Study Intersections

1. Winchester Boulevard and Forest Avenue (Santa Clara)
2. Winchester Boulevard and Dorcich Street (Santa Clara)
3. Winchester Boulevard and Stevens Creek Boulevard *
4. Santana Row and Stevens Creek Boulevard
5. Monroe Street and Stevens Creek Boulevard
6. I-880 Southbound Ramps and Stevens Creek Boulevard *
7. I-880 Northbound Ramps and Stevens Creek Boulevard
8. Winchester Boulevard and Olin Avenue
9. Winchester Boulevard and Olsen Avenue
10. Winchester Boulevard and Moorpark Avenue

* Denotes a CMP Intersection

Study Freeway Ramps

- I-880 Northbound Loop On-Ramp from Stevens Creek Boulevard
- SR-17 Southbound/I-280 Southbound Diagonal On-Ramp from Stevens Creek Boulevard
- I-280 Northbound Diagonal On-Ramp from Winchester Boulevard
- I-280 Southbound Diagonal Off-Ramp to Moorpark Avenue

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour is expected to occur between 7:00 AM and 9:00 AM and the PM peak hour is expected to occur between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Traffic conditions and intersection operations were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes at the study intersections were based on traffic counts conducted in 2016 and 2018. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.

Scenario 2: *Background Conditions.* Background traffic volumes reflect traffic added by nearby approved projects that are not yet constructed or occupied. The added traffic from approved but not yet completed developments within the City of San Jose was provided by City staff in the form of the Approved Trips Inventory (ATI). Trips associated with approved projects in Santa Clara were estimated based on a list of approved projects provided by City staff.

Scenario 4: *Background Plus Project Conditions.* Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.

Scenario 5: *Cumulative Conditions*. Cumulative traffic volumes reflect projected traffic volumes on the planned roadway network with completion of the pending developments in the area as well as the proposed project and approved developments. A list of pending projects in the vicinity was provided by the City of San Jose.

The LTA also includes an analysis of site access, on-site circulation, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

VMT Analysis Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool (sketch tool) to streamline the analysis for residential, office, and industrial projects with local traffic. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Model can be used to determine project VMT. Because the proposed project is relatively small and would not affect existing traffic patterns, the sketch tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

Based on the assessor's parcel number (APN) of a project, the sketch tool identifies the existing average VMT per capita and VMT per employee for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the sketch tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

The sketch tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the sketch tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.

2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,

3. Parking measures that discourage personal motorized vehicle-trips, and

4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Thresholds of Significance

Table 1 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. Projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing

regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.22 VMT per employee.

Projects that trigger a VMT impact can assess a variety of the four strategies described above to reduce impacts. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

Table 1
VMT Thresholds of Significance for Development Projects (March 2018)

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.22 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use/ Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, *2018 Transportation Analysis Handbook* , Table 2.

Intersection Operations Analysis Methodology

This section presents the methods used to evaluate traffic operations at study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at study intersections in San Jose and significant impacts at study intersections in Santa Clara.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Jose, the VTA Congestion Management Program (CMP), and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved project trips
- site location type (i.e. central city urban, urban high-transit, urban low-transit, etc.)

Level of Service Standards and Analysis Methodologies

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.

All study intersections in both the City of San Jose and Santa Clara were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 2.

Signalized study intersections are subject to the local municipalities' level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy. The City of Santa Clara level of service standard for signalized intersections is LOS D or better at City-controlled intersections and LOS E or better at expressways and designated CMP intersections. Thus, the LOS D standard applies to all study intersections evaluated in this report.

Table 2
Signalized Intersection Level of Service Definitions Based on Control 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.	10.1 to 12.0
B	More vehicles stop than with LOS A, causing higher levels of average vehicle	12.1 to 18.0
B-	delay.	18.1 to 20.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths.	20.1 to 23.0
C	Individual cycle failures may begin to appear at this level. The number of vehicles	23.1 to 32.0
C-	stopping is significant, though may still pass through the intersection without	32.1 to 35.0
D+	The influence of congestion becomes more noticeable. Longer delays may result	35.1 to 39.0
D	from some combination of unfavorable signal progression, long cycle lengths, or	39.1 to 51.0
D-	high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle	51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values	55.1 to 60.0
E	generally inidcate poor signal progression, long cycle lengths, and high volume-to-	60.1 to 75.0
E-	capacity (V/C) ratios. Individual cycle failures occur frequently.	75.1 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 delays.	greater than 80.0

Source:
Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C. 2000) p 10-16.
VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or

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

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Negative effects at signalized intersections can be addressed by any of the following three approaches:

- Reduce project vehicle-trips to eliminate the adverse effects and restore the intersection operations to background conditions.
- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity;
- Implement a trip cap, the maximum number of daily vehicle-trips allowed to be generated by a Project, at a level that is attainable through proven means to reduce the adverse operations effects and restore the intersection operations to background conditions.

City of Santa Clara Definition of Significant Intersection Impacts

Significance impact criteria are used to establish what constitutes an impact on intersection operations. For this analysis, the criteria used to determine significant impacts on the signalized intersections in Santa Clara is based on the City of Santa Clara level of service standard.

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or

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

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

A significant impact by the City of Santa Clara standard is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. 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 for a particular left-turn 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 left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For 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, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement.

Freeway Segment Analysis Methodology

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

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

where:

D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,800 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better. The correlation between vehicle density and level of service on freeway segments is shown in Table 3.

Table 3
Freeway Level of Service Based on Density

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

Source: Santa Clara Valley Transportation Authority, Transportation Impact Analysis Guidelines, Updated March 2009 (Based on the *Highway Capacity Manual* (2000), Washington, D.C.).

CMP Definition of Significant Freeway Segment Impacts

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

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under background plus project conditions, or

2. The level of service on the freeway segment is an unacceptable LOS F under background plus project conditions and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

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

Freeway Ramps

A freeway ramp analysis was performed in order to verify that the freeway ramps would have sufficient capacity to serve the expected traffic volumes with and without the project. This analysis consisted of a volume-to-capacity ratio evaluation of selected freeway ramps. The ramp capacities were obtained from the *Highway Capacity Manual 2000* and consider both the free-flow speed and the number of lanes on the ramp, and in some instances the ramp metering rate. In addition, a queuing analysis was conducted to quantify the effect of project trips on the freeway ramp queue length for metered ramps.

Report Organization

The remainder of this report is divided into three chapters. Chapter 2 describes the existing roadway network, transit services, and bike and pedestrian facilities. Chapter 3 presents the CEQA transportation analysis and includes a summary of project VMT impacts, transportation impacts in other jurisdictions, and any proposed mitigation measures. Chapters 4 presents the local transportation analysis including operations of study intersections in San Jose, the methods used to estimate project-generated traffic and its effect on the transportation system, and an analysis of other transportation issues including site access and circulation, freeway ramps, parking, transit services, bicycle and pedestrian facilities, and vehicle queuing. Chapter 5 presents the project's Transportation Demand Management Plan. Chapter 6 describes the conclusions of the transportation analysis.

2. Existing Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities.

VMT of Existing Land Uses

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool (sketch tool) to streamline the analysis for residential, office, and industrial projects.

Based on the sketch tool and the project's APN, the existing VMT for employment uses in the project vicinity is 12.24 per employee. As shown in Table 1, the current regional average VMT for employment uses is 14.37 per employee. Therefore, the VMT levels of existing uses in the project vicinity are less than the average VMT levels. Appendix A presents the sketch tool summary report for the project.

Existing Roadway Network

Regional access to the project site is provided by Interstate 880 (I-880), Interstate 280 (I-280), and State Route 17 (SR 17). Local access to the project site is provided via Stevens Creek Boulevard and Winchester Boulevard. These facilities are described below.

I-880 is a north-south freeway that extends through the Bay Area, connecting Oakland to San Jose. Near the vicinity of the project site, I-880 is six lanes wide with three mixed-flow lanes in each direction. I-880 provides site access via a full interchange at Stevens Creek Boulevard.

I-280 is an east-west freeway in the vicinity of the project that extends through the Bay Area, connecting San Francisco to San Jose. I-280 is eight lanes wide with three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. I-280 provides site access via partial interchanges at Stevens Creek Boulevard and Winchester Boulevard.

SR 17 is a north-south freeway that connects San Jose to Santa Cruz. SR 17 is six lanes wide with three mixed-flow lanes in each direction in the vicinity of the project site. SR 17 provides site access via a full interchange at Stevens Creek Boulevard.

Stevens Creek Boulevard is a four- to six-lane, east-west arterial street that services the surrounding commercial and residential uses. In the immediate vicinity of the proposed project, Stevens Creek

Boulevard contains three mixed-flow lanes in each direction. West of Winchester Boulevard, there is a center turn lane while east of Winchester Boulevard there is a raised median and left-turn pockets. The road narrows to four lanes with two mixed-flow lanes in each direction east of the I-880 overpass. Stevens Creek Boulevard stretches from western Cupertino east to S. Bascom Avenue, where it transitions into San Carlos Street. Stevens Creek Boulevard provides access to the project site via its connection to Winchester Boulevard.

Winchester Boulevard is a north-south arterial street extending from Homestead Road to Blossom Hill Road south of SR 85. North of Homestead Road, Winchester Boulevard becomes Lincoln Street, while south of Blossom Hill Road it transitions to Santa Cruz Avenue. Winchester Boulevard is a four- to six-lane roadway. The segment between Stevens Creek Boulevard and Hamilton Avenue, including the project frontage, has six lanes and a raised median. Winchester Boulevard would provide direct access to the proposed project via one limited-access driveway.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks exist along either both sides of Winchester Boulevard and Stevens Creek Boulevard, as well as the adjacent neighborhood roadways (e.g. Hanson Avenue, Spar Avenue, Olin Avenue, Santana Row), providing pedestrian access to and from the project site. A pedestrian footbridge is also located in the study area at the Monroe Street/Tisch Way intersection, extending over I-280 and connecting to Moorpark Avenue. Marked crosswalks with pedestrian signal heads and push buttons are provided across a majority of the approaches of the nearby intersections along Winchester Boulevard and Stevens Creek Boulevard, except the north leg of the Winchester Boulevard/Olin Avenue intersection, the north leg of the Winchester Boulevard/Moorpark Avenue intersection, and the east leg of the Santana Row/Stevens Creek Boulevard intersection in the immediate project vicinity.

The overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the vicinity of the project site.

Existing Bicycle Facilities

Class II bikeways are located along Winchester Boulevard, Monroe Street, Stevens Creek Boulevard, and Moorpark Avenue. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments:

- Winchester Boulevard, between Tisch Way/I-280 northbound on-ramp and Stevens Creek Boulevard
- Monroe Street, between Stevens Creek Boulevard and Forest Avenue
- Stevens Creek Boulevard, between Monroe Street and Di Salvo Avenue
- Moorpark Avenue, between Thornton Way and Lawrence Expressway

Although none of the nearby local streets (i.e., Hansen Avenue, Spar Avenue and Olin Avenue) provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities within the study area are shown on Figure 5.

Figure 5
Existing Bicycle Facilities

Existing Transit Service

Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) (See Figure 6). The study area is served directly by one express bus route and two local routes. The transit service routes that run through the study area are listed in Table 4, including their route description and commute hour headways. The nearest bus stop is located adjacent to the project site on Winchester Boulevard, providing access to Route 60. Additional bus stops to other bus routes are located at the Winchester Boulevard/Stevens Creek Boulevard intersection, approximately a quarter-mile north of the project site.

Table 4
Existing Transit Services

Transit Route	Route Description	Hours of Operation	Headway [1]
Local Route 23	De Anza College to Alum Rock Transit Center	5:20 am - 1:05 am (next day)	15 - 20 mins
Local Route 60	Winchester Transit Center to Great America	5:30 am - 10:05 pm	15 - 20 mins
Express Route 323	Downtown San Jose to De Anza College	7:00 am - 10:35 pm	15 mins

Notes:
[1] Approximate headways during peak commute periods.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 7. Available traffic data were obtained from the City of San Jose. New peak-hour counts were collected on April 24th, 2018, and May 10th, 2018 for intersections where the available data was outdated (more than two years old). As required by the VTA CMP, PM peak hour traffic volumes at CMP intersections were obtained directly from the latest version of the CMP Monitoring and Conformance Report. The existing peak-hour intersection volumes are shown in Figure 8. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing Intersection Traffic Operations

Intersection levels of service were evaluated against the standards of the Cities of San Jose and Santa Clara. The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service (LOS D or better) during the AM and PM peak hours of traffic (see Table 5). The intersection level of service calculation sheets are provided in Appendix D.

Figure 6
Existing Transit Services

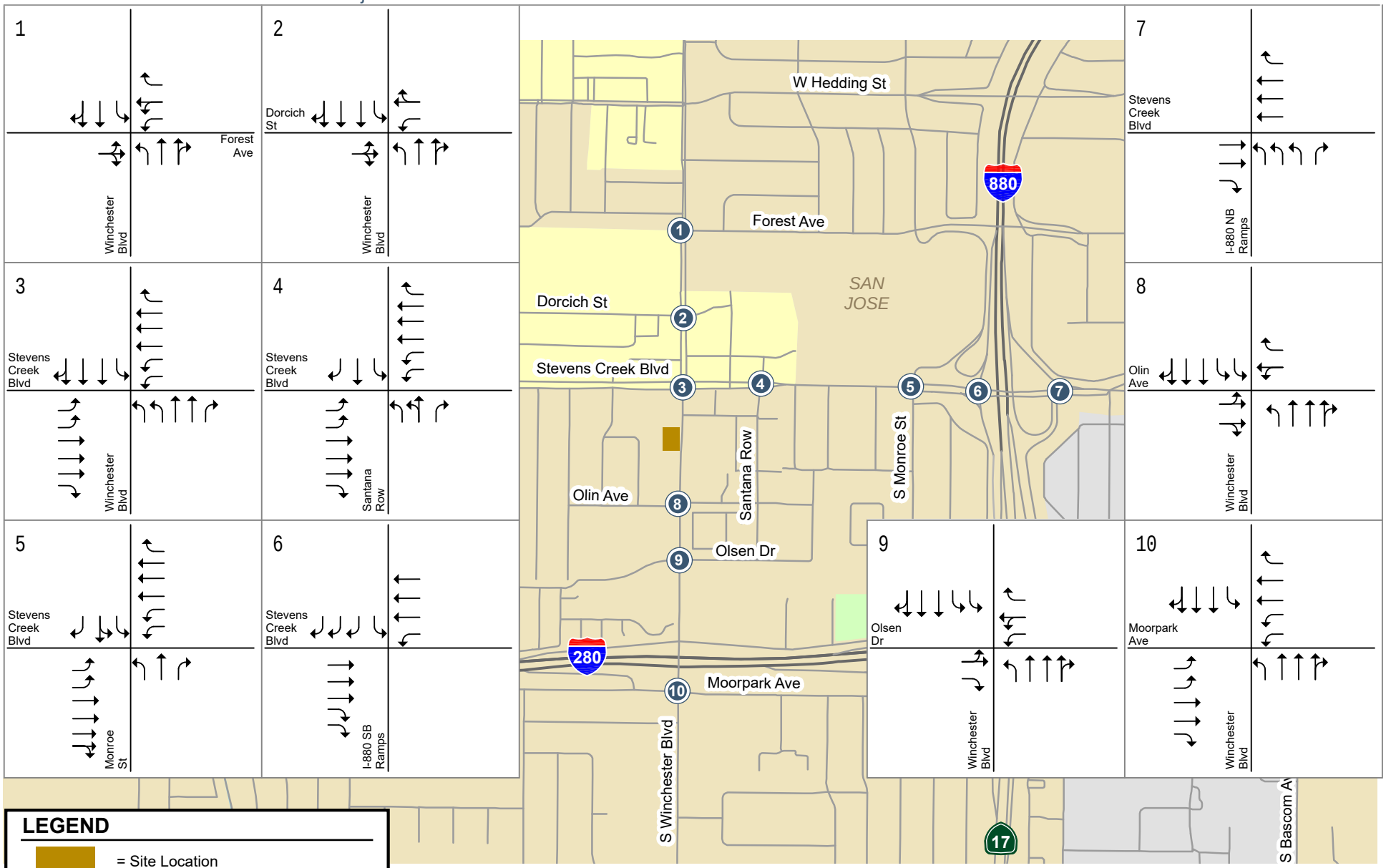


Figure 7
Existing Lane Configurations

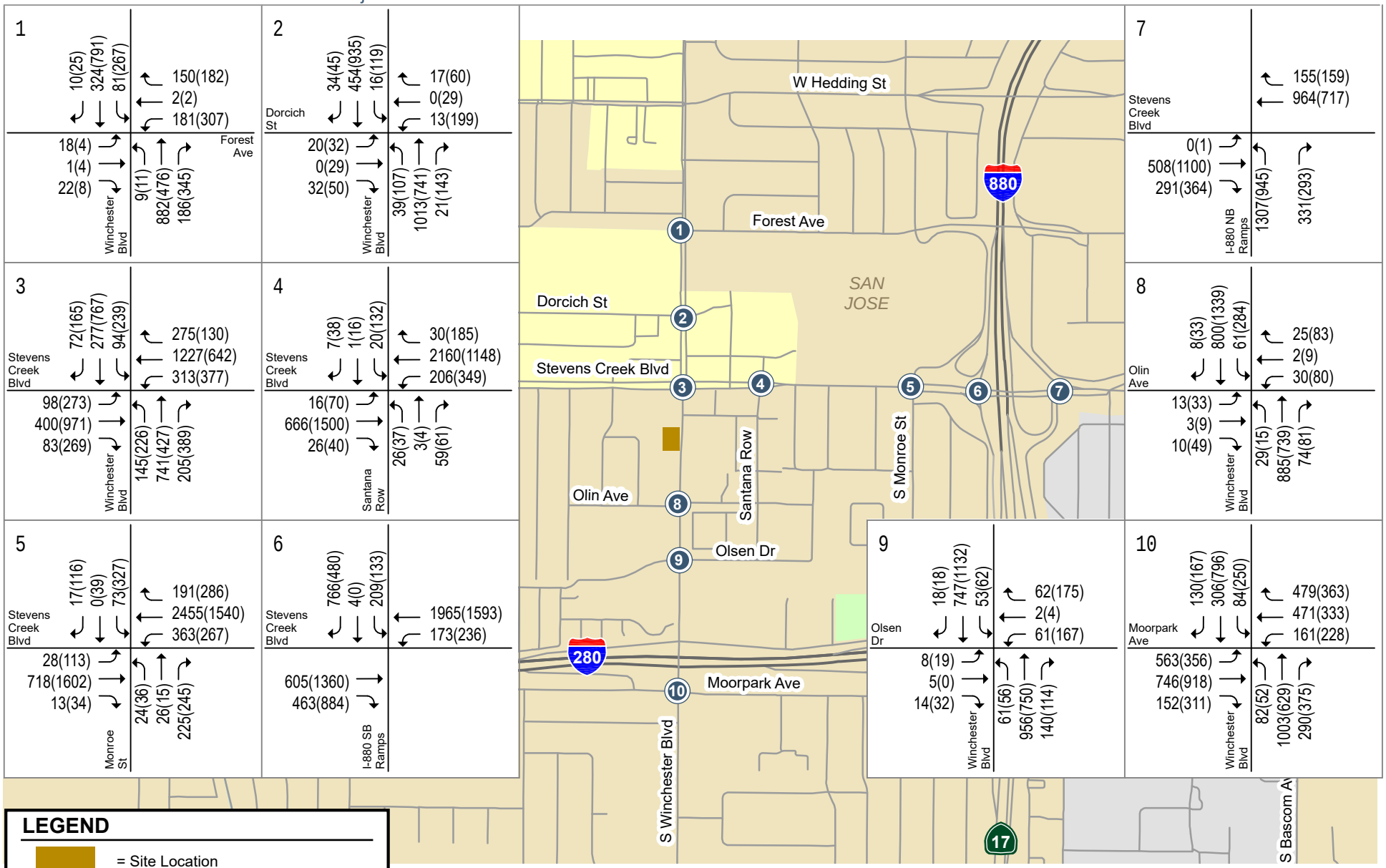


Figure 8
Existing Traffic Volumes

NORTH
Not to Scale

Table 5
Existing Intersection Levels of Service

#	Intersection	Peak Hour	Count Date	Traffic Control	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS
1	Winchester Boulevard and Forest Avenue *(Santa Clara)*	AM	5/10/18	Signal	22.2	C
		PM	5/10/18		27.1	C
2	Winchester Boulevard and Dorcich Street *(Santa Clara)*	AM	11/1/16	Signal	10.8	B
		PM	11/1/16		22.1	C
3	Winchester Boulevard and Stevens Creek Boulevard *	AM	10/11/16	Signal	33.3	C
		PM	10/20/16		47.0	D
4	Santana Row and Stevens Creek Boulevard	AM	5/10/18	Signal	14.8	B
		PM	5/10/18		26.3	C
5	Monroe Street and Stevens Creek Boulevard	AM	5/10/18	Signal	17.5	B
		PM	5/10/18		30.6	C
6	I-880 SB Ramps and Stevens Creek Boulevard *	AM	10/11/16	Signal	23.8	C
		PM	11/10/16		22.5	C
7	I-880 NB Ramps and Stevens Creek Boulevard	AM	5/10/18	Signal	20.4	C
		PM	4/24/18		21.2	C
8	Winchester Boulevard and Olin Avenue	AM	5/10/18	Signal	15.2	B
		PM	5/10/18		22.6	C
9	Winchester Boulevard and Olsen Avenue	AM	5/10/18	Signal	16.0	B
		PM	5/10/18		22.6	C
10	Winchester Boulevard and Moorpark Avenue	AM	5/10/18	Signal	40.1	D
		PM	5/10/18		42.9	D

Note:
* Denotes the CMP designated Intersection

Observed Existing Traffic Conditions

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

Overall most study intersections operated adequately during both the AM and PM peak hours of traffic, and the local transportation analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur during the peak commute hours. These issues are described below.

Stevens Creek Boulevard

Stevens Creek Boulevard typically experiences heavy congestion during the weekday PM peak hour in both directions of travel between Winchester Boulevard and I-880. The congestion is made worse by

the close spacing of several signalized intersections along the roadway. At its intersections with I-880 and Monroe Street, vehicles do not clear in one signal cycle at nearly every approach during the PM peak hour. Left-turn queues in the westbound direction regularly extend out of the provided turn-pockets at its intersections with Winchester Boulevard and Santana Row during the PM peak hour. Vehicles making the westbound left-turn movement at Santana Row do not always clear within the allotted green time. Left-turn pockets in the eastbound direction are adequate with no vehicles spilling out of the provided storage. The right lane on eastbound Stevens Creek Boulevard is sometimes congested as far back as Santana Row with vehicles accessing the southbound I-880 or I-280 on-ramps. Consequently, some vehicles aggressively enter the right lane at the last minute to avoid the long wait.

Winchester Boulevard and Moorpark Avenue

During the AM peak hour, long vehicle queues from the northbound left-turn at the downstream intersection (Winchester Boulevard/Tisch Way) occasionally backup to the study intersection causing momentary delays for vehicles in the northbound through lane, eastbound left-turn lanes, and the westbound right-turn lane trying to access the westbound I-280 on-ramp. However, vehicles are able to clear the study intersection within one signal cycle. During the PM peak hour, Moorpark Avenue typically experiences heavy congestion in both directions, between San Tomas Expressway and Leigh Avenue, with eastbound through-traffic frequently extending beyond the I-280 off-ramp/Moorpark Avenue intersection. Although eastbound vehicle queues at the study intersection are able to clear within one signal cycle, the vehicle queues at the upstream intersection (I-280 off-ramp/Moorpark Avenue), particularly those exiting the freeway, occasionally require more than one signal to clear the intersection.

All other study intersections operate without any major operational problems.

Existing Freeway Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2016 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. Results from the freeway level of service analysis are summarized in Table 6. The results show that the following directional freeway segments currently operate at an unacceptable LOS F:

- SR-17, northbound between Hamilton Avenue and I-280 – AM Peak Hour
- I-280, southbound between Saratoga Avenue and Winchester Boulevard – PM Peak Hour
- I-280, southbound between I-880 and Meridian Avenue – PM Peak Hour
- I-280, northbound between Meridian Avenue and I-880– AM Peak Hour
- I-280, northbound between Winchester Boulevard and Saratoga Avenue – AM Peak Hour
- I-880, northbound between Stevens Creek Boulevard and Bascom Avenue – AM and PM Peak Hours
- I-880, southbound between Bascom Avenue and Stevens Creek Boulevard – AM Peak Hour

Table 6
Existing Freeway Segment Level of Service Summary

						Mixed-Flow Lanes					HOV Lane				
Freeway	Segment			Direction	Peak Hour	Avg. Speed [1]	# of Lanes	Volume [1]	Density	LOS	Avg. Speed [1]	# of Lanes	Volume [1]	Density	LOS
SR 17	Hamilton Ave	to	I-280	NB	AM	**34**	**3**	**6,020**	**59.0**	**F**	--	--	--	--	--
					PM	66	3	5,150	26.0	C	--	--	--	--	--
SR 17	I-280	to	Hamilton Ave	SB	AM	64	3	6,150	32.0	D	--	--	--	--	--
					PM	35	3	6,090	58.0	E	--	--	--	--	--
I-280	Saratoga Ave	to	Winchester Blvd	SB	AM	63	3	6,430	34.0	D	67	1	880	13.1	B
					PM	**15**	**3**	**4,320**	**96.0**	**F**	**40**	**1**	**2,520**	**63.0**	**F**
I-280	I-880	to	Meridian Ave	SB	AM	66	3	4,560	23.0	C	67	1	810	12.1	B
					PM	**13**	**3**	**3,980**	**102.0**	**F**	**30**	**1**	**2,430**	**81.0**	**F**
I-280	Meridian Ave	to	I-880	NB	AM	**10**	**3**	**3,880**	**129.3**	**F**	**13**	**1**	**1,340**	**103.1**	**F**
					PM	66	3	4,720	23.0	C	70	1	700	10.0	A
I-280	Winchester Blvd	to	Saratoga Ave	NB	AM	**17**	**3**	**4,590**	**90.0**	**F**	**20**	**1**	**1,640**	**82.0**	**F**
					PM	55	3	6,600	40.0	D	70	1	1,120	16.0	B
I-880	Stevens Cr	to	N. Bascom Ave	NB	AM	**10**	**3**	**3,480**	**116.0**	**F**	--	--	--	--	--
					PM	**22**	**3**	**5,150**	**78.0**	**F**	--	--	--	--	--
I-880	N. Bascom Ave	to	Stevens Creek Blv	SB	AM	**28**	**3**	**5,630**	**67.0**	**F**	--	--	--	--	--
					PM	48	3	6,480	45.0	D	--	--	--	--	--

Notes:
[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates a substandard level of service.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including potential project impacts on VMT and transportation facilities in other jurisdictions, mitigation measures recommended to reduce significant impacts, and cumulative transportation impacts.

Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The threshold of significance for general employment uses is the existing regional average VMT level (14.37 per employee) minus 15 percent, which equates to 12.22 VMT per employee (see Table 1).

Based on the City of San Jose's VMT Evaluation Tool, the project as proposed is estimated to generate a total of 7.88 VMT per employee. The project-generated VMT per employee is lower than the average VMT per employee in this area due to the project's proposed Travel Demand Management (TDM) measures and the proposed reduction in the on-site vehicle parking supply. The estimated VMT per employee generated by the project (7.88) is less than the City's threshold of 12.22 VMT per employee. Thus, the project would have a less than significant impact on VMT. Figure 9 shows the VMT evaluation report generated by the City of San Jose's VMT Evaluation Tool.

A VMT impact analysis of the alternative project scenario, which includes 93,736 gross square feet of office space, was also conducted. Based on the VMT Evaluation Tool, the project alternative would have similar results to that of the proposed project description, with a less than significant impact on VMT. Analysis results for the project alternative are provided in Appendix E.

Santa Clara Intersection Impact Analysis

Two of the study intersections are located in the City of Santa Clara. Given that Santa Clara has not adopted VMT and still uses intersection level of service to evaluate a project's CEQA transportation impact, the following two study intersections are subject to the City of Santa Clara level of service standards and CEQA significance criteria: Winchester Boulevard/Forest Avenue, and Winchester Boulevard/Dorcich Street. The detailed level of service analysis for these intersections is presented in the next chapter as part of the Local Transportation Analysis.

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: South Winchester Boulevard Mixed-Use Developn
Tool Version: 3/14/2018
Location: 335 S. Winchester Boulevard, San Jose, Califonria
Date: 3/22/2019
Parcel: 30339047 Parcel Type: Urban Low Transit

Proposed Parking: Vehicles: 221 Bicycles: 22

LAND USE:

Residential:

Single Family	0 DU
Multi Family	0 DU
Subtotal	0 DU

Office: 81.22 KSF

Retail: 12.52 KSF

Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	9
With Project Density (DU/Residential Acres in half-mile buffer)	9

Increase Development Diversity

Existing Activity Mix Index	0.87
With Project Activity Mix Index	0.87

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	47
With Project Density (Jobs/Commercial Acres in half-mile buffer)	49

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Limit Parking Supply

Minimum Parking Required by Municipal Code	329 spaces
Total Parking Spaces Available to Employees	221 spaces
Does the surrounding street parking have RPP, meters, or time limits?	Yes

End of Trip Bike Facilities

Bicycle Parking Spaces Provided by Project	22 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?	Yes

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education

Percent of Eligible Employees	100 %

Subsidized or Discounted Transit Program

Percent of Transit Subsidy	50 %

Ride-Sharing Programs

Percent of Eligible Employees	100 %

Figure 9
San Jose VMT Evaluation Tool Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.

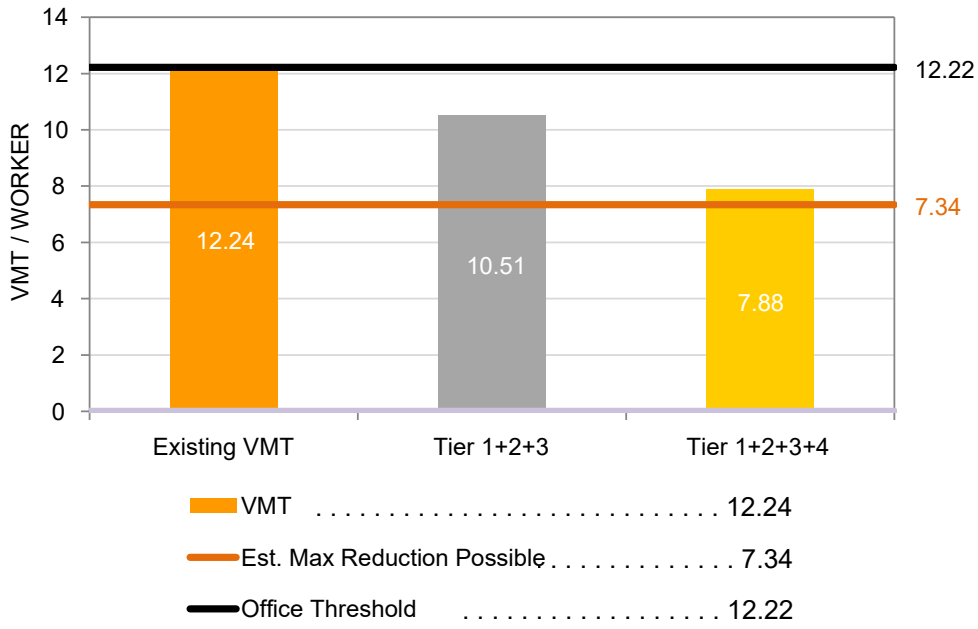


Figure 9 cont.
San Jose VMT Evaluation Tool Report

When compared to the Santa Clara level of service standards and CEQA significance criteria, the two study intersections in the City of Santa Clara are expected to continue to operate at acceptable levels of service (LOS D or better) during the peak commute hours with the addition of trips generated by approved developments, the proposed project, and other pending developments in the vicinity. Therefore, the project would have a less than significant impact on intersection levels of service in Santa Clara.

Freeway Segment Impact Analysis

The level of service analyses, including the freeway impact analysis, provided in this report are based on an earlier, slightly larger project size (82,672 gross square feet of office space and 13,157 gross square feet of retail space). Thus, the reported freeway impact analysis is considered somewhat conservative given that the analysis slightly overstates the trip generation associated with the current project. Potential impacts on freeway segments were analyzed in accordance with VTA CMP methods. The results show that the project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table 7). Therefore, based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project.

Table 7
Project Conditions Freeway Segment Level of Service Summary

						Existing Conditions				Project Trips					
						Mixed-Flow Lanes		HOV Lane			Mixed-Flow		HOV Lane		
Freeway	Segment			Direction	Peak Hour	Capacity (vph)	LOS	Capacity (vph)	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity	Impact?
SR 17	Hamilton Ave	to	I-280	NB	AM	**6900**	**F**	--	--	**7**	**6**	**0.1%**	**1**	--	**NO**
					PM	6900	C	1800	--	2	2	0.0%	0	--	NO
SR 17	I-280	to	Hamilton Ave	SB	AM	6900	D	1800	--	1	1	0.0%	0	--	NO
					PM	6900	E	1800	--	3	3	0.0%	0	--	NO
I-280	Saratoga Ave	to	Winchester Blvd	SB	AM	6900	D	1800	B	7	6	0.1%	1	0.0%	NO
					PM	**6900**	**F**	**1800**	**F**	**2**	**2**	**0.0%**	**0**	**0.0%**	**NO**
I-280	I-880	to	Meridian Ave	SB	AM	6900	C	1800	B	2	2	0.0%	0	0.0%	NO
					PM	**6900**	**F**	**1800**	**F**	**5**	**4**	**0.1%**	**1**	**0.0%**	**NO**
I-280	Meridian Ave	to	I-880	NB	AM	**6900**	**F**	**1800**	**F**	**11**	**10**	**0.2%**	**1**	**0.1%**	**NO**
					PM	6900	C	1800	A	3	3	0.0%	0	0.0%	NO
I-280	Winchester Blvd	to	Saratoga Ave	NB	AM	**6900**	**F**	**1800**	**F**	**2**	**2**	**0.0%**	**0**	**0.0%**	**NO**
					PM	6900	D	1800	B	3	3	0.0%	0	0.0%	NO
I-880	Stevens Cr	to	N. Bascom Ave	NB	AM	**6900**	**F**	**1800**	--	**2**	**2**	**0.0%**	**0**	--	**NO**
					PM	**6900**	**F**	**1800**	--	**5**	**4**	**0.1%**	**1**	--	**NO**
I-880	N. Bascom Ave	to	Stevens Creek Blvd	SB	AM	**6900**	**F**	**1800**	--	**11**	**10**	**0.2%**	**1**	--	**NO**
					PM	6900	D	1800	--	3	3	0.0%	0	--	NO

Notes:
[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates a substandard level of service.

Cumulative VMT Impact Analysis

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that

provide both housing and jobs, thus supporting the policies and goals of the General Plan. The project site is located within the designated Valley Fair/Santana Row Urban Village. According to the *Santana Row/Valley Fair Plan*, the project site is planned as a mixed-use commercial land use with a required commercial use for the ground floor. Mixed-use commercial is intended as multi-story developments that include neighborhood retail, mid-rise office, medium to small scale health care facilities, and medium scale private community gathering facilities. The mixed-use commercial land use designation allows for commercial-only developments, as well as developments with a mix of residential and commercial uses. Commercial-only developments are allowed to develop at a FAR of up to 4.5. Based on the existing lot area of 30,997 square feet, the project is allowed to develop up to 139,486 square feet (30,997 s.f. x 4.5 FAR = 139,486 s.f.).

The project as proposed would construct a commercial-only, five-story building comprised of 81,220 gross square feet of office space and 12,516 gross square feet of retail space on the ground floor. The alternative project scenario would comprise the same total building size with office use on all levels including the ground floor. This equates to a FAR of 3.0 (93,736 s.f. ÷ 30,997 s.f. = 3.0). It should also be noted that the proposed project would not require a general plan amendment.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is adjacent to a bus stop and bicycle lanes on Winchester Boulevard.
- The project would slightly increase the employment density in the project area.
- The project would provide bicycle parking on the ground level near the project entrance.
- The project would widen the existing sidewalk to a minimum width of 20 feet.
- The project would provide fewer parking spaces than required by the City code. As proposed, the project would reduce the parking spaces below the parking requirement by 33%.

Therefore, based on the project description, the proposed project and the alternative project scenario would be consistent with the *Santana Row/Valley Fair Plan* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

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4. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for background, background plus project, and cumulative scenarios, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway ramp analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

Intersection Operations Analysis

The study intersections are in the Cities of San Jose and Santa Clara and are evaluated based on each City's methods and standards. The intersection operations analysis is intended to quantify the operations of San Jose intersections and to identify potential negative effects due to the addition of project traffic. A potential adverse effect on a study intersection in San Jose is not a CEQA measure. However, as previously mentioned, Santa Clara has not adopted VMT, thus intersection level of service is still used to evaluate a project's CEQA transportation impact. Therefore, all signalized study intersections located in Santa Clara must comply with the Santa Clara level of service standard. Intersection analysis methodology, standards, and significance criteria are described in Chapter 1.

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, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual.*

Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 10th Edition* (2017). The average trip generation rates for General Office Building (Land Use 710) and Shopping Center (Land Use 820) were applied to the project. The ITE rates for Shopping Center are typically used for projects such as this (i.e., projects that include a general commercial component) if the specific land

uses are not known at the time the traffic study is being prepared, since shopping centers commonly contain a wide range of commercial land uses. The local transportation analysis (LTA) included in this report is based on an earlier, slightly larger project size (82,672 gross square feet of office space and 13,157 gross square feet of retail space). Thus, the LTA is conservative because it slightly overstates the traffic generated by the currently proposed project. Based on the ITE rates for General Office Building and Shopping Center, a project of this size is estimated to generate a total of 1,302 gross daily vehicle trips, with 108 gross trips occurring during the AM peak hour and 145 gross trips occurring during the PM peak hour (see Table 8).

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. Based on the 2018 San Jose guidelines, an internal trip reduction equal to three percent of the retail trips may be subtracted from both the retail and office uses to account for internal trips between employment and employee serving retail captured within the project site. However, to be conservative, no internal trip reductions were assumed.

The project also qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban low-transit area. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Office developments within urban low-transit areas have a vehicle mode share of 91 percent, while retail uses within this area have a vehicle mode share of 87 percent. Thus, a 9 percent reduction was applied to office trips and a 13 percent reduction was applied to retail trips generated by the proposed project.

The project is proposing a reduction in the on-site vehicle parking supply. Based on the San Jose VMT Evaluation Tool (sketch tool), implementation of this strategy would reduce per-employee VMT by 9.8 percent.[2] For office projects, it is assumed that every percent reduction in per-employee VMT is equivalent to one percent reduction in peak hour vehicle trips. Thus, the project trip estimates were reduced accordingly. Subsequent to the completion of the LTA, the project prepared a Transportation Demand Management (TDM) Plan. Thus, this analysis does not assume any trip reductions for TDM measures.

A retail pass-by trip reduction of 34 percent (ITE Trip Generation) also can be applied to the net peak hour trip generation estimates for the proposed retail space. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development but is already part of the ambient traffic levels.

The existing restaurant's (Khanh's Restaurant) trip generation can be credited against the proposed mixed-use development. The existing buildings' trip generation were estimated based on the average

[2] The trip reduction due to the reduced parking supply listed above is based on an earlier project description. Based on the current project description, the limited vehicle parking supply would reduce per-employee VMT by 12.5 percent. Thus, the local transportation analysis is considered somewhat conservative given that the analysis slightly overstates the trip generation associated with the current project.

rates published by ITE. Based on ITE rates, it is estimated that the existing uses are generating a total of 558 daily trips with 52 trips occurring in the PM peak hour.

Net Project Trips

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, the project would generate 477 new daily vehicle trips, with 88 new trips occurring during the AM peak hour and 51 new trips occurring during the PM peak hour (See Table 8). However, as previously mentioned these project trip estimates are based on an earlier, slightly larger project size. Under the current project description, the office-and-retail project is estimated to generate 433 net new daily trips with 84 new trips occurring during the AM peak hour and 46 trips occurring during the PM peak hour. The office-only alternative project description would generate 221 net new daily trips with 87 net new trips during the AM and 34 net new trips during the PM peak hour (see Appendix E). The currently proposed office and retail project and the alternative office-only project are estimated to generate ewer trips than the project description evaluated in this report. Therefore, the intersection level of service analysis was conducted for only the office-and-retail project description listed in Table 8 and is considered a conservative evaluation of the project as currently proposed as well as the alternative office-only project scenario.

Table 8
Project Trip Generation Estimates

		Daily		AM Peak Hour				PM Peak Hour			
Land Use	**Size**	**Rate**	**Trips**	**Rate**	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
Proposed Project *											
Office Space [1]	82.67 ksf	9.74	805	1.16	83	13	96	1.15	15	80	95
Location-based Adjustment (Urban Low-Transit - 9%) [3]			(72)		(7)	(1)	(8)		(1)	(8)	(9)
Subtotal			**733**		**76**	**12**	**88**		**14**	**72**	**86**
Retail Space [2]	13.16 ksf	37.75	497	0.94	7	5	12	3.81	24	26	50
Location-based Adjustment (Urban Low-Transit - 13%) [3]			(65)		(1)	(1)	(2)		(3)	(4)	(7)
Subtotal			**432**		**6**	**4**	**10**		**21**	**22**	**43**
Total Project Trips			**1,165**		**82**	**16**	**98**		**35**	**94**	**129**
Other Project Trip Adjustments											
Limited Parking Supply [4]			(57)		(8)	(2)	(10)		(3)	(9)	(12)
Retail Pass-By Reduction [5]			(73)		-	-	-		(7)	(7)	(14)
Existing Use (Khahn's Restaurant) [6]	6.65 ksf	83.84	(558)		-	-	-	7.80	(8)	(44)	(52)
Subtotal			**(688)**		**(8)**	**(2)**	**(10)**		**(18)**	**(60)**	**(78)**
Net Project Trips *			**477**		**74**	**14**	**88**		**17**	**34**	**51**

Notes:

ksf = 1,000 square feet

* The project trip estimates presented above are based on an earlier, slightly larger project size. The currently proposed office-and-retail project is estimated to generate 433 net new daily trips with 84 new trips occurring during the AM peak hour and 46 trips occurring during the PM peak hour.

[1] General Office Building (Land Use 710) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

[2] Shopping Center (Land Use 820) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

[3] Trip reduction percentages obtained from the City of San Jose *Transportation Analysis Handbook* (2018). Located-based Adjustment based on the *San Jose VMT Evaluation Tool* , 2018.

[4] Reduction percentage for limited parking supply (9.8%) was estimated using the *San Jose VMT Evaluation Tool* , 2018 based on an earlier project description. Based on the current project description, the limited parking supply would reduce per-employee VMT by 12.5 percent.

[5] A pass-by trip reduction of 34% was applied to the retail component of the project during the PM peak hour, based on the average Shopping Center pass-by trip percentage published in Table E.9 of ITE's *Trip Generation Manual, 10th Edition* , 2017. The daily pass-by trip reduction was assumed to be the average of the AM/PM reduction (17%).

[6] Quality Restaurant (Land Use 931) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 10 shows the trip distribution pattern and Figure 11 shows the net trip assignment of project traffic on the local transportation network.

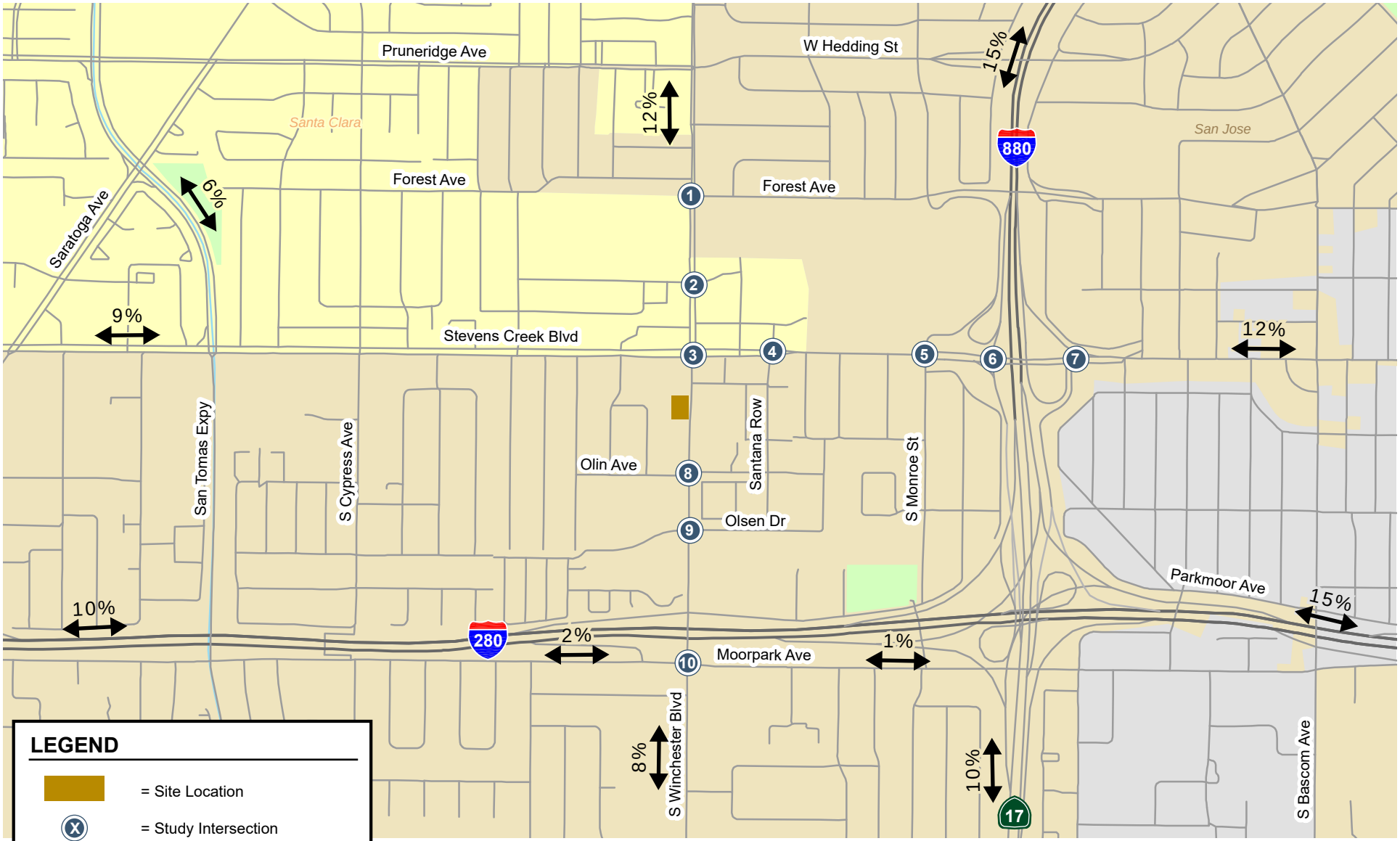
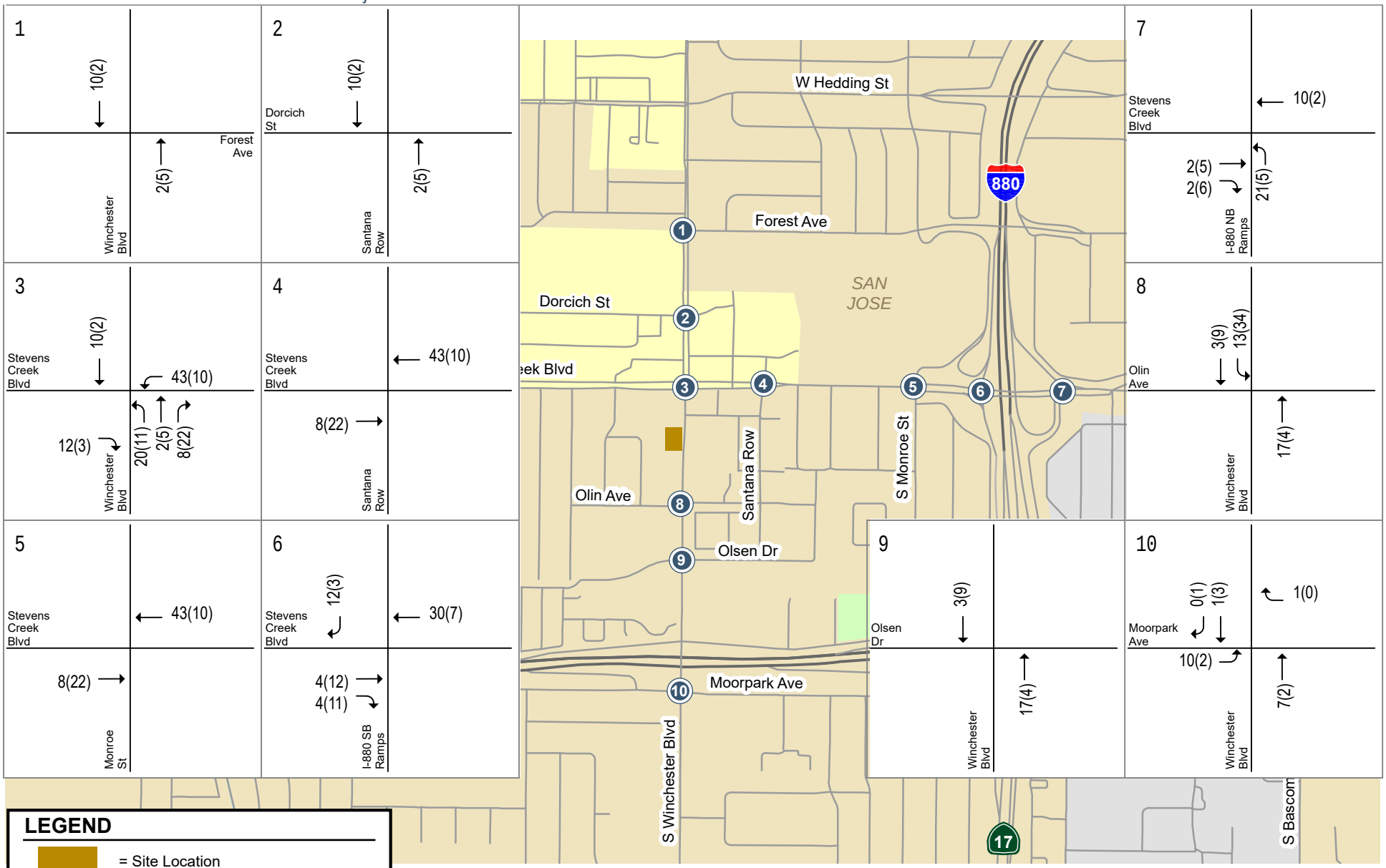


Figure 10
Project Trip Distribution



LEGEND

- = Site Location
- X = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Trips

Figure 11
Project Trip Assignment

HEXAGON

NORTH
Not to Scale

Future Transportation Network

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

Winchester Boulevard and Stevens Creek Boulevard – As part of the approved expansion of the Valley Fair Shopping Center, this intersection will be improved to include a second southbound left-turn lane. It should be noted that this once the improvement is implemented, the intersection will be considered built to its planned maximum capacity and any additional expansion of the intersection is expected to have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The traffic associated with the Valley Fair expansion is included within the background volumes described below.

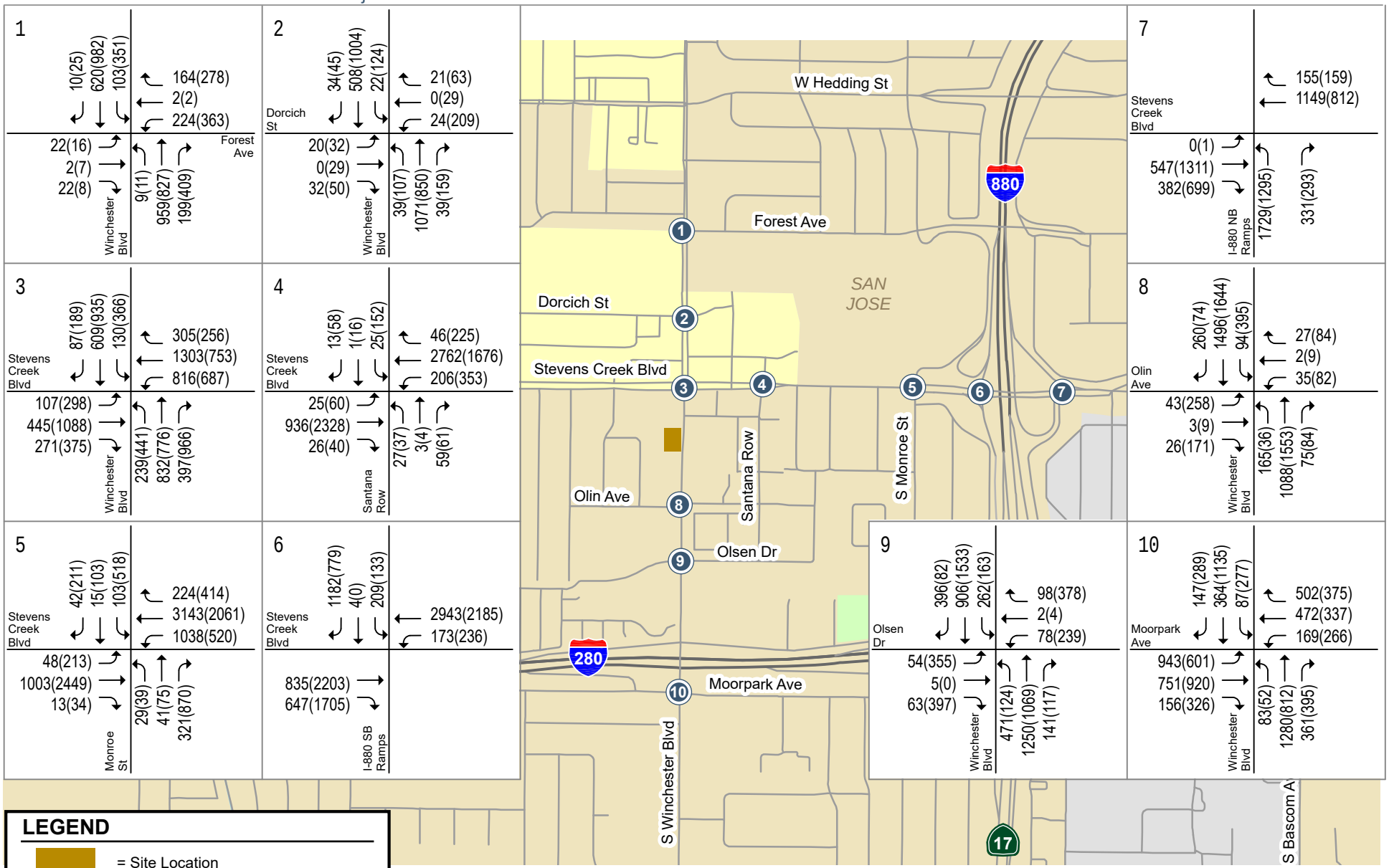
Santana Row and Stevens Creek Boulevard – As part of the approved expansion of the Valley Fair Shopping Center, this intersection will be restriped to provide one left-turn lane, one through lane, and one right-turn lane on the north and south approaches. The north and south approaches will be converted from split to protected left-turn phasing.

Winchester Boulevard and Olsen Drive – As part of the Santana Row West Development project, the eastbound approach of this intersection will be restriped to provide one left-turn lane, one shared through and left-turn, and one right-turn lane. A second northbound left-turn lane will also be added.

Future Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 12). Approved project trips and approved project information was obtained from the Cities of San Jose and Santa Clara (see Appendix B). The background traffic volumes were adjusted to reflect the planned changes to site access associated with the Valley Fair expansion, and the approved trips associated with the Santana Row Lot 11. Another notable approved project in the immediate area of the proposed project included in the City's ATI is the Santana West development. The Fortbay development was approved subsequent to the transportation analysis for the 335 Winchester development. Thus, the ATI used in this analysis does not include the Fortbay development. However, the City has determined that the Fortbay development would generate a negligible number of trips at the study intersections evaluated in this report. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13).

Traffic volumes under cumulative conditions were estimated by adding to the background traffic volumes the trips from proposed, but not yet approved (pending), development projects within the Cities of San Jose and Santa Clara. Pending project trips and/or pending project information was obtained from the City of San Jose. Notable pending development projects in the immediate area of the proposed project include the Baywood Avenue Hotel development, Hemlock Avenue Mixed-Use development, and the Agrihood Residential development. Cumulative plus project peak-hour traffic volumes were estimated by adding to cumulative traffic volumes the additional traffic generated by the project. The cumulative plus project traffic volumes at study intersections are shown in Figure 14. The approved trips, proposed project trips, pending project trips, and traffic volumes for all components of traffic are tabulated in Appendix C.



LEGEND

= Site Location

X = Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

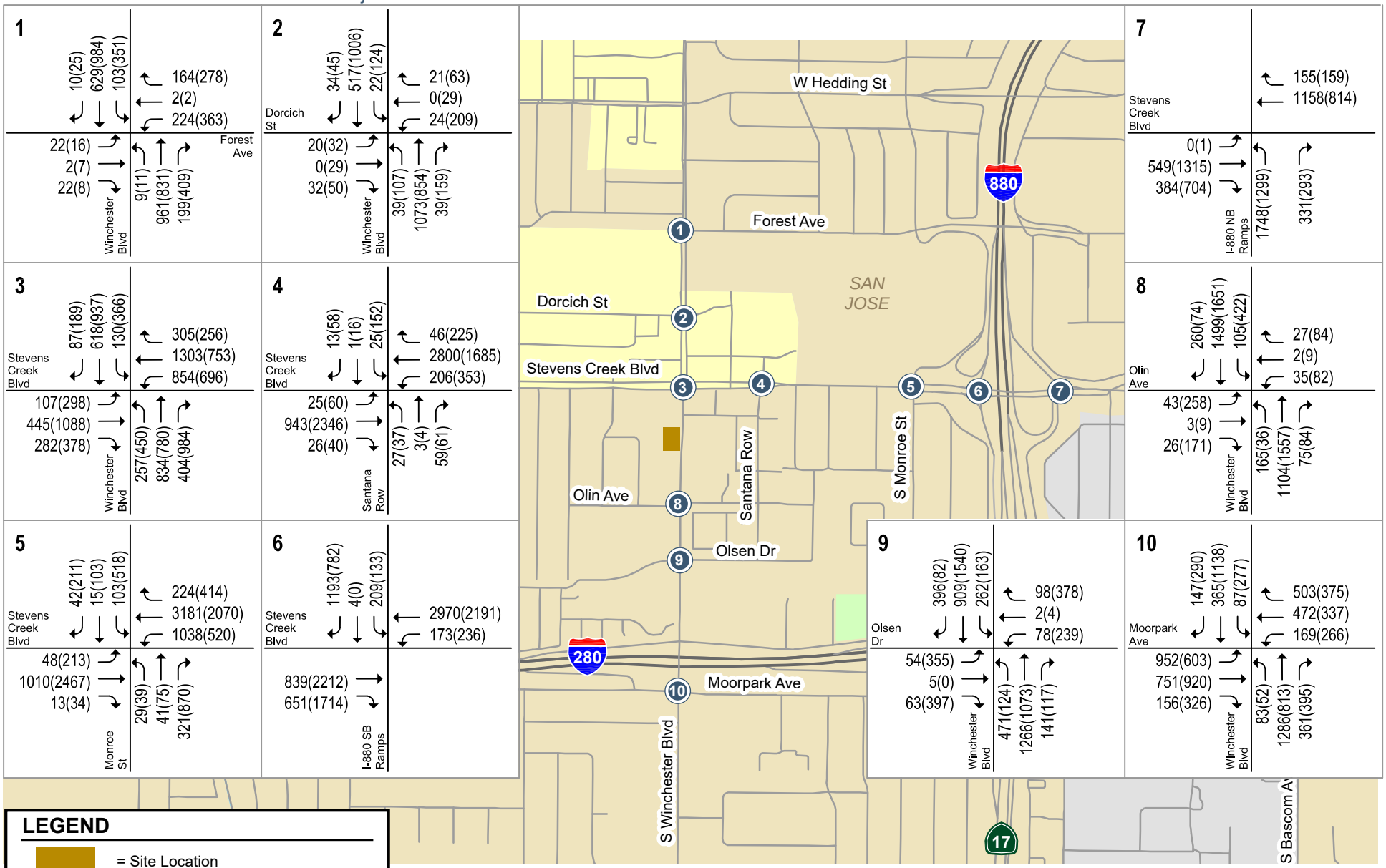


Figure 13
Background Plus Project Traffic Volumes

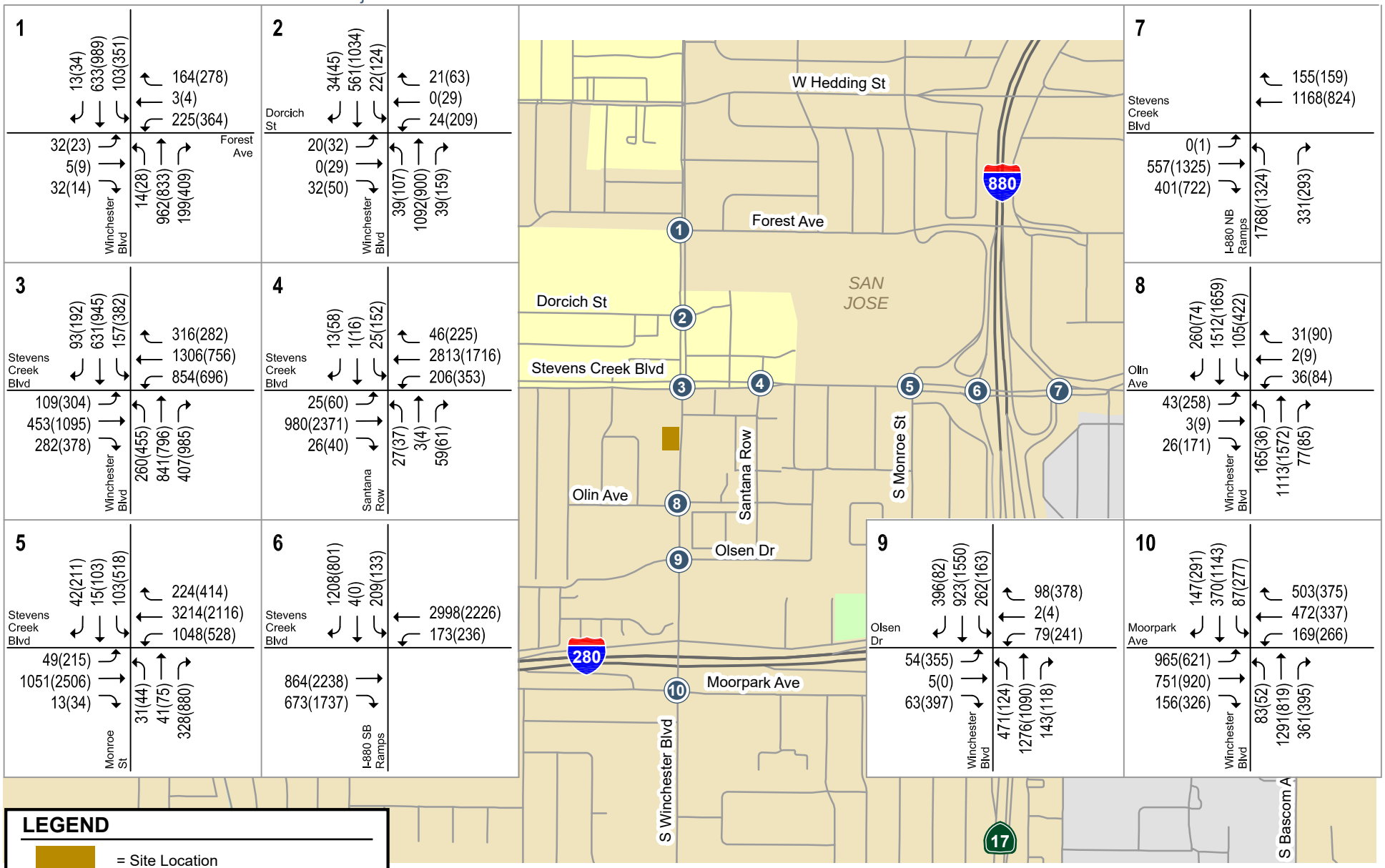


Figure 14
Cumulative Plus Project Traffic Volumes

Future Intersection Traffic Operations

Intersection traffic operations were evaluated against the City of San Jose and Santa Clara standards. Study intersections located in Santa Clara are also subject to CEQA significance criteria. Both study intersections located in Santa Clara (Winchester Boulevard/Forest Avenue, and Winchester Boulevard/Dorcich Street) are expected to continue to operate at an acceptable level (LOS D or better) during both peak hours under all future scenarios including background, background plus project and cumulative plus project conditions. Therefore, the project is expected to have a less than significant impact on intersections in the City of Santa Clara.

The remaining eight study intersections are under the City of San Jose's jurisdiction. The analysis shows that all but two of the signalized study intersections in San Jose would operate at an acceptable level of service (LOS D or better) under all future scenarios during the AM and PM peak hours (see Table 9). The intersection level of service calculation sheets are included in Appendix D.

The Monroe Street/Stevens Creek Boulevard intersection would operate at LOS F during the PM peak hour under all future scenarios. However, the addition of project trips would cause the critical movement delay to increase by less than 4.0 seconds, and the critical volume-to-capacity ratio would increase by less than 0.01. Thus, the project would not have an adverse effect on intersection operations at this location. Similarly, the combination of trips generated by the proposed project and other pending projects in the vicinity would not result in an adverse effect on intersection operations under cumulative plus project conditions.

The intersection of Winchester Boulevard and Stevens Creek Boulevard also would operate at LOS F during the PM peak hour under all future scenarios. The addition of project-generated traffic would cause the critical movement delay to increase by more than 4.0 seconds, and the critical volume-to-capacity ratio to increase by more than 0.01. Therefore, the project is considered to cause an adverse effect on intersection operations at this location. Likewise, the combination of trips generated by the proposed project and other pending projects in the vicinity also would cause an adverse effect on intersection operations under cumulative plus project conditions. The project trips at this intersection comprise 33 percent of the increase in traffic beyond background conditions. Thus, the project is considered to have a substantial contribution to the adverse effect on cumulative intersection operations.

Recommended Measures to Address Adverse Intersection Operations Effects

According to the City's *Transportation Analysis Handbook*, project-generated adverse effects may be addressed through (1) the reduction of project trips, (2) physical improvements at the subject intersection or other roadway segments of the transportation network to increase the overall capacity, (3) implementation of a trip cap that would limit the maximum number of daily vehicle trips to be generated by the project.

The project will implement TDM measures that would avoid the adverse effect on intersection operations. Implementation of the following TDM measures combined with the limited parking supply would reduce project-generated vehicle trips by a total of 39.8% (27.3% reduction for TDM and 12.5% reduction for limited parking supply). This reduction would be sufficient to avoid the adverse effect on intersection operations at this location (i.e. the project generated trips would cause the critical movement delay to increase by less than 4 seconds and the project trips would comprise less than 25 percent of the projected cumulative traffic growth and would no longer be cumulatively considerable).

- Bike parking (22 spaces per San Jose's Zoning Code Section 20.90.060B),
- Showers and changing room (2 showers per San Jose Zoning Code Section 20.90.066),

- Commute trip reduction marketing and education programs (100 percent of eligible employees),
- Ridesharing programs (100 percent of eligible employees), and
- Subsidized transit passes (by 50 percent or more).

The detailed TDM Plan is presented in Chapter 5.

Table 9
Future Intersection Levels of Service

#	Intersection	Peak Hour	Background Conditions: No Project Avg. Delay (sec)	LOS	Background Conditions: with Project Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C	Cumulative Conditions: with Project Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C	% of Volume Incr.
1	Winchester Boulevard and Forest Avenue *(Santa Clara)*	AM	22.3	C	22.3	C	0.0	0.001	22.6	C	0.0	0.001	
		PM	30.7	C	30.7	C	0.0	0.001	30.9	C	0.0	0.001	
2	Winchester Boulevard and Dorcich Street *(Santa Clara)*	AM	11.0	B	11.0	B	0.0	0.001	10.8	B	0.0	0.001	
		PM	21.6	C	21.6	C	0.0	0.001	21.2	C	0.0	0.001	
3	Winchester Boulevard and Stevens Creek Boulevard *	AM	35.3	D	35.5	D	0.2	0.014	35.9	D	0.2	0.014	
		PM	**92.1**	**F**	**94.8**	**F**	**6.5**	**0.016**	**96.3**	**F**	**6.5**	**0.016**	**33%**
4	Santana Row and Stevens Creek Boulevard	AM	15.9	B	16.0	B	0.2	0.007	16.0	B	0.2	0.007	
		PM	24.8	C	24.8	C	0.0	0.003	24.7	C	0.0	0.003	
5	Monroe Street and Stevens Creek Boulevard	AM	22.4	C	22.5	C	0.3	0.007	22.9	C	0.3	0.007	
		PM	**84.6**	**F**	**85.2**	**F**	**0.9**	**0.003**	**88.5**	**F**	**1.0**	**0.003**	
6	I-880 SB Ramps and Stevens Creek Boulevard *	AM	28.7	C	29.0	C	0.4	0.008	29.3	C	0.4	0.008	
		PM	26.6	C	26.8	C	0.4	0.004	27.5	C	0.5	0.004	
7	I-880 NB Ramps and Stevens Creek Boulevard	AM	21.5	C	21.6	C	0.1	0.006	21.7	C	0.1	0.006	
		PM	22.3	C	22.3	C	0.1	0.002	22.5	C	0.1	0.002	
8	Winchester Boulevard and Olin Avenue	AM	19.6	B	19.7	B	0.0	0.001	19.6	B	0.0	0.001	
		PM	33.4	C	33.7	C	0.6	0.010	33.7	C	0.6	0.010	
9	Winchester Boulevard and Olsen Avenue	AM	26.2	C	26.1	C	0.0	0.001	26.1	C	0.0	0.001	
		PM	43.3	D	43.3	D	0.0	0.001	43.3	D	0.0	0.001	
10	Winchester Boulevard and Moorpark Avenue	AM	53.2	D	53.9	D	1.1	0.005	54.7	D	1.2	0.005	
		PM	45.1	D	45.1	D	0.0	0.000	45.2	D	0.0	0.000	

Note:
* Denotes the CMP designated Intersection
Bold indicates a substandard level of service.
Bold indicates an adverse effect on intersection operations caused by the project.

Site Access and On-Site Circulation

The site access and circulation evaluations for the proposed office-and-retail project are based on the current site plan (dated November 26, 2018) prepared by Verse Design Co., Ltd, which includes 81,220 gross square feet of office space and 12,516 gross square feet of retail space. The alternative project scenario would follow the same site plan layout with the exception of office use on the ground level. Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. Figure 2 also includes the surface parking lot, while Figure 15 shows the single-level subterranean parking garage. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

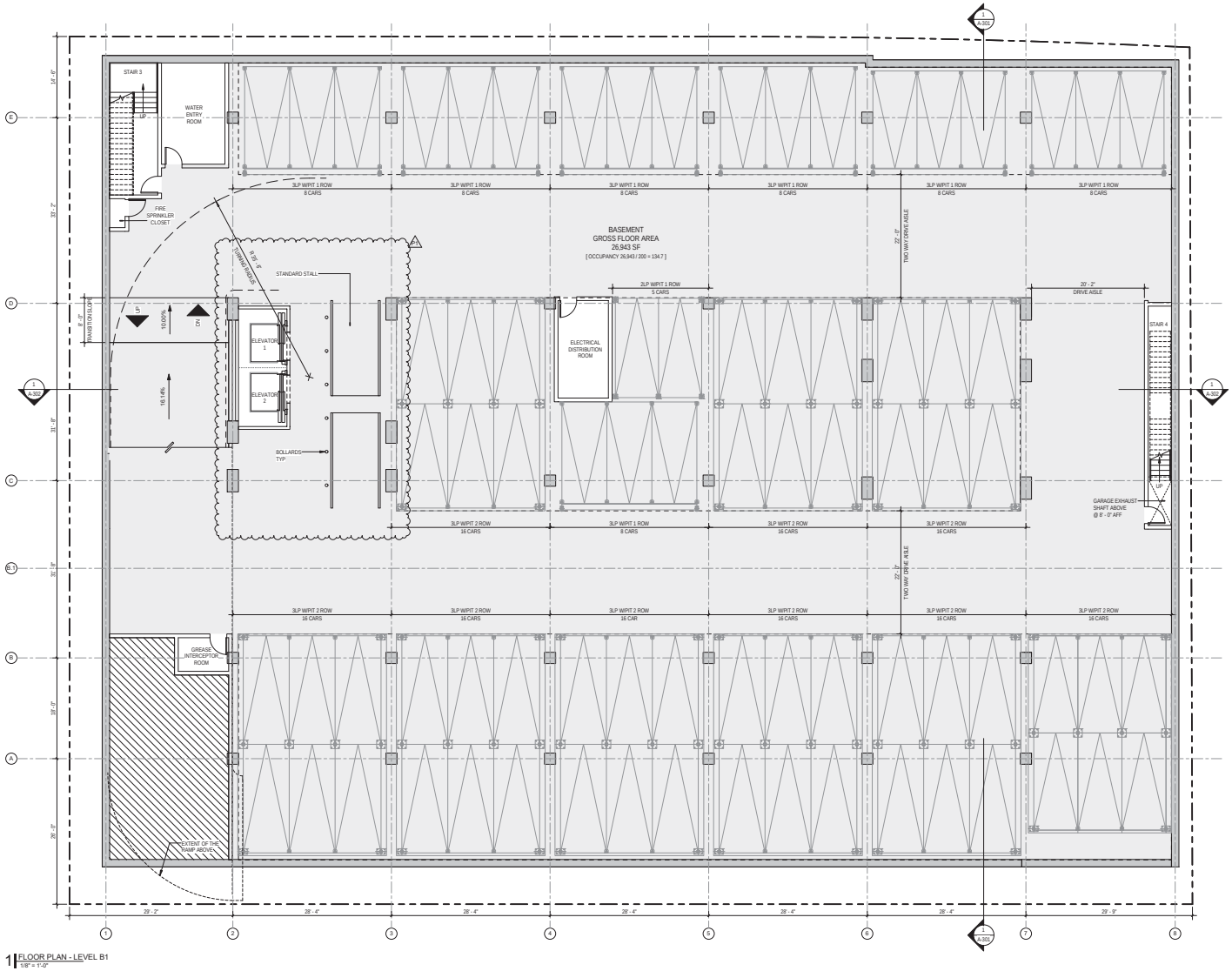
Vehicular access to the project site would be provided via a singular limited-access driveway on Winchester Boulevard, located near the southeastern edge of the project site. The driveway measures approximately 20 feet wide, providing access to surface parking spaces and the subterranean parking garage. The City requires a minimum width of 26 feet for all two-way driveways. In addition, a driveway width of approximately 20 feet is too narrow to be located on an arterial as it would cause vehicles turning into the driveway to slow down to a very low speed while still on Winchester Boulevard, thus impeding traffic flow on the public street. Therefore, the project site plan under both project scenarios should be revised to meet the City's minimum requirement of 26 feet for a two-way driveway.

Nearby Driveways

The location of the driveway was also reviewed with respect to other driveways in the vicinity of the project. Nearby driveways are located approximately 70 feet south and 250 feet north of the proposed project driveway. The existing distance between the project driveway and the neighboring driveways allows vehicles to make turns in and out of the project driveway without affecting similar operations at the adjacent driveways. Therefore, the driveway location as proposed is adequate.

Sight Distance

There are no existing trees or visual obstructions along the project frontage to obscure sight distance at the project driveway. The project access points should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.



1 FLOOR PLAN - LEVEL B1
1/8" = 1'-0"

SHEET NOTES:

1. MECHANIZED PARKING TOTAL 207 SPACES 3-STACK WITH PIT @ 8 CARS PER 3 SPACES AND @ 5 CARS PER 2 SPACES SHOWN IN PLAN.

NOTE: THIS IS BASED ON PRELIMINARY ESTIMATE OF THE DIMENSIONAL REQUIREMENTS FOR THE MECHANIZED PARKING SYSTEM. ABOVE NUMBER OF PARKING SPACES IS ONLY AN ESTIMATE TO BE CONFIRMED THROUGH MECHANIZED PARKING SYSTEM MANUFACTURER.

834 S. Broadway, Suite 1200
Los Angeles, CA 90014
Tel: +1 213 536 0160
Fax: +1 213 536 0161
Web: www.vdla.co

CONSULTANTS

CIVIL ENGINEER:
BKF Engineers
3350 Scott Boulevard, Building 22
Santa Clara, CA 95054
Tel: 408 727 6665

STRUCTURAL ENGINEER:
Walter P Moore
999 Market Street, Suite 820
San Francisco, CA 94103
Tel: 415 901 8700

MEP AND ENERGY ENGINEER:
Integral Group
68 Golden Gate Avenue
San Francisco, CA 94102
Tel: 415 544 7500

GEOTECHNICAL ENGINEER:
Langan Treadwell Rollo
301 16th Street, 3rd Floor
Oakland, CA 94612
Tel: 510 874 7000

TRAFFIC ENGINEER:
Hexagon Transportation Consultants, Inc.
4 North Second Street, Suite 400
San Jose, CA 95113
Tel: 408 971 6100

ENVIRONMENTAL ENGINEER

Ecology and
200 Webster Street, Suite 300
Oakland, CA 94607
Tel: 510 893-8700

LICENSED ARCHITECT PAUL R. IANNO NO. C24959 EXP. 04/30/2019 STATE OF CALIFORNIA

335 S WINCHESTER

Project Address: 335 S Winchester Blvd, San Jose, CA 95128

Owner: Pacific Row Development Llc

Owner Address: 1700 S El Camino Real Suite 100, San Mateo, CA 94402

REVISIONS

No.	Description	Date
P1	PLANNING REVIEW REV1	11/26/18

PLANNING SUBMISSION 02

Date: 11/26/2018

Project No: 2017.001
Planning Project No: SP18-049

FLOOR PLAN LEVEL B1

PROGRESS

A-106

Figure 15
Subterranean Parking Structure

NORTH
Not to Scale

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For outbound traffic onto Winchester Boulevard, which has a posted speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). Winchester Boulevard has a raised median that would limit the access to and from the proposed driveway to right turns only. Thus, a driver exiting the proposed driveway must be able to see 300 feet to the north along Winchester Boulevard in order to stop and avoid a collision.

Based on the project site plan and observations in the field, vehicles exiting the project driveway will be able to see approaching traffic on southbound Winchester Boulevard at least as far away as at the Winchester Boulevard/Stevens Creek Boulevard intersection, which is approximately 400 feet to the north. Therefore, it can be concluded that the project driveway, under both project scenarios, would meet the Caltrans minimum stopping sight distance standards.

Project Driveway Operations

The project-generated gross trips that are estimated to occur at the project driveway are 74 inbound trips and 14 outbound trips during the AM peak hour, and 32 inbound trips and 85 outbound trips during the PM peak hour. Based on the relatively moderate traffic volumes near the project site and observations of existing traffic operations along Winchester Boulevard, vehicle queues should rarely exceed 1 or 2 vehicles in length during the peak hours and no queuing issues are not expected to occur. Under the alternative scenario, project-generated gross trips are estimated to be similar; and therefore, no queuing issues are expected to occur at the project driveway.

Winchester Boulevard has a raised median between Stevens Creek Boulevard and Olin Avenue. Thus, the project driveway would provide limited access, allowing only inbound and outbound right turns to and from Winchester Boulevard. Consequently, outbound vehicles seeking to travel north on Winchester Boulevard must make a U-turn at Olin Avenue, while inbound vehicles approaching from the south must make a U-turn at Stevens Creek Boulevard to access the project driveway. Based on the project trip distribution, it is estimated that 18 vehicles during the AM peak hour and 9 vehicles during the PM would be making a U-turn at Stevens Creek Boulevard, while 11 vehicles during the AM peak hour and 27 vehicles during the PM would be making a U-turn at Olin Avenue.

An analysis of the turn pocket queue storage length for the northbound left-turn movement at the Winchester Boulevard/Stevens Creek Boulevard intersection and the southbound left-turn movement at the Winchester Boulevard/Olin Avenue intersection is presented below.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. In general, the current proposed site plan would provide vehicle traffic with adequate connectivity through the parking areas. The project would provide 90-degree parking stalls throughout the surface lot as well as the subterranean parking garage. The City's standard minimum 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 the parking spaces. According to the current site plan, the two-way drive aisles with parking available on either side measure between 22 and 25 feet wide throughout the parking areas. The proposed drive aisle width of 22 feet throughout the garage would require large passenger vehicles to conduct multi-point turning maneuvers to get in and

out of the parking stalls. Widening the substandard drive aisles to at least 26 feet would greatly improve access to the parking stalls, as well as provide additional room for two-way traffic operations. Therefore, the project site plan should be revised to adhere to the City's minimum width for two-way drive aisles.

On-site vehicular circulation for the alternative office-only project scenario would operate the same as currently proposed; and therefore, should adhere to the circulation recommendation described above.

Typical engineering standards require garage ramps to have no greater than a 20 percent grade with transition grades of 10 percent. The project plans show the garage ramp slope to be 16 percent with an 8-foot transition grade of 10 percent. Therefore, the project would provide adequate circulation into and out of the parking structure.

Parking Stall Dimensions

The City of San Jose Zoning Code does not include standards for mechanical-stack parking systems. However, the project proposes to use the CityLift Model No. 3LP puzzle stacker system in the single-level parking structure under both project scenarios, which would consist of standard-size (8.5 feet wide by 18 feet long) parking stall dimensions and a height of about 12 feet. This would allow the vehicle stackers to accommodate passenger cars, pick-up trucks, as well as SUVs and vans.

Parking Garage Circulation

Access to the parking garage would be provided via a ramp located at the northwest corner of the project site. The site plan shows one dead-end drive aisle located on the western side of the single-level parking structure (see Figures 2 and 15). However, additional space would be provided at the dead-end for vehicles to backout of the parking stalls and turnaround. The project should consider providing digital signage at the parking structure entrance indicating in real-time the number of available stalls.

Within the parking garage, all but 2 of the parking spaces would be provided in a mechanical-stack parking system. As proposed, the project would comprise modules of either 5 or 8 parking spaces plus 1 open space, or modules of 10 or 16 parking spaces plus 2 open spaces, with the vehicle stackers presenting an open parking stall, that once occupied would automatically shift downward, upward, and/or sideways, presenting another open stall. This parking system would also allow employees to retrieve their vehicle without the need to move the accompanying vehicle. The 2 standard stalls would located at the north side of the parking garage.

The parking garage was also reviewed for vehicle access using vehicle turning-movement templates. Vehicles accessing the garage would be required to make a 90-degree right turn at the bottom of the ramp. Some drivers with larger vehicles may have difficulty navigating the sharp right turn necessary to access the parking area and circulate the parking structure, and may require additional drive aisle width (i.e., would encroach upon the opposing lane) to complete the turn, resulting in potential conflicts between inbound and outbound vehicles. Similarly, vehicles traveling up the ramp from the parking area to exit the garage may find it difficult to navigate the sharp turn movement onto the ramp. Thus, larger turning-radii and wider drive aisles are recommended at the bottom of the parking garage ramp and throughout the parking structure to better serve both inbound and outbound vehicles. The project should also consider including convex mirrors at appropriate locations to assist drivers with blind turns within the parking garage.

Pedestrian access between the project parking structure and the on-site uses would be provided via elevators and stairways located within the garage. The elevators and stairways would provide direct

access to either the building's main lobby, or to an exit corridor, and are located along the northern and southern edges of the garage.

Given that the site plan layout would be the same for both the currently proposed office-and-retail project and the alternative office-only project scenario, both project scenarios should adhere to the garage circulation recommendations described above.

Bike and Pedestrian On-Site Circulation

The current site plan shows that pedestrian circulation throughout the site, as well as between the site and the surrounding pedestrian facilities would generally be adequate. Continuous walkways would be provided along the eastern and southern edges of the site, including a pedestrian walkway that would stretch from the southern exit stairway of the project building to the sidewalk along Winchester Boulevard. In addition, the project would remove two existing driveways along the project frontage on Winchester Boulevard, and widen the existing sidewalk along the project frontage, which is adjacent to an existing bus stop. As previously mentioned, the parking garage also includes a few areas with elevators and stairs so that pedestrians would have convenient access to them from any part of the garage. The proposed locations of the loading space and bicycle parking may obstruct pedestrian pathways between the surface parking spaces and certain entrances on the west side of the building. The site plan should be revised to ensure adequate pedestrian connections are provided between the surface parking spaces and building entrances.

Bicycle parking would be located near the main building entrances (see Figure 2). Long-term bicycle parking would be located on the west side and short-term bicycle parking would be located on the east side of the building. This would allow visitors to park their bikes on racks located on the sidewalk near the lobby entrance while employees who bike would use bike lockers located at the rear and enter/leave the project site using the project driveway and connect to the bike lanes on Winchester Boulevard. Providing convenient bike parking would help create a pedestrian- and bicycle-friendly environment and encourage bicycling by employees. In addition, the inclusion of convenient bike parking complements the bicycle facilities in the vicinity of the project site.

Bike and pedestrian on-site circulation for the alternative office-only project scenario would operate the same as currently proposed; and therefore, should include the circulation recommendations described above.

Truck Access and Circulation

According to the City of San Jose Zoning Regulations, the project as proposed is required to provide one off-street freight loading space for the retail component of the project. The project is not required to provide any loading areas for the office component of the project. Below are the City's requirements.

- Buildings intended for use by a manufacturing plant, storage facility, warehouse facility, goods display facility, retail store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning establishment, or other use or uses similarly requiring the receipt or distribution by vehicles or trucks of material or merchandise with at least a 10,000 s.f. of total GFA shall provide a minimum of one off-street loading space, plus one additional loading space every 20,000 s.f. of total GFA.

The project is proposing to provide one off-street loading space located on the west-side of the project building, just south of the building's loading entrance on the ground floor (see Figure 2). Therefore, the proposed project would conform to the City's zoning requirements.

Access to the off-street loading space would be provided via the project driveway on Winchester Boulevard. Given that a portion of the drive aisle leading to and from the project driveway would be capped by the second floor of the building, all delivery trucks would be subject to the 15-foot height clearance of the second floor.

On site, commercial trucks would need to back into the loading space and exit forward. Because commercial trucks would need to back into the loading zone, they could have difficulty during peak times due to on-site traffic. Therefore, deliveries should be scheduled to avoid the peak AM and PM commute times. During off-peak hours, on-site traffic would not be as busy, making it easier for trucks to use the commercial loading zone. In addition, the plans show a support column at the entrance to the loading space, which would create difficulties for large delivery trucks.

The current project site plan was also reviewed for truck access using truck turning-movement templates for a SU-30 truck type, which represent small emergency vehicles, garbage trucks, and small to medium delivery and moving trucks. The current site plan configuration indicates a turning radius of 42 feet, just meeting the turning radius necessary for a SU-30 truck. However, given the presence of an adjacent support column at the entrance of the loading space, it is likely that SU-30 trucks would require multi-point vehicle maneuvers to get in and out of the loading space. Therefore, the project would not provide adequate access for SU-30 truck types at the loading zone, due to the limited space on site including the undersized drive aisle width and the presence of a support column at the entrance to the loading area. Thus, access to the loading space would only be adequate for delivery vans, pick-up trucks, and passenger-type vehicles.

For the alternative office-only project scenario, the project would not be required to provide an off-street freight loading space.

Loading Space Dimensions

Chapters 20.70.460 and 20.90.420 of the City's Zoning Regulations designates that each off-street loading space 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. As previously mentioned, an off-street loading space is shown near the western building entrance in the surface parking lot.

The dimensions of the commercial off-street loading space measures 10 feet wide by 30 feet long by 15 feet high and therefore, the project site plan meets the City's minimum loading space dimensions.

Garbage Collection

The current site plan shows the trash room to be located on the ground floor near the southwest corner of the project site. Garbage collection activities for the project are not expected to occur on site due to height and access limitations. Thus, the trash bins should be moved to the curb along Winchester Boulevard on designated garbage collection days. The trash bins also should be removed from the public right-of-way immediately after garbage pickup as to not impact AM or PM peak-hour traffic conditions.

With the same site plan layout, garbage collection activities under the alternative scenario would also be expected to occur curbside along Winchester Boulevard.

Emergency Vehicle Access

Emergency vehicles access (EVA) would be provided via the project driveway on Winchester Boulevard. The City of San Jose Fire Code requires driveways to provide at least 20 feet for fire

access. The project driveway under both project scenarios would measure approximately 20 feet wide, and therefore would comply with the City's fire code. Smaller emergency vehicles would also be able to access the parking garage but would be subject to the parking structure's 15-foot height clearance.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

Pedestrian volumes along Winchester Boulevard are relatively low. Therefore, any necessary sidewalk closures/pedestrian detours would have very little effect on the overall pedestrian circulation in the area. Similarly, bicycle volumes along Winchester Boulevard are relatively low, therefore effects on bicycle facilities during construction are expected to minimal.

Parking Supply

The City of San Jose Zoning Code (Section 20.90.060) states that office and retail uses are required to provide parking as follows: 1.0 parking space per 250 square feet of office, business and administrative floor area, and 1.0 parking space per 200 square feet of retail floor area. As currently proposed, the project would construct 81,220 gross square feet of office space and 12,516 gross square feet of retail space on the ground floor. According to the City's Zoning Code, "Floor area" is defined as 85 percent of the "total gross floor area" of the building. Based on the City's parking requirements and the current project description, the project would be required to provide 276 parking spaces for the office component and 53 parking spaces for the retail component, for a total of 329 required parking spaces.

Because the project is located with an Urban Village, it automatically qualifies for a 20-percent parking reduction. A 50 percent reduction in required off-street vehicle parking spaces can be granted with a development permit or a development exception if no development permit is required for developments that meet the following conditions (Section 20.90.220.A.1):

1. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220.G; and

2. The structure or use provides bicycle parking spaces in conformance with the City's Zoning Code requirements.

3. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program

The project site is within the Santana Row/Valley Fair Urban Village. The project site plan shows a total of 22 bicycle parking spaces would be provided in compliance with the City's Bicycle Parking Standard.

Based on the project site plan dated November 26, 2018, the parking areas would be shared between the office and retail uses of the site and would provide a total of 221 parking spaces, of which 8 spaces would be tandem spaces. Tandem spaces may satisfy up to 50 percent of the required off-street

parking (per Section 20.70.350). The proposed parking supply represents a reduction of approximately 33 percent. Because the project proposes a reduction greater than twenty percent, the project will implement a Transportation Demand Management (TDM) Plan to meet the City's parking requirements. The detailed TDM Plan is included in Chapter 5.

Per the 2016 California Building Code (CBC) Table 11B-208.2, seven ADA accessible spaces are required for projects with 201 to 300 parking spaces. Of the required accessible parking spaces, two van accessible spaces are required. The plans show a total of six accessible spaces, all located in the surface parking lot, adjacent to the western building entrance. Of the provided ADA accessible spaces, two spaces are shown to be designated van accessible. The project site plan should be revised to adhere to the CBC accessible parking provisions.

Under the alternative office-only project scenario, the project would require a minimum of 319 parking spaces. The proposed parking supply of 221 spaces would represent a reduction of approximately 31 percent. Thus, the project would also need to implement a TDM Plan under the office-only project scenario to be considered for the proposed parking reduction.

Parking Operations

As currently designed, most retail patrons and office visitors would need to park in the mechanical puzzle lift in the subterranean garage since the ground floor parking spaces are limited to accessible spaces and tandem spaces and the garage would contain only two standard spaces. Standard (non-lift and non-tandem) parking stalls on the ground floor and/or within the parking structure are more suitable for these short-term uses. Therefore, the project should be revised to increase the number of standard, non-lift and non-tandem parking spaces. The standard parking spaces should be signed for two-hour parking since parking would be shared between the office and retail component. This would help with parking turnover and keep spaces available for customers and visitors.

Any tandem parking spaces should be designated for either retail employees or an individual office tenant to avoid retail customer vehicles being unwittingly blocked in. Additional details of the shared parking scheme would be determined when the actual office and retail tenants are identified. The property manager should take steps, such as additional signage or other controls, to ensure that all tenants' parking stalls are actively managed in the surface parking areas as well as in the parking garages.

The alternative office-only project scenario should also include two-hour designated standard (non-lift and non-tandem) parking stalls for office visitors, and tandem parking spaces should be assigned to individual office tenants.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide bicycle parking for the new building at a rate of 1 bicycle parking space per 4,000 square feet of office floor area plus 1 bicycle parking space per 3,000 square feet of retail floor area. This equates to a total requirement of 21 bicycle parking spaces, of which 17 bicycle parking spaces would serve the office component and 4 bicycle parking spaces would serve the retail component. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. This equates to a requirement of 17 short-term spaces and 4 long-term spaces. The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose 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.

The project site plan shows a total of 22 bicycle parking spaces, of which 10 would be short-term spaces, on the east side of the project building and 12 would be long-term spaces, on the west side of the project building adjacent to the building entrance. While the required number of long-term spaces would be satisfied, the required short-term bicycle parking spaces would not be met. Thus, the project site plan should be revised to ensure the project plans comply with the City's Bicycle Parking Standards.

Similarly, the alternative scenario would be required to provide a bicycle parking supply of 20 spaces, with 16 spaces being short-term and 4 spaces being long-term spaces. Therefore, the alternative scenario would also not meet the long-term bicycle parking requirement; and thus, should revise the project site plan to ensure compliance with the City's Bicycle Parking Standards.

Motorcycle Parking

According to the City's Motorcycle Parking Standards (Chapter 20.90, Table 20-250), the project is required to provide 1 motorcycle parking space per 50 code-required vehicle spaces for the office component and 1 motorcycle parking space for every 20 code-required vehicle spaces for the retail component. Based the current project description, the project is required to provide eight motorcycle parking spaces (five spaces for the office use and three spaces for the retail use).

Based on the site plan dated November 26, 2018, no motorcycle parking is shown. Therefore, under both project scenarios the site plan should be revised to meet the City's Motorcycle Parking Standards.

Intersection Queuing Analysis

The operations analysis is based on vehicle queuing for high-demand movements at intersections (see Table 10). The following four left-turn movements were examined as part of the queuing analysis for this project:

- Westbound and northbound left-turn/U-turn at Winchester Boulevard and Stevens Creek Boulevard
- Southbound left-turn/U-turn at Winchester Boulevard and Olin Avenue
- Eastbound left-turn at Winchester Boulevard and Moorpark Avenue

The estimated queue lengths based on the Poisson numerical calculations show queuing deficiencies for three of the four studied turn pockets. Locations where the vehicular queues would be deficient are discussed below.

Winchester Boulevard and Stevens Creek Boulevard

At the intersection of Winchester Boulevard and Stevens Creek Boulevard, the westbound left-turn movement has a total of approximately 750 feet of queue storage (two lanes with 375 feet each), which can accommodate about 30 vehicles seeking to turn left from Stevens Creek Boulevard onto southbound Winchester Boulevard. During the AM peak hour, the additional trips generated by approved developments in the area would more than double the 95th percentile queue, increasing the vehicle queue from 425 feet to 950 feet, which reflects an increase from 17 to 38 queued vehicles. Similarly, during the PM peak hour, additional trips generated by approved developments would increase the 95th percentile queue by 350 feet (or 14 vehicles). The resulting queue length would exceed the available storage by approximately eight vehicles in the AM and five vehicles in the PM under background conditions. The project would add 38 trips during the AM peak hour and 9 trips during the PM peak hour to the westbound left-turn movement. With the addition of project-generated traffic, the 95th percentile queue is estimated to increase by one vehicle. Given that the project trips would only slightly increase the vehicle queue of this turn movement, the project is expected to have a minimal effect on traffic operations at this location.

It should also be noted that the length of the left-turn pockets at this location is constrained because it is end-to-end with the eastbound left-turn pockets at the Santana Row/Stevens Creek Boulevard intersection. Thus, there is no additional space to extend the westbound left-turn pocket. Thus, the queue overflow at this location would be unavoidable.

Winchester Boulevard and Olin Avenue

At the intersection of Winchester Boulevard and Olin Avenue, the southbound left-turn/U-turn pocket contains a total of approximately 450 feet of storage (two lanes with 225 feet each), which can accommodate about 18 vehicles seeking to turn left from southbound Winchester Boulevard onto eastbound Olin Avenue or make a U-turn onto northbound Winchester Boulevard. During the PM peak hour, the additional trips generated by approved developments in the area would increase the 95th percentile queue from 425 feet to 550 feet, which reflects an increase from 17 vehicles to 22 vehicles. The resulting queue length would exceed the available storage by approximately four vehicles in the PM under background conditions. The project would add 27 trips to the southbound U-turn movement during the PM peak hour. With the addition of project-generated traffic, the 95th percentile queue is estimated to increase by one vehicle. Given that the project is expected to contribute to the queue storage deficiency at this location, the project should contribute to any planned effort to extend the turn pocket to ensure sufficient storage is provided and to lessen the expected effect on traffic operations at the study intersection. There is space in the median on Winchester Boulevard to extend the southbound left-turn/U-turn pocket by at least 150 feet (75 feet in each lane), which would accommodate the projected 95th percentile queue.

Table 10
Queuing Analysis Summary

Measurement	Winchester Boulevard and Stevens Creek Boulevard				Winchester Boulevard and Olin Avenue		Winchester Boulevard and Moorpark Avenue	
	WBL		NBL/NBU		SBL/SBU		EBL	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay [1] (sec)	126	140	126	140	126	140	126	140
Volume (vphpl)	313	377	145	226	61	284	563	356
Total 95th %. Queue (veh.)	17	21	5	8	5	17	23	14
Total 95th %. Queue (ft.) [2]	425	525	125	200	125	425	575	350
Total Storage	750	750	550	550	450	450	500	500
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	**N**	Y
Existing Plus Project								
Cycle/Delay [1] (sec)	126	140	126	140	126	140	126	140
Volume (vphpl)	351	386	163	235	72	311	572	358
Total 95th %. Queue (veh.)	18	22	6	8	5	18	24	14
Total 95th %. Queue (ft.) [2]	450	550	150	200	125	450	600	350
Total Storage	750	750	550	550	450	450	500	500
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	**N**	Y
Background								
Cycle/Delay [1] (sec)	126	140	126	140	126	140	126	140
Volume (vphpl)	816	687	239	441	94	395	943	601
Total 95th %. Queue (veh.)	38	35	9	18	7	22	39	26
Total 95th %. Queue (ft.) [2]	950	875	225	450	175	550	975	650
Total Storage	750	750	550	550	450	450	500	500
Adequate (Y/N)	**N**	**N**	Y	Y	Y	**N**	**N**	**N**
Background Plus Project								
Cycle/Delay [1] (sec)	126	140	126	140	126	140	126	140
Volume (vphpl)	854	696	257	450	105	422	952	603
Total 95th %. Queue (veh.)	39	36	10	19	7	23	39	26
Total 95th %. Queue (ft.) [2]	975	900	250	475	175	575	975	650
Total Storage	750	750	550	550	450	450	500	500
Adequate (Y/N)	**N**	**N**	Y	Y	Y	**N**	**N**	**N**

Notes:
WBL = westbound left movement; NBL = northbound left movement; NBU = northbound U-turn movment; SBL = southbound left movement; SBU = southbound U-turn movement; EBL = eastbound left movement

[1] Vehicle queue calculations based on cycle length for signalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued.

Winchester Boulevard and Moorpark Avenue

The eastbound left-turn lanes at the Winchester Boulevard/Moorpark Avenue intersection provide a total of approximately 500 feet of queue storage space (two lanes with 250 feet each), which can accommodate about 20 vehicles seeking to turn left from Moorpark Avenue onto northbound Winchester Boulevard. During the AM peak hour, the existing traffic currently exceeds the storage pocket by 75 feet, or three vehicles. This deficiency was confirmed by observations in the field. The additional traffic from approved developments is estimated to increase the 95th percentile queue from 575 feet to 975 feet, which reflects an increase from 23 vehicles to 39 queued vehicles. Under project conditions, the project would add nine trips to the left-turn movement during the AM peak hour. With the addition of project-generated traffic, the 95th percentile queue is estimated to increase by one vehicle relative to existing conditions and would remain the same relative to background conditions. The minor increase in vehicle queues due to the small addition of project-generated traffic is expected to have a minimal effect on traffic operations at this location. In addition, since the left-turn pocket at this location extends to the I-280 Southbound Off-ramp/Moorpark Avenue intersection, there is no additional space to extend the storage pocket. Thus, the queue overflow at this location would be unavoidable.

During the PM peak hour, the additional trips generated by approved developments in the area would increase the 95th percentile queue from 350 feet to 650 feet, which reflects an increase from 14 vehicles to 26 vehicles. The resulting queue length would exceed the available storage by approximately six vehicles in the PM under background conditions. The project would add two trips to the eastbound left-turn movement during the PM peak hour. With the addition of project-generated traffic, the 95th percentile queue is estimated to be unchanged. Given that the project would add few trips to this movement and have little to no effect on the 95th percentile queue length, the project is expected to have a minimal effect on traffic operations at this location.

Freeway Ramp Analysis

Freeway ramp volumes were requested from the California Department of Transportation (Caltrans). However, count data at the study freeway ramps available from Caltrans (2008-2011) is outdated. Thus, existing peak-hour freeway ramp volumes were derived based on the turning-movement counts conducted in 2015, 2016, and 2018 at the intersections of the freeway ramps and local City street. The freeway ramp volumes under existing plus project conditions were estimated by adding to the existing ramp volumes the traffic generated by the project. As previously mentioned, the level of service analyses, including the freeway ramp analysis, are based on an earlier, slightly larger project size. Therefore, the freeway ramp analysis described below is considered somewhat conservative based on the associated trip generation estimate.

The ramp analysis under existing plus project conditions shows that the selected ramps would continue to have sufficient capacity to serve the projected traffic volumes under existing plus project conditions. Each of the study ramps is expected to have a volume-to-capacity (V/C) ratio well below 1.0 (see Table 11). The project-generated traffic on each ramp represents less than one percent of the ramp capacity. Therefore, the project would have minimal effect on the freeway ramps that provide access to the project site.

Table 11
Existing Plus Project Freeway Ramp V/C Analysis

Freeway Interchange and Ramp	Peak Hour	Existing Conditions								Project Conditions			
		Ramp Dir	Ramp Type	Meter	Lanes	Capacity [1] (vphpl)	Volume [2]	V/C Ratio	LOS	Add. Vol.	% Capacity	V/C Ratio	LOS
I-880/SR 17/I-280 & Stevens Creek Boulevard													
NB I-880 Loop On-Ramp	AM	SB	L	Y	1	900	291	0.32	A	2	0.2%	0.33	B
	PM	SB	L	-	1	1,800	364	0.20	A	5	0.3%	0.21	A
SB SR 17/SB I-280 On-Ramp [3]	AM	SB	D/L	-	2	3,800	640	0.17	A	4	0.1%	0.17	A
	PM	SB	D/L	Y	2	1,800	1,120	0.62	C	9	0.5%	0.63	C
I-280 & Winchster Boulevard													
NB On-Ramp from Winchester Boulevard	AM	NB	D	Y	2	1,800	1,132	0.63	C	2	0.1%	0.63	C
	PM	NB	D	-	2	3,800	916	0.24	A	3	0.1%	0.24	A
SB Off-Ramp to Moorpark Avenue	AM	SB	D	-	1	2,000	766	0.38	B	7	0.4%	0.39	B
	PM	SB	D	-	1	2,000	956	0.48	B	2	0.1%	0.48	C

Notes:
D = Diagonal ramp; L = Loop ramp

[1] Theoretical capacities of ramps per Exhibit 25-3 of HCM 2000: 2,000 vph for single-lane diagonal ramps, 1,800 vph for loop ramps, and 3,800 vph for dual-lane ramps. Capacity for metered on-ramps are calculated by mulitplying the max metering rate (900 vphpl) by the number of lanes.

[2] Volumes derived from the latest available peak hour turning movement counts.

[3] A single collector/distributor road extends from Stevens Creek Boulevard to both the diagonal on-ramp to southbound SR-17 and the loop on-ramp to southbound I-280. The c-d road capacity is conservative as it reflects metering on both ramps, however only the southbound SR-17 on-ramp is metered.

Freeway Ramp Meter Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on ramps. The project is expected to add peak hour trips to the following three metered on-ramps:

- I-880 Northbound Loop On-Ramp from Stevens Creek Boulevard
- SR-17 Southbound Diagonal On-Ramp from Stevens Creek Boulevard
- I-280 Northbound Diagonal On-Ramp from Winchester Boulevard

The existing vehicle queue lengths at the metered ramps were measured in the field during the peak hours of traffic. A qualitative assessment of project-generated traffic on the SR-17 southbound on-ramp from Stevens Creek Boulevard was completed since ramp metering operations at this location cannot be viewed from the Stevens Creek overpass. Thus, only limited observations of queue lengths were conducted while driving on this ramp. Given that the I-280 northbound on-ramp from Winchester Boulevard and the I-880 northbound on-ramp from eastbound Stevens Creek Boulevard currently experience lengthy vehicle queues, a quantitative evaluation was completed based on observations throughout the peak hours.

I-880 Northbound Loop On-Ramp from Eastbound Stevens Creek Boulevard

The existing queue lengths and service rate of the meter at the I-880 northbound on-ramp were observed during the AM peak hour (see Table 12). The ramp is not metered during the PM peak hour. Wait times (the duration it takes a vehicle at the end of the queue to proceed through the meter) at the metered ramp were derived from the collected data.

Based on this analysis, it was determined that the addition of project traffic to the I-880 northbound loop on-ramp from eastbound Stevens Creek Boulevard would equate to a less than one percent increase in volume during the AM peak hour and would not increase the wait times at the ramp.

Table 12
Freeway Ramp Operations Analysis

Ramp	Peak Hour	Existing Conditions [1] Volume (veh) [3]	Existing Conditions [1] Queue Length (veh)	Existing Conditions [1] Wait Time (min:sec)	Background Conditions [2] Approved Trips (veh) [3]	Background Conditions [2] Queue Length (veh)	Background Conditions [2] Wait Time [4] (min:sec)	Project Conditions [2] Project Trips (veh) [3]	Project Conditions [2] % Increase [5]	Project Conditions [2] Queue Length (veh)	Project Conditions [2] Wait Time [4] (min:sec)
I-880 NB Loop On-Ramp from Eastbound Stevens Creek Boulevard	AM	291	9	1:52	91	12	2:30	2	0.52%	12	2:30
I-280 NB On-Ramp from Winchester Boulevard	AM	1,132	15	0:46	5	15	0:46	1	0.09%	15	0:46

Notes:
[1] Existing queue length represents the longest queue observed in the mixed-flow lane during the peak-hour period. Existing wait times were estimated based on average ramp meter rates observed in September 2016.
[2] Queue lengths under background and project conditions were estimated based on the ratio between the existing ramp volume and the estimated future ramp volume, respectively.
[3] Volume shown above is the total ramp volume including vehicles in the mixed-flow lane and the high occupancy vehicle (HOV) lane.
[4] Future wait times were estimated based on the projected future queue length and the observed ramp meter service rate.
[5] Percent increase was calculated from background to background plus project conditions.

SR-17 Southbound On-Ramp via Stevens Creek Boulevard

The meter at the SR-17 southbound on-ramp operates only during the PM peak period. The proposed project would add three PM peak hour trips to the SR-17 southbound on-ramp. This small number of project-generated trips is expected to have a minimal effect on the ramp meter queue length at this location. In addition, vehicle queues on the southbound SR 17 on-ramp are not expected to impede traffic going to southbound I-280 given that each ramp has their own lane. Thus, it can be concluded that the addition of PM project trips to the metered SR-17 southbound on-ramp would have a minimal effect on ramp operations.

I-280 Northbound On-Ramp via Winchester Boulevard

The existing queue lengths and service rate of the meter at the I-280 westbound on-ramp were measured in the field during the AM peak hour (see Table 10). The ramp is not metered during the PM peak hour. Wait times (the time it took a vehicle at the end of the queue to proceed through the meter) at the metered ramp were derived from the collected data.

A ratio between the existing volumes using the freeway on-ramp and trips from approved developments and the proposed project was used to estimate the number of vehicles that would be added to the existing queue under background and project conditions, respectively. Based on this analysis, it was determined that the addition of project traffic to the I-280 northbound on-ramp from Winchester Boulevard would equate to less than one percent increase in volume during the AM peak hour and would not increase the wait times at the ramp.

Winchester Boulevard/I-280 Northbound Off-Ramp Impact Fee

The City of San Jose has determined that the construction of a new I-280 northbound off-ramp to Winchester Boulevard would provide significant transportation benefits to support future growth in the geographic area that includes the Santana Row/Valley Fair Urban Village. Constructing the new I-280 off-ramp would greatly improve access to the project site as well as the surrounding areas. Accordingly, all new developments in the vicinity of the planned off-ramp are required to pay a traffic impact fee toward the fair-share contribution of $43 million based on the off-ramp demand generated by future development.

The purpose of this analysis is to determine the amount of project-generated traffic that would use the planned Winchester Boulevard/I-280 northbound off-ramp and estimate the proposed project's fair-share contribution to the development of the off-ramp. The traffic impact fee is based on PM peak hour vehicle trips, since the demand at the off-ramp is projected to be more significant in the PM peak hour than in the AM peak hour. For the purpose of this analysis, any trip that would use the off-ramp during the PM peak hour is considered as one trip against the projected demand at the off-ramp. All other trips approaching the Winchester Boulevard/I-280 northbound off-ramp intersection without using the off-ramp are not treated as trips against the capacity of the off-ramp. The projected demand at the off-ramp is 1,677 PM peak hour trips. Thus, the traffic impact fee for each off-ramp trip is $25,641, calculated by apportioning $43 million across 1,677 trips.

Based on the site location, the proposed project is estimated to add new vehicles trips to the Winchester Boulevard/I-280 northbound off-ramp, and therefore would be subject to the *Interstate 280-Winchester Boulevard Transportation Development Policy* (TDP). Hexagon estimates that a total of three trips would use the new off-ramp during the PM peak hour. Therefore, based on the trip distribution pattern and trip assignment described above, the project would be required to pay $76,923 to help fund the intersection improvements discussed in the TDP.

Pedestrian, Bicycle, and Transit Analysis

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.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if Caltrain, LRT, and bus services (including BRT) are utilized in combination with bicycle commuting.

Pedestrian Facitlies

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details). According to the project plans, the proposed project would widen the existing sidewalk (currently approximately 7 feet wide) to between 20 and 23 feet wide along the project frontage on Winchester Boulevard. The additional pedestrian space would provide access to the ground-floor commercial spaces, as well as the office lobby area. This aligns with the goals found in the *Santana Row/Valley Fair Plan* to enhance the area's pedestrian environment. Therefore, although some crosswalk connections are missing, the overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the vicinity of the project site.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details). The City of San Jose 2020 Bike Plan has identified objectives for the expansion of bicycle facilities in the vicinity of the project site. The following bike facilities are planned in and around the study area:

- Class II bike lanes along Winchester Boulevard between Moorpark Avenue and Payne Avenue
- Class II bike lanes along Tisch Way between Winchester Boulevard and Monroe Street

As previously described, the City's General Plan identifies the bicycle commute mode split target as 15 percent or more for the year 2040. This calculates to approximately 13 new bicycle trips during the AM peak hour and 8 new bicycle trips during the PM peak hour. This level of bicycle mode share is a reasonable goal for the project.

Transit Services

The project site is adequately-served by transit. Existing transit services near the project site are provided by the VTA. The nearest bus stop is located adjacent to the project site on Winchester Boulevard, while additional bus stops to other bus routes are located at the Winchester Boulevard/Stevens Creek Boulevard intersection, approximately a quarter-mile north of the project site (see Chapter 2 for details). The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections, utilizing information produced by the intersection level of service analysis. The analysis shows that the project would contribute to a minor increase in delay of some transit vehicles and result in a decrease in delay for other transit vehicles (see Table 13). The decreases in delay are attributed to the fact that the addition of project traffic sometimes causes a reallocation of green time, which results in less delay for certain movements and more delay for others. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

Table 13
Transit Delay Analysis

Bus Route	Approx. Travel Time[1] min / sec	Background Delay in Study Area (sec)[2]	Background Plus Project Delay in Study Area (sec)[2]	Change in Delay (sec)	% Change
Route 23					
Eastbound AM	72 / 4,320	72.9	72.7	-0.2	0.00%
Eastbound PM	94 / 5,640	108.0	108.0	0.0	0.00%
Westbound AM	85 / 5,100	103.9	105.0	1.1	0.02%
Westbound PM	88 / 5,280	112.7	113.1	0.4	0.01%
Route 25					
Eastbound AM	95 / 5,700	58.8	59.9	1.1	0.02%
Eastbound PM	111 / 6,660	48.3	48.3	0.0	0.00%
Westbound AM	96 / 5,760	52.4	52.4	0.0	0.00%
Westbound PM	103 / 6,180	70.8	70.8	0.0	0.00%
Route 60					
Northbound AM	66 / 3,960	182.6	184.6	2.0	0.05%
Northbound PM	68 / 4,080	215.7	216.1	0.4	0.01%
Southbound AM	67 / 4,020	237.2	238.5	1.3	0.03%
Southbound PM	75 / 4,500	254.4	254.6	0.2	0.00%
Route 323					
Eastbound AM	44 / 2,640	180.1	180.7	0.6	0.02%
Eastbound PM	59 / 3,540	273.6	276.7	3.1	0.08%
Westbound AM	49 / 2,940	112.6	113.0	0.4	0.01%
Westbound PM	48 / 2,880	142.1	142.3	0.2	0.01%

Notes:
[1] Travel time based on the route's first and last stop. Scheduled times were drawn from the VTA Bus Schedule.
[2] Represents the total movement delay for all relevant study intersections added together.

5. Transportation Demand Management Plan

This chapter describes TDM measures recommended for the mixed-use development at 335 Winchester Boulevard, including services that promote sustainable modes of transportation. The recommended TDM measures are intended to encourage future tenants of the mixed-use development to utilize alternative transportation modes available in the area to reduce single-occupancy vehicle (SOV) trips and parking demand generated by the project. The specific TDM measures recommended for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c, d, and e, as well as Subsection 20.70.330.A.1 of the San Jose Code of Ordinances, which are aimed at achieving the proposed 33 percent parking reduction that may be granted by the City with implementation of a comprehensive TDM plan. Additionally, the project must include specific measures to ensure that the TDM plan would be maintained for the life of the project, which complies with Subsection 20.70.330.A.2.

Proposed TDM Measures

1. Bicycle Facilities and Resources

Bike parking will provide safe storage for employees' and retail customers' bicycles. The site plan shows bike parking would accommodate a total of 22 bicycles. Bike racks will be conveniently located on the sidewalk on either side of the lobby entrance on Winchester Boulevard for use by retail customers and office visitors. The bike racks will provide short-term parking for up to 10 bicycles. Two-tier double bicycle lockers will be provided at the rear (west side) of the building for use by employees. The lockers will provide secured long-term parking for up to 12 bicycles. The bike lockers would be accessed via the site driveway near the south end of the site and a walkway adjacent the west side of the building.

By offering accessible and safe storage, nearby employees can commute by bicycle. Additionally, each tenant will be given the option whether to allow future employees to bring their bikes into the building and store the bicycles at their cubical or office area. Both options encourage employees to bike to work knowing they will be able to safely store their bicycle.

As part of the information available in the "online kiosk", resources useful to cyclists will be included. For example, the local bikeways map will be posted for easy reference. The following resources are available to bicycle commuters through 511.org. These resources will be noted on the project's online information center, in order to make guests and employees aware of them.

- Free Bike Buddy-matching

- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day
- Tips on selecting a bike, commute gear, and clothing
- Links to bicycle organizations

2. On-site Showers and Lockers

The project will include on-site shower facilities with lockers to serve all office tenants. Showers and changing facilities can encourage employees to move more and incorporate fitness into their daily routines. Providing showers enables active commuters to arrive early and prepare for the day without hygienic concerns. This approach is consistent with the goals of the City's General Plan, which aim to encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled.

According to LEED standards, shower and changing facilities should be provided for 0.5 percent of full-time equivalent employees. Based on this standard, we estimate that two unisex showers would be adequate to serve all office and retail tenants on the project site. This estimate assumes 93,736 s.f. (combined square footage between office and retail), an F.A.R. of 0.85, and 250 s.f. per employee. The site plan shows two unisex showers across from the restrooms near the southwest corner of the building.

3. Transit Subsidy

Subsidized transit passes are an extremely effective means of encouraging employees to use transit rather than drive. Transit passes allow employees to save money, as well as help them to avoid the stress of driving during commute periods. One way of doing this is to reimburse all building tenants for all or a portion of public transit costs for employees who take transit to and from the project site, including VTA service.

The project will offer transit reimbursement to building tenant employees who purchase transit tickets or passes via the Clipper Card program, single-use tickets, or any other fare payment method. Employees would need to provide documentation of their purchase of a transit ticket or pass, and then be reimbursed on a monthly basis. Alternatively, employers could directly subsidize the purchase of Clipper Cards for employees who request them through the Clipper Card program. The structure of the Clipper Card program facilitates the record-keeping of monthly expenditure and tracking the participation by employees. The transit subsidy will be at least 50% or more.

4. On-Site TDM Coordinator and Services

Experience with other TDM programs indicates that having a transportation coordinator who focuses on transportation issues and is responsible for implementing the TDM program is key to its success. The building owner or management would need to appoint an individual as the Transportation Coordinator or TDM contact person, and that person's name and contact information would be provided to the City.

The on-site management will provide an on-site TDM coordinator, most likely the property manager, who would be responsible for implementing and managing the TDM plan. The TDM coordinator would be a point of contact for employees should TDM-related questions arise and would be responsible for ensuring that tenants are aware of all transportation options and how to fully utilize the TDM plan. The

TDM coordinator would provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide new tenant information packets at the time of move-in. The welcome packets would include information about public transit services, bicycle maps, Ford GoBike Share program and station locations, Zipcar station locations, and ride-matching services.
- Set up and maintain an on-site information board and/or the online kiosk with information of non-auto transportation alternatives.
- Provide trip planning assistance and/or ride-matching assistance to employees who are considering an alternative mode.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed (e.g., use of public parking).

The Transportation Coordinator should maintain a supply of up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer employees' TDM program related questions.

Information Board/Online Kiosk

The transportation coordinator would set up and maintain an on-site bulletin board and/or online kiosk with information regarding non-auto transportation alternatives. The transportation board would update key transportation information included in the welcome packets. Additionally, transportation news and commuter alerts would be posted on the board.

Most TDM plans have traditionally included a requirement for a kiosk or bulletin board to be created for posting information related to alternative travel modes. Experience often shows, however, that few employees look at these kiosks after an initial period of interest. This TDM Plan proposes to establish an online kiosk with similar information that an employee could access from their home, their desk at work, or anywhere else. TDM related links and information would be posted on this forum, and the Transportation Coordinator would send building tenants email notifications pertaining to the TDM Plan and measures. The online kiosk would include information about all the measures, services, and facilities discussed in this plan, including:

- A summary of VTA and Caltrain services and links to further information about their routes and schedules.
- Bicycling resources on 511.org.
- A local bikeways map and information about the bike lockers on site and those nearby.
- Information about ride-matching services (511.org, Zimride, and TwoGo).
- A link to the many other trip planning resources available in the Bay Area such as Dadnab, the 511 Transit Trip Planner, real-time traffic conditions, etc.

The building developer would have responsibility for creating the webpage so that it is up and running as soon as building tenants move in. More specific information can be added later to reflect any programs specific to certain building tenants. The Transportation Coordinator would be responsible for

adding new information to the website (or providing it to the website designer) so that the online kiosk remains current and informative.

Transportation Information Packet

In addition to the online information center, the transportation coordinator would provide "hard copy" transportation information packets to all employees upon initial occupancy of the building and later to all employees when they are first hired at one of the commercial spaces. Because all information would be available online, the welcome packets need not be a comprehensive stack of paper about all services available, which employees tend to disregard anyway. Instead, the New Employee Packet will provide a quick easy-to-read announcement of the most important features of the TDM program for employees to know about immediately. The packet would also include information regarding how to contact the transportation coordinator. New employees would also be advised to gather information regarding non-auto transportation alternatives from the on-site information board and/or online transportation kiosk.

5. On-Site Ride Matching Assistance

The transportation coordinator will distribute a carpool/vanpool matching application to all employees as part of the New Employee Information packets. The application will match employees who may be able to carpool or vanpool together. Some employees who may be reluctant to reach out to find carpool partners via the 511 RideMatch service (described in more detail below) may be more willing to fill out a form that will be administered by their transportation coordinator.

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This program should be promoted through the online kiosk. This free car and vanpool ride-matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment ZIP code, along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing car and vanpools in their residential area that may have vacancies. Ride-matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride and TwoGo, which utilize social networks to match commuters.

6. Trip Planning Resources

There are several free trip planning resources that tenants may not be aware of. Information on these services should be included in the welcome packets for new tenants. These include:

511 Transit Trip Planner

Online transit trip planning services are available to the greater San Francisco Bay Area through 511.org. Users enter their starting and ending points, and either the desired starting or ending trip time. The service can build an itinerary that best suits the user's preferences for the fastest trip, fewest transfers, or least walking.

511 Mobile

Many popular features from 511.org can be accessed using smart phones or mobile devices. With 511 Mobile, commuters can: (1) receive real-time transit departure predictions, (2) plan a public transit trip, (3) check real-time traffic conditions on the live traffic map, and (4) get current driving times for the most popular routes in the Bay Area.

511 Carpool Calculator

The 511 Carpool Calculator is a 511-sponsored online calculator that determines the cost of commuting by driving alone. Users input commute details such as the number of miles traveled to and from work, vehicle mileage, fuel cost, parking costs, and bridge tolls. The tool then calculates solo commuting costs and vehicle CO_2 emissions, as well as the potential savings by adding carpool partners.

Private Ride-Matching Resources

There are many free and commercial applications offering carpooling or discounted taxi services. These applications are created by third-party app developers for smart phone users. Carpooling applications include Carma and Slice Rides. Discounted taxi services include Uber, Lyft, and Sidecar Ride.

Summary of TDM Measures

The specific TDM measures recommended for the project are summarized below and are based on the measures specified in Subsections 20.90.220.A.1.c, d, and e, as well as Subsection 20.70.330.A.1 of the San Jose Code of Ordinances, which are aimed at achieving the proposed 33 percent parking reduction that can be granted by the City with implementation of a comprehensive TDM Plan. The proposed TDM Plan includes the following measures:

1. Bike Facilities and Resources
2. On-Site Showers and Lockers
3. Transit Subsidy
4. On-Site TDM Coordinator
5. On-Site Ride Matching Assistance
6. Trip Planning Resources

The primary purpose of the TDM plan is to reduce the project parking demand by at least 33 percent. Per Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

Implementation

The project applicant needs to submit this TDM Plan to the City of San Jose and would be responsible for ensuring that the TDM elements are incorporated into the project. After the development is constructed and occupied, the project applicant needs to identify a TDM coordinator. It is assumed that the property manager for the project would be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and tenants should be notified of the name and contact information of the new designated TDM coordinator.

Monitoring and Reporting

The TDM Plan would need to be re-evaluated annually for the life of the project. If it is determined that the 33 percent parking reduction is not being achieved, additional TDM measures, or a parking management plan would need to be introduced to ensure that the parking is being addressed by the project without the burden being placed on outside entities.

It is recommended that the designated TDM coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include the following components:

- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Parking Counts

Annual parking counts should be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces should be conducted between 10:00 AM and 3:00 PM. The goal of the TDM Plan is to avoid parking spillover. Thus, if the counts show that parking spaces are less than fully occupied (i.e., counts show one or more vacant spaces), it can be assumed that all parking demand is being accommodated on site, and the TDM Plan is effective. If parking spaces are 100 percent occupied, then spillover is likely occurring and the TDM Plan may need to be enhanced.

Annual Mode Share Survey

The annual survey would provide qualitative data regarding tenant perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey would also provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work) to commute to work, including the frequency of use. The mode share survey results would measure the relative effectiveness of individual program components and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager should submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.

6. Conclusions

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook.* Based on the City of San Jose's Transportation Analysis Policy and *Transportation Analysis Handbook*, the TA report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA).

CEQA Transportation Analysis

Project-Level VMT Impact Analysis

According to the screening criteria outlined in the Transportation Analysis Handbook 2018, local-serving retail developments are exempted from the CEQA transportation analysis. The project as proposed would contain 12,516 gross square feet of retail space on the ground floor of the office building within an established retail area (e.g. Santana Row, Westfield Valley Fair). Therefore, the retail component of the project is considered to be local serving and does not require a CEQA-level transportation analysis. However, the required LTA includes the entire project to identify operational issues that may arise due to the project.

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The threshold of significance for general employment uses is the existing regional average VMT level (14.37 per employee) minus 15 percent, which equates to 12.22 VMT per employee.

Based on the City of San Jose's VMT Evaluation Tool, the project as proposed is estimated to generate a total of 7.88 VMT per employee. The project-generated VMT per employee is lower than the average VMT per employee in this area due to the project's proposed Travel Demand Management (TDM) measures and the proposed reduction in the on-site vehicle parking supply. The estimated VMT per employee generated by the project (7.88) is less than the City's threshold of 12.22 VMT per employee. Thus, the project would have a less than significant impact on VMT.

A VMT impact analysis of the alternative office-only project scenario was also conducted. Based on the VMT Evaluation Tool, the project alternative would have similar results to that of the proposed project description, with a less than significant impact on VMT. Analysis results for the project alternative are provided in Appendix E.

Santa Clara Intersection Impact Analysis

Two of the study intersections are located in the City of Santa Clara. Given that Santa Clara has not adopted VMT and still uses intersection level of service to evaluate a project's CEQA transportation impact, the following two study intersections are subject to the City of Santa Clara level of service standards and CEQA significance criteria: Winchester Boulevard/Forest Avenue, and Winchester Boulevard/Dorcich Street.

When compared to the Santa Clara level of service standards and CEQA significance criteria, the two study intersections in the City of Santa Clara are expected to continue to operate at acceptable levels of service (LOS D or better) during the peak commute hours with the addition of trips generated by approved developments, the proposed project, and other pending developments in the vicinity. Therefore, the project would have a less than significant impact on intersection levels of service in Santa Clara.

Freeway Segment Analysis

The results of the freeway segment analysis show that the project would not result in a significant increase in traffic volume (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project. Thus, based on CMP freeway impact criteria, none of the freeway segments would be significantly impacted by the project.

Local Transportation Analysis

The project is considered to cause an adverse effect on intersection operations at the intersection of Winchester Boulevard and Stevens Creek Boulevard. Likewise, the combination of trips generated by the proposed project and other pending projects in the vicinity also would cause an adverse effect on intersection operations under cumulative plus project conditions. The project trips at this intersection comprise 33 percent of the increase in traffic beyond background conditions. Thus, the project is considered to have a substantial contribution to the adverse effect on cumulative intersection operations.

Recommended Measures to Address Adverse Intersection Operations Effects

The proposed project will include TDM measures to avoid the adverse effect on intersection operations. Implementation of the following TDM measures combined with the limited parking supply, would reduce project-generated vehicle trips by a total of 39.8% (27.3% reduction for TDM and 12.5% reduction for limited parking supply).

- Bike parking (22 spaces per San Jose's Zoning Code Section 20.90.060B),
- Showers and changing room (2 showers per San Jose Zoning Code Section 20.90.066),
- Commute trip reduction marketing and education programs (100 percent of eligible employees),
- Ridesharing programs (100 percent of eligible employees), and
- Subsidized transit passes (by 50 percent or more).

This reduction would be to avoid the adverse effect on intersection operations at this location.

Winchester Boulevard/I-280 Northbound Off-Ramp Impact Fee

Based on the site location, the proposed project is estimated to add new vehicles trips to the Winchester Boulevard/I-280 northbound off-ramp, and therefore would be subject to the *Interstate 280-Winchester Boulevard Transportation Development Policy* (TDP). Based on the trip distribution pattern

and trip assignment described above, the project is expected to add a total of three trips to the new off-ramp during the PM peak hour. Therefore, the project would be required to pay $76,923 to help fund the intersection improvements discussed in the TDP.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project site plans do not show any access control (gates) for the underground parking garage. Neither the proposed project nor the alternative project scenario would have an adverse effect on the existing transit services, pedestrian facilities, or bicycle facilities in the study area. However, the following recommendations were identified for the currently proposed project as well as the alternative office-only project scenario to address issues associated with intersection queueing, site access, on-site circulation, and parking:

- The proposed project, along with other approved projects in the vicinity, is expected to contribute to a future queue storage deficiency at the Winchester Boulevard/Olin Avenue intersection. There is space in the median on Winchester Boulevard to extend the southbound left-turn/U-turn pocket by at least 150 feet (75 feet in each lane), which would accommodate the projected 95th percentile queue. Therefore, the project should contribute to any planned effort to extend the southbound left-turn pocket to ensure sufficient storage is provided and to lessen the expected effect on traffic operations at the study intersection.

- The project site plan should be revised to meet the City's minimum requirement of 26 feet for a two-way driveway.

- The project site plan should be revised to adhere to the City's minimum aisle width of 26 feet for two-way drive aisles where 90-degree parking is provided.

- The project should consider providing digital signage at the parking structure entrances indicating in real-time the number of available stalls.

- Larger turning-radii and wider drive aisles are recommended at the bottom of the parking garage ramp and throughout the parking structure to better serve both inbound and outbound vehicles. The project should also consider including convex mirrors at appropriate locations to assist drivers with blind turns within the parking garage.

- The project site plan should be revised to adhere to the CBC accessible parking provisions. However, it should be noted that if the proposed project is granted a parking reduction, then the proposed ADA accessible parking supply would be adequate.

- Additional standard (non-lift and non-tandem) parking stalls should be provided for short-term use by retail patrons and office visitors. The standard parking spaces should be signed for two-hour parking since parking would be shared between the office and retail component. This would help with parking turnover and keep spaces available for customers and visitors.

- Any tandem parking spaces should be designated for either retail employees or an individual office tenant to avoid vehicles being unwittingly blocked in.

- The project site plan should be revised to adhere to the City's Bicycle Parking Standards. While the required number of long-term spaces would be satisfied, the required short-term bicycle

parking spaces would not be met. The project is required to provide a total of 21 spaces, including 17 short-term spaces and 4 long-term spaces.

- The project site plan should be revised to meet the City's Motorcycle Parking Standards.

335 S. Winchester Boulevard
Mixed-Use Project Transportation Analysis
Technical Appendices

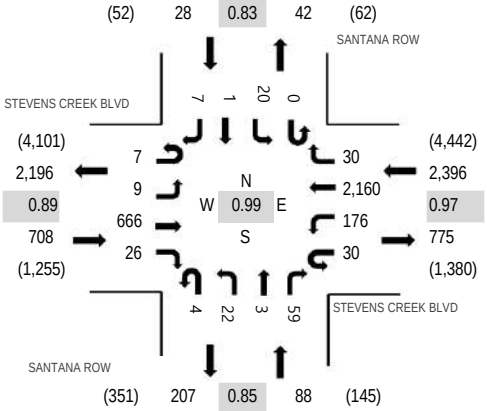
March 25, 2019

Appendix A
New Traffic Counts

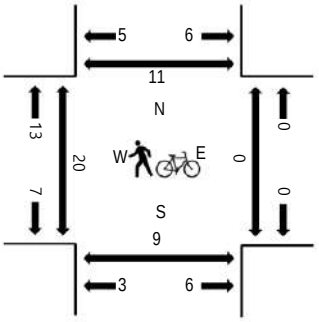
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 SANTANA ROW & STEVENS CREEK BLVD AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				SANTANA ROW Northbound				SANTANA ROW Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	103	4	1	26	427	3	0	2	0	8	0	2	0	0	577	2,674	1	0	1	0
7:15 AM	0	1	117	4	7	26	517	5	0	2	0	9	0	5	0	0	693	2,911	0	0	1	0
7:30 AM	0	0	132	7	3	29	519	4	0	5	1	10	0	5	1	1	717	3,021	2	0	2	0
7:45 AM	0	0	173	5	6	42	426	5	0	1	0	19	0	5	0	5	687	3,104	3	0	1	1
8:00 AM	0	3	154	8	6	40	566	5	0	7	0	19	0	5	0	1	814	3,220	2	0	0	1
8:15 AM	1	2	163	10	7	41	547	6	0	9	2	5	0	8	1	1	803		11	0	2	7
8:30 AM	2	2	195	5	7	28	526	6	1	4	0	18	0	4	0	2	800		1	0	0	0
8:45 AM	4	2	154	3	10	67	521	13	3	2	1	17	0	3	0	3	803		5	0	7	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	8	0	1	0	10	0	0	1	0	0	0	0	0	0	20
Lights	7	8	629	25	28	173	2,113	30	4	21	3	57	0	19	1	7	3,125
Mediums	0	1	29	1	1	3	37	0	0	0	0	2	0	1	0	0	75
Total	7	9	666	26	30	176	2,160	30	4	22	3	59	0	20	1	7	3,220

All Traffic Data Services Inc.
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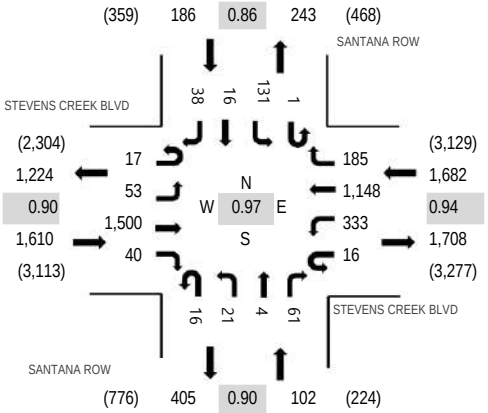
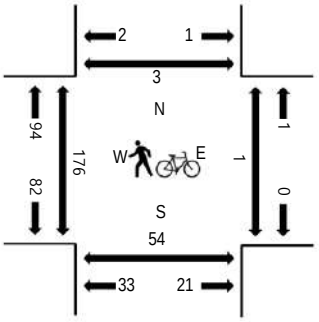
Location: 1 SANTANA ROW & STEVENS CREEK BLVD PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				SANTANA ROW Northbound				SANTANA ROW Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	6	13	344	21	6	59	221	43	1	9	4	20	0	35	4	9	795	3,245	45	0	11	1
4:15 PM	10	13	336	22	2	79	267	41	1	9	0	18	0	32	2	7	839	3,302	63	0	15	0
4:30 PM	7	18	333	13	5	63	221	46	0	8	2	19	0	32	7	8	782	3,387	53	0	7	1
4:45 PM	8	11	331	17	7	78	278	31	0	5	3	23	0	26	4	7	829	3,497	62	0	12	2
5:00 PM	4	10	364	10	5	79	262	45	4	8	0	13	1	35	2	10	852	3,580	32	0	13	1
5:15 PM	4	19	417	7	3	74	283	43	7	4	2	16	0	32	4	9	924		41	0	12	1
5:30 PM	4	11	338	8	6	92	308	43	2	5	2	19	0	32	7	15	892		59	0	12	0
5:45 PM	5	13	381	15	2	88	295	54	3	4	0	13	0	32	3	4	912		43	1	17	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	17	53	1,483	40	16	332	1,139	185	16	21	4	60	1	131	16	38	3,552
Mediums	0	0	16	0	0	1	9	0	0	0	0	1	0	0	0	0	27
Total	17	53	1,500	40	16	333	1,148	185	16	21	4	61	1	131	16	38	3,580

All Traffic Data Services Inc.
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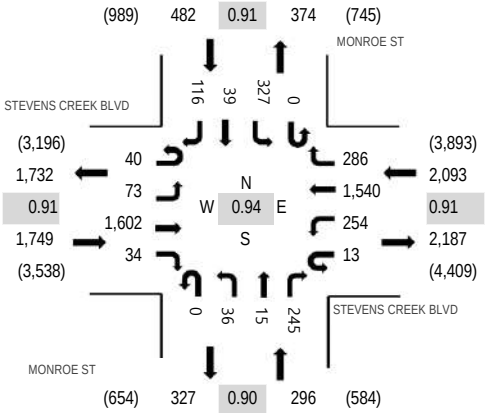
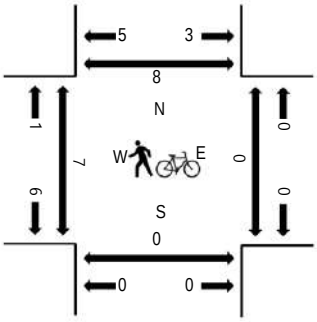
Location: 2 MONROE ST & STEVENS CREEK BLVD PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				MONROE ST Northbound				MONROE ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	15	13	437	7	4	63	273	63	0	4	6	53	0	87	7	32	1,064	4,384	5	0	4	3
4:15 PM	19	15	403	5	6	60	353	77	0	5	1	68	0	82	8	31	1,133	4,555	2	0	3	4
4:30 PM	18	29	426	9	2	65	303	68	0	7	6	67	0	78	8	35	1,121	4,503	1	0	2	0
4:45 PM	10	17	357	9	3	73	314	73	0	11	2	58	1	91	13	34	1,066	4,553	0	0	2	0
5:00 PM	14	18	454	10	6	61	388	78	0	6	6	74	0	83	10	27	1,235	4,620	0	0	0	1
5:15 PM	6	19	392	5	2	69	338	58	0	13	2	57	0	78	9	33	1,081		0	0	0	2
5:30 PM	9	17	397	11	0	64	433	81	0	4	4	49	0	68	6	28	1,171		1	0	0	0
5:45 PM	11	19	359	8	5	60	381	69	0	13	3	65	0	98	14	28	1,133		4	0	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	40	72	1,584	33	13	254	1,528	284	0	36	15	244	0	327	39	116	4,585
Mediums	0	1	17	1	0	0	12	2	0	0	0	1	0	0	0	0	34
Total	40	73	1,602	34	13	254	1,540	286	0	36	15	245	0	327	39	116	4,620

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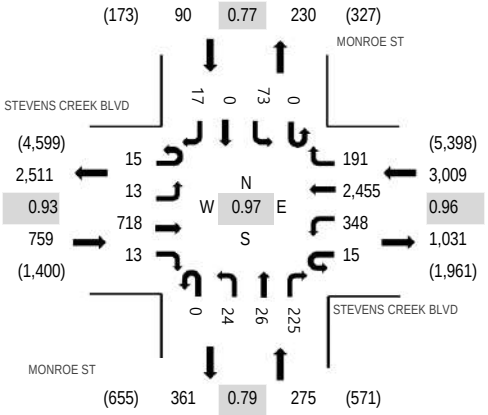
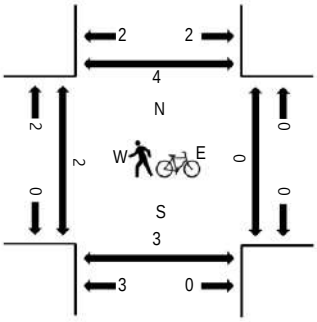
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				MONROE ST Northbound				MONROE ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	0	119	4	1	62	481	2	0	3	0	47	0	13	0	3	736	3,409	1	0	0	0
7:15 AM	2	3	139	3	2	60	545	11	0	8	4	56	0	13	1	3	850	3,731	1	0	0	1
7:30 AM	2	0	154	2	1	85	536	18	0	2	1	72	0	13	1	4	891	3,830	0	0	5	0
7:45 AM	5	11	191	5	2	71	489	23	0	2	6	95	18	12	0	2	932	4,008	2	0	2	1
8:00 AM	3	1	189	2	6	93	625	45	0	6	5	65	0	14	0	4	1,058	4,133	2	0	1	1
8:15 AM	5	5	161	0	2	82	563	34	0	5	5	61	0	23	0	3	949		0	0	0	1
8:30 AM	4	5	193	5	2	89	640	49	0	10	5	44	0	20	0	3	1,069		0	0	2	0
8:45 AM	3	2	175	6	5	84	627	63	0	3	11	55	0	16	0	7	1,057		0	0	0	0

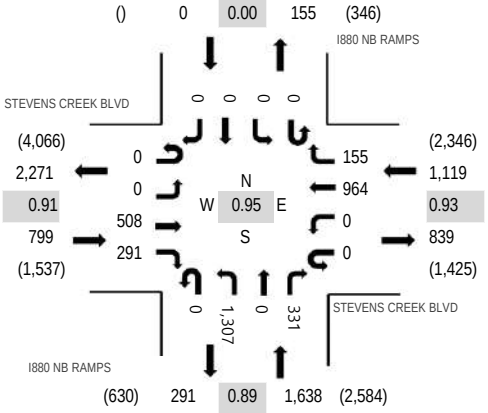
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	2	13	0	0	0	0	1	0	0	0	0	21
Lights	15	12	691	13	15	341	2,396	190	0	24	26	220	0	72	0	15	4,030
Mediums	0	1	22	0	0	5	46	1	0	0	0	4	0	1	0	2	82
Total	15	13	718	13	15	348	2,455	191	0	24	26	225	0	73	0	17	4,133

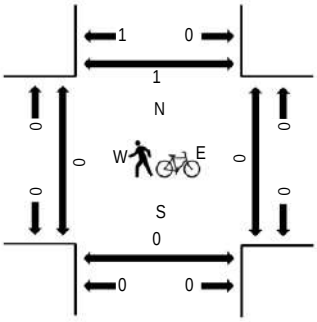
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 3 I880 NB RAMPS & STEVENS CREEK BLVD AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I880 NB RAMPS Northbound				I880 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	55	80	0	0	217	49	0	171	0	27	0	0	0	0	599	2,911	0	0	0	0
7:15 AM	0	0	81	83	0	0	273	39	0	162	0	32	0	0	0	0	670	3,225	0	0	0	0
7:30 AM	0	0	104	98	0	0	281	62	0	192	0	43	0	0	0	0	780	3,419	0	0	0	0
7:45 AM	0	0	159	78	0	0	265	41	0	234	0	85	0	0	0	0	862	3,483	0	0	0	0
8:00 AM	0	0	135	78	0	0	273	43	0	321	0	63	0	0	0	0	913	3,556	0	0	0	1
8:15 AM	0	0	127	79	0	0	209	38	0	323	0	88	0	0	0	0	864		0	0	0	0
8:30 AM	0	0	123	67	0	0	226	43	0	307	0	78	0	0	0	0	844		0	0	0	0
8:45 AM	0	0	123	67	0	0	256	31	0	356	0	102	0	0	0	0	935		0	0	0	0

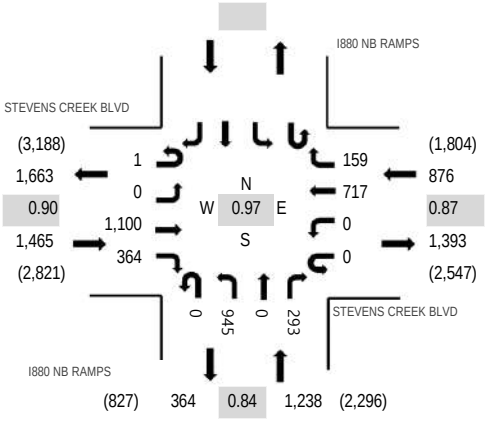
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	8	0	0	0	1	0	2	0	0	0	0	0	0	15
Lights	0	0	491	278	0	0	942	152	0	1,293	0	329	0	0	0	0	3,485
Mediums	0	0	13	5	0	0	22	2	0	12	0	2	0	0	0	0	56
Total	0	0	508	291	0	0	964	155	0	1,307	0	331	0	0	0	0	3,556

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

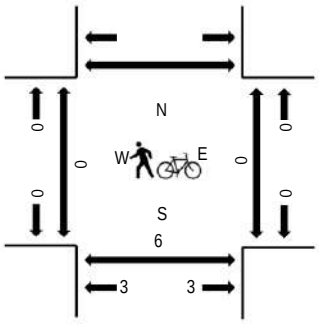
Location: 4 I880 NB RAMPS & STEVENS CREEK BLVD PM
Date and Start Time: Tuesday, April 24, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I880 NB RAMPS Northbound				I880 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	238	131	0	0	201	53	0	178	0	80					881	3,342	0	0	0	
4:15 PM	0	0	198	121	0	0	201	49	0	210	0	70					849	3,365	0	0	0	
4:30 PM	0	0	205	111	0	0	177	49	0	201	0	57					800	3,441	0	0	0	
4:45 PM	0	0	252	100	0	0	149	49	0	208	0	54					812	3,542	0	0	3	
5:00 PM	1	0	253	105	0	0	206	64	0	208	0	67					904	3,579	0	0	0	
5:15 PM	0	0	314	94	0	0	190	40	0	215	0	72					925		0	0	3	
5:30 PM	0	0	272	69	0	0	162	30	0	273	0	95					901		0	0	1	
5:45 PM	0	0	261	96	0	0	159	25	0	249	0	59					849		0	0	1	

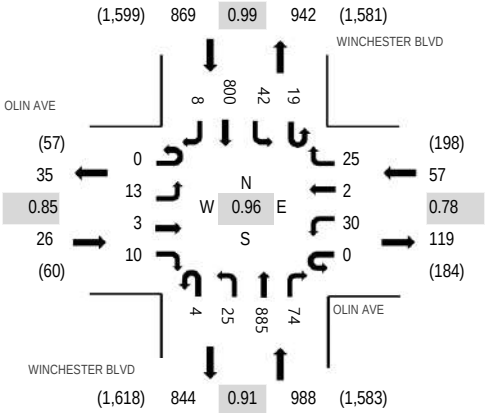
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0					1
Lights	1	0	1,084	362	0	0	712	159	0	942	0	290					3,550
Mediums	0	0	16	2	0	0	5	0	0	2	0	3					28
Total	1	0	1,100	364	0	0	717	159	0	945	0	293					3,579

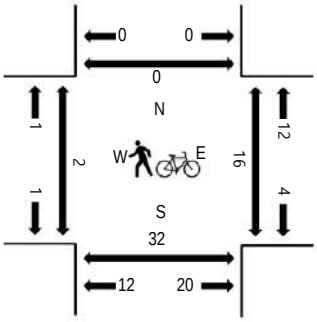
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 4 WINCHESTER BLVD & OLIN AVE AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLIN AVE Eastbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	10	0	17	0	13	0	4	84	13	1	4	126	2	274	1,500	0	4	3	0
7:15 AM	0	0	0	5	0	20	1	16	0	2	101	8	4	5	164	1	327	1,690	0	3	5	0
7:30 AM	0	4	0	5	0	17	2	26	0	3	161	3	3	7	198	1	430	1,834	0	4	3	0
7:45 AM	0	3	0	7	0	12	0	17	1	2	199	14	7	11	192	4	469	1,907	0	3	6	0
8:00 AM	0	5	2	0	0	2	1	3	0	7	205	25	2	9	200	3	464	1,940	0	4	8	0
8:15 AM	0	0	1	5	0	0	0	0	1	3	225	17	4	13	200	2	471		2	4	6	0
8:30 AM	0	4	0	0	0	2	0	9	1	11	244	15	4	9	202	2	503		0	4	5	0
8:45 AM	0	4	0	5	0	26	1	13	2	4	211	17	9	11	198	1	502		0	3	12	0

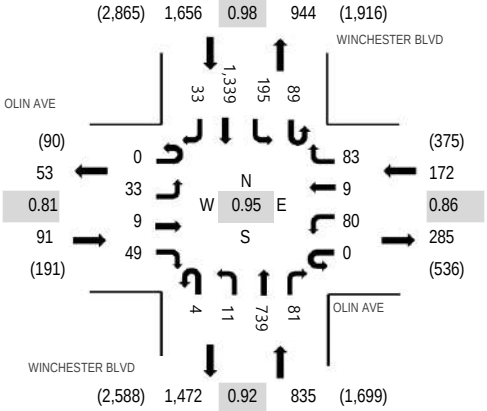
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	1	3	0	0	8	1	1	0	5	1	21
Lights	0	12	3	10	0	30	1	21	4	24	864	69	18	40	771	6	1,873
Mediums	0	0	0	0	0	0	0	1	0	1	13	4	0	2	24	1	46
Total	0	13	3	10	0	30	2	25	4	25	885	74	19	42	800	8	1,940

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

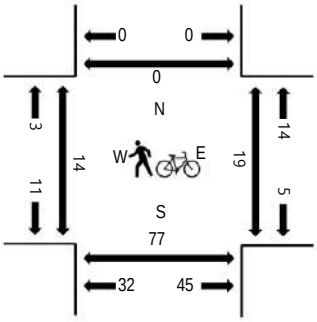
Location: 4 WINCHESTER BLVD & OLIN AVE PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	OLIN AVE Eastbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	14	4	13	0	22	0	30	1	2	178	32	19	32	232	6	585	2,376	0	13	33	0
4:15 PM	0	8	2	9	0	24	1	23	0	0	182	16	16	23	241	7	552	2,516	0	5	17	0
4:30 PM	0	10	1	13	0	24	0	35	0	5	191	27	15	47	250	4	622	2,607	0	9	16	0
4:45 PM	0	12	0	14	0	26	1	17	1	3	208	18	14	49	246	8	617	2,700	1	8	31	1
5:00 PM	0	10	0	7	0	19	2	27	0	6	216	21	12	43	351	11	725	2,754	4	4	15	0
5:15 PM	0	7	3	16	0	17	1	22	2	1	158	19	24	42	325	6	643		2	6	15	0
5:30 PM	0	7	4	15	0	22	3	23	0	4	194	23	18	49	341	12	715		5	2	18	0
5:45 PM	0	9	2	11	0	22	3	11	2	0	171	18	35	61	322	4	671		2	5	28	0

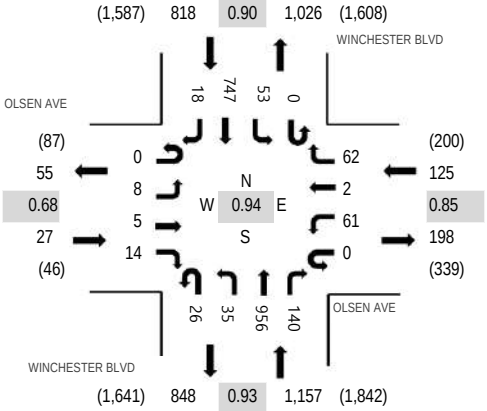
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	33	9	48	0	80	9	83	4	11	721	79	89	194	1,330	33	2,723
Mediums	0	0	0	1	0	0	0	0	0	0	16	2	0	1	8	0	28
Total	0	33	9	49	0	80	9	83	4	11	739	81	89	195	1,339	33	2,754

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

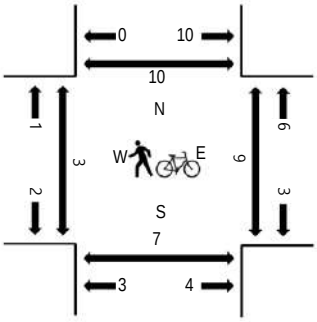
Location: 5 WINCHESTER BLVD & OLSEN AVE AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	OLSEN AVE Eastbound				OLSEN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	4	0	4	1	6	9	4	98	16	0	12	127	4	285	1,548	0	2	2	5
7:15 AM	0	2	0	4	0	14	0	5	9	3	102	19	0	12	169	2	341	1,768	1	2	0	4
7:30 AM	0	0	0	5	0	5	1	10	5	4	148	29	1	14	211	3	436	1,927	0	3	0	2
7:45 AM	0	1	1	2	0	21	0	8	2	6	201	30	0	8	202	4	486	2,055	0	2	1	8
8:00 AM	0	1	1	1	0	26	0	12	3	6	232	23	0	9	186	5	505	2,127	1	1	1	0
8:15 AM	0	3	1	6	0	6	1	19	7	7	233	34	0	12	168	3	500		1	3	3	5
8:30 AM	0	3	2	4	0	22	1	16	9	6	250	46	0	12	187	6	564		0	3	1	1
8:45 AM	0	1	1	3	0	7	0	15	7	16	241	37	0	20	206	4	558		1	2	2	4

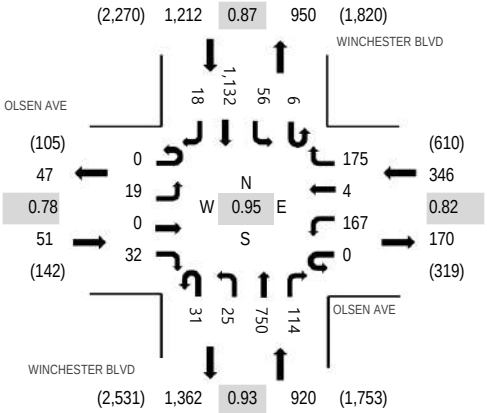
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	0	2	0	0	2	0	0	2	2	1	11
Lights	0	8	0	13	0	59	0	52	26	35	935	137	0	48	725	16	2,054
Mediums	0	0	4	1	0	1	2	8	0	0	19	3	0	3	20	1	62
Total	0	8	5	14	0	61	2	62	26	35	956	140	0	53	747	18	2,127

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

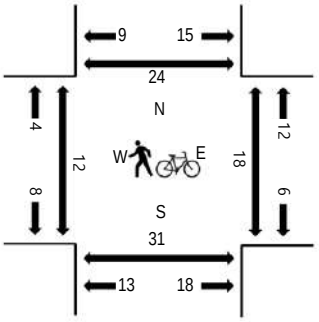
Location: 5 WINCHESTER BLVD & OLSEN AVE PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	OLSEN AVE Eastbound				OLSEN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	14	1	14	0	24	0	35	0	9	184	25	1	7	234	7	555	2,304	2	4	3	11
4:15 PM	0	5	3	14	0	28	1	40	4	5	149	28	0	11	256	8	552	2,402	0	2	7	9
4:30 PM	0	11	1	10	0	41	1	35	2	5	171	26	0	9	248	7	567	2,429	9	0	13	11
4:45 PM	0	7	0	10	0	30	1	45	8	7	202	29	1	9	275	6	630	2,529	8	5	8	10
5:00 PM	0	4	0	5	0	57	0	48	9	2	179	33	1	16	294	5	653	2,471	1	2	10	2
5:15 PM	0	6	0	8	0	30	1	40	8	10	191	30	1	11	240	3	579		0	4	9	6
5:30 PM	0	2	0	9	0	50	2	42	6	6	178	22	3	20	323	4	667		2	4	2	5
5:45 PM	0	5	0	13	0	27	3	29	1	9	188	27	3	11	253	3	572		5	4	7	15

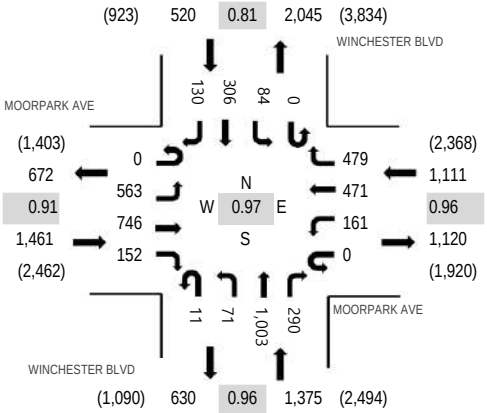
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	19	0	31	0	167	3	175	31	25	734	114	6	55	1,125	18	2,503
Mediums	0	0	0	1	0	0	1	0	0	0	15	0	0	1	6	0	24
Total	0	19	0	32	0	167	4	175	31	25	750	114	6	56	1,132	18	2,529

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

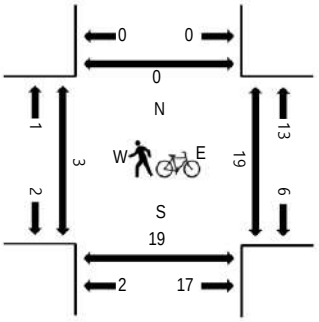
Location: 6 WINCHESTER BLVD & MOORPARK AVE AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	72	92	24	0	31	130	143	1	8	177	44	0	21	28	12	783	3,814	0	1	2	0
7:15 AM	0	80	111	26	0	24	139	153	2	13	186	43	0	18	44	27	866	4,176	1	1	2	0
7:30 AM	0	87	139	43	1	37	163	108	2	10	225	69	0	19	67	48	1,018	4,401	0	2	1	0
7:45 AM	0	141	190	46	0	44	151	95	4	23	212	71	0	24	90	56	1,147	4,467	0	2	2	0
8:00 AM	0	142	227	31	0	34	103	134	3	19	246	77	0	15	80	34	1,145	4,433	0	3	3	0
8:15 AM	0	137	176	41	0	37	112	119	3	13	265	73	0	26	70	19	1,091		1	5	2	0
8:30 AM	0	143	153	34	0	46	105	131	1	16	280	69	0	19	66	21	1,084		1	4	4	0
8:45 AM	0	141	151	35	0	30	139	159	1	14	258	66	0	26	65	28	1,113		2	2	2	0

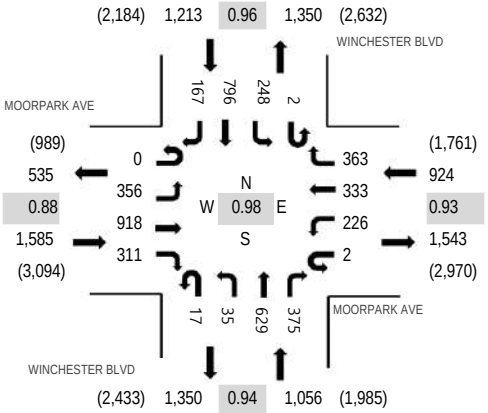
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	1	0	1	0	0	0	0	2	0	0	0	1	0	9
Lights	0	554	733	147	0	156	462	475	11	69	981	284	0	84	295	129	4,380
Mediums	0	8	10	4	0	4	9	4	0	2	20	6	0	0	10	1	78
Total	0	563	746	152	0	161	471	479	11	71	1,003	290	0	84	306	130	4,467

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

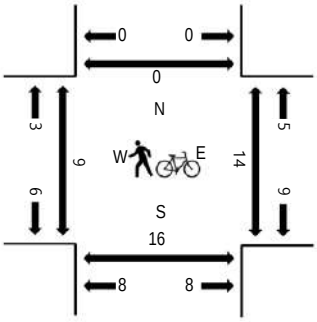
Location: 6 WINCHESTER BLVD & MOORPARK AVE PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	99	237	58	0	40	79	86	4	11	123	90	0	49	120	32	1,028	4,246	1	0	0	0
4:15 PM	0	69	212	66	0	56	63	73	6	7	148	70	1	48	181	36	1,036	4,422	1	0	1	0
4:30 PM	0	93	246	57	1	53	56	92	4	15	131	78	0	48	160	38	1,072	4,576	1	0	11	0
4:45 PM	0	97	212	63	0	53	65	120	0	12	149	81	1	55	162	40	1,110	4,673	0	0	2	0
5:00 PM	0	86	245	67	0	65	80	90	2	11	178	82	1	55	200	42	1,204	4,778	2	2	4	0
5:15 PM	0	93	197	100	1	51	100	106	2	6	147	93	1	63	186	44	1,190		2	4	3	0
5:30 PM	0	82	200	63	1	69	73	84	9	8	170	94	0	63	208	45	1,169		1	2	4	0
5:45 PM	0	95	276	81	0	41	80	83	4	10	134	106	0	67	202	36	1,215		4	4	3	0

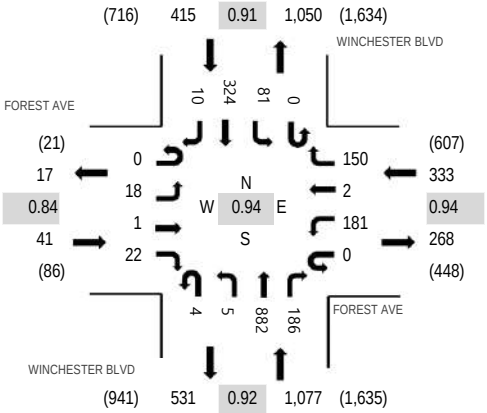
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3
Lights	0	350	911	307	2	223	332	361	17	35	613	370	2	248	791	165	4,727
Mediums	0	6	6	4	0	3	1	2	0	0	15	5	0	0	4	2	48
Total	0	356	918	311	2	226	333	363	17	35	629	375	2	248	796	167	4,778

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

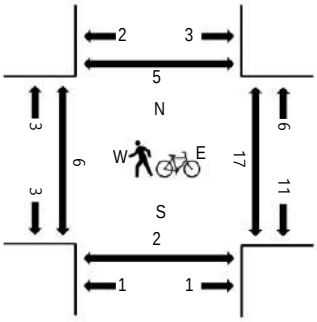
Location: 7 WINCHESTER BLVD & FOREST AVE AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FOREST AVE Eastbound				FOREST AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	0	0	27	0	25	0	0	50	21	0	9	51	1	185	1,178	2	0	0	0
7:15 AM	0	4	1	7	0	28	0	26	0	0	77	31	0	9	59	1	243	1,444	1	1	0	0
7:30 AM	0	10	1	4	0	41	0	38	0	0	131	26	0	16	56	0	323	1,697	0	1	0	1
7:45 AM	0	4	1	12	0	50	0	39	0	0	179	43	0	22	75	2	427	1,850	0	2	0	0
8:00 AM	0	5	0	8	0	37	1	41	1	2	226	36	0	15	74	5	451	1,866	2	3	0	0
8:15 AM	0	5	1	4	0	51	0	27	1	2	241	50	0	18	93	3	496		1	6	0	3
8:30 AM	0	3	0	6	0	41	1	45	0	1	236	42	0	19	81	1	476		0	5	1	0
8:45 AM	0	5	0	4	0	52	0	37	2	0	179	58	0	29	76	1	443		2	1	1	1

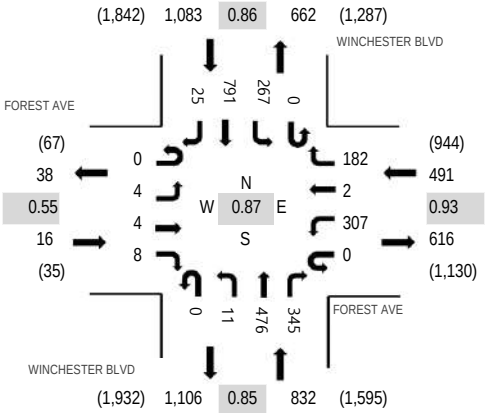
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	5
Lights	0	18	1	22	0	165	2	145	4	5	871	174	0	79	316	9	1,811
Mediums	0	0	0	0	0	12	0	5	0	0	10	12	0	2	8	1	50
Total	0	18	1	22	0	181	2	150	4	5	882	186	0	81	324	10	1,866

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

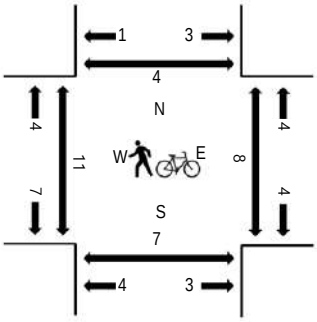
Location: 7 WINCHESTER BLVD & FOREST AVE PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FOREST AVE Eastbound				FOREST AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	1	1	0	74	0	42	0	4	102	63	0	54	105	6	452	1,994	0	1	0	0
4:15 PM	0	0	1	1	0	63	1	38	1	2	107	87	0	50	137	5	493	2,068	0	3	0	0
4:30 PM	0	4	1	5	0	67	0	36	0	2	127	70	0	50	135	5	502	2,154	0	2	3	2
4:45 PM	0	2	0	3	0	82	0	50	0	3	117	78	0	59	152	1	547	2,345	3	2	0	1
5:00 PM	0	0	1	1	0	66	2	45	0	1	117	77	0	58	149	9	526	2,422	4	3	3	0
5:15 PM	0	1	1	3	0	90	0	46	0	5	107	86	0	57	177	6	579		2	2	0	2
5:30 PM	0	1	2	2	0	72	0	52	0	2	144	102	0	73	238	5	693		2	1	2	2
5:45 PM	0	2	0	2	0	79	0	39	0	3	108	80	0	79	227	5	624		2	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	4	4	7	0	299	2	176	0	11	468	335	0	263	786	24	2,379
Mediums	0	0	0	1	0	8	0	6	0	0	8	10	0	4	4	1	42
Total	0	4	4	8	0	307	2	182	0	11	476	345	0	267	791	25	2,422

Appendix B
Lists of Approved Projects

AM APPROVED TRIPS

04/27/2018

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	11	25	29	7	2	4	13	0	16	9	26
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	9	2	0	0	0	7	0	0	4	0
NSJ NORTH SAN JOSE	3	20	2	0	0	0	0	2	0	2	9	2
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	9	0	45	0	0	0	34	50	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	4	8	1	0	60	0	0	0	45	11	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	10	26	0	3	0	0	0	0	6	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	8	21	48	0	173	0	0	0	65	391	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	2	0	0	13	0	0	0	10	2	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	5	0	0	0	0	0	0	1	0	0	1	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	1	0	0	2	0	0	0	2	0	0	0

TOTAL:	**28**	**81**	**120**	**31**	**303**	**2**	**4**	**23**	**156**	**478**	**23**	**28**

	LEFT	THRU	RIGHT
NORTH	31	303	2
EAST	478	23	28
SOUTH	28	81	120
WEST	4	23	156

PM APPROVED TRIPS

04/27/2018

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	38	86	120	41	14	13	46	0	93	50	122
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	8	0	0	0	0	5	0	0	4	-1
NSJ NORTH SAN JOSE	1	1	1	3	10	1	0	3	1	14	22	5
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	32	43	48	0	25	0	0	0	19	29	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	42	57	10	0	18	0	0	0	12	3	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	6	15	0	11	0	0	0	0	29	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	58	154	348	0	29	0	0	0	11	66	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	8	11	2	0	2	0	0	0	2	0	0	0

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

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
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	2	1	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	1	0	8	0	0	0	6	1	0	0
TOTAL:	**148**	**318**	**519**	**123**	**144**	**15**	**13**	**56**	**52**	**235**	**76**	**126**

	LEFT	THRU	RIGHT
NORTH	123	144	15
EAST	235	76	126
SOUTH	148	318	519
WEST	13	56	52

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	9	0	8	12	54	0	0	42	14
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	0	0	18	0	0	5	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	13	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	1	0	0	11	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	26	0	0	6	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	48	0	0	391	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	1	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**1**	**0**	**0**	**9**	**0**	**8**	**12**	**167**	**0**	**0**	**520**	**14**

	LEFT	THRU	RIGHT
NORTH	9	0	8
EAST	0	520	14
SOUTH	1	0	0
WEST	12	167	0

PM APPROVED TRIPS

04/27/2018

Intersection of: MACY'S-SANTANA ROW/STEVENS CREEK

Traffix Node Number: 3816

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	55	0	46	42	210	0	0	220	51
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	0	0	12	0	0	3	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	7	0	3	37	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	48	0	0	29	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	10	0	1	3	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	15	0	0	29	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	348	0	0	66	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0

Intersection of: MACY'S-SANTANA ROW/STEVENS CREEK

Traffix Node Number: 3816

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
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	1	0
TOTAL:	**0**	**0**	**0**	**55**	**0**	**46**	**42**	**655**	**0**	**4**	**388**	**52**

	LEFT	THRU	RIGHT
NORTH	55	0	46
EAST	4	388	52
SOUTH	0	0	0
WEST	42	655	0

Intersection of: MONROE/STEVENS CREEK

Traffix Node Number: 3702

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	17	0	34	11	24	21	35	0	0	54	53
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	5	0	0	0	0	0	0	21	0	10	24	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	1	12	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	20	0	1	0	0	8	0	116	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	16	0	1	0	0	6	0	177	45	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	15	0	0	0	0	26	0	4	6	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	31	0	3	4	1	47	0	257	387	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	5	0	0	0	0	1	0	38	9	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	25	0	0	8	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	0	0	0	0	1	0	7	2	0

TOTAL:	**5**	**17**	**91**	**34**	**16**	**28**	**22**	**180**	**0**	**610**	**597**	**54**

	LEFT	THRU	RIGHT
NORTH	34	16	28
EAST	610	597	54
SOUTH	5	17	91
WEST	22	180	0

PM APPROVED TRIPS

Intersection of: MONROE/STEVENS CREEK

Traffix Node Number: 3702

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	59	0	199	64	99	101	205	0	0	189	184
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	3	0	0	0	0	0	0	26	0	8	20	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	4	31	6
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	111	0	1	0	0	48	0	66	28	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	1	165	0	0	0	0	42	0	48	14	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	9	0	0	0	0	15	0	17	29	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	2	230	0	1	1	4	344	0	44	66	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	32	0	0	0	0	8	0	7	2	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
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	16	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	23	0	0	0	0	6	0	23	6	0
TOTAL:	**3**	**63**	**570**	**199**	**66**	**100**	**105**	**711**	**0**	**217**	**401**	**190**

	LEFT	THRU	RIGHT
NORTH	199	66	100
EAST	217	401	190
SOUTH	3	63	570
WEST	105	711	0

Intersection of: 880/STEVENS CREEK (E)

Traffix Node Number: 4120

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
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	14	0	0	0	0	0	0	6	7	0	9	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	310	0	0	0	0	0	0	18	22	0	149	0
TOTAL:	**324**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**29**	**0**	**158**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	158	0
SOUTH	324	0	0
WEST	0	24	29

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
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	11	0	0	0	0	0	0	7	9	0	7	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	52	0	0	0	0	0	0	133	166	0	25	0
TOTAL:	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**140**	**175**	**0**	**32**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	32	0
SOUTH	63	0	0
WEST	0	140	175

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	32	0	29	39	0	75	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	11	0	13	9	0	22	0
NSJ NORTH SAN JOSE	0	0	0	0	0	15	0	6	4	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	48	0	15	14	0	118	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	62	0	12	12	0	159	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	9	0	41	0	0	1	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	186	0	40	38	0	459	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	14	0	4	3	0	34	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	5	0	16	8	0	2	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	2	0	2	2	0	6	0

TOTAL:	**0**	**0**	**0**	**0**	**0**	**384**	**0**	**178**	**129**	**0**	**876**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	384
EAST	0	876	0
SOUTH	0	0	0
WEST	0	178	129

PM APPROVED TRIPS

04/27/2018

Intersection of: 880/STEVENS CREEK

Traffix Node Number: 3056

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	84	0	130	174	0	196	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	10	0	16	10	0	18	0
NSJ NORTH SAN JOSE	0	0	0	0	0	43	0	6	2	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	27	0	83	77	0	67	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	16	0	108	100	0	46	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	42	0	23	0	0	3	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	32	0	299	276	0	77	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	2	0	21	19	0	6	0

Intersection of: 880/STEVENS CREEK

Traffix Node Number: 3056

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
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	11	0	6	3	0	5	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	8	0	15	14	0	20	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**275**	**0**	**707**	**675**	**0**	**438**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	275
EAST	0	438	0
SOUTH	0	0	0
WEST	0	707	675

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	0	0	2	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	9	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	26	0	0	4	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	22	0	0	129	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	14	0	0	117	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	136	46	0	0	378	252	30	0	16	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	0	25	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	1	0	0	0	0	0	0	5	0	2
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	4	0	0	0	0	0	0	0

TOTAL:	**136**	**161**	**1**	**0**	**659**	**252**	**30**	**0**	**16**	**5**	**0**	**2**

	LEFT	THRU	RIGHT
NORTH	0	659	252
EAST	5	0	2
SOUTH	136	161	1
WEST	30	0	16

PM APPROVED TRIPS

04/27/2018

Intersection of: OLIN/WINCHESTER

Traffix Node Number: 3726

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	0	0	3	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	8	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	0	1	24	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	123	0	0	73	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	108	0	0	33	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	21	338	0	0	66	41	225	0	122	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	21	0	0	4	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	3	0	0	0	0	0	0	2	0	1

Intersection of: OLIN/WINCHESTER

Traffix Node Number: 3726

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
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	0	15	0	0	0	0	0	0	0
TOTAL:	**21**	**710**	**3**	**1**	**218**	**41**	**225**	**0**	**122**	**2**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	1	218	41
EAST	2	0	1
SOUTH	21	710	3
WEST	225	0	122

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	0	0	23	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	9	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	1	25	0	0	4	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	129	0	0	0	0	0	12	0	22
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	6	0	64	52	0	0	0	0	0	0	9
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	36	0	0	9	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	409	136	0	0	16	378	46	0	49	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	14	11	0	0	0	0	0	0	2
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	1	0	5	0	0	0	0	5	0	2
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	2	2	0	0	0	0	0	0	1

TOTAL:	**410**	**252**	**1**	**209**	**122**	**378**	**46**	**0**	**49**	**17**	**0**	**36**

	LEFT	THRU	RIGHT
NORTH	209	122	378
EAST	17	0	36
SOUTH	410	252	1
WEST	46	0	49

PM APPROVED TRIPS

04/27/2018

Intersection of: OLSEN/WINCHESTER

Traffix Node Number: 3727

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	0	0	101	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	8	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	0	0	25	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	73	0	0	0	0	0	70	0	123
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	49	0	18	14	0	0	0	0	0	0	60
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	20	0	0	39	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	68	23	0	0	124	64	336	0	365	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	9	0	2	2	0	0	0	0	0	0	11

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
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	3	0	2	0	0	0	0	2	0	1
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	0	8	7	0	0	0	0	0	0	8
TOTAL:	**68**	**215**	**3**	**101**	**314**	**64**	**336**	**0**	**365**	**72**	**0**	**203**

	LEFT	THRU	RIGHT
NORTH	101	314	64
EAST	72	0	203
SOUTH	68	215	3
WEST	336	0	365

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	21	0	0	14	6	31	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	3	0	0	2	0	9	0	0	0	0	0
NSJ NORTH SAN JOSE	1	19	7	0	1	0	3	5	1	0	1	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	26	0	1	4	2	45	0	0	0	0	3
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	34	0	4	2	59	0	0	0	0	4
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	78	30	0	13	0	0	0	3	8	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	99	0	2	12	6	173	0	0	0	0	13
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	0	0	1	1	13	0	0	0	0	1
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	3	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	2	0	0	0	0	0

TOTAL:	**1**	**254**	**71**	**3**	**52**	**17**	**338**	**5**	**4**	**8**	**1**	**22**

	LEFT	THRU	RIGHT
NORTH	3	52	17
EAST	8	1	22
SOUTH	1	254	71
WEST	338	5	4

PM APPROVED TRIPS

04/27/2018

Intersection of: MOORPARK/WINCHESTER

Traffix Node Number: 3711

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
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	56	0	1	60	27	81	0	0	0	0	1
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	2	0	0	2	0	9	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	2	4	20	3	0	2	0	4	4	2
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	3	24	12	25	0	0	0	0	2
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	10	0	3	32	16	15	0	0	0	0	1
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	44	18	0	56	0	0	0	15	34	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	17	0	11	88	44	29	0	0	0	0	3
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	1	6	3	2	0	0	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
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	6	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	1	4	2	8	0	0	0	0	1
TOTAL:	**0**	**152**	**20**	**24**	**292**	**107**	**175**	**2**	**15**	**38**	**4**	**10**

	LEFT	THRU	RIGHT
NORTH	24	292	107
EAST	38	4	10
SOUTH	0	152	20
WEST	175	2	15

Intersection of: DORCICH/WINCHESTER

Traffix Node Number: 3452

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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	20	20	6	25	0	0	0	0	13	0	4
NSJ NORTH SAN JOSE	0	21	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**41**	**20**	**6**	**25**	**0**	**0**	**0**	**0**	**13**	**0**	**4**

	LEFT	THRU	RIGHT
NORTH	6	25	0
EAST	13	0	4
SOUTH	0	41	20
WEST	0	0	0

Intersection of: DORCICH/WINCHESTER

Traffix Node Number: 3452

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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	103	71	22	99	0	0	0	0	76	0	24
NSJ NORTH SAN JOSE	0	1	0	0	13	0	0	0	0	0	0	0
TOTAL:	**0**	**104**	**71**	**22**	**112**	**0**	**0**	**0**	**0**	**76**	**0**	**24**

	LEFT	THRU	RIGHT
NORTH	22	112	0
EAST	76	0	24
SOUTH	0	104	71
WEST	0	0	0

Intersection of: FOREST/WINCHESTER

Traffix Node Number: 3530

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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	16	8	25	25	0	0	0	0	6	0	16
NSJ NORTH SAN JOSE	0	18	3	0	1	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	1	0	39	0	0	0	0	6	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	7	0	0	53	0	0	0	0	7	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	18	2	0	151	0	0	0	0	21	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	11	0	0	0	0	2	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	2	0	0	0	0	0	0	0
TOTAL:	**0**	**69**	**14**	**25**	**282**	**0**	**0**	**0**	**0**	**42**	**0**	**16**

	LEFT	THRU	RIGHT
NORTH	25	282	0
EAST	42	0	16
SOUTH	0	69	14
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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	96	31	88	88	0	0	0	0	33	0	96
NSJ NORTH SAN JOSE	0	1	0	0	5	0	0	0	0	10	0	5
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	37	5	0	22	0	0	0	0	3	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	49	6	0	15	0	0	0	0	2	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	135	20	0	25	0	0	0	0	4	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	9	1	0	2	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	1	0	7	0	0	0	0	1	0	0
TOTAL:	**0**	**334**	**64**	**88**	**164**	**0**	**0**	**0**	**0**	**53**	**0**	**101**

	LEFT	THRU	RIGHT
NORTH	88	164	0
EAST	53	0	101
SOUTH	0	334	64
WEST	0	0	0

Appendix C
Volume Summary

Intersection Number: 1
Traffix Node Number: 3530
Intersection Name: Winchester Boulevard & Forest Avenue
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	10	324	81	150	2	181	186	882	9	22	1	18	1866
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	0	282	25	16	0	42	14	69	0	0	0	0	448
Remove Valley Fair Expansion	0	-25	-25	-16	0	-6	-8	-16	0	0	0	0	-96
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	22	22	14	0	5	7	14	0	0	0	0	84
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	4	0	0	0	1	0	5	0	0	0	0	10
Santa Clara ATI	0	13	0	0	0	1	0	5	0	0	1	4	24
Total Approved Trips	0	296	22	14	0	43	13	77	0	0	1	4	448
Background Conditions	10	620	103	164	2	224	199	959	9	22	2	22	2336
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	9	0	0	0	0	0	2	0	0	0	0	11
Existing + Project	10	333	81	150	2	181	186	884	9	22	1	18	1877
Background + Project	10	629	103	164	2	224	199	961	9	22	2	22	2347
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	3	2	0	0	1	1	0	0	5	10	3	10	35
Hemlock Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Baywood Hotel	0	2	0	0	0	0	0	1	0	0	0	0	3
Total Pending Trips	3	4	0	0	1	1	0	1	5	10	3	10	38
Cumulative Baseline Conditions	13	624	103	164	3	225	199	960	14	32	5	32	2374
Cumulative + Proj Conditions	13	633	103	164	3	225	199	962	14	32	5	32	2385
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 2
Traffix Node Number: 3452
Intersection Name: Winchester Boulevard & Dorcich Street
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 11/01/16
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	34	454	16	17	0	13	21	1013	39	32	0	20	1659
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	0	25	6	4	0	13	20	41	0	0	0	0	109
Remove Valley Fair Expansion	0	-25	-6	-4	0	-13	-20	-20	0	0	0	0	-88
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	22	6	4	0	11	18	18	0	0	0	0	79
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	5	0	0	0	0	0	5	0	0	0	0	10
Santa Clara ATI	0	27	0	0	0	0	0	14	0	0	0	0	41
Total Approved Trips	0	54	6	4	0	11	18	58	0	0	0	0	109
Background Conditions	34	508	22	21	0	24	39	1071	39	32	0	20	1810
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	9	0	0	0	0	0	2	0	0	0	0	11
Existing + Project	34	463	16	17	0	13	21	1015	39	32	0	20	1670
Background + Project	34	517	22	21	0	24	39	1073	39	32	0	20	1821
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	0	42	0	0	0	0	0	18	0	0	0	0	60
Hemlock Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Baywood Hotel	0	2	0	0	0	0	0	1	0	0	0	0	3
Total Pending Trips	0	44	0	0	0	0	0	19	0	0	0	0	63
Cumulative Baseline Conditions	34	552	22	21	0	24	39	1090	39	32	0	20	1873
Cumulative + Proj Conditions	34	561	22	21	0	24	39	1092	39	32	0	20	1884
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 3
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard & Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 10/11/16
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	72	277	94	275	1227	313	205	741	145	83	400	98	3930
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	2	303	31	28	23	478	120	81	28	156	23	4	1277
Remove Valley Fair Expansion	-2	-7	-29	-26	-9	-16	-25	-11	0	0	-13	-4	-142
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	2	6	25	23	8	14	22	10	0	0	12	3	125
Add 25% of Lots 9 and 17	0	20	0	0	0	4	0	3	1	15	0	0	43
Volar Mixed-Use	0	5	0	0	0	23	75	5	38	6	0	0	152
Santa Clara ATI	13	5	9	5	54	0	0	3	27	11	23	6	156
Total Approved Trips	15	332	36	30	76	503	192	91	94	188	45	9	1277
Background Conditions	87	609	130	305	1303	816	397	832	239	271	445	107	5541
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	9	0	0	0	38	7	2	18	11	0	0	85
Existing + Project	72	286	94	275	1227	351	212	743	163	94	400	98	4015
Background + Project	87	618	130	305	1303	854	404	834	257	282	445	107	5626
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	6	13	23	10	0	0	0	6	0	0	0	2	60
Hemlock Mixed-Use	0	0	2	1	2	0	1	0	0	0	2	0	8
Baywood Hotel	0	0	2	0	1	0	2	1	3	0	6	0	15
Total Pending Trips	6	13	27	11	3	0	3	7	3	0	8	2	83
Cumulative Baseline Conditions	93	622	157	316	1306	816	400	839	242	271	453	109	5624
Cumulative + Proj Conditions	93	631	157	316	1306	854	407	841	260	282	453	109	5709
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 4
Traffix Node Number: 3816
Intersection Name: Santana Row & Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	7	1	20	30	2160	206	59	3	26	26	666	16	3220
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	8	0	9	14	520	0	0	0	1	0	167	12	731
Remove Valley Fair Expansion	-8	0	-9	-14	-42	0	0	0	0	0	-54	-12	-139
Valley Fair Ex Reassignment	-1	0	-3	3	1	0	0	0	0	0	2	-2	0
Updated Valley Fair Expansion	7	0	8	13	37	0	0	0	0	0	48	11	124
Add 25% of Lots 9 and 17	0	0	0	0	4	0	0	0	0	0	0	0	4
Volar Mixed-Use	0	0	0	0	23	0	0	0	0	0	75	0	98
Santa Clara ATI	0	0	0	0	59	0	0	0	0	0	32	0	91
Total Approved Trips	6	0	5	16	602	0	0	0	1	0	270	9	731
Background Conditions	13	1	25	46	2762	206	59	3	27	26	936	25	4129
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	0	0	0	38	0	0	0	0	0	7	0	45
Existing + Project	7	1	20	30	2198	206	59	3	26	26	673	16	3265
Background + Project	13	1	25	46	2800	206	59	3	27	26	943	25	4174
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	0	0	0	0	10	0	0	0	0	0	23	0	33
Hemlock Mixed-Use	0	0	0	0	2	0	0	0	0	0	5	0	7
Baywood Hotel	0	0	0	0	1	0	0	0	0	0	9	0	10
Total Pending Trips	0	0	0	0	13	0	0	0	0	0	37	0	50
Cumulative Baseline Conditions	13	1	25	46	2775	206	59	3	27	26	973	25	4179
Cumulative + Proj Conditions	13	1	25	46	2813	206	59	3	27	26	980	25	4224
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 5
Traffix Node Number: 3702
Intersection Name: Monroe Street & Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	17	0	73	191	2455	363	225	26	24	13	718	28	4133
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	28	16	34	54	597	610	91	17	5	0	180	22	1654
Remove Valley Fair Expansion	-24	-11	-34	-53	-54	0	0	-17	0	0	-35	-21	-249
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	21	10	30	32	48	0	0	15	0	0	31	19	206
Add 25% of Lots 9 and 17	0	0	0	0	15	59	5	0	0	0	2	0	81
Volar Mixed-Use	0	0	0	0	23	6	0	0	0	0	75	0	104
Santa Clara ATI	0	0	0	0	59	0	0	0	0	0	32	0	91
Total Approved Trips	25	15	30	33	688	675	96	15	5	0	285	20	1654
Background Conditions	42	15	103	224	3143	1038	321	41	29	13	1003	48	6020
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	0	0	0	38	0	0	0	0	0	7	0	45
Existing + Project	17	0	73	191	2493	363	225	26	24	13	725	28	4178
Background + Project	42	15	103	224	3181	1038	321	41	29	13	1010	48	6065
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	0	0	0	0	10	0	0	0	0	0	23	0	33
Hemlock Mixed-Use	0	0	0	0	0	10	7	0	2	0	2	0	21
Baywood Hotel	0	0	0	0	23	0	0	0	0	0	16	1	40
Total Pending Trips	0	0	0	0	33	10	7	0	2	0	41	1	94
Cumulative Baseline Conditions	42	15	103	224	3176	1048	328	41	31	13	1044	49	6114
Cumulative + Proj Conditions	42	15	103	224	3214	1048	328	41	31	13	1051	49	6159
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 6
Traffix Node Number: 3056
Intersection Name: I-880 SB Ramps & Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 10/11/16
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	766	4	209	0	1965	173	0	0	0	463	605	0	4185
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	384	0	0	0	876	0	0	0	0	129	178	0	1567
Remove Valley Fair Expansion	-32	0	0	0	-75	0	0	0	0	-39	-29	0	-175
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	14	0	0	0	66	0	0	0	0	35	26	0	141
Add 25% of Lots 9 and 17	21	0	0	0	53	0	0	0	0	4	4	0	82
Volar Mixed-Use	11	0	0	0	18	0	0	0	0	40	35	0	104
Santa Clara ATI	18	0	0	0	40	0	0	0	0	15	16	0	89
Total Approved Trips	416	0	0	0	978	0	0	0	0	184	230	0	1567
Background Conditions	1182	4	209	0	2943	173	0	0	0	647	835	0	5993
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	11	0	0	0	27	0	0	0	0	4	4	0	46
Existing + Project	777	4	209	0	1992	173	0	0	0	467	609	0	4231
Background + Project	1193	4	209	0	2970	173	0	0	0	651	839	0	6039
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	4	0	0	0	6	0	0	0	0	11	12	0	33
Hemlock Mixed-Use	3	0	0	0	7	0	0	0	0	4	4	0	18
Baywood Hotel	8	0	0	0	15	0	0	0	0	7	9	0	39
Total Pending Trips	15	0	0	0	28	0	0	0	0	22	25	0	90
Cumulative Baseline Conditions	1197	4	209	0	2971	173	0	0	0	669	860	0	6083
Cumulative + Proj Conditions	1208	4	209	0	2998	173	0	0	0	673	864	0	6129
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 7
Traffix Node Number: 4120
Intersection Name: I-880 NB Ramps & Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	0	0	0	155	964	0	331	0	1307	291	508	0	3556
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	0	0	0	0	158	0	0	0	324	29	24	0	535
Remove Valley Fair Expansion	0	0	0	0	0	0	0	0	0	0	0	0	0
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	0	0	0	12	0	0	0	54	18	8	0	92
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	0	0	0	3	0	0	0	15	34	1	0	53
Santa Clara ATI	0	0	0	0	12	0	0	0	29	10	6	0	57
Total Approved Trips	0	0	0	0	185	0	0	0	422	91	39	0	535
Background Conditions	0	0	0	155	1149	0	331	0	1729	382	547	0	4293
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	0	0	0	9	0	0	0	19	2	2	0	32
Existing + Project	0	0	0	155	973	0	331	0	1326	293	510	0	3588
Background + Project	0	0	0	155	1158	0	331	0	1748	384	549	0	4325
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	0	0	0	0	2	0	0	0	5	8	4	0	19
Hemlock Mixed-Use	0	0	0	0	2	0	0	0	5	4	0	0	11
Baywood Hotel	0	0	0	0	6	0	0	0	10	5	4	0	25
Total Pending Trips	0	0	0	0	10	0	0	0	20	17	8	0	55
Cumulative Baseline Conditions	0	0	0	155	1159	0	331	0	1749	399	555	0	4348
Cumulative + Proj Conditions	0	0	0	155	1168	0	331	0	1768	401	557	0	4380
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 8
Traffix Node Number: 3726
Intersection Name: Winchester Boulevard & Olin Avenue
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	8	800	61	25	2	30	74	885	29	10	3	13	1940
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	252	659	0	2	0	5	1	161	136	16	0	30	1262
Remove Valley Fair Expansion	0	-23	0	0	0	0	0	-36	0	0	0	0	-59
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	20	0	0	0	0	0	31	0	0	0	0	51
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	24	33	0	0	0	0	17	0	0	0	0	74
Santa Clara ATI	0	16	0	0	0	0	0	30	0	0	0	0	46
Total Approved Trips	252	696	33	2	0	5	1	203	136	16	0	30	1262
Background Conditions	260	1496	94	27	2	35	75	1088	165	26	3	43	3314
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	3	11	0	0	0	0	16	0	0	0	0	30
Existing + Project	8	803	72	25	2	30	74	901	29	10	3	13	1970
Background + Project	260	1499	105	27	2	35	75	1104	165	26	3	43	3344
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	0	13	0	0	0	0	0	6	0	0	0	0	19
Hemlock Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Baywood Hotel	0	0	0	4	0	1	2	2	0	0	0	0	9
Total Pending Trips	0	13	0	4	0	1	2	9	0	0	0	0	29
Cumulative Baseline Conditions	260	1509	94	31	2	36	77	1097	165	26	3	43	3343
Cumulative + Proj Conditions	260	1512	105	31	2	36	77	1113	165	26	3	43	3373
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 9
Traffix Node Number: 3727
Intersection Name: Winchester Boulevard & Olsen Avenue
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	18	747	53	62	2	61	140	956	61	14	5	8	2127
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	378	122	209	36	0	17	1	252	410	49	0	46	1520
Remove Valley Fair Expansion	0	-23	0	0	0	0	0	-36	0	0	0	0	-59
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	20	0	0	0	0	0	31	0	0	0	0	51
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	24	0	0	0	0	0	17	0	0	0	0	41
Santa Clara ATI	0	16	0	0	0	0	0	30	0	0	0	0	46
Total Approved Trips	378	159	209	36	0	17	1	294	410	49	0	46	1520
Background Conditions	396	906	262	98	2	78	141	1250	471	63	5	54	3726
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	3	0	0	0	0	0	16	0	0	0	0	19
Existing + Project	18	750	53	62	2	61	140	972	61	14	5	8	2146
Background + Project	396	909	262	98	2	78	141	1266	471	63	5	54	3745
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	0	13	0	0	0	0	0	6	0	0	0	0	19
Hemlock Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	0	1
Baywood Hotel	0	1	0	0	0	1	2	3	0	0	0	0	7
Total Pending Trips	0	14	0	0	0	1	2	10	0	0	0	0	27
Cumulative Baseline Conditions	396	920	262	98	2	79	143	1260	471	63	5	54	3753
Cumulative + Proj Conditions	396	923	262	98	2	79	143	1276	471	63	5	54	3772
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 10
Traffix Node Number: 3711
Intersection Name: Winchester Boulevard & Moorpark Avenue
Peak Hour: AM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	130	306	84	479	471	161	290	1003	82	152	746	563	4467
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	17	52	3	22	1	8	71	254	1	4	5	338	776
Remove Valley Fair Expansion	-6	-14	0	0	0	0	0	-21	0	0	0	-31	-72
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	5	12	0	0	0	0	0	19	0	0	0	27	63
Add 25% of Lots 9 and 17	1	1	0	1	0	0	0	11	0	0	0	20	34
Volar Mixed-Use	0	1	0	0	0	0	0	2	0	0	0	8	11
Santa Clara ATI	0	6	0	0	0	0	0	12	0	0	0	18	36
Total Approved Trips	17	58	3	23	1	8	71	277	1	4	5	380	776
Background Conditions	147	364	87	502	472	169	361	1280	83	156	751	943	5315
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	1	0	1	0	0	0	6	0	0	0	9	17
Existing + Project	130	307	84	480	471	161	290	1009	82	152	746	572	4484
Background + Project	147	365	87	503	472	169	361	1286	83	156	751	952	5332
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	0	4	0	0	0	0	0	2	0	0	0	4	10
Hemlock Mixed-Use	0	0	0	0	0	0	0	1	0	0	0	3	4
Baywood Hotel	0	1	0	0	0	0	0	2	0	0	0	6	9
Total Pending Trips	0	5	0	0	0	0	0	5	0	0	0	13	23
Cumulative Baseline Conditions	147	369	87	502	472	169	361	1285	83	156	751	956	5338
Cumulative + Proj Conditions	147	370	87	503	472	169	361	1291	83	156	751	965	5355
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 1
Traffix Node Number: 3530
Intersection Name: Winchester Boulevard & Forest Avenue
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	25	791	267	182	2	307	345	476	11	8	4	4	2422
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	0	164	88	101	0	53	64	334	0	0	0	0	804
Remove Valley Fair Expansion	0	-88	-88	-96	0	-33	-31	-96	0	0	0	0	-432
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	84	84	91	0	32	30	91	0	0	0	0	412
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	12	0	0	0	1	1	9	0	0	0	0	23
Santa Clara ATI	0	19	0	0	0	3	0	13	0	0	3	12	50
Total Approved Trips	0	191	84	96	0	56	64	351	0	0	3	12	804
Background Conditions	25	982	351	278	2	363	409	827	11	8	7	16	3279
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	2	0	0	0	0	0	4	0	0	0	0	6
Existing + Project	25	793	267	182	2	307	345	480	11	8	4	4	2428
Background + Project	25	984	351	278	2	363	409	831	11	8	7	16	3285
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
90 N. Winchester Blvd (Agrihood)	9	3	0	0	2	1	0	0	17	6	2	7	47
Hemlock Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Baywood Hotel	0	2	0	0	0	0	0	2	0	0	0	0	4
Total Pending Trips	9	5	0	0	2	1	0	2	17	6	2	7	51
Cumulative Baseline Conditions	34	987	351	278	4	364	409	829	28	14	9	23	3330
Cumulative + Proj Conditions	34	989	351	278	4	364	409	833	28	14	9	23	3336
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 2
Traffix Node Number: 3452
Intersection Name: Winchester Boulevard & Dorcich Street
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 11/01/16
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	45	935	119	60	29	199	143	741	107	50	29	32	2489
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	0	25	6	4	0	13	20	41	0	0	0	0	109
Remove Valley Fair Expansion	0	-112	-22	-24	0	-76	-71	-104	0	0	0	0	-409
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	94	21	23	0	73	67	98	0	0	0	0	376
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	13	0	0	0	0	0	10	0	0	0	0	23
Santa Clara ATI	0	49	0	0	0	0	0	64	0	0	0	0	113
Total Approved Trips	0	69	5	3	0	10	16	109	0	0	0	0	109
Background Conditions	45	1004	124	63	29	209	159	850	107	50	29	32	2701
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	2	0	0	0	0	0	4	0	0	0	0	6
Existing + Project	45	937	119	60	29	199	143	745	107	50	29	32	2495
Background + Project	45	1006	124	63	29	209	159	854	107	50	29	32	2707
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	0	26	0	0	0	0	0	44	0	0	0	0	70
Hemlock Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Baywood Hotel	0	2	0	0	0	0	0	2	0	0	0	0	4
Total Pending Trips	0	28	0	0	0	0	0	46	0	0	0	0	74
Cumulative Baseline Conditions	45	1032	124	63	29	209	159	896	107	50	29	32	2775
Cumulative + Proj Conditions	45	1034	124	63	29	209	159	900	107	50	29	32	2781
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 3
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard & Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 10/20/16
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	165	767	239	130	642	377	389	427	226	269	971	273	4875
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	15	144	123	126	76	235	519	318	148	52	56	13	1825
Remove Valley Fair Expansion	-14	-41	-120	-122	-50	-93	-86	-38	0	0	-46	-13	-623
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	13	40	114	116	48	89	81	36	0	0	44	12	593
Add 25% of Lots 9 and 17	0	6	0	0	0	1	3	19	14	4	0	0	47
Volar Mixed-Use	0	12	0	0	0	78	60	10	34	19	0	0	213
Santa Clara ATI	10	7	10	6	37	0	0	4	19	31	63	13	200
Total Approved Trips	24	168	127	126	111	310	577	349	215	106	117	25	1825
Background Conditions	189	935	366	256	753	687	966	776	441	375	1088	298	7130
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	2	0	0	0	9	18	4	9	3	0	0	45
Existing + Project	165	769	239	130	642	386	407	431	235	272	971	273	4920
Background + Project	189	937	366	256	753	696	984	780	450	378	1088	298	7175
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	3	8	14	24	0	0	0	14	0	0	0	6	69
Hemlock Mixed-Use	0	0	0	2	2	0	0	0	0	0	1	0	5
Baywood Hotel	0	0	2	0	1	0	1	2	5	0	6	0	17
Total Pending Trips	3	8	16	26	3	0	1	16	5	0	7	6	91
Cumulative Baseline Conditions	192	943	382	282	756	687	967	792	446	375	1095	304	7221
Cumulative + Proj Conditions	192	945	382	282	756	696	985	796	455	378	1095	304	7266
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 4
Traffix Node Number: 3816
Intersection Name: Santana Row & Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	38	16	132	185	1148	349	61	4	37	40	1500	70	3580
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	46	0	55	52	388	4	0	0	0	0	655	42	1242
Remove Valley Fair Expansion	-46	0	-55	-51	-220	0	0	0	0	0	-210	-42	-624
Valley Fair Ex Reassignment	-24	0	-32	-9	24	0	0	0	0	0	50	-50	-41
Updated Valley Fair Expansion	44	0	52	48	210	0	0	0	0	0	199	40	593
Add 25% of Lots 9 and 17	0	0	0	0	1	0	0	0	0	0	3	0	4
Volar Mixed-Use	0	0	0	0	78	0	0	0	0	0	60	0	138
Santa Clara ATI	0	0	0	0	47	0	0	0	0	0	71	0	118
Total Approved Trips	20	0	20	40	528	4	0	0	0	0	828	-10	1242
Background Conditions	58	16	152	225	1676	353	61	4	37	40	2328	60	5010
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	0	0	0	9	0	0	0	0	0	18	0	27
Existing + Project	38	16	132	185	1157	349	61	4	37	40	1518	70	3607
Background + Project	58	16	152	225	1685	353	61	4	37	40	2346	60	5037
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	0	0	0	0	24	0	0	0	0	0	14	0	38
Hemlock Mixed-Use	0	0	0	0	5	0	0	0	0	0	2	0	7
Baywood Hotel	0	0	0	0	2	0	0	0	0	0	9	0	11
Total Pending Trips	0	0	0	0	31	0	0	0	0	0	25	0	56
Cumulative Baseline Conditions	58	16	152	225	1707	353	61	4	37	40	2353	60	5066
Cumulative + Proj Conditions	58	16	152	225	1716	353	61	4	37	40	2371	60	5093
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 5
Traffix Node Number: 3702
Intersection Name: Monroe Street & Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	116	39	327	286	1540	267	245	15	36	34	1602	113	4620
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	100	66	199	190	401	217	570	63	3	0	711	105	2625
Remove Valley Fair Expansion	-99	-64	-199	-184	-189	0	0	-59	0	0	-205	-101	-1100
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	94	62	191	122	179	0	0	56	0	0	196	96	996
Add 25% of Lots 9 and 17	0	0	0	0	5	16	55	0	0	0	14	0	90
Volar Mixed-Use	0	0	0	0	78	20	0	0	0	0	60	0	158
Santa Clara ATI	0	0	0	0	47	0	0	0	0	0	71	0	118
Total Approved Trips	95	64	191	128	521	253	625	60	3	0	847	100	2625
Background Conditions	211	103	518	414	2061	520	870	75	39	34	2449	213	7507
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	0	0	0	9	0	0	0	0	0	18	0	27
Existing + Project	116	39	327	286	1549	267	245	15	36	34	1620	113	4647
Background + Project	211	103	518	414	2070	520	870	75	39	34	2467	213	7534
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	0	0	0	0	24	0	0	0	0	0	14	0	38
Hemlock Mixed-Use	0	0	0	0	0	8	10	0	5	0	2	0	25
Baywood Hotel	0	0	0	0	22	0	0	0	0	0	23	2	47
Total Pending Trips	0	0	0	0	46	8	10	0	5	0	39	2	110
Cumulative Baseline Conditions	211	103	518	414	2107	528	880	75	44	34	2488	215	7617
Cumulative + Proj Conditions	211	103	518	414	2116	528	880	75	44	34	2506	215	7644
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 6
Traffix Node Number: 3056
Intersection Name: I-880 SB Ramps & Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 11/10/16
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	480	0	133	0	1593	236	0	0	0	884	1360	0	4686
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	275	0	0	0	438	0	0	0	0	675	707	0	2095
Remove Valley Fair Expansion	-84	0	0	0	-196	0	0	0	0	-174	-130	0	-584
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	53	0	0	0	248	0	0	0	0	221	165	0	687
Add 25% of Lots 9 and 17	5	0	0	0	15	0	0	0	0	33	36	0	89
Volar Mixed-Use	39	0	0	0	59	0	0	0	0	30	29	0	157
Santa Clara ATI	11	0	0	0	28	0	0	0	0	36	36	0	111
Total Approved Trips	299	0	0	0	592	0	0	0	0	821	843	0	2095
Background Conditions	779	0	133	0	2185	236	0	0	0	1705	2203	0	7241
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	3	0	0	0	6	0	0	0	0	9	9	0	27
Existing + Project	483	0	133	0	1599	236	0	0	0	893	1369	0	4713
Background + Project	782	0	133	0	2191	236	0	0	0	1714	2212	0	7268
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	9	0	0	0	16	0	0	0	0	7	7	0	39
Hemlock Mixed-Use	3	0	0	0	4	0	0	0	0	6	6	0	19
Baywood Hotel	7	0	0	0	15	0	0	0	0	10	13	0	45
Total Pending Trips	19	0	0	0	35	0	0	0	0	23	26	0	103
Cumulative Baseline Conditions	798	0	133	0	2220	236	0	0	0	1728	2229	0	7344
Cumulative + Proj Conditions	801	0	133	0	2226	236	0	0	0	1737	2238	0	7371
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 7
Traffix Node Number: 4120
Intersection Name: I-880 NB Ramps & Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 04/24/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	0	0	0	159	717	0	293	0	945	364	1100	1	3579
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	0	0	0	0	32	0	0	0	63	175	140	0	410
Remove Valley Fair Expansion	0	0	0	0	0	0	0	0	0	0	0	0	0
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	0	0	0	46	0	0	0	202	115	50	0	413
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	0	0	0	8	0	0	0	51	22	7	0	88
Santa Clara ATI	0	0	0	0	9	0	0	0	34	23	14	0	80
Total Approved Trips	0	0	0	0	95	0	0	0	350	335	211	0	410
Background Conditions	0	0	0	159	812	0	293	0	1295	699	1311	1	4570
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	0	0	0	2	0	0	0	4	5	4	0	15
Existing + Project	0	0	0	159	719	0	293	0	949	369	1104	1	3594
Background + Project	0	0	0	159	814	0	293	0	1299	704	1315	1	4585
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	0	0	0	0	4	0	0	0	12	5	2	0	23
Hemlock Mixed-Use	0	0	0	0	0	0	0	0	4	5	2	0	11
Baywood Hotel	0	0	0	0	6	0	0	0	9	8	6	0	29
Total Pending Trips	0	0	0	0	10	0	0	0	25	18	10	0	63
Cumulative Baseline Conditions	0	0	0	159	822	0	293	0	1320	717	1321	1	4633
Cumulative + Proj Conditions	0	0	0	159	824	0	293	0	1324	722	1325	1	4648
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 8
Traffix Node Number: 3726
Intersection Name: Winchester Boulevard & Olin Avenue
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	33	1339	284	83	9	80	81	739	15	49	9	33	2754
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	41	218	1	1	0	2	3	710	21	122	0	225	1344
Remove Valley Fair Expansion	0	-101	0	0	0	0	0	-93	0	0	0	0	-194
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	129	0	0	0	0	0	118	0	0	0	0	247
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	23	110	0	0	0	0	54	0	0	0	0	187
Santa Clara ATI	0	36	0	0	0	0	0	25	0	0	0	0	61
Total Approved Trips	41	305	111	1	0	2	3	814	21	122	0	225	1344
Background Conditions	74	1644	395	84	9	82	84	1553	36	171	9	258	4399
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	7	27	0	0	0	0	4	0	0	0	0	38
Existing + Project	33	1346	311	83	9	80	81	743	15	49	9	33	2792
Background + Project	74	1651	422	84	9	82	84	1557	36	171	9	258	4437
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	0	8	0	0	0	0	0	14	0	0	0	0	22
Hemlock Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Baywood Hotel	0	0	0	6	0	2	1	1	0	0	0	0	10
Total Pending Trips	0	8	0	6	0	2	1	15	0	0	0	0	32
Cumulative Baseline Conditions	74	1652	395	90	9	84	85	1568	36	171	9	258	4431
Cumulative + Proj Conditions	74	1659	422	90	9	84	85	1572	36	171	9	258	4469
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Number: 9
Traffix Node Number: 3727
Intersection Name: Winchester Boulevard & Olsen Avenue
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	18	1132	62	175	4	167	114	750	56	32	0	19	2529
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	64	314	101	203	0	72	3	215	68	365	0	336	1741
Remove Valley Fair Expansion	0	-101	0	0	0	0	0	-93	0	0	0	0	-194
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	0	129	0	0	0	0	0	118	0	0	0	0	247
Add 25% of Lots 9 and 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use	0	23	0	0	0	0	0	54	0	0	0	0	77
Santa Clara ATI	0	36	0	0	0	0	0	25	0	0	0	0	61
Total Approved Trips	64	401	101	203	0	72	3	319	68	365	0	336	1741
Background Conditions	82	1533	163	378	4	239	117	1069	124	397	0	355	4461
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	0	7	0	0	0	0	0	4	0	0	0	0	11
Existing + Project	18	1139	62	175	4	167	114	754	56	32	0	19	2540
Background + Project	82	1540	163	378	4	239	117	1073	124	397	0	355	4472
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	0	8	0	0	0	0	0	14	0	0	0	0	22
Hemlock Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0
Baywood Hotel	0	2	0	0	0	2	1	3	0	0	0	0	8
Total Pending Trips	0	10	0	0	0	2	1	17	0	0	0	0	30
Cumulative Baseline Conditions	82	1543	163	378	4	241	118	1086	124	397	0	355	4491
Cumulative + Proj Conditions	82	1550	163	378	4	241	118	1090	124	397	0	355	4502
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

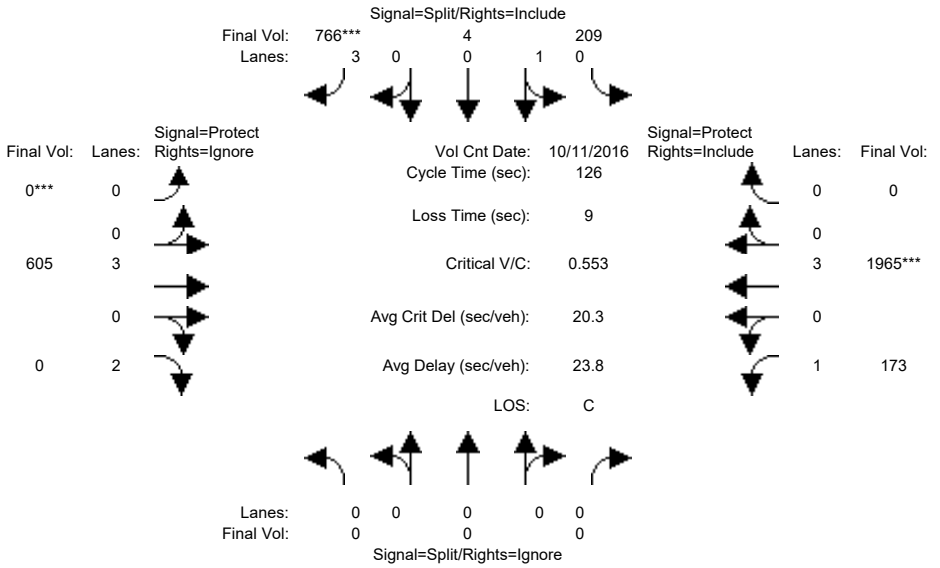
Intersection Number: 10
Traffix Node Number: 3711
Intersection Name: Winchester Boulevard & Moorpark Avenue
Peak Hour: PM
Date of Analysis: 06/08/18
Count Date: 05/10/18
Scenario: 335 S. Winchest Boulevard Mixed-Use Project

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
INDEX	7	6	5	13	12	11	4	3	2	10	9	8	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
User Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Existing Conditions	167	796	250	363	333	228	375	629	52	311	918	356	4778
Existing Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Approved Project Trips													
San Jose ATI	107	292	24	10	4	38	20	152	0	15	2	175	839
Remove Valley Fair Expansion	-27	-60	-1	-1	0	0	0	-56	0	0	0	-81	-226
Valley Fair Ex Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Updated Valley Fair Expansion	35	77	2	2	0	0	0	70	0	0	0	102	288
Add 25% of Lots 9 and 17	5	11	1	0	0	0	0	3	0	0	0	5	25
Volar Mixed-Use	2	5	1	1	0	0	0	5	0	0	0	29	43
Santa Clara ATI	0	14	0	0	0	0	0	9	0	0	0	15	38
Total Approved Trips	122	339	27	12	4	38	20	183	0	15	2	245	839
Background Conditions	289	1135	277	375	337	266	395	812	52	326	920	601	5785
Background Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Project Trips	1	3	0	0	0	0	0	1	0	0	0	2	7
Existing + Project	168	799	250	363	333	228	375	630	52	311	918	358	4785
Background + Project	290	1138	277	375	337	266	395	813	52	326	920	603	5792
Existing + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Background+Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pending Project Trips													
Agrihood	0	2	0	0	0	0	0	4	0	0	0	10	16
Hemlock Mixed-Use	1	1	0	0	0	0	0	0	0	0	0	2	4
Baywood Hotel	0	2	0	0	0	0	0	2	0	0	0	6	10
Total Pending Trips	1	5	0	0	0	0	0	6	0	0	0	18	30
Cumulative Baseline Conditions	290	1140	277	375	337	266	395	818	52	326	920	619	5815
Cumulative + Proj Conditions	291	1143	277	375	337	266	395	819	52	326	920	621	5822
Cumulative Baseline Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Cumulative + Project Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Appendix D
Intersection Level of Service Calculations

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

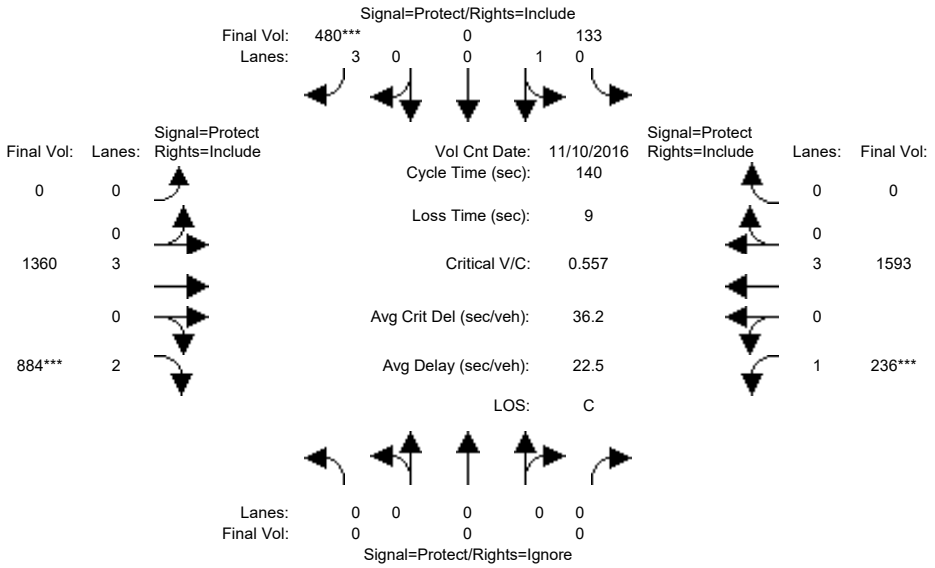


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	766	0	605	463	173	1965	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	209	4	766	0	605	463	173	1965	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	209	4	766	0	605	463	173	1965	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	766	0	605	0	173	1965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	766	0	605	0	173	1965	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	766	0	605	0	173	1965	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.17	0.00	0.11	0.00	0.10	0.34	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	38.4	38.4	38.4	0.0	40.7	0.0	37.9	78.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.55	0.00	0.33	0.00	0.33	0.55	0.00
Uniform Del:	0.0	0.0	0.0	34.6	34.6	36.6	0.0	32.3	0.0	34.2	13.6	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.1	0.0	0.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	35.0	35.0	37.1	0.0	32.4	0.0	34.5	13.8	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	35.0	35.0	37.1	0.0	32.4	0.0	34.5	13.8	0.0
LOS by Move:	A	A	A	D	D	D	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	7	7	11	0	6	0	5	14	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

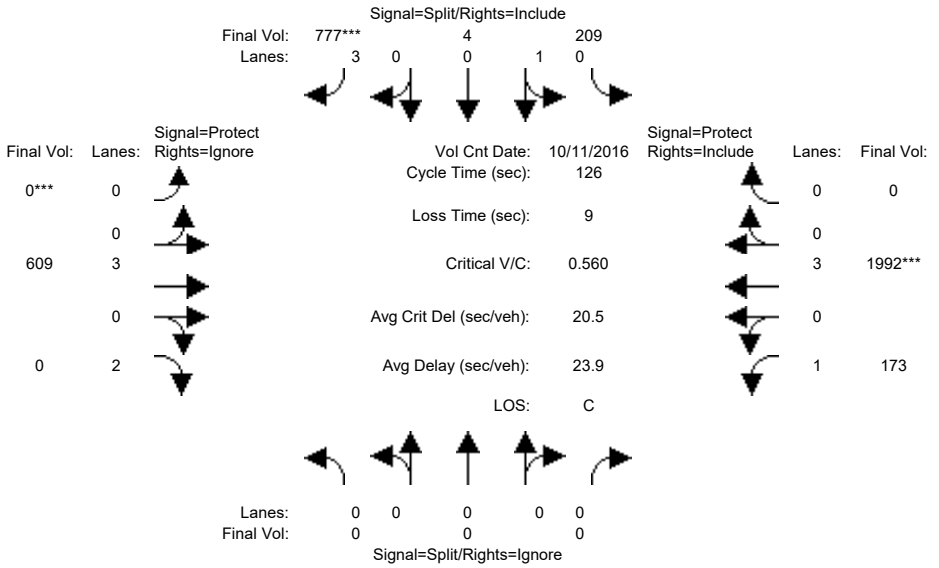


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Nov 2016 <<												
Base Vol:	0	0	0	133	0	480	0	1360	884	236	1593	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	133	0	480	0	1360	884	236	1593	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	133	0	480	0	1360	884	236	1593	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	480	0	1360	884	236	1593	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	480	0	1360	884	236	1593	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	480	0	1360	884	236	1593	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.11	0.00	0.24	0.28	0.13	0.28	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	26.5	0.0	26.5	0.0	70.6	70.6	33.9	104	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.56	0.00	0.47	0.56	0.56	0.37	0.00
Uniform Del:	0.0	0.0	0.0	49.7	0.0	51.4	0.0	22.6	23.9	46.5	6.3	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	0.8	0.0	0.1	0.4	1.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	50.4	0.0	52.2	0.0	22.7	24.4	48.1	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.4	0.0	52.2	0.0	22.7	24.4	48.1	6.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	5	0	8	0	12	15	9	8	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

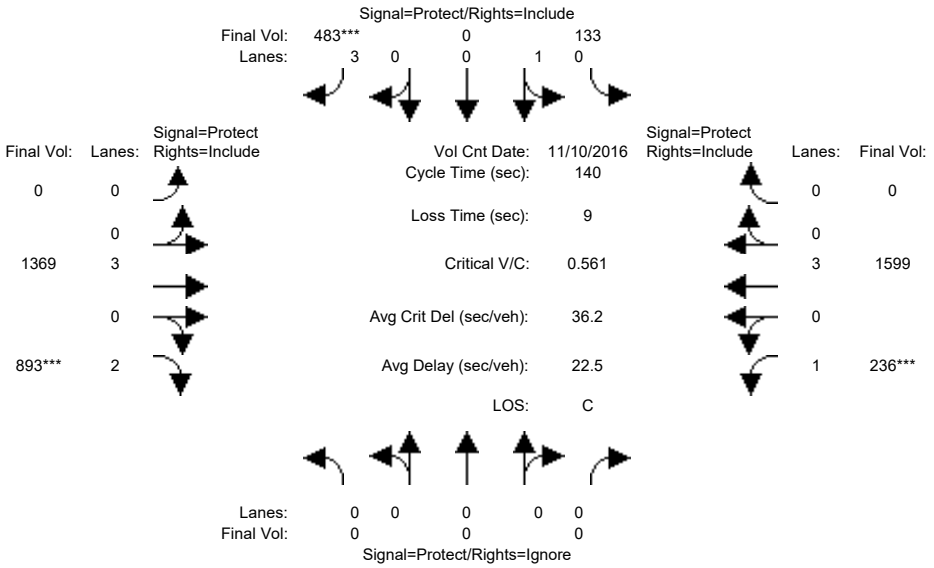


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	766	0	605	463	173	1965	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	209	4	766	0	605	463	173	1965	0
Added Vol:	0	0	0	0	0	11	0	4	4	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	4	777	0	609	467	173	1992	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	777	0	609	0	173	1992	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	777	0	609	0	173	1992	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	777	0	609	0	173	1992	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.17	0.00	0.11	0.00	0.10	0.35	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	38.4	38.4	38.4	0.0	40.8	0.0	37.8	78.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.56	0.00	0.33	0.00	0.33	0.56	0.00
Uniform Del:	0.0	0.0	0.0	34.5	34.5	36.7	0.0	32.2	0.0	34.3	13.7	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.1	0.0	0.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	35.0	35.0	37.2	0.0	32.3	0.0	34.6	13.9	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	35.0	35.0	37.2	0.0	32.3	0.0	34.6	13.9	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	7	7	11	0	6	0	5	14	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

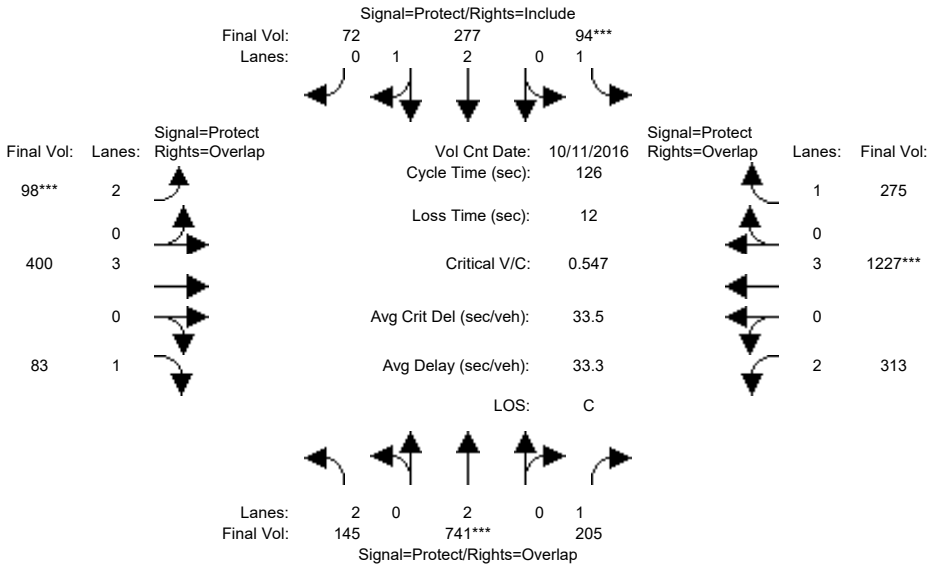


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Nov 2016 <<												
Base Vol:	0	0	0	133	0	480	0	1360	884	236	1593	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	133	0	480	0	1360	884	236	1593	0
Added Vol:	0	0	0	0	0	3	0	9	9	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	133	0	483	0	1369	893	236	1599	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	483	0	1369	893	236	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	483	0	1369	893	236	1599	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	483	0	1369	893	236	1599	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.11	0.00	0.24	0.28	0.13	0.28	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	26.5	0.0	26.5	0.0	70.8	70.8	33.7	104	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.56	0.00	0.47	0.56	0.56	0.38	0.00
Uniform Del:	0.0	0.0	0.0	49.7	0.0	51.5	0.0	22.5	23.9	46.7	6.3	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	0.8	0.0	0.1	0.5	1.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	50.4	0.0	52.3	0.0	22.6	24.3	48.4	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.4	0.0	52.3	0.0	22.6	24.3	48.4	6.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	5	0	8	0	12	15	9	8	0

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

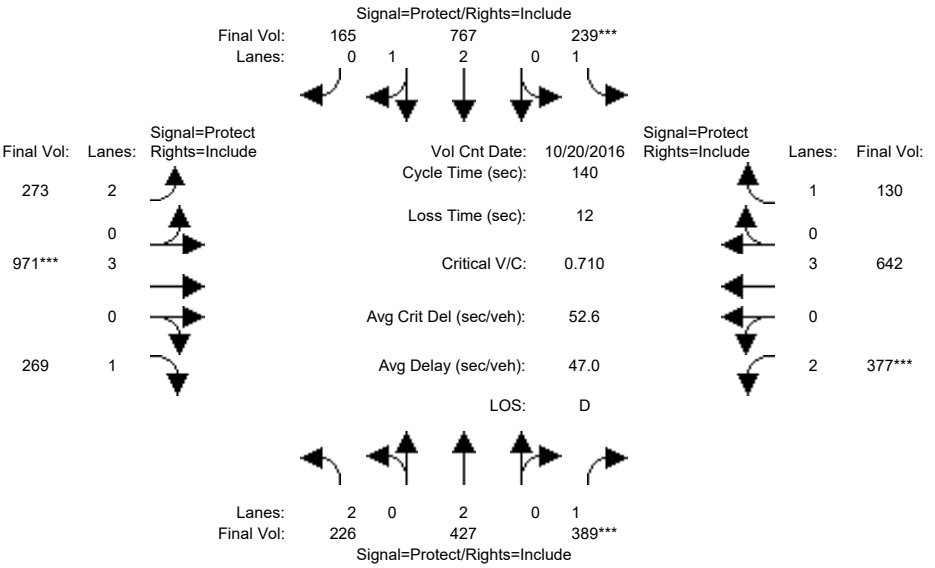


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	741	205	94	277	72	98	400	83	313	1227	275
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:	145	741	205	94	277	72	98	400	83	313	1227	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	741	205	94	277	72	98	400	83	313	1227	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	741	205	94	277	72	98	400	83	313	1227	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.36	0.64	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4443	1155	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.12	0.05	0.06	0.06	0.03	0.07	0.05	0.10	0.22	0.16
Crit Moves:		****		****			****				****	
Green Time:	23.6	44.9	76.4	12.4	33.7	33.7	7.2	25.2	48.8	31.5	49.6	61.9
Volume/Cap:	0.25	0.55	0.19	0.55	0.23	0.23	0.55	0.35	0.12	0.40	0.55	0.32
Uniform Del:	43.6	32.4	11.0	54.1	36.1	36.1	57.8	43.4	24.8	39.3	29.5	19.3
IncremntDel:	0.2	0.5	0.1	3.7	0.1	0.1	3.5	0.2	0.1	0.3	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.9	32.9	11.1	57.8	36.1	36.1	61.4	43.6	24.9	39.6	29.8	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	32.9	11.1	57.8	36.1	36.1	61.4	43.6	24.9	39.6	29.8	19.5
LOS by Move:	D	C	B	E	D	D	E	D	C	D	C	B
HCM2kAvgQ:	3	12	4	4	3	3	3	5	2	6	12	7

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

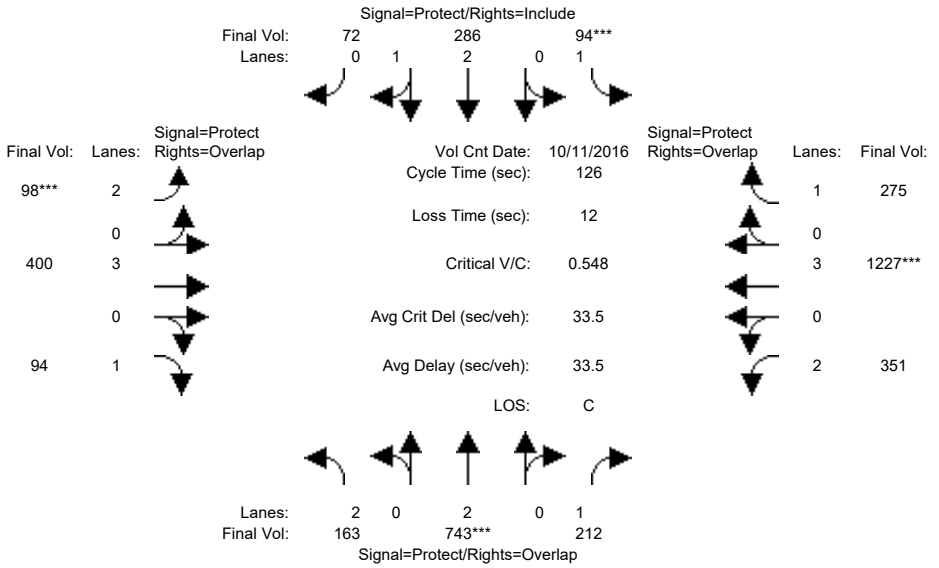


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	427	389	239	767	165	273	971	269	377	642	130
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:	226	427	389	239	767	165	273	971	269	377	642	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	427	389	239	767	165	273	971	269	377	642	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	427	389	239	767	165	273	971	269	377	642	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	427	389	239	767	165	273	971	269	377	642	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4607	991	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.22	0.14	0.17	0.17	0.09	0.17	0.15	0.12	0.11	0.07
Crit Moves:			****	****				****		****		
Green Time:	21.3	43.8	43.8	26.9	49.5	49.5	24.9	33.6	33.6	23.6	32.3	32.3
Volume/Cap:	0.47	0.36	0.71	0.71	0.47	0.47	0.49	0.71	0.64	0.71	0.49	0.32
Uniform Del:	54.2	37.2	42.5	52.9	35.1	35.1	51.8	48.7	47.8	55.0	46.7	44.7
IncremntDel:	0.7	0.2	4.3	6.9	0.2	0.2	0.7	1.8	3.3	4.4	0.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.9	37.4	46.8	59.7	35.3	35.3	52.5	50.5	51.1	59.4	46.9	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	37.4	46.8	59.7	35.3	35.3	52.5	50.5	51.1	59.4	46.9	45.2
LOS by Move:	D	D	D	E	D	D	D	D	D	E	D	D
HCM2kAvgQ:	6	7	17	10	10	10	7	14	12	9	8	5

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

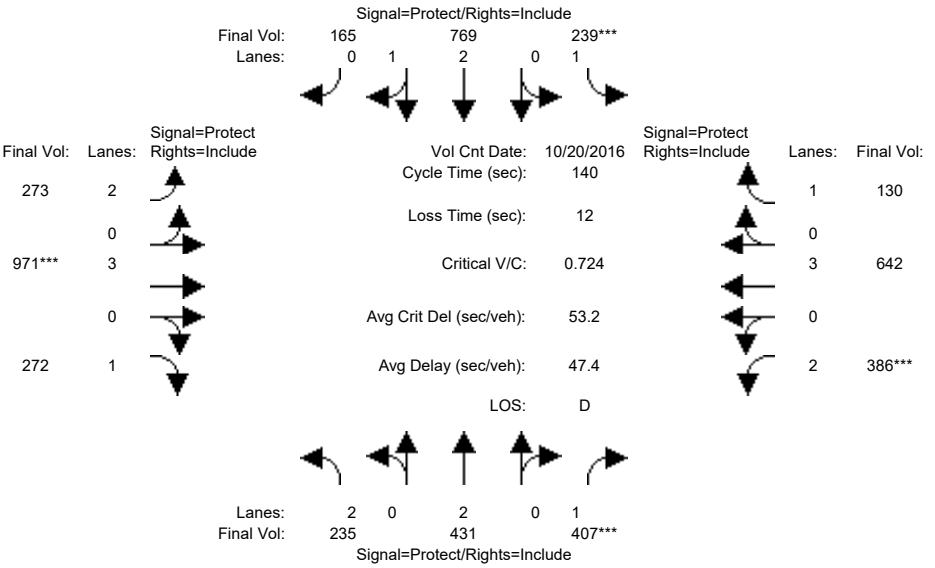


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	741	205	94	277	72	98	400	83	313	1227	275
Added Vol:	18	2	7	0	9	0	0	0	11	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	743	212	94	286	72	98	400	94	351	1227	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	743	212	94	286	72	98	400	94	351	1227	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	743	212	94	286	72	98	400	94	351	1227	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	743	212	94	286	72	98	400	94	351	1227	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.37	0.63	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4472	1126	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.12	0.05	0.06	0.06	0.03	0.07	0.05	0.11	0.22	0.16
Crit Moves:		****			****			****			****	
Green Time:	23.6	45.0	78.1	12.4	33.7	33.7	7.2	23.6	47.2	33.1	49.5	61.9
Volume/Cap:	0.28	0.55	0.20	0.55	0.24	0.24	0.55	0.38	0.14	0.42	0.55	0.32
Uniform Del:	43.9	32.4	10.4	54.2	36.1	36.1	57.8	44.8	26.1	38.5	29.6	19.4
IncremntDel:	0.3	0.5	0.1	3.7	0.1	0.1	3.6	0.2	0.1	0.4	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	32.9	10.5	57.9	36.2	36.2	61.4	45.0	26.2	38.9	29.9	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	32.9	10.5	57.9	36.2	36.2	61.4	45.0	26.2	38.9	29.9	19.6
LOS by Move:	D	C	B	E	D	D	E	D	C	D	C	B
HCM2kAvgQ:	3	12	4	4	4	4	3	5	3	6	12	7

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

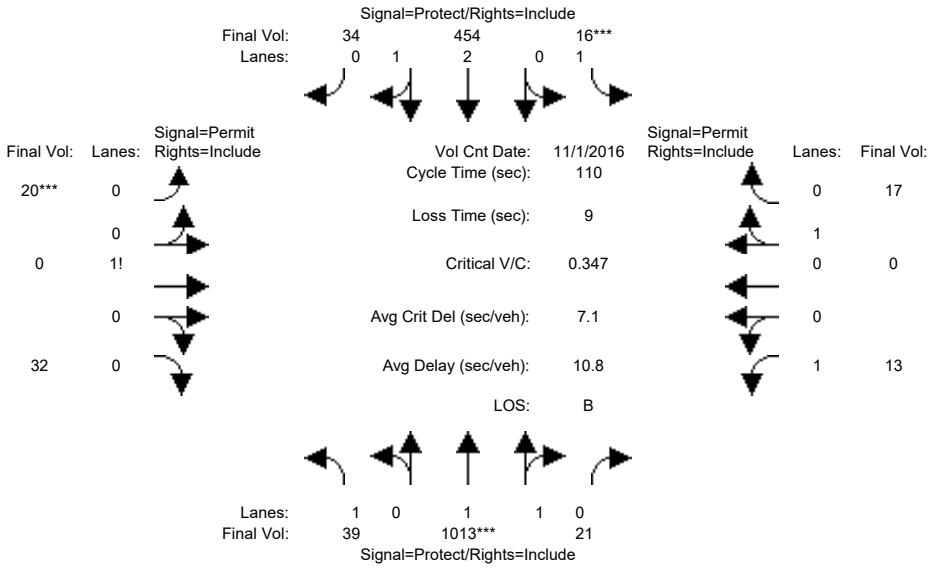


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	427	389	239	767	165	273	971	269	377	642	130
Added Vol:	9	4	18	0	2	0	0	0	3	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	431	407	239	769	165	273	971	272	386	642	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	431	407	239	769	165	273	971	272	386	642	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	431	407	239	769	165	273	971	272	386	642	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	431	407	239	769	165	273	971	272	386	642	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4609	989	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.23	0.14	0.17	0.17	0.09	0.17	0.16	0.12	0.11	0.07
Crit Moves:			****	****				****		****		
Green Time:	22.1	45.0	45.0	26.4	49.3	49.3	24.6	32.9	32.9	23.7	32.0	32.0
Volume/Cap:	0.47	0.35	0.72	0.72	0.47	0.47	0.49	0.72	0.66	0.72	0.49	0.32
Uniform Del:	53.7	36.4	42.0	53.4	35.2	35.2	52.1	49.3	48.5	55.1	46.9	45.0
IncremntDel:	0.7	0.2	4.6	7.7	0.2	0.2	0.7	2.0	4.0	4.9	0.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.4	36.6	46.7	61.1	35.4	35.4	52.7	51.3	52.4	60.0	47.2	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	36.6	46.7	61.1	35.4	35.4	52.7	51.3	52.4	60.0	47.2	45.5
LOS by Move:	D	D	D	E	D	D	D	D	D	E	D	D
HCM2kAvgQ:	6	7	18	11	10	10	7	14	12	10	8	5

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

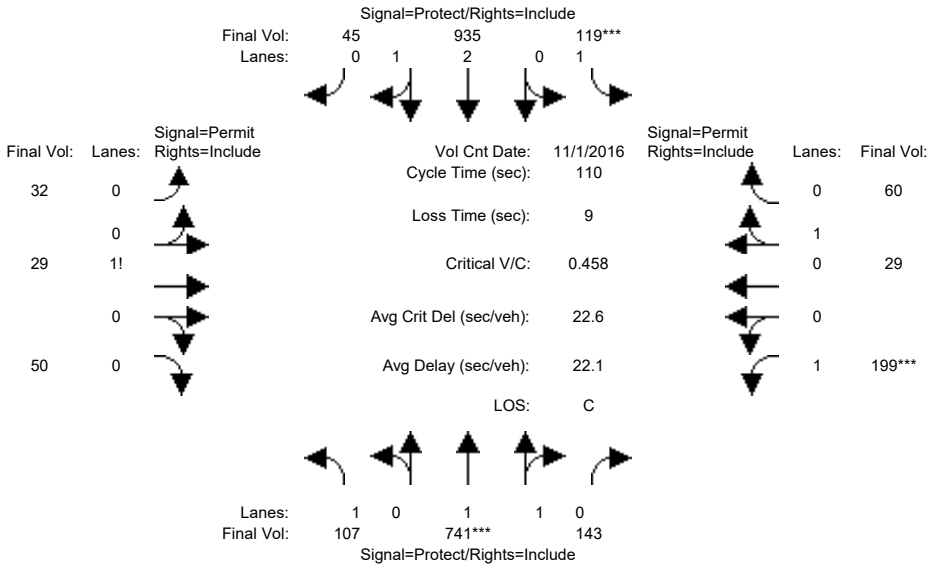


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 <<												
Base Vol:	39	1013	21	16	454	34	20	0	32	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1013	21	16	454	34	20	0	32	13	0	17
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:	39	1013	21	16	454	34	20	0	32	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1013	21	16	454	34	20	0	32	13	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1013	21	16	454	34	20	0	32	13	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1013	21	16	454	34	20	0	32	13	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.78	0.22	0.38	0.00	0.62	1.00	0.00	1.00
Final Sat.:	1750	3625	75	1750	5209	390	673	0	1077	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.09	0.09	0.03	0.00	0.03	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	37.5	84.0	84.0	7.0	53.5	53.5	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.07	0.37	0.37	0.14	0.18	0.18	0.33	0.00	0.33	0.08	0.00	0.10
Uniform Del:	24.5	4.3	4.3	48.7	15.9	15.9	46.8	0.0	46.8	45.8	0.0	45.9
IncremntDel:	0.0	0.1	0.1	0.6	0.0	0.0	1.2	0.0	1.2	0.2	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	24.5	4.3	4.3	49.3	15.9	15.9	48.1	0.0	48.1	46.0	0.0	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	4.3	4.3	49.3	15.9	15.9	48.1	0.0	48.1	46.0	0.0	46.2
LOS by Move:	C	A	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	6	6	1	3	3	2	0	2	0	0	1

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

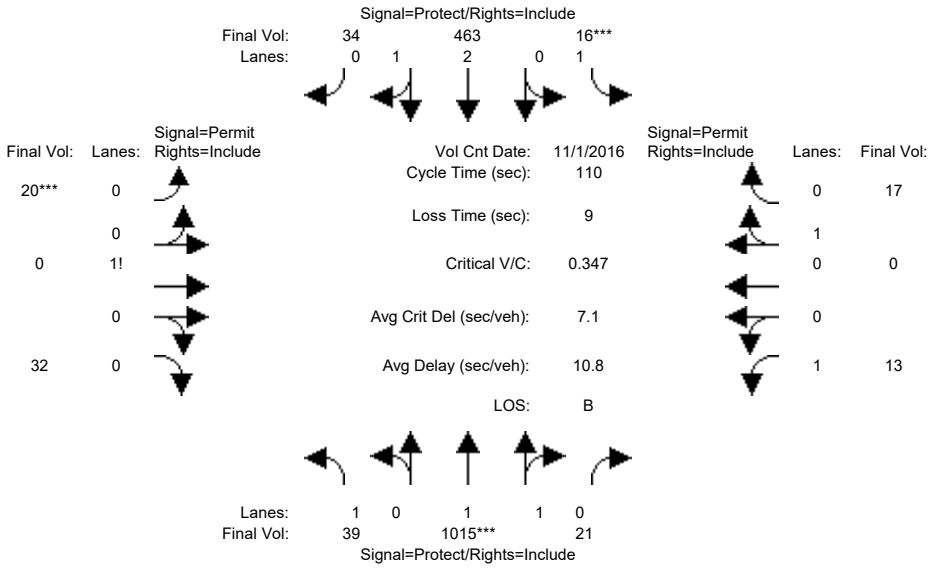


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 <<												
Base Vol:	107	741	143	119	935	45	32	29	50	199	29	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	741	143	119	935	45	32	29	50	199	29	60
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:	107	741	143	119	935	45	32	29	50	199	29	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	741	143	119	935	45	32	29	50	199	29	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	741	143	119	935	45	32	29	50	199	29	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	741	143	119	935	45	32	29	50	199	29	60
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	2.86	0.14	0.29	0.26	0.45	1.00	0.33	0.67
Final Sat.:	1750	3101	598	1750	5343	257	505	457	788	1750	587	1213
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.07	0.18	0.18	0.06	0.06	0.06	0.11	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	19.7	57.4	57.4	16.3	54.0	54.0	27.3	27.3	27.3	27.3	27.3	27.3
Volume/Cap:	0.34	0.46	0.46	0.46	0.36	0.36	0.26	0.26	0.26	0.46	0.20	0.20
Uniform Del:	39.5	16.5	16.5	42.8	17.3	17.3	33.2	33.2	33.2	35.1	32.7	32.7
IncremntDel:	0.7	0.2	0.2	1.3	0.1	0.1	0.3	0.3	0.3	0.8	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	16.7	16.7	44.1	17.3	17.3	33.5	33.5	33.5	35.8	32.9	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:	40.2	16.7	16.7	44.1	17.3	17.3	33.5	33.5	33.5	35.8	32.9	32.9
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	3	9	9	4	7	7	3	3	3	6	3	3

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

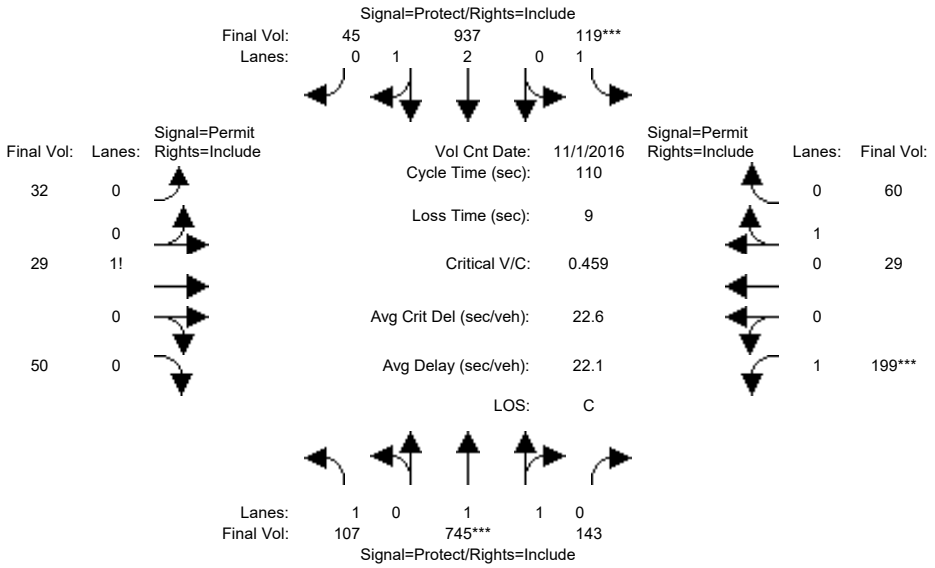


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 <<												
Base Vol:	39	1013	21	16	454	34	20	0	32	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1013	21	16	454	34	20	0	32	13	0	17
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1015	21	16	463	34	20	0	32	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1015	21	16	463	34	20	0	32	13	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1015	21	16	463	34	20	0	32	13	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1015	21	16	463	34	20	0	32	13	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.79	0.21	0.38	0.00	0.62	1.00	0.00	1.00
Final Sat.:	1750	3625	75	1750	5216	383	673	0	1077	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.09	0.09	0.03	0.00	0.03	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	37.5	84.0	84.0	7.0	53.5	53.5	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.07	0.37	0.37	0.14	0.18	0.18	0.33	0.00	0.33	0.08	0.00	0.10
Uniform Del:	24.5	4.3	4.3	48.7	15.9	15.9	46.8	0.0	46.8	45.8	0.0	45.9
IncremntDel:	0.0	0.1	0.1	0.6	0.0	0.0	1.2	0.0	1.2	0.2	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	24.5	4.3	4.3	49.3	15.9	15.9	48.1	0.0	48.1	46.0	0.0	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	4.3	4.3	49.3	15.9	15.9	48.1	0.0	48.1	46.0	0.0	46.2
LOS by Move:	C	A	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	6	6	1	3	3	2	0	2	0	0	1

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

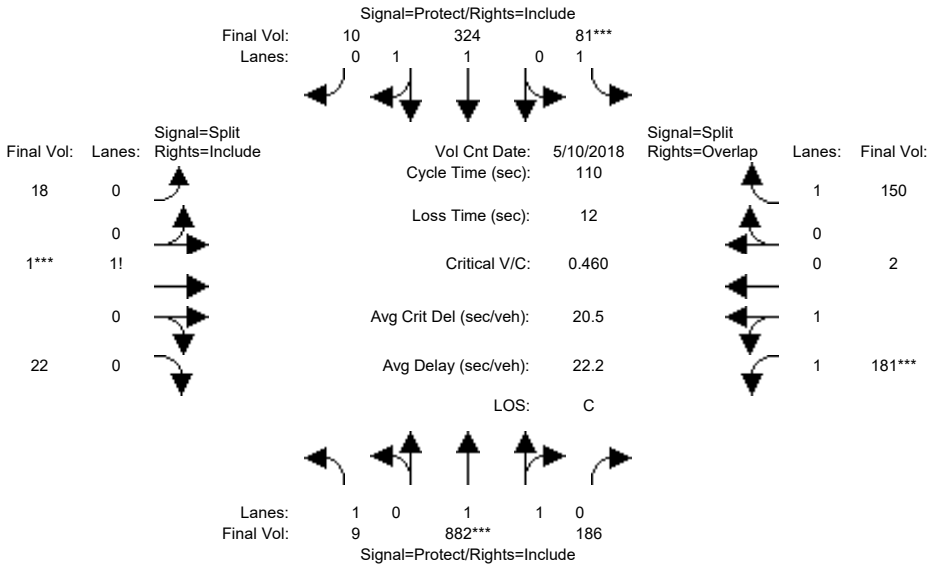


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 <<												
Base Vol:	107	741	143	119	935	45	32	29	50	199	29	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	741	143	119	935	45	32	29	50	199	29	60
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	745	143	119	937	45	32	29	50	199	29	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	745	143	119	937	45	32	29	50	199	29	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	745	143	119	937	45	32	29	50	199	29	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	745	143	119	937	45	32	29	50	199	29	60
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	2.86	0.14	0.29	0.26	0.45	1.00	0.33	0.67
Final Sat.:	1750	3104	596	1750	5343	257	505	457	788	1750	587	1213
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.07	0.18	0.18	0.06	0.06	0.06	0.11	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	19.6	57.5	57.5	16.3	54.1	54.1	27.2	27.2	27.2	27.2	27.2	27.2
Volume/Cap:	0.34	0.46	0.46	0.46	0.36	0.36	0.26	0.26	0.26	0.46	0.20	0.20
Uniform Del:	39.5	16.5	16.5	42.8	17.2	17.2	33.2	33.2	33.2	35.1	32.8	32.8
IncremntDel:	0.7	0.2	0.2	1.3	0.1	0.1	0.3	0.3	0.3	0.8	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	16.7	16.7	44.1	17.3	17.3	33.6	33.6	33.6	35.9	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	16.7	16.7	44.1	17.3	17.3	33.6	33.6	33.6	35.9	33.0	33.0
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	3	9	9	4	7	7	3	3	3	6	3	3

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

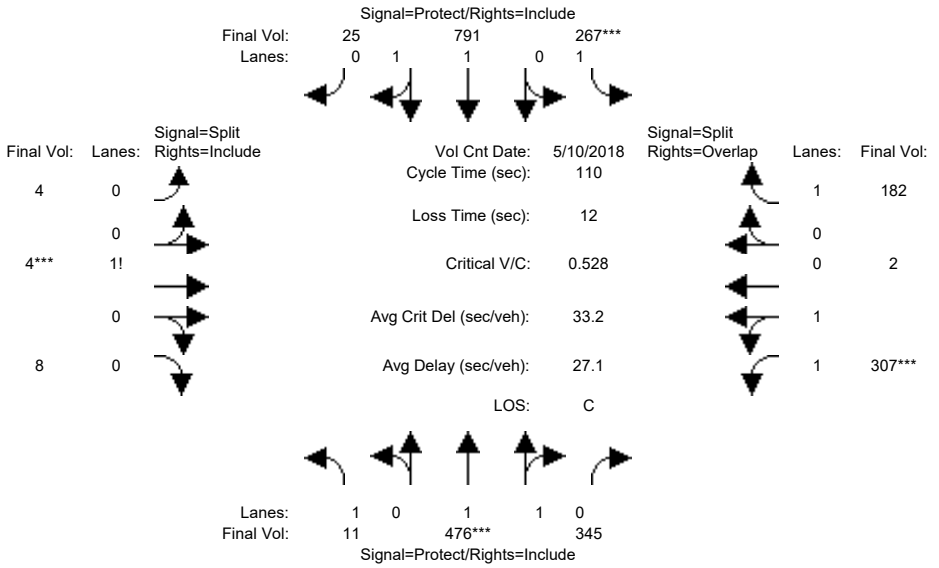


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	9	882	186	81	324	10	18	1	22	181	2	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	882	186	81	324	10	18	1	22	181	2	150
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:	9	882	186	81	324	10	18	1	22	181	2	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	882	186	81	324	10	18	1	22	181	2	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	882	186	81	324	10	18	1	22	181	2	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	882	186	81	324	10	18	1	22	181	2	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.64	0.36	1.00	1.94	0.06	0.44	0.02	0.54	1.98	0.02	1.00
Final Sat.:	1750	3055	644	1750	3589	111	768	43	939	3511	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.05	0.09	0.09	0.02	0.02	0.02	0.05	0.05	0.09
Crit Moves:		****		****				****		****		
Green Time:	31.4	65.7	65.7	10.5	44.9	44.9	10.0	10.0	10.0	11.7	11.7	22.3
Volume/Cap:	0.02	0.48	0.48	0.48	0.22	0.22	0.26	0.26	0.26	0.48	0.48	0.42
Uniform Del:	28.2	12.5	12.5	47.1	21.2	21.2	46.5	46.5	46.5	46.3	46.3	38.3
IncremntDel:	0.0	0.2	0.2	2.2	0.1	0.1	0.9	0.9	0.9	1.0	1.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.2	12.7	12.7	49.3	21.3	21.3	47.4	47.4	47.4	47.2	47.2	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	12.7	12.7	49.3	21.3	21.3	47.4	47.4	47.4	47.2	47.2	39.1
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	10	10	3	4	4	2	2	2	4	4	5

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

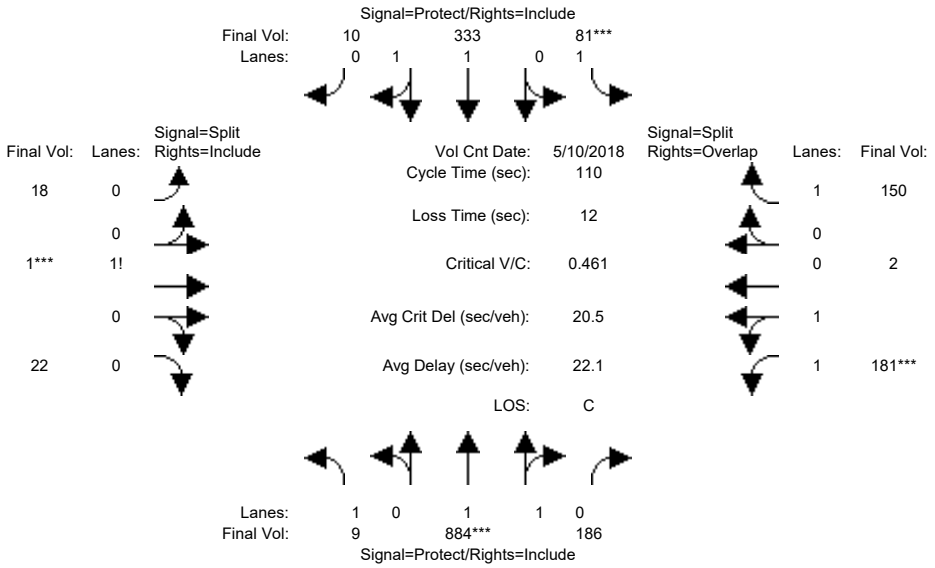


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	11	476	345	267	791	25	4	4	8	307	2	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	476	345	267	791	25	4	4	8	307	2	182
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:	11	476	345	267	791	25	4	4	8	307	2	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	476	345	267	791	25	4	4	8	307	2	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	476	345	267	791	25	4	4	8	307	2	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	11	476	345	267	791	25	4	4	8	307	2	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.14	0.86	1.00	1.94	0.06	0.25	0.25	0.50	1.99	0.01	1.00
Final Sat.:	1750	2144	1554	1750	3587	113	438	438	875	3527	23	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.15	0.22	0.22	0.01	0.01	0.01	0.09	0.09	0.10
Crit Moves:		****		****				****		****		
Green Time:	16.0	42.3	42.3	29.1	55.4	55.4	10.0	10.0	10.0	16.6	16.6	45.7
Volume/Cap:	0.04	0.58	0.58	0.58	0.44	0.44	0.10	0.10	0.10	0.58	0.58	0.25
Uniform Del:	40.4	26.8	26.8	35.1	17.4	17.4	45.9	45.9	45.9	43.4	43.4	21.0
IncremntDel:	0.1	0.6	0.6	1.8	0.2	0.2	0.3	0.3	0.3	1.6	1.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.5	27.4	27.4	36.9	17.5	17.5	46.2	46.2	46.2	45.0	45.0	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	27.4	27.4	36.9	17.5	17.5	46.2	46.2	46.2	45.0	45.0	21.2
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	0	11	11	9	9	9	1	1	1	6	6	4

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

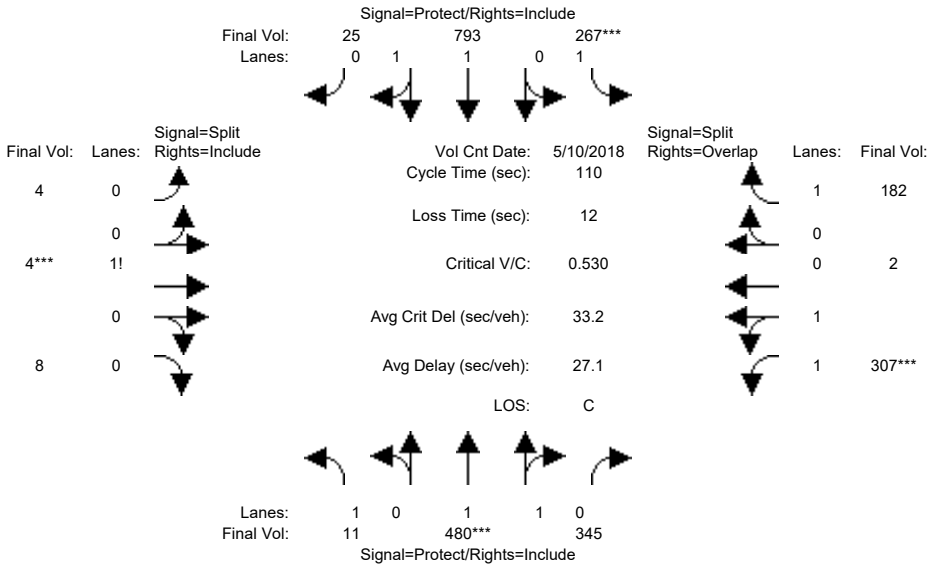


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	9	882	186	81	324	10	18	1	22	181	2	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	882	186	81	324	10	18	1	22	181	2	150
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	884	186	81	333	10	18	1	22	181	2	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	884	186	81	333	10	18	1	22	181	2	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	884	186	81	333	10	18	1	22	181	2	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	884	186	81	333	10	18	1	22	181	2	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.64	0.36	1.00	1.94	0.06	0.44	0.02	0.54	1.98	0.02	1.00
Final Sat.:	1750	3056	643	1750	3592	108	768	43	939	3511	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.05	0.09	0.09	0.02	0.02	0.02	0.05	0.05	0.09
Crit Moves:		****		****				****		****		
Green Time:	31.0	65.8	65.8	10.5	45.2	45.2	10.0	10.0	10.0	11.7	11.7	22.2
Volume/Cap:	0.02	0.48	0.48	0.48	0.23	0.23	0.26	0.26	0.26	0.48	0.48	0.42
Uniform Del:	28.5	12.5	12.5	47.2	21.0	21.0	46.5	46.5	46.5	46.3	46.3	38.3
IncremntDel:	0.0	0.2	0.2	2.2	0.1	0.1	0.9	0.9	0.9	1.0	1.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	12.7	12.7	49.4	21.1	21.1	47.4	47.4	47.4	47.3	47.3	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	12.7	12.7	49.4	21.1	21.1	47.4	47.4	47.4	47.3	47.3	39.1
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	10	10	3	4	4	2	2	2	4	4	5

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

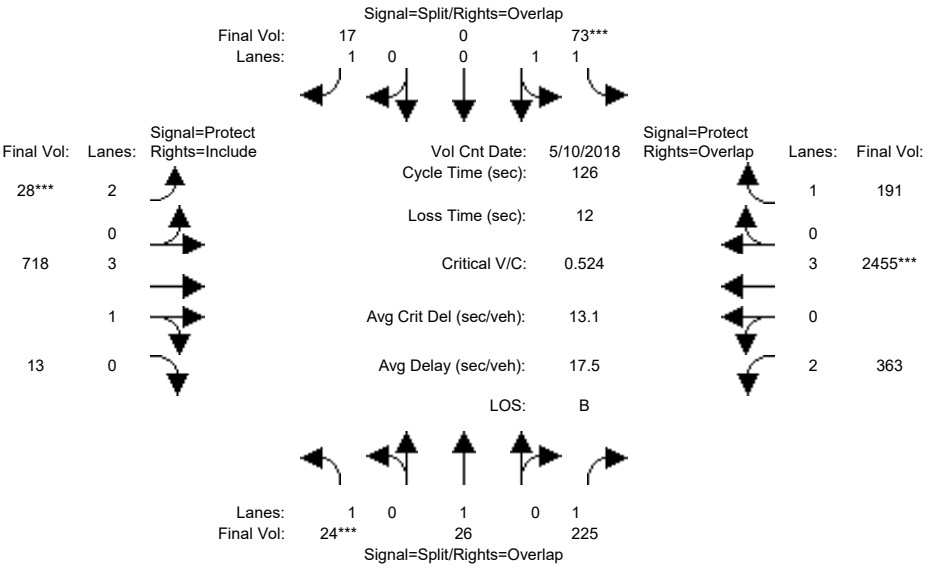


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	11	476	345	267	791	25	4	4	8	307	2	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	476	345	267	791	25	4	4	8	307	2	182
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	480	345	267	793	25	4	4	8	307	2	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	480	345	267	793	25	4	4	8	307	2	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	480	345	267	793	25	4	4	8	307	2	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	11	480	345	267	793	25	4	4	8	307	2	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.14	0.86	1.00	1.94	0.06	0.25	0.25	0.50	1.99	0.01	1.00
Final Sat.:	1750	2152	1546	1750	3587	113	438	438	875	3527	23	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.15	0.22	0.22	0.01	0.01	0.01	0.09	0.09	0.10
Crit Moves:		****		****				****		****		
Green Time:	16.0	42.4	42.4	29.0	55.5	55.5	10.0	10.0	10.0	16.6	16.6	45.6
Volume/Cap:	0.04	0.58	0.58	0.58	0.44	0.44	0.10	0.10	0.10	0.58	0.58	0.25
Uniform Del:	40.4	26.7	26.7	35.2	17.3	17.3	45.9	45.9	45.9	43.5	43.5	21.1
IncremntDel:	0.1	0.6	0.6	1.8	0.2	0.2	0.3	0.3	0.3	1.6	1.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.5	27.3	27.3	37.0	17.5	17.5	46.2	46.2	46.2	45.1	45.1	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	27.3	27.3	37.0	17.5	17.5	46.2	46.2	46.2	45.1	45.1	21.2
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	0	11	11	9	9	9	1	1	1	6	6	4

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

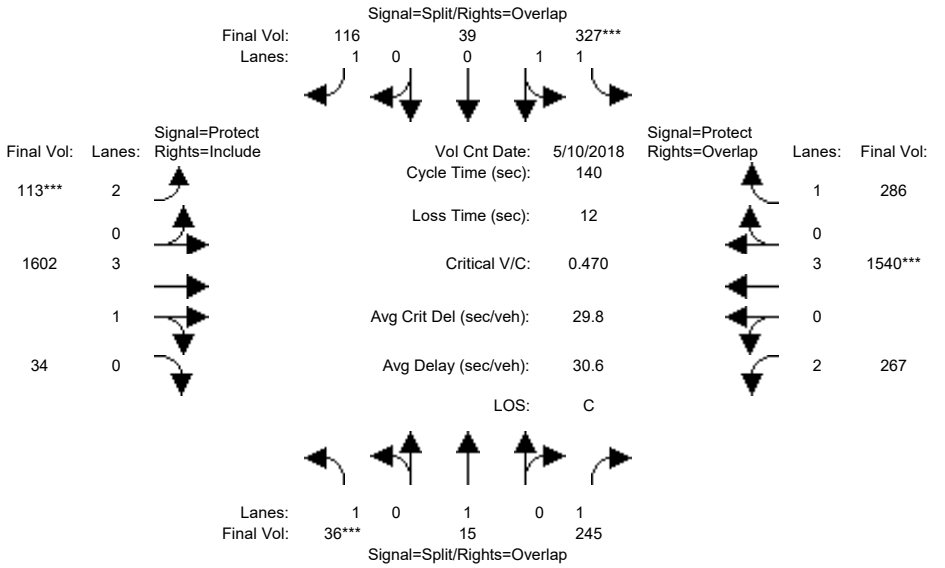


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	24	26	225	73	0	17	28	718	13	363	2455	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	26	225	73	0	17	28	718	13	363	2455	191
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:	24	26	225	73	0	17	28	718	13	363	2455	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	26	225	73	0	17	28	718	13	363	2455	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	26	225	73	0	17	28	718	13	363	2455	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	24	26	225	73	0	17	28	718	13	363	2455	191
Saturation 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	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.00	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3550	0	1750	3150	7366	133	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.13	0.02	0.00	0.01	0.01	0.10	0.10	0.12	0.43	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	60.9	10.0	0.0	17.0	7.0	43.1	43.1	50.9	87.0	97.0
Volume/Cap:	0.17	0.17	0.27	0.26	0.00	0.07	0.16	0.29	0.29	0.29	0.62	0.14
Uniform Del:	54.1	54.1	19.3	54.5	0.0	47.6	56.7	30.2	30.2	25.3	10.6	3.7
IncremntDel:	0.6	0.5	0.2	0.5	0.0	0.1	0.4	0.1	0.1	0.1	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.7	54.7	19.5	55.0	0.0	47.7	57.1	30.3	30.3	25.4	10.9	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	19.5	55.0	0.0	47.7	57.1	30.3	30.3	25.4	10.9	3.8
LOS by Move:	D	D	B	E	A	D	E	C	C	C	B	A
HCM2kAvgQ:	1	1	5	2	0	1	1	5	5	5	17	2

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

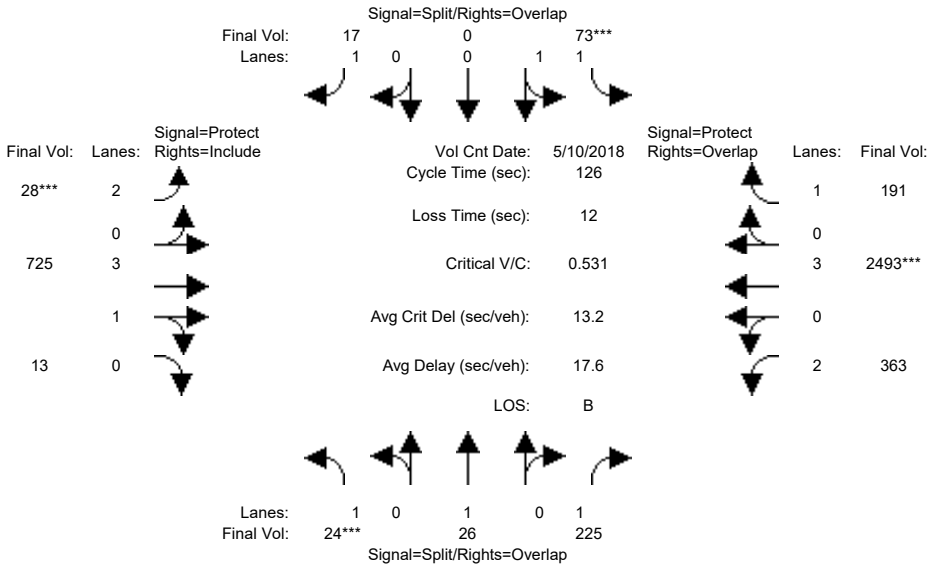


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	36	15	245	327	39	116	113	1602	34	267	1540	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	15	245	327	39	116	113	1602	34	267	1540	286
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:	36	15	245	327	39	116	113	1602	34	267	1540	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	15	245	327	39	116	113	1602	34	267	1540	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	15	245	327	39	116	113	1602	34	267	1540	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	15	245	327	39	116	113	1602	34	267	1540	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.79	0.21	1.00	2.00	3.91	0.09	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3172	378	1750	3150	7344	156	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.14	0.10	0.10	0.07	0.04	0.22	0.22	0.08	0.27	0.16
Crit Moves:	****			****			****				****	
Green Time:	16.5	16.5	39.8	28.1	28.1	37.9	9.8	60.1	60.1	23.3	73.7	101.8
Volume/Cap:	0.18	0.07	0.49	0.51	0.51	0.24	0.51	0.51	0.51	0.51	0.51	0.22
Uniform Del:	55.7	54.9	41.7	49.9	49.9	39.9	62.8	29.2	29.2	53.1	21.5	6.2
IncremntDel:	0.4	0.1	0.8	0.6	0.6	0.3	2.1	0.1	0.1	0.8	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	55.1	42.5	50.5	50.5	40.2	64.9	29.3	29.3	53.9	21.7	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	55.1	42.5	50.5	50.5	40.2	64.9	29.3	29.3	53.9	21.7	6.3
LOS by Move:	E	E	D	D	D	D	E	C	C	D	C	A
HCM2kAvgQ:	2	1	10	8	8	4	3	12	12	6	14	4

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

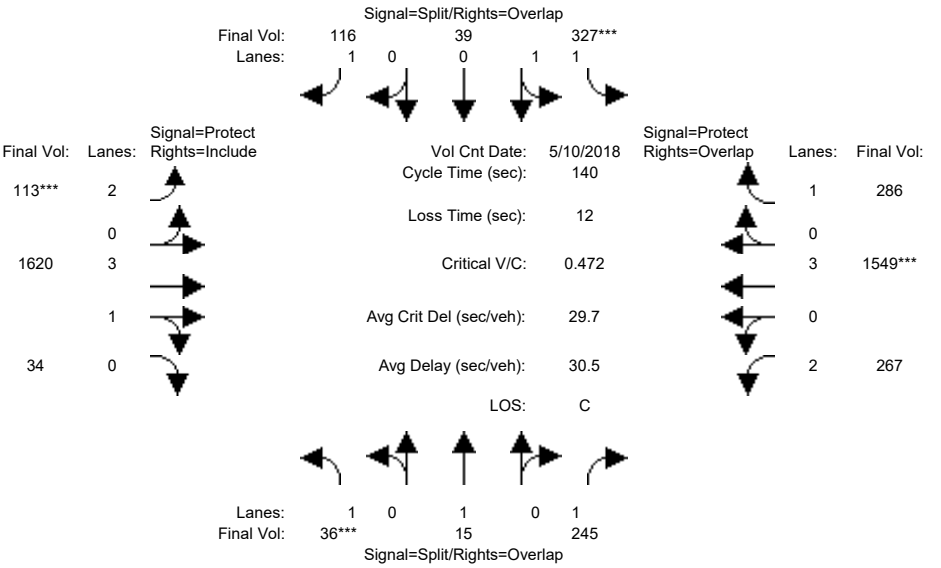


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	24	26	225	73	0	17	28	718	13	363	2455	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	26	225	73	0	17	28	718	13	363	2455	191
Added Vol:	0	0	0	0	0	0	0	7	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	26	225	73	0	17	28	725	13	363	2493	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	26	225	73	0	17	28	725	13	363	2493	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	26	225	73	0	17	28	725	13	363	2493	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	24	26	225	73	0	17	28	725	13	363	2493	191
Saturation 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	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.00	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3550	0	1750	3150	7368	132	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.13	0.02	0.00	0.01	0.01	0.10	0.10	0.12	0.44	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	60.7	10.0	0.0	17.0	7.0	43.3	43.3	50.7	87.0	97.0
Volume/Cap:	0.17	0.17	0.27	0.26	0.00	0.07	0.16	0.29	0.29	0.29	0.63	0.14
Uniform Del:	54.1	54.1	19.4	54.5	0.0	47.6	56.7	30.1	30.1	25.4	10.7	3.7
IncremntDel:	0.6	0.5	0.2	0.5	0.0	0.1	0.4	0.1	0.1	0.1	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.7	54.7	19.6	55.0	0.0	47.7	57.1	30.2	30.2	25.6	11.1	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	19.6	55.0	0.0	47.7	57.1	30.2	30.2	25.6	11.1	3.8
LOS by Move:	D	D	B	E	A	D	E	C	C	C	B	A
HCM2kAvgQ:	1	1	5	2	0	1	1	5	5	5	17	2

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

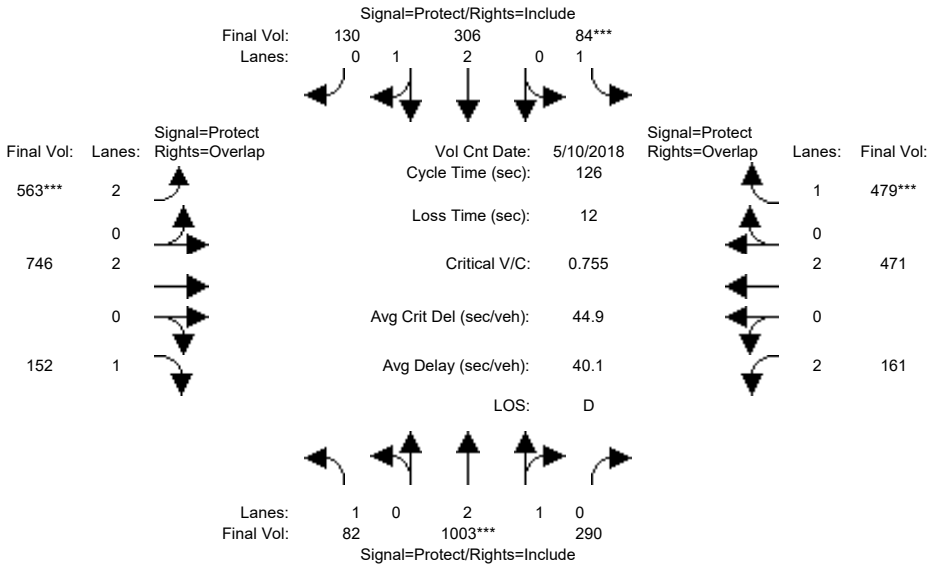


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	36	15	245	327	39	116	113	1602	34	267	1540	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	15	245	327	39	116	113	1602	34	267	1540	286
Added Vol:	0	0	0	0	0	0	0	18	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	15	245	327	39	116	113	1620	34	267	1549	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	15	245	327	39	116	113	1620	34	267	1549	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	15	245	327	39	116	113	1620	34	267	1549	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	15	245	327	39	116	113	1620	34	267	1549	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.79	0.21	1.00	2.00	3.91	0.09	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3172	378	1750	3150	7346	154	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.14	0.10	0.10	0.07	0.04	0.22	0.22	0.08	0.27	0.16
Crit Moves:	****			****			****				****	
Green Time:	16.4	16.4	39.6	28.0	28.0	37.8	9.7	60.4	60.4	23.2	73.8	101.9
Volume/Cap:	0.18	0.07	0.49	0.52	0.52	0.25	0.52	0.51	0.51	0.51	0.52	0.22
Uniform Del:	55.7	55.0	41.9	49.9	49.9	40.0	62.8	29.0	29.0	53.2	21.5	6.2
IncremntDel:	0.4	0.1	0.8	0.7	0.7	0.3	2.1	0.1	0.1	0.9	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	55.1	42.6	50.6	50.6	40.3	65.0	29.2	29.2	54.1	21.6	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	55.1	42.6	50.6	50.6	40.3	65.0	29.2	29.2	54.1	21.6	6.3
LOS by Move:	E	E	D	D	D	D	E	C	C	D	C	A
HCM2kAvgQ:	2	1	10	8	8	4	3	13	13	6	14	4

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

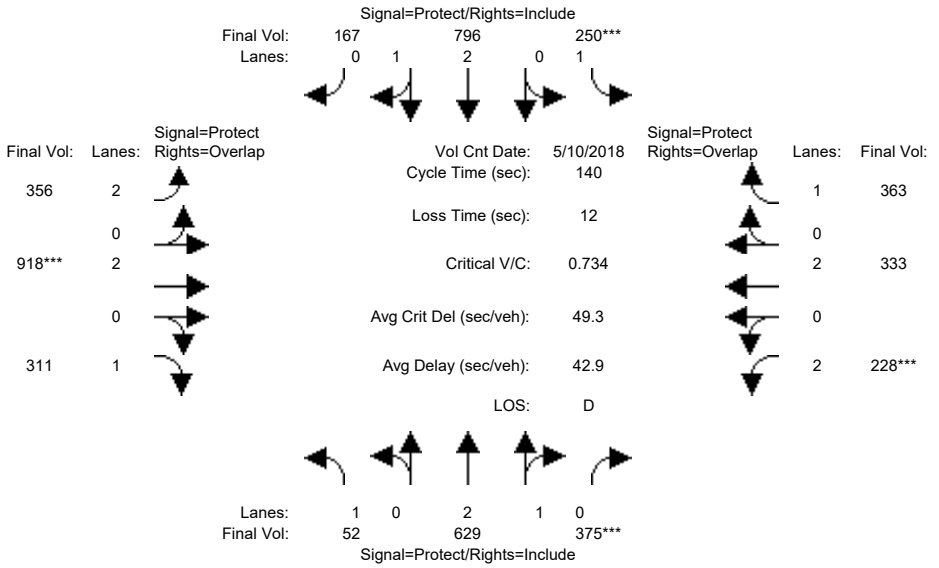


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1003	290	84	306	130	563	746	152	161	471	479
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:	82	1003	290	84	306	130	563	746	152	161	471	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1003	290	84	306	130	563	746	152	161	471	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1003	290	84	306	130	563	746	152	161	471	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.30	0.70	1.00	2.07	0.93	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4342	1256	1750	3928	1669	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.05	0.08	0.08	0.18	0.20	0.09	0.05	0.12	0.27
Crit Moves:		****		****			****					****
Green Time:	19.2	38.5	38.5	8.0	27.4	27.4	29.8	51.6	70.8	14.6	36.4	44.4
Volume/Cap:	0.31	0.76	0.76	0.76	0.36	0.36	0.76	0.48	0.15	0.44	0.43	0.78
Uniform Del:	47.5	39.5	39.5	58.0	41.9	41.9	44.7	27.3	13.3	51.9	36.4	36.4
IncremntDel:	0.7	2.0	2.0	25.1	0.2	0.2	4.4	0.2	0.1	0.9	0.3	6.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	41.5	41.5	83.2	42.0	42.0	49.1	27.6	13.3	52.7	36.6	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:	48.2	41.5	41.5	83.2	42.0	42.0	49.1	27.6	13.3	52.7	36.6	42.6
LOS by Move:	D	D	D	F	D	D	D	C	B	D	D	D
HCM2kAvgQ:	3	17	17	5	5	5	14	10	3	4	7	19

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

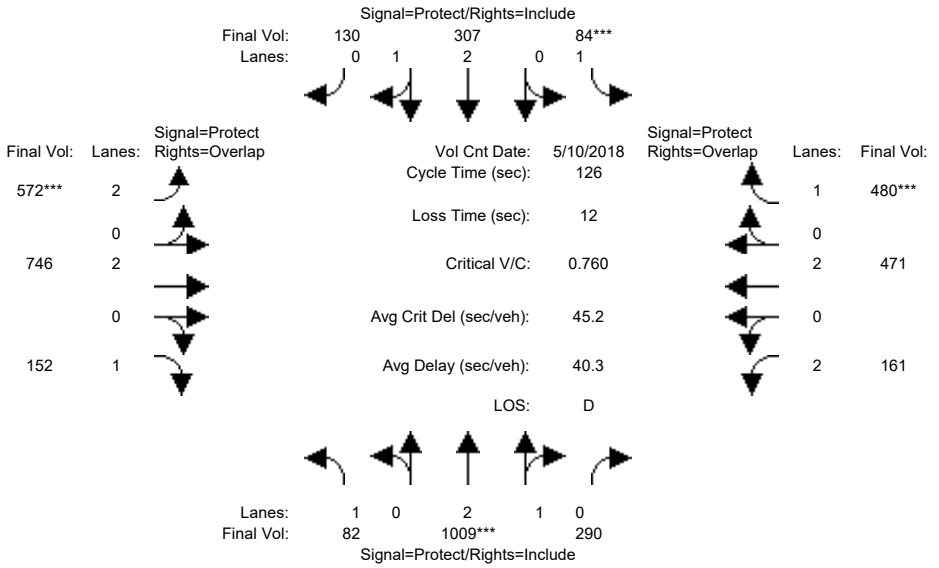


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	629	375	250	796	167	356	918	311	228	333	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	629	375	250	796	167	356	918	311	228	333	363
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:	52	629	375	250	796	167	356	918	311	228	333	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	629	375	250	796	167	356	918	311	228	333	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	629	375	250	796	167	356	918	311	228	333	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	52	629	375	250	796	167	356	918	311	228	333	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.46	0.54	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4628	971	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.21	0.14	0.17	0.17	0.11	0.24	0.18	0.07	0.09	0.21
Crit Moves:			****	****				****		****		
Green Time:	15.3	40.9	40.9	27.2	52.8	52.8	33.7	46.1	61.4	13.8	26.2	53.4
Volume/Cap:	0.27	0.57	0.73	0.73	0.46	0.46	0.47	0.73	0.41	0.73	0.47	0.54
Uniform Del:	57.2	42.1	44.7	53.0	32.8	32.8	45.5	41.5	26.8	61.3	50.7	33.8
IncremntDel:	0.8	0.4	2.1	8.0	0.2	0.2	0.5	2.3	0.4	8.8	0.5	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.0	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.2	70.1	51.2	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.2	70.1	51.2	34.7
LOS by Move:	E	D	D	E	C	C	D	D	C	E	D	C
HCM2kAvgQ:	2	12	17	12	10	10	8	18	10	7	7	13

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

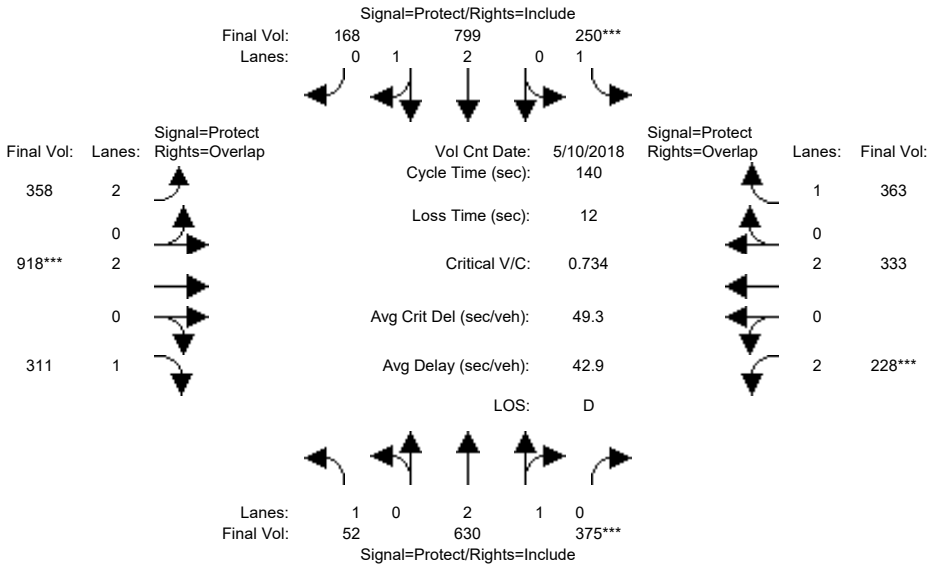


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1003	290	84	306	130	563	746	152	161	471	479
Added Vol:	0	6	0	0	1	0	9	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	1009	290	84	307	130	572	746	152	161	471	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1009	290	84	307	130	572	746	152	161	471	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1009	290	84	307	130	572	746	152	161	471	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1009	290	84	307	130	572	746	152	161	471	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.31	0.69	1.00	2.08	0.92	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4348	1250	1750	3932	1665	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.05	0.08	0.08	0.18	0.20	0.09	0.05	0.12	0.27
Crit Moves:		****		****			****					****
Green Time:	19.1	38.5	38.5	8.0	27.3	27.3	30.1	51.7	70.8	14.6	36.2	44.2
Volume/Cap:	0.31	0.76	0.76	0.76	0.36	0.36	0.76	0.48	0.15	0.44	0.43	0.78
Uniform Del:	47.6	39.6	39.6	58.1	41.9	41.9	44.6	27.3	13.2	51.9	36.5	36.6
IncremntDel:	0.7	2.0	2.0	26.0	0.2	0.2	4.5	0.2	0.1	0.8	0.3	6.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	41.7	41.7	84.1	42.1	42.1	49.1	27.5	13.3	52.7	36.8	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	41.7	41.7	84.1	42.1	42.1	49.1	27.5	13.3	52.7	36.8	43.0
LOS by Move:	D	D	D	F	D	D	D	C	B	D	D	D
HCM2kAvgQ:	3	17	17	5	5	5	14	10	3	4	7	19

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

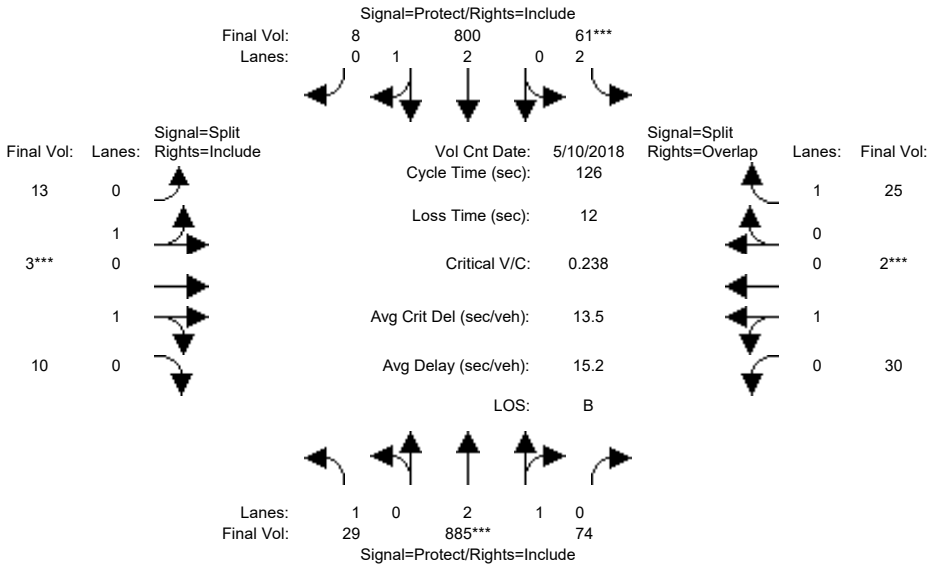


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	629	375	250	796	167	356	918	311	228	333	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	629	375	250	796	167	356	918	311	228	333	363
Added Vol:	0	1	0	0	3	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	630	375	250	799	168	358	918	311	228	333	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	630	375	250	799	168	358	918	311	228	333	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	630	375	250	799	168	358	918	311	228	333	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	52	630	375	250	799	168	358	918	311	228	333	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.46	0.54	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4626	973	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.21	0.14	0.17	0.17	0.11	0.24	0.18	0.07	0.09	0.21
Crit Moves:			****	****				****		****		
Green Time:	15.3	40.9	40.9	27.2	52.8	52.8	33.8	46.1	61.4	13.8	26.1	53.3
Volume/Cap:	0.27	0.57	0.73	0.73	0.46	0.46	0.47	0.73	0.41	0.73	0.47	0.54
Uniform Del:	57.2	42.1	44.7	53.0	32.8	32.8	45.4	41.5	26.9	61.3	50.8	33.9
IncremntDel:	0.8	0.4	2.1	8.0	0.2	0.2	0.5	2.3	0.4	8.8	0.5	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.0	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.2	70.1	51.3	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.2	70.1	51.3	34.8
LOS by Move:	E	D	D	E	C	C	D	D	C	E	D	C
HCM2kAvgQ:	2	12	17	12	10	10	8	18	10	7	7	13

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

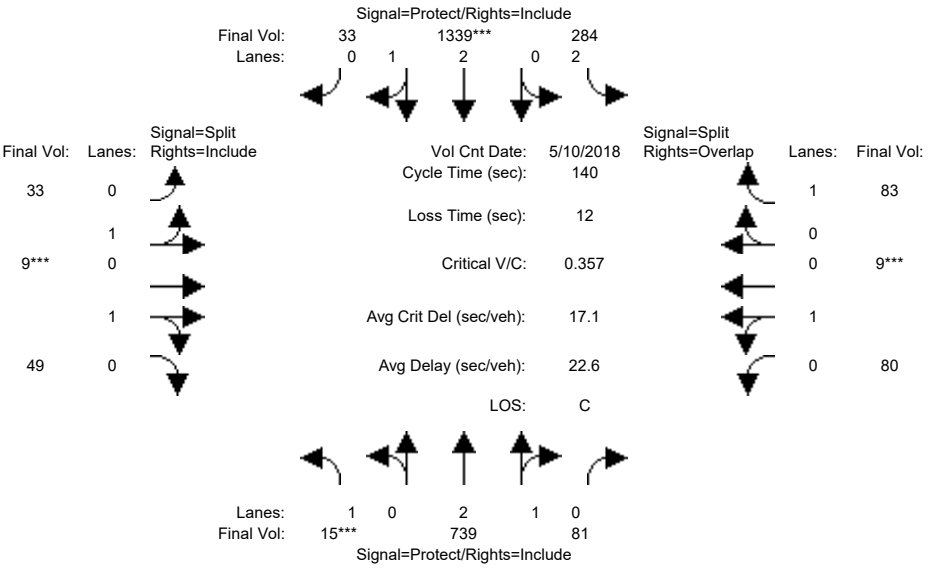


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	29	885	74	61	800	8	13	3	10	30	2	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	885	74	61	800	8	13	3	10	30	2	25
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:	29	885	74	61	800	8	13	3	10	30	2	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	885	74	61	800	8	13	3	10	30	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	885	74	61	800	8	13	3	10	30	2	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	885	74	61	800	8	13	3	10	30	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.76	0.24	2.00	2.97	0.03	1.00	0.23	0.77	0.94	0.06	1.00
Final Sat.:	1750	5167	432	3150	5544	55	1800	415	1385	1687	112	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.02	0.14	0.14	0.01	0.01	0.01	0.02	0.02	0.01
Crit Moves:		****		****				****			****	
Green Time:	26.1	84.5	84.5	9.5	67.9	67.9	10.0	10.0	10.0	10.0	10.0	19.5
Volume/Cap:	0.08	0.26	0.26	0.26	0.27	0.27	0.09	0.09	0.09	0.22	0.22	0.09
Uniform Del:	40.2	8.3	8.3	54.9	15.7	15.7	53.8	53.8	53.8	54.4	54.4	45.6
IncremntDel:	0.1	0.0	0.0	0.6	0.0	0.0	0.1	0.1	0.1	0.8	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.3	8.3	8.3	55.4	15.7	15.7	53.9	53.9	53.9	55.2	55.2	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	8.3	8.3	55.4	15.7	15.7	53.9	53.9	53.9	55.2	55.2	45.8
LOS by Move:	D	A	A	E	B	B	D	D	D	E	E	D
HCM2kAvgQ:	1	5	5	2	6	6	1	1	1	1	1	1

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

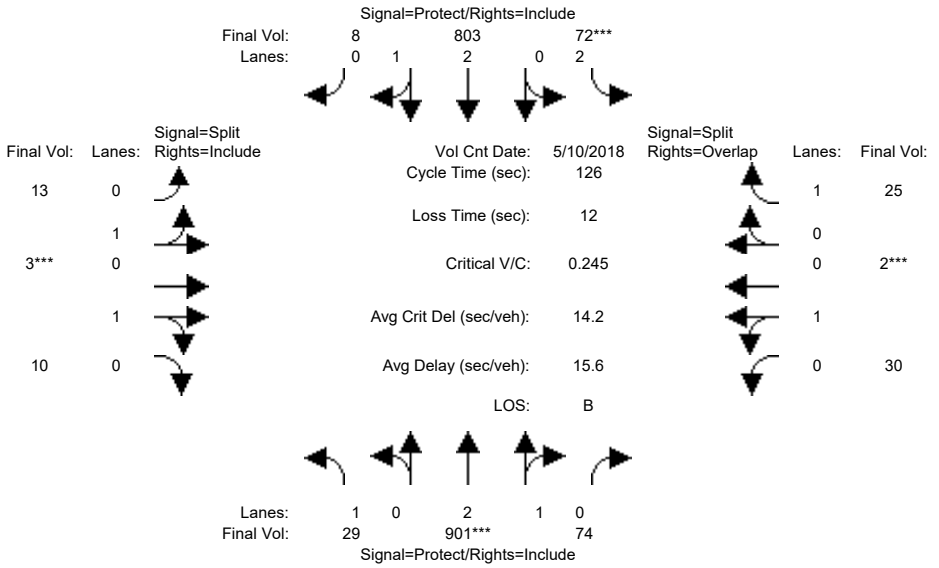


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	15	739	81	284	1339	33	33	9	49	80	9	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	739	81	284	1339	33	33	9	49	80	9	83
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:	15	739	81	284	1339	33	33	9	49	80	9	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	739	81	284	1339	33	33	9	49	80	9	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	739	81	284	1339	33	33	9	49	80	9	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	739	81	284	1339	33	33	9	49	80	9	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.69	0.31	2.00	2.93	0.07	0.79	0.21	1.00	0.90	0.10	1.00
Final Sat.:	1750	5046	553	3150	5465	135	1414	386	1800	1618	182	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.25	0.25	0.02	0.02	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****			****	
Green Time:	7.0	61.2	61.2	37.6	91.8	91.8	10.7	10.7	10.7	18.5	18.5	56.2
Volume/Cap:	0.17	0.34	0.34	0.34	0.37	0.37	0.31	0.31	0.36	0.37	0.37	0.12
Uniform Del:	63.7	26.0	26.0	41.1	11.0	11.0	61.2	61.2	61.4	55.4	55.4	26.3
IncremntDel:	0.9	0.1	0.1	0.2	0.1	0.1	0.6	0.6	0.9	1.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	26.1	26.1	41.4	11.1	11.1	61.7	61.7	62.3	56.4	56.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	26.1	26.1	41.4	11.1	11.1	61.7	61.7	62.3	56.4	56.4	26.4
LOS by Move:	E	C	C	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	1	8	8	6	9	9	2	2	2	4	4	2

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

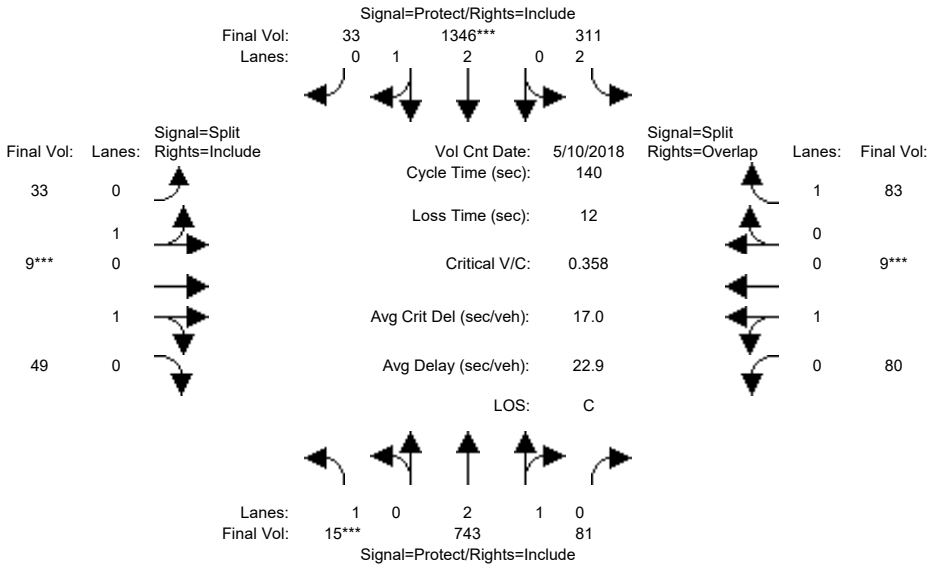


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	29	885	74	61	800	8	13	3	10	30	2	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	885	74	61	800	8	13	3	10	30	2	25
Added Vol:	0	16	0	11	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	901	74	72	803	8	13	3	10	30	2	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	901	74	72	803	8	13	3	10	30	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	901	74	72	803	8	13	3	10	30	2	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	901	74	72	803	8	13	3	10	30	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.76	0.24	2.00	2.97	0.03	1.00	0.23	0.77	0.94	0.06	1.00
Final Sat.:	1750	5174	425	3150	5545	55	1800	415	1385	1687	112	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.02	0.14	0.14	0.01	0.01	0.01	0.02	0.02	0.01
Crit Moves:		****		****				****			****	
Green Time:	26.1	83.1	83.1	10.9	67.9	67.9	10.0	10.0	10.0	10.0	10.0	20.9
Volume/Cap:	0.08	0.26	0.26	0.26	0.27	0.27	0.09	0.09	0.09	0.22	0.22	0.09
Uniform Del:	40.3	8.8	8.8	53.8	15.6	15.6	53.8	53.8	53.8	54.4	54.4	44.5
IncremntDel:	0.1	0.0	0.0	0.5	0.0	0.0	0.1	0.1	0.1	0.8	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.4	8.9	8.9	54.3	15.7	15.7	53.9	53.9	53.9	55.2	55.2	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	8.9	8.9	54.3	15.7	15.7	53.9	53.9	53.9	55.2	55.2	44.6
LOS by Move:	D	A	A	D	B	B	D	D	D	E	E	D
HCM2kAvgQ:	1	5	5	2	6	6	1	1	1	1	1	1

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

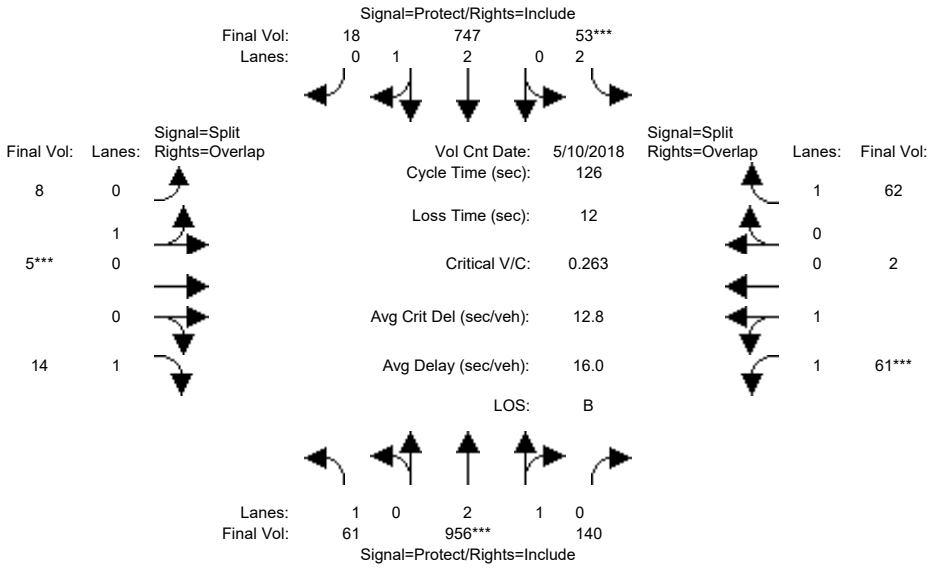


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	15	739	81	284	1339	33	33	9	49	80	9	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	739	81	284	1339	33	33	9	49	80	9	83
Added Vol:	0	4	0	27	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	743	81	311	1346	33	33	9	49	80	9	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	743	81	311	1346	33	33	9	49	80	9	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	743	81	311	1346	33	33	9	49	80	9	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	743	81	311	1346	33	33	9	49	80	9	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.69	0.31	2.00	2.93	0.07	0.79	0.21	1.00	0.90	0.10	1.00
Final Sat.:	1750	5049	550	3150	5466	134	1414	386	1800	1618	182	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.10	0.25	0.25	0.02	0.02	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****			****	
Green Time:	7.0	59.2	59.2	39.7	91.9	91.9	10.6	10.6	10.6	18.5	18.5	58.2
Volume/Cap:	0.17	0.35	0.35	0.35	0.38	0.38	0.31	0.31	0.36	0.38	0.38	0.11
Uniform Del:	63.7	27.3	27.3	39.9	11.0	11.0	61.2	61.2	61.4	55.5	55.5	25.1
IncremntDel:	0.9	0.1	0.1	0.2	0.1	0.1	0.6	0.6	0.9	1.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	27.4	27.4	40.1	11.0	11.0	61.8	61.8	62.3	56.5	56.5	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	27.4	27.4	40.1	11.0	11.0	61.8	61.8	62.3	56.5	56.5	25.2
LOS by Move:	E	C	C	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	1	8	8	6	9	9	2	2	2	4	4	2

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

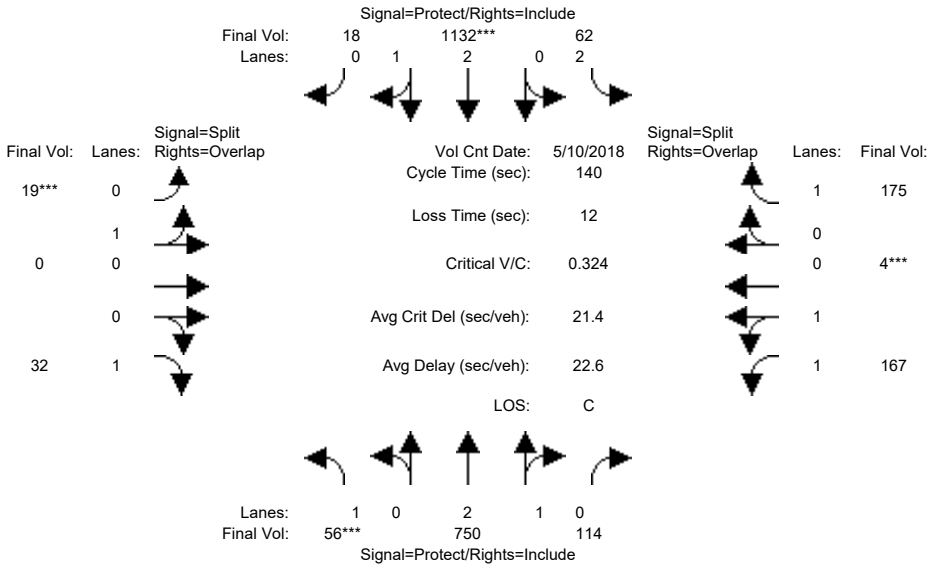


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	61	956	140	53	747	18	8	5	14	61	2	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	956	140	53	747	18	8	5	14	61	2	62
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:	61	956	140	53	747	18	8	5	14	61	2	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	956	140	53	747	18	8	5	14	61	2	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	956	140	53	747	18	8	5	14	61	2	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	61	956	140	53	747	18	8	5	14	61	2	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.60	0.40	2.00	2.93	0.07	0.62	0.38	1.00	1.94	0.06	1.00
Final Sat.:	1750	4884	715	3150	5468	132	1108	692	1750	3437	113	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.02	0.14	0.14	0.01	0.01	0.01	0.02	0.02	0.04
Crit Moves:		****		****				****		****		
Green Time:	27.2	86.6	86.6	7.4	66.8	66.8	10.0	10.0	37.2	10.0	10.0	17.4
Volume/Cap:	0.16	0.28	0.28	0.28	0.26	0.26	0.09	0.09	0.03	0.22	0.22	0.26
Uniform Del:	40.2	7.7	7.7	56.7	16.1	16.1	53.8	53.8	31.6	54.4	54.4	48.5
IncremntDel:	0.2	0.0	0.0	0.8	0.0	0.0	0.3	0.3	0.0	0.4	0.4	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.4	7.7	7.7	57.6	16.1	16.1	54.1	54.1	31.6	54.8	54.8	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	7.7	7.7	57.6	16.1	16.1	54.1	54.1	31.6	54.8	54.8	49.0
LOS by Move:	D	A	A	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	2	5	5	1	5	5	1	1	0	1	1	2

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

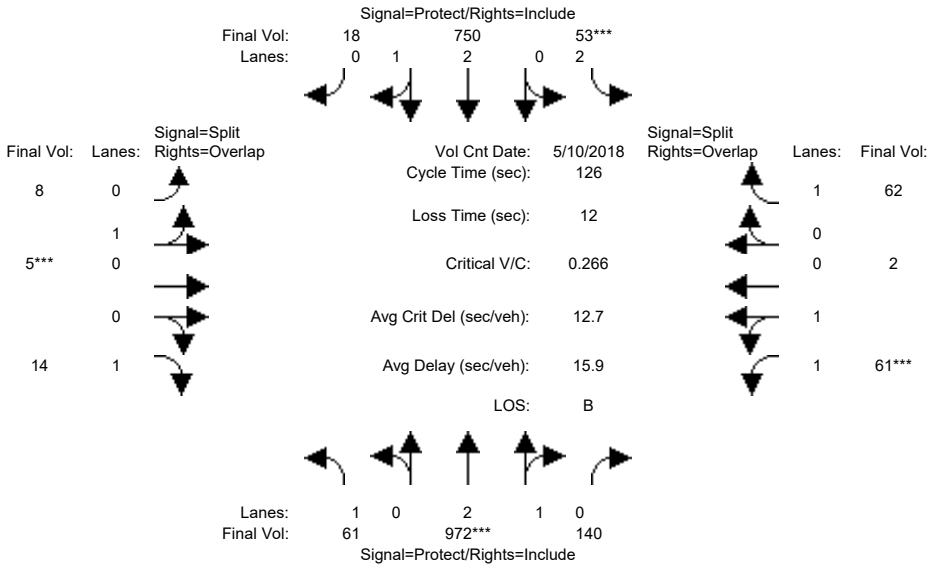


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	56	750	114	62	1132	18	19	0	32	167	4	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	750	114	62	1132	18	19	0	32	167	4	175
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:	56	750	114	62	1132	18	19	0	32	167	4	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	750	114	62	1132	18	19	0	32	167	4	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	750	114	62	1132	18	19	0	32	167	4	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	750	114	62	1132	18	19	0	32	167	4	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.59	0.41	2.00	2.95	0.05	1.00	0.00	1.00	1.95	0.05	1.00
Final Sat.:	1750	4860	739	3150	5512	88	1800	0	1750	3467	83	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.02	0.21	0.21	0.01	0.00	0.02	0.05	0.05	0.10
Crit Moves:	****				****		****				****	
Green Time:	13.1	73.6	73.6	23.9	84.3	84.3	10.0	0.0	23.1	20.5	20.5	44.4
Volume/Cap:	0.34	0.29	0.29	0.12	0.34	0.34	0.15	0.00	0.11	0.33	0.33	0.32
Uniform Del:	59.4	18.6	18.6	49.1	13.9	13.9	61.0	0.0	49.7	53.6	53.6	36.3
IncremntDel:	1.2	0.1	0.1	0.1	0.1	0.1	0.5	0.0	0.2	0.4	0.4	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.6	18.7	18.7	49.2	14.0	14.0	61.5	0.0	49.9	53.9	53.9	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	18.7	18.7	49.2	14.0	14.0	61.5	0.0	49.9	53.9	53.9	36.6
LOS by Move:	E	B	B	D	B	B	E	A	D	D	D	D
HCM2kAvgQ:	3	7	7	1	8	8	1	0	1	4	4	6

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

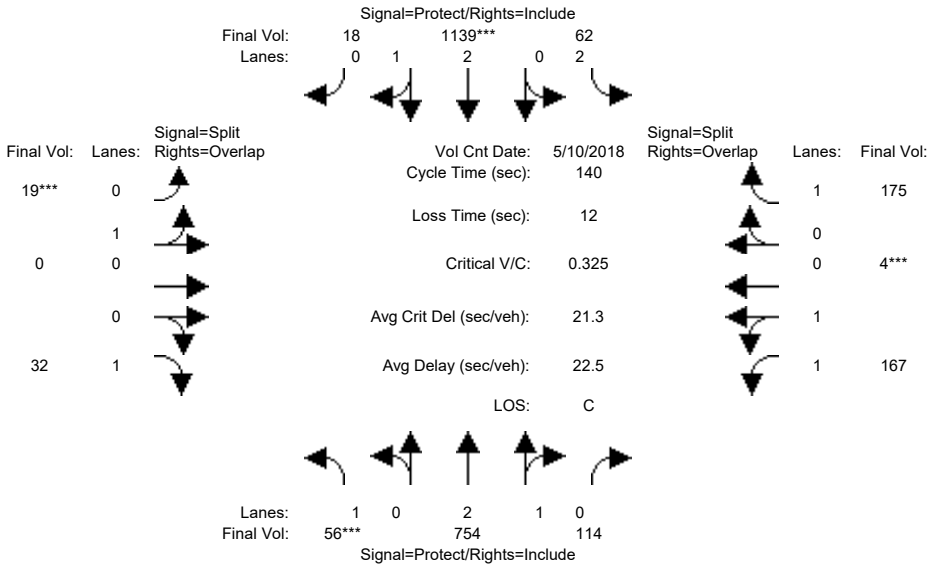


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	61	956	140	53	747	18	8	5	14	61	2	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	956	140	53	747	18	8	5	14	61	2	62
Added Vol:	0	16	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	972	140	53	750	18	8	5	14	61	2	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	972	140	53	750	18	8	5	14	61	2	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	972	140	53	750	18	8	5	14	61	2	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	61	972	140	53	750	18	8	5	14	61	2	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.61	0.39	2.00	2.93	0.07	0.62	0.38	1.00	1.94	0.06	1.00
Final Sat.:	1750	4894	705	3150	5469	131	1108	692	1750	3437	113	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.02	0.14	0.14	0.01	0.01	0.01	0.02	0.02	0.04
Crit Moves:		****		****				****		****		
Green Time:	27.1	86.7	86.7	7.3	66.9	66.9	10.0	10.0	37.1	10.0	10.0	17.3
Volume/Cap:	0.16	0.29	0.29	0.29	0.26	0.26	0.09	0.09	0.03	0.22	0.22	0.26
Uniform Del:	40.2	7.7	7.7	56.8	16.1	16.1	53.8	53.8	31.6	54.4	54.4	48.6
IncremntDel:	0.2	0.0	0.0	0.9	0.0	0.0	0.3	0.3	0.0	0.4	0.4	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.4	7.7	7.7	57.7	16.1	16.1	54.1	54.1	31.6	54.8	54.8	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	7.7	7.7	57.7	16.1	16.1	54.1	54.1	31.6	54.8	54.8	49.1
LOS by Move:	D	A	A	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	2	6	6	1	5	5	1	1	0	1	1	2

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

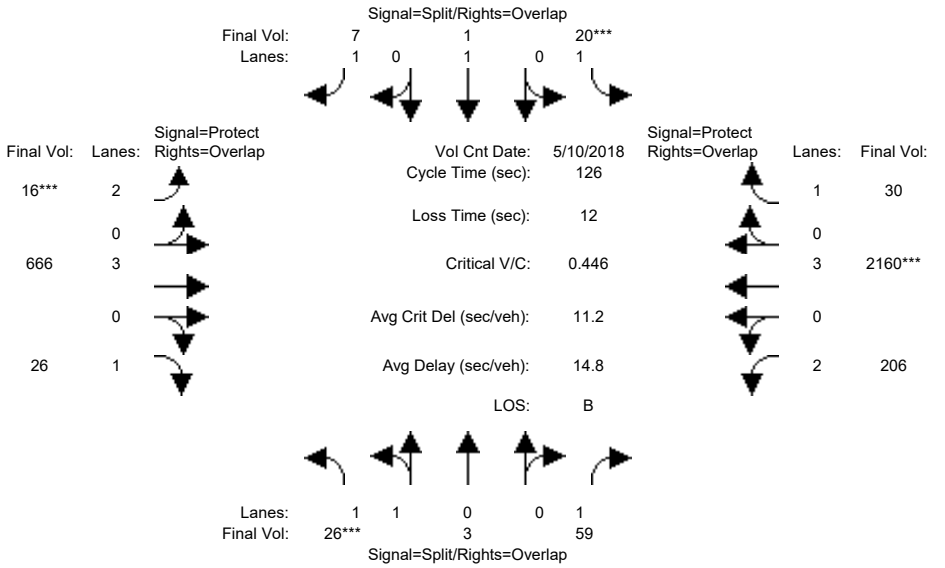


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	56	750	114	62	1132	18	19	0	32	167	4	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	750	114	62	1132	18	19	0	32	167	4	175
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	754	114	62	1139	18	19	0	32	167	4	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	754	114	62	1139	18	19	0	32	167	4	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	754	114	62	1139	18	19	0	32	167	4	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	754	114	62	1139	18	19	0	32	167	4	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.59	0.41	2.00	2.95	0.05	1.00	0.00	1.00	1.95	0.05	1.00
Final Sat.:	1750	4864	735	3150	5513	87	1800	0	1750	3467	83	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.02	0.21	0.21	0.01	0.00	0.02	0.05	0.05	0.10
Crit Moves:	****				****		****				****	
Green Time:	13.1	73.8	73.8	23.8	84.5	84.5	10.0	0.0	23.1	20.4	20.4	44.2
Volume/Cap:	0.34	0.29	0.29	0.12	0.34	0.34	0.15	0.00	0.11	0.33	0.33	0.32
Uniform Del:	59.4	18.5	18.5	49.2	13.9	13.9	61.0	0.0	49.7	53.6	53.6	36.4
IncremntDel:	1.3	0.1	0.1	0.1	0.1	0.1	0.5	0.0	0.2	0.4	0.4	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.7	18.6	18.6	49.3	13.9	13.9	61.5	0.0	49.9	54.0	54.0	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	18.6	18.6	49.3	13.9	13.9	61.5	0.0	49.9	54.0	54.0	36.7
LOS by Move:	E	B	B	D	B	B	E	A	D	D	D	D
HCM2kAvgQ:	3	7	7	1	8	8	1	0	1	4	4	6

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

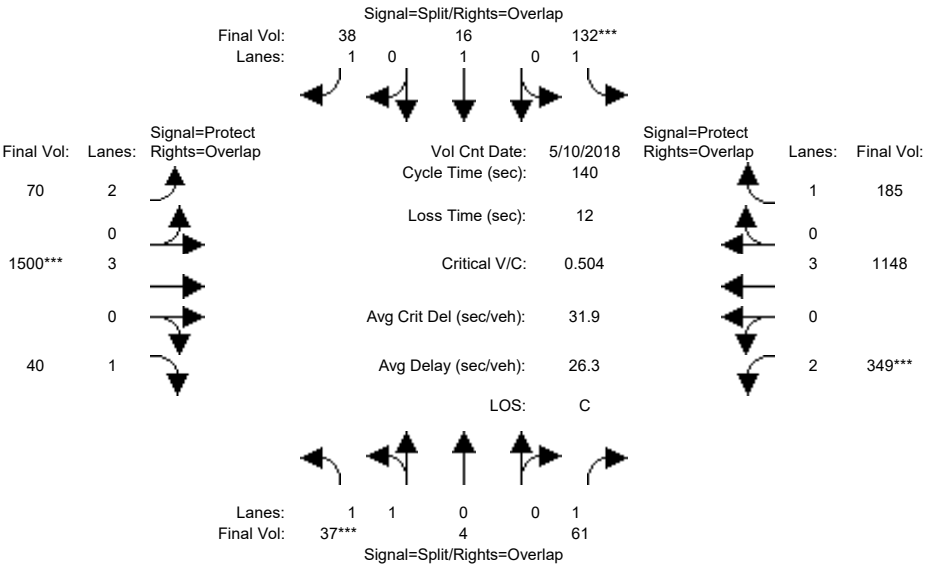


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	26	3	59	20	1	7	16	666	26	206	2160	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	3	59	20	1	7	16	666	26	206	2160	30
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:	26	3	59	20	1	7	16	666	26	206	2160	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	3	59	20	1	7	16	666	26	206	2160	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	3	59	20	1	7	16	666	26	206	2160	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	3	59	20	1	7	16	666	26	206	2160	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.80	0.20	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3183	367	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.01	0.00	0.00	0.01	0.12	0.01	0.07	0.38	0.02
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	43.7	10.0	10.0	17.0	7.0	60.3	70.3	33.7	87.0	97.0
Volume/Cap:	0.10	0.10	0.10	0.14	0.01	0.03	0.09	0.24	0.03	0.24	0.55	0.02
Uniform Del:	53.8	53.8	27.8	54.0	53.4	47.3	56.5	19.4	12.5	36.1	9.7	3.4
IncremntDel:	0.2	0.2	0.1	0.5	0.0	0.1	0.2	0.0	0.0	0.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.0	54.0	27.9	54.5	53.4	47.4	56.7	19.5	12.5	36.3	9.9	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	54.0	27.9	54.5	53.4	47.4	56.7	19.5	12.5	36.3	9.9	3.4
LOS by Move:	D	D	C	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	1	1	2	1	0	0	0	5	0	4	13	0

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

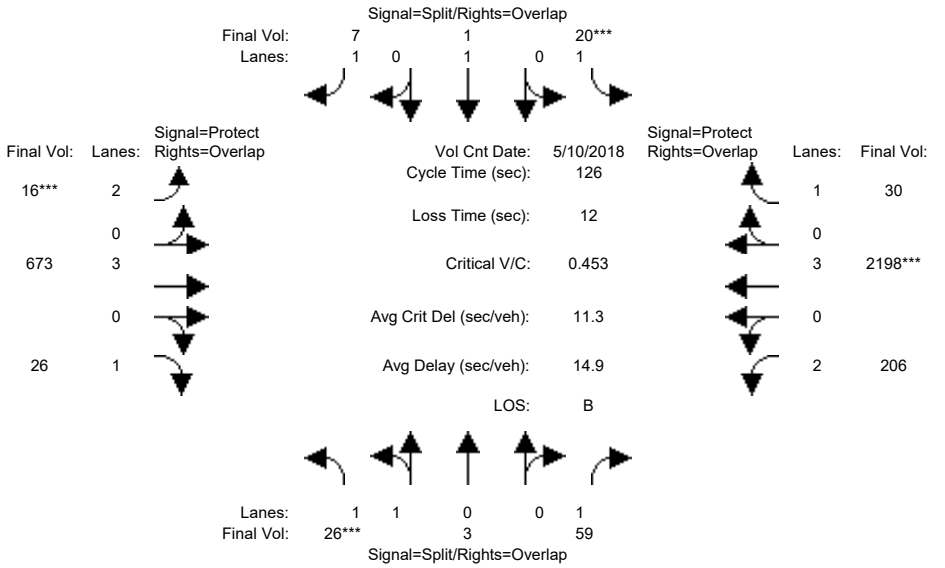


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	37	4	61	132	16	38	70	1500	40	349	1148	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	132	16	38	70	1500	40	349	1148	185
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:	37	4	61	132	16	38	70	1500	40	349	1148	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	132	16	38	70	1500	40	349	1148	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	132	16	38	70	1500	40	349	1148	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	4	61	132	16	38	70	1500	40	349	1148	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.81	0.19	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3204	346	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.08	0.01	0.02	0.02	0.26	0.02	0.11	0.20	0.11
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	39.1	19.8	19.8	39.3	19.5	69.1	79.1	29.1	78.7	98.5
Volume/Cap:	0.16	0.16	0.12	0.53	0.06	0.08	0.16	0.53	0.04	0.53	0.36	0.15
Uniform Del:	61.1	61.1	37.7	55.8	52.0	37.0	53.0	24.4	13.6	49.4	16.8	6.9
IncremntDel:	0.3	0.3	0.1	2.2	0.1	0.1	0.2	0.2	0.0	0.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.4	61.4	37.8	58.0	52.1	37.1	53.2	24.6	13.6	50.3	16.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	61.4	37.8	58.0	52.1	37.1	53.2	24.6	13.6	50.3	16.9	6.9
LOS by Move:	E	E	D	E	D	D	D	C	B	D	B	A
HCM2kAvgQ:	1	1	2	6	1	1	1	14	1	8	9	3

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

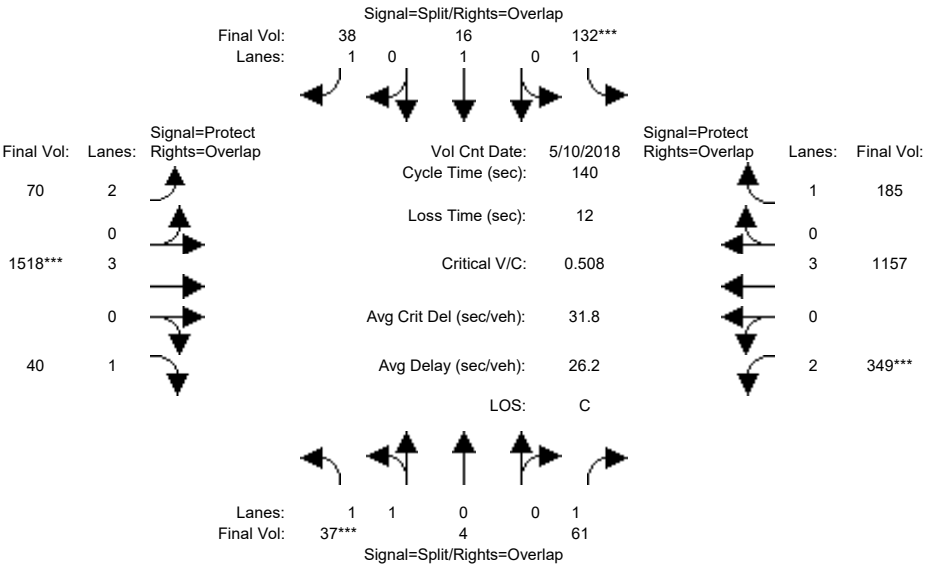


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	26	3	59	20	1	7	16	666	26	206	2160	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	3	59	20	1	7	16	666	26	206	2160	30
Added Vol:	0	0	0	0	0	0	0	7	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	3	59	20	1	7	16	673	26	206	2198	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	3	59	20	1	7	16	673	26	206	2198	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	3	59	20	1	7	16	673	26	206	2198	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	3	59	20	1	7	16	673	26	206	2198	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.80	0.20	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3183	367	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.01	0.00	0.00	0.01	0.12	0.01	0.07	0.39	0.02
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	43.5	10.0	10.0	17.0	7.0	60.5	70.5	33.5	87.0	97.0
Volume/Cap:	0.10	0.10	0.10	0.14	0.01	0.03	0.09	0.25	0.03	0.25	0.56	0.02
Uniform Del:	53.8	53.8	27.9	54.0	53.4	47.3	56.5	19.3	12.4	36.3	9.8	3.4
IncremntDel:	0.2	0.2	0.1	0.5	0.0	0.1	0.2	0.0	0.0	0.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.0	54.0	28.0	54.5	53.4	47.4	56.7	19.4	12.4	36.5	10.0	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	54.0	28.0	54.5	53.4	47.4	56.7	19.4	12.4	36.5	10.0	3.4
LOS by Move:	D	D	C	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	1	2	1	0	0	0	5	0	4	14	0

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

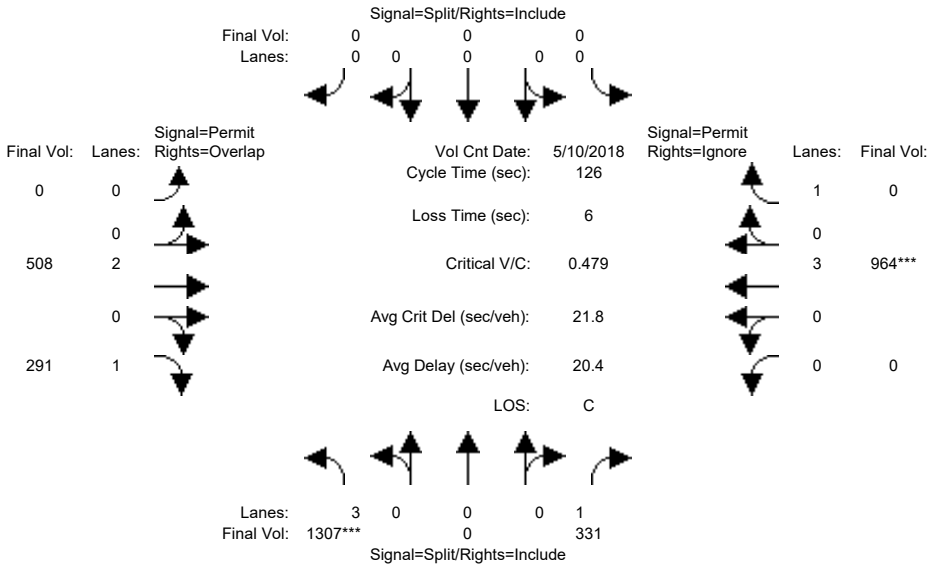


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	37	4	61	132	16	38	70	1500	40	349	1148	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	132	16	38	70	1500	40	349	1148	185
Added Vol:	0	0	0	0	0	0	0	18	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	4	61	132	16	38	70	1518	40	349	1157	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	132	16	38	70	1518	40	349	1157	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	132	16	38	70	1518	40	349	1157	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	4	61	132	16	38	70	1518	40	349	1157	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.81	0.19	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3204	346	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.08	0.01	0.02	0.02	0.27	0.02	0.11	0.20	0.11
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	38.9	19.7	19.7	39.1	19.4	69.4	79.4	28.9	78.9	98.6
Volume/Cap:	0.16	0.16	0.13	0.54	0.06	0.08	0.16	0.54	0.04	0.54	0.36	0.15
Uniform Del:	61.1	61.1	37.8	55.9	52.2	37.2	53.1	24.2	13.4	49.6	16.7	6.9
IncremntDel:	0.3	0.3	0.1	2.3	0.1	0.1	0.2	0.2	0.0	0.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.4	61.4	37.9	58.3	52.2	37.2	53.3	24.4	13.4	50.5	16.8	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	61.4	37.9	58.3	52.2	37.2	53.3	24.4	13.4	50.5	16.8	6.9
LOS by Move:	E	E	D	E	D	D	D	C	B	D	B	A
HCM2kAvgQ:	1	1	2	6	1	1	1	14	1	8	9	3

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

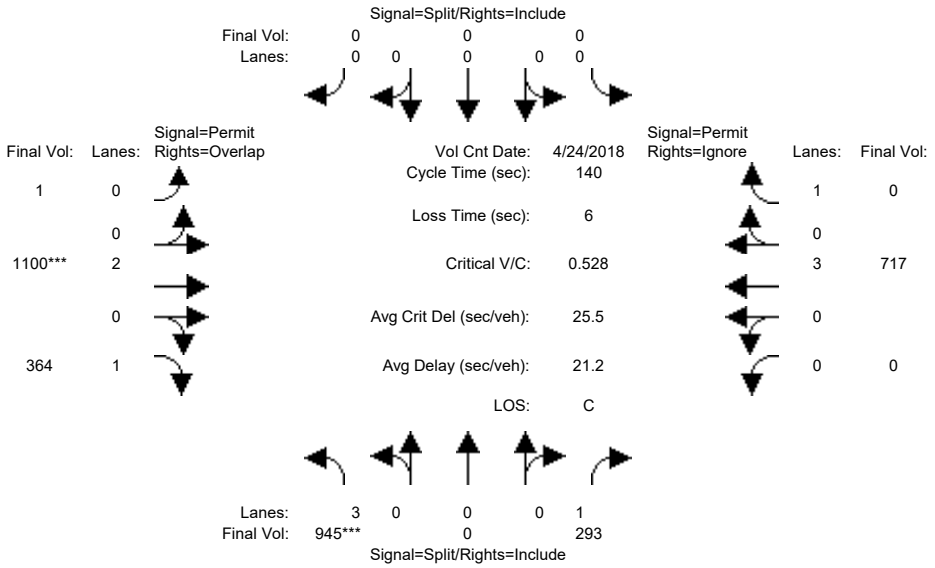


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	1307	0	331	0	0	0	0	508	291	0	964	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1307	0	331	0	0	0	0	508	291	0	964	155
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:	1307	0	331	0	0	0	0	508	291	0	964	155
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:	1307	0	331	0	0	0	0	508	291	0	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1307	0	331	0	0	0	0	508	291	0	964	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:	1307	0	331	0	0	0	0	508	291	0	964	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.19	0.00	0.00	0.00	0.00	0.13	0.17	0.00	0.17	0.00
Crit Moves:	****										****	
Green Time:	75.5	0.0	75.5	0.0	0.0	0.0	0.0	44.5	120.0	0.0	44.5	0.0
Volume/Cap:	0.48	0.00	0.32	0.00	0.00	0.00	0.00	0.38	0.17	0.00	0.48	0.00
Uniform Del:	14.2	0.0	12.5	0.0	0.0	0.0	0.0	30.4	0.2	0.0	31.7	0.0
IncremntDel:	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	14.3	0.0	12.6	0.0	0.0	0.0	0.0	30.6	0.2	0.0	31.9	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:	14.3	0.0	12.6	0.0	0.0	0.0	0.0	30.6	0.2	0.0	31.9	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	12	0	7	0	0	0	0	7	1	0	10	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

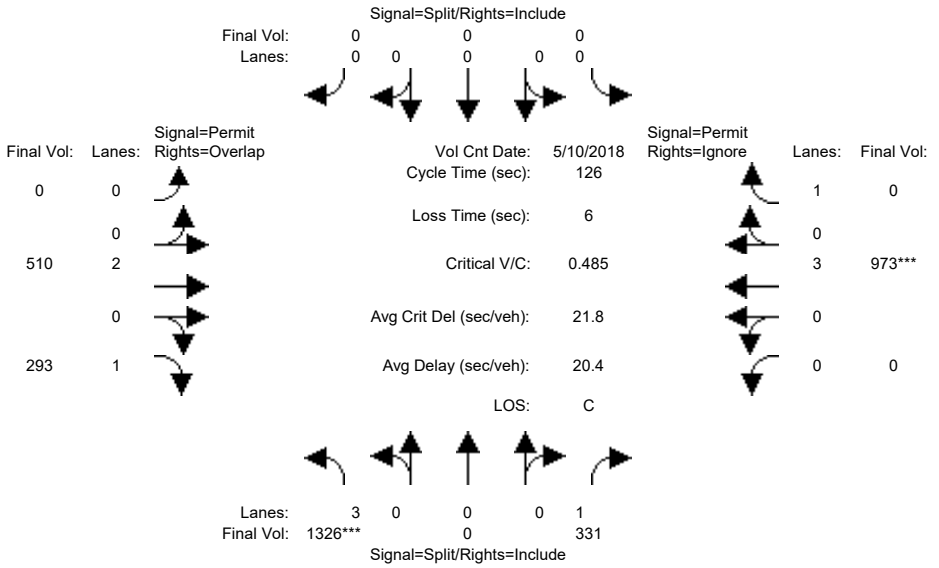


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	945	0	293	0	0	0	1	1100	364	0	717	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	945	0	293	0	0	0	1	1100	364	0	717	159
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:	945	0	293	0	0	0	1	1100	364	0	717	159
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:	945	0	293	0	0	0	1	1100	364	0	717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	945	0	293	0	0	0	1	1100	364	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:	945	0	293	0	0	0	1	1100	364	0	717	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	3	3697	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.17	0.00	0.00	0.00	0.30	0.30	0.21	0.00	0.13	0.00
Crit Moves:	****							****				
Green Time:	55.1	0.0	55.1	0.0	0.0	0.0	78.9	78.9	134.0	0.0	78.9	0.0
Volume/Cap:	0.53	0.00	0.43	0.00	0.00	0.00	0.53	0.53	0.22	0.00	0.22	0.00
Uniform Del:	32.5	0.0	30.9	0.0	0.0	0.0	19.0	19.0	0.2	0.0	15.2	0.0
IncremntDel:	0.3	0.0	0.4	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	32.8	0.0	31.4	0.0	0.0	0.0	19.2	19.2	0.2	0.0	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	0.0	31.4	0.0	0.0	0.0	19.2	19.2	0.2	0.0	15.3	0.0
LOS by Move:	C	A	C	A	A	A	B	B	A	A	B	A
HCM2kAvgQ:	13	0	10	0	0	0	15	15	1	0	5	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

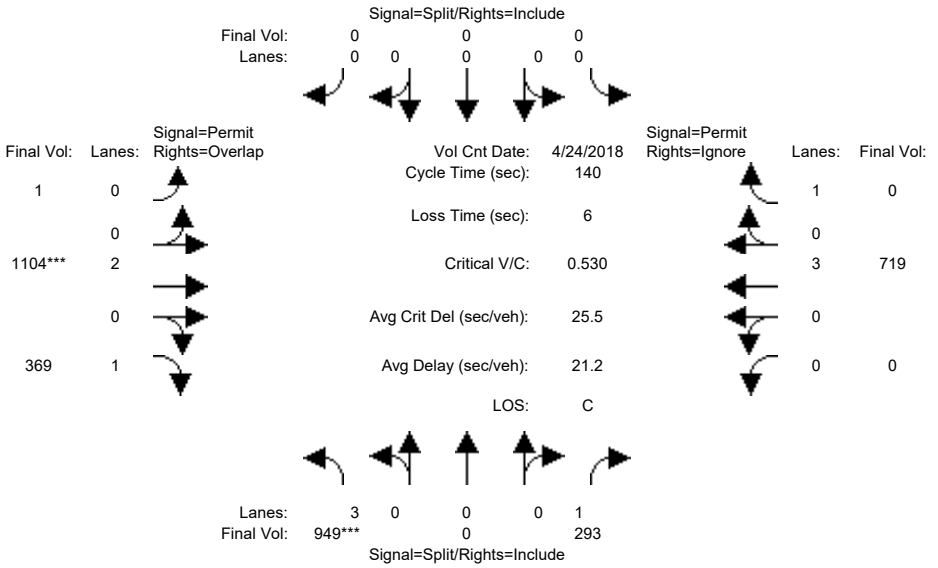


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	1307	0	331	0	0	0	0	508	291	0	964	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1307	0	331	0	0	0	0	508	291	0	964	155
Added Vol:	19	0	0	0	0	0	0	2	2	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1326	0	331	0	0	0	0	510	293	0	973	155
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:	1326	0	331	0	0	0	0	510	293	0	973	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1326	0	331	0	0	0	0	510	293	0	973	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:	1326	0	331	0	0	0	0	510	293	0	973	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.19	0.00	0.00	0.00	0.00	0.13	0.17	0.00	0.17	0.00
Crit Moves:	****										****	
Green Time:	75.7	0.0	75.7	0.0	0.0	0.0	0.0	44.3	120.0	0.0	44.3	0.0
Volume/Cap:	0.49	0.00	0.31	0.00	0.00	0.00	0.00	0.38	0.18	0.00	0.49	0.00
Uniform Del:	14.2	0.0	12.4	0.0	0.0	0.0	0.0	30.6	0.2	0.0	31.9	0.0
IncremntDel:	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	14.3	0.0	12.6	0.0	0.0	0.0	0.0	30.8	0.2	0.0	32.1	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:	14.3	0.0	12.6	0.0	0.0	0.0	0.0	30.8	0.2	0.0	32.1	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	12	0	7	0	0	0	0	7	1	0	10	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

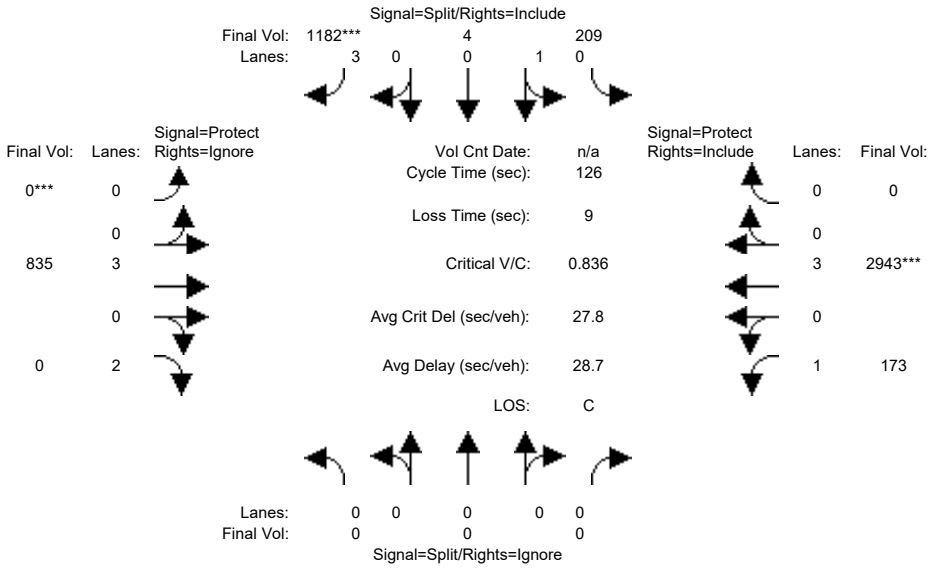


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	945	0	293	0	0	0	1	1100	364	0	717	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	945	0	293	0	0	0	1	1100	364	0	717	159
Added Vol:	4	0	0	0	0	0	0	4	5	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	949	0	293	0	0	0	1	1104	369	0	719	159
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:	949	0	293	0	0	0	1	1104	369	0	719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	0	293	0	0	0	1	1104	369	0	719	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:	949	0	293	0	0	0	1	1104	369	0	719	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	3	3697	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.17	0.00	0.00	0.00	0.30	0.30	0.21	0.00	0.13	0.00
Crit Moves:	****							****				
Green Time:	55.1	0.0	55.1	0.0	0.0	0.0	78.9	78.9	134.0	0.0	78.9	0.0
Volume/Cap:	0.53	0.00	0.43	0.00	0.00	0.00	0.53	0.53	0.22	0.00	0.22	0.00
Uniform Del:	32.5	0.0	30.9	0.0	0.0	0.0	19.0	19.0	0.2	0.0	15.3	0.0
IncremntDel:	0.3	0.0	0.4	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	32.8	0.0	31.3	0.0	0.0	0.0	19.3	19.3	0.2	0.0	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	0.0	31.3	0.0	0.0	0.0	19.3	19.3	0.2	0.0	15.3	0.0
LOS by Move:	C	A	C	A	A	A	B	B	A	A	B	A
HCM2kAvgQ:	13	0	10	0	0	0	15	15	1	0	5	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

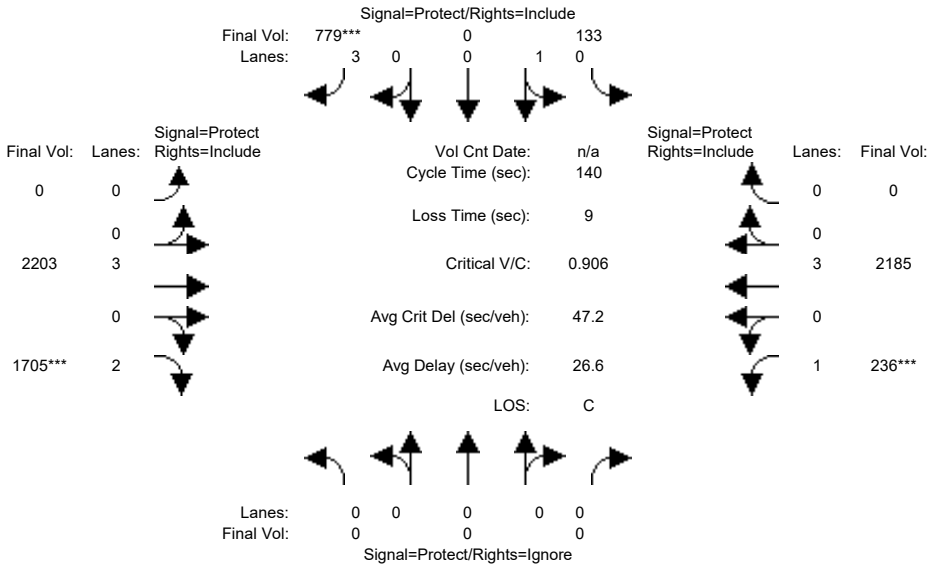


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	209	4	1182	0	835	647	173	2943	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	209	4	1182	0	835	647	173	2943	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	209	4	1182	0	835	647	173	2943	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1182	0	835	0	173	2943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1182	0	835	0	173	2943	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1182	0	835	0	173	2943	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.26	0.00	0.15	0.00	0.10	0.52	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.2	39.2	39.2	0.0	46.5	0.0	31.4	77.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.84	0.00	0.40	0.00	0.40	0.84	0.00
Uniform Del:	0.0	0.0	0.0	33.9	33.9	40.4	0.0	29.4	0.0	39.4	19.0	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	4.5	0.0	0.1	0.0	0.6	1.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	34.4	34.4	44.9	0.0	29.5	0.0	40.0	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	34.4	34.4	44.9	0.0	29.5	0.0	40.0	20.9	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	20	0	8	0	6	30	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

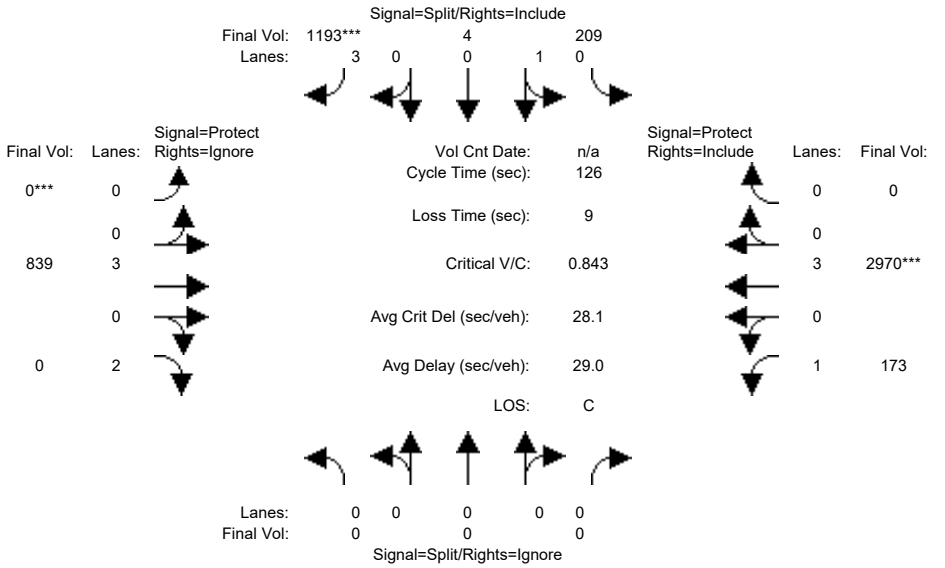


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	133	0	779	0	2203	1705	236	2185	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	133	0	779	0	2203	1705	236	2185	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	133	0	779	0	2203	1705	236	2185	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	779	0	2203	1705	236	2185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	779	0	2203	1705	236	2185	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	779	0	2203	1705	236	2185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.17	0.00	0.39	0.54	0.13	0.38	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	26.5	0.0	26.5	0.0	83.7	83.7	20.9	105	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.91	0.00	0.65	0.91	0.91	0.51	0.00
Uniform Del:	0.0	0.0	0.0	49.7	0.0	55.5	0.0	18.5	24.7	58.6	7.3	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	13.0	0.0	0.4	6.7	32.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	50.5	0.0	68.6	0.0	18.9	31.4	90.6	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.5	0.0	68.6	0.0	18.9	31.4	90.6	7.4	0.0
LOS by Move:	A	A	A	D	A	E	A	B	C	F	A	A
HCM2kAvgQ:	0	0	0	5	0	17	0	19	36	12	13	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

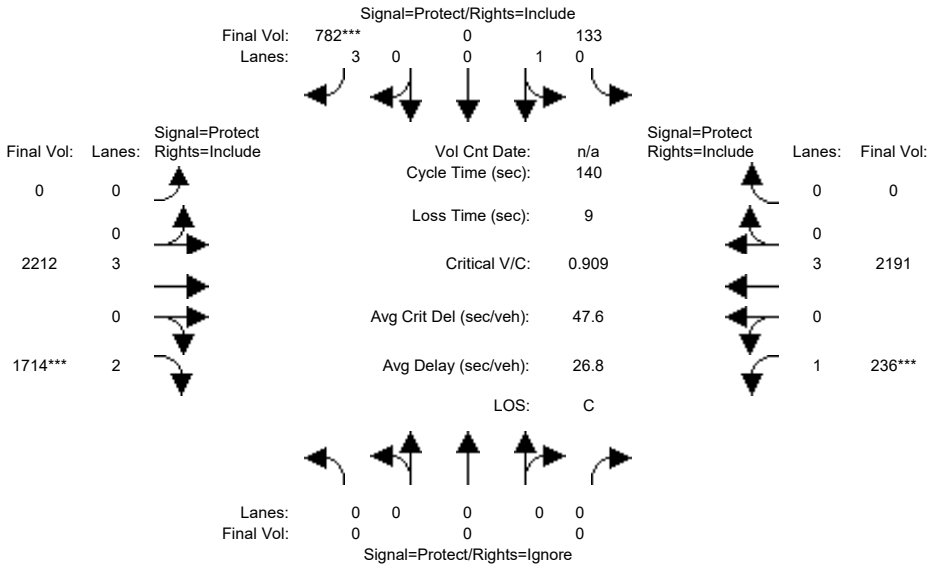


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	209	4	1182	0	835	647	173	2943	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	209	4	1182	0	835	647	173	2943	0
Added Vol:	0	0	0	0	0	11	0	4	4	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	4	1193	0	839	651	173	2970	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1193	0	839	0	173	2970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1193	0	839	0	173	2970	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1193	0	839	0	173	2970	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.26	0.00	0.15	0.00	0.10	0.52	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.2	39.2	39.2	0.0	46.6	0.0	31.3	77.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.84	0.00	0.40	0.00	0.40	0.84	0.00
Uniform Del:	0.0	0.0	0.0	33.9	33.9	40.6	0.0	29.4	0.0	39.5	19.2	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	4.8	0.0	0.1	0.0	0.6	2.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	34.4	34.4	45.4	0.0	29.5	0.0	40.1	21.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.4	34.4	45.4	0.0	29.5	0.0	40.1	21.2	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	20	0	8	0	6	31	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

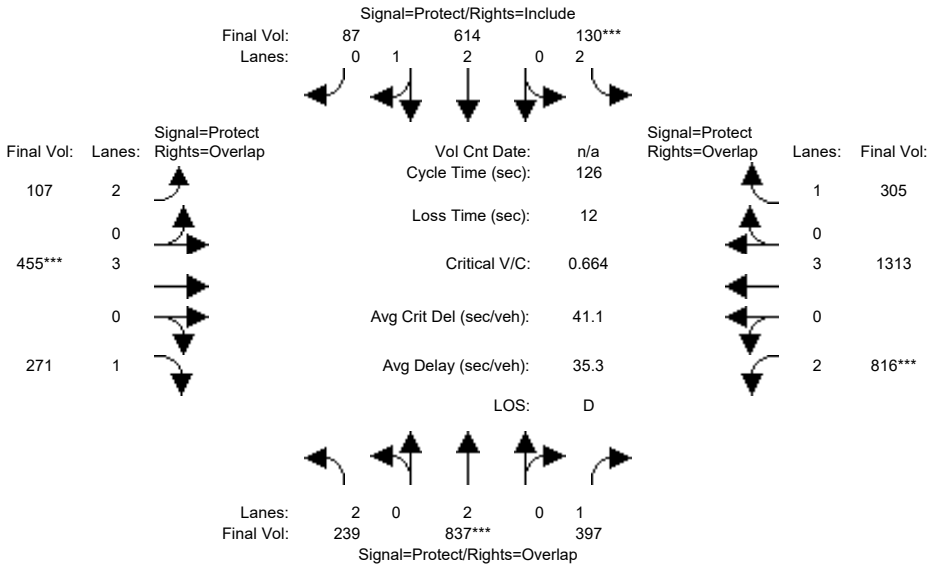


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	133	0	779	0	2203	1705	236	2185	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	133	0	779	0	2203	1705	236	2185	0
Added Vol:	0	0	0	0	0	3	0	9	9	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	133	0	782	0	2212	1714	236	2191	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	782	0	2212	1714	236	2191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	782	0	2212	1714	236	2191	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	782	0	2212	1714	236	2191	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.17	0.00	0.39	0.54	0.13	0.38	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	26.5	0.0	26.5	0.0	83.8	83.8	20.8	105	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.91	0.00	0.65	0.91	0.91	0.51	0.00
Uniform Del:	0.0	0.0	0.0	49.7	0.0	55.6	0.0	18.4	24.8	58.7	7.3	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	13.5	0.0	0.4	7.0	32.9	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	50.5	0.0	69.1	0.0	18.9	31.7	91.6	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.5	0.0	69.1	0.0	18.9	31.7	91.6	7.4	0.0
LOS by Move:	A	A	A	D	A	E	A	B	C	F	A	A
HCM2kAvgQ:	0	0	0	5	0	17	0	19	36	12	13	0

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

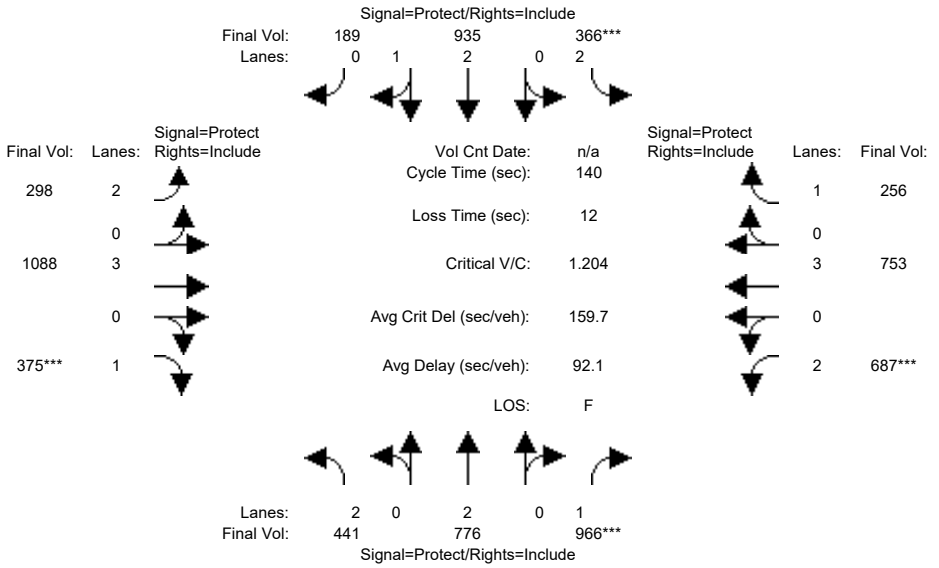


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	239	832	397	130	609	87	107	445	271	816	1303	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	832	397	130	609	87	107	445	271	816	1303	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	5	0	0	5	0	0	10	0	0	10	0
Initial Fut:	239	837	397	130	614	87	107	455	271	816	1313	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	837	397	130	614	87	107	455	271	816	1313	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	837	397	130	614	87	107	455	271	816	1313	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	837	397	130	614	87	107	455	271	816	1313	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4904	695	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.23	0.04	0.13	0.13	0.03	0.08	0.15	0.26	0.23	0.17
Crit Moves:		****		****				****		****		
Green Time:	18.7	41.8	91.0	7.8	30.9	30.9	12.5	15.2	33.9	49.2	51.8	59.7
Volume/Cap:	0.51	0.66	0.31	0.66	0.51	0.51	0.34	0.66	0.58	0.66	0.56	0.37
Uniform Del:	49.4	36.1	6.3	57.8	41.0	41.0	52.9	53.0	39.8	31.6	28.4	21.1
IncremntDel:	0.9	1.3	0.1	8.3	0.3	0.3	0.7	2.5	1.8	1.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.3	37.4	6.4	66.1	41.3	41.3	53.6	55.4	41.6	33.0	28.7	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	37.4	6.4	66.1	41.3	41.3	53.6	55.4	41.6	33.0	28.7	21.4
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	C
HCM2kAvgQ:	6	14	6	3	8	8	3	7	10	15	12	8

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

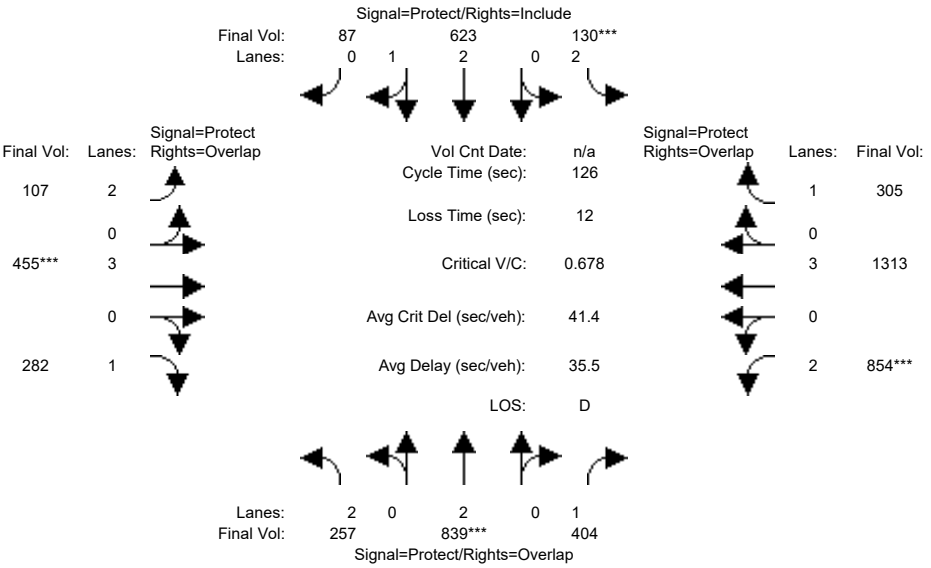


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	441	776	966	366	935	189	298	1088	375	687	753	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	776	966	366	935	189	298	1088	375	687	753	256
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:	441	776	966	366	935	189	298	1088	375	687	753	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	776	966	366	935	189	298	1088	375	687	753	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	776	966	366	935	189	298	1088	375	687	753	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	776	966	366	935	189	298	1088	375	687	753	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4657	941	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.55	0.12	0.20	0.20	0.09	0.19	0.21	0.22	0.13	0.15
Crit Moves:			****	****					****	****		
Green Time:	31.9	64.2	64.2	13.5	45.8	45.8	19.7	24.9	24.9	25.4	30.5	30.5
Volume/Cap:	0.61	0.45	1.20	1.20	0.61	0.61	0.67	1.07	1.20	1.20	0.61	0.67
Uniform Del:	48.5	25.8	37.9	63.2	39.7	39.7	57.0	57.5	57.5	57.3	49.3	50.1
IncremntDel:	1.6	0.2	103.4	118.7	0.6	0.6	4.0	49.7	118.2	107.6	0.9	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.1	26.0	141.3	181.9	40.3	40.3	61.0	107	175.7	164.9	50.2	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	26.0	141.3	181.9	40.3	40.3	61.0	107	175.7	164.9	50.2	54.7
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	D
HCM2kAvgQ:	11	11	68	15	13	13	8	23	28	27	9	11

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

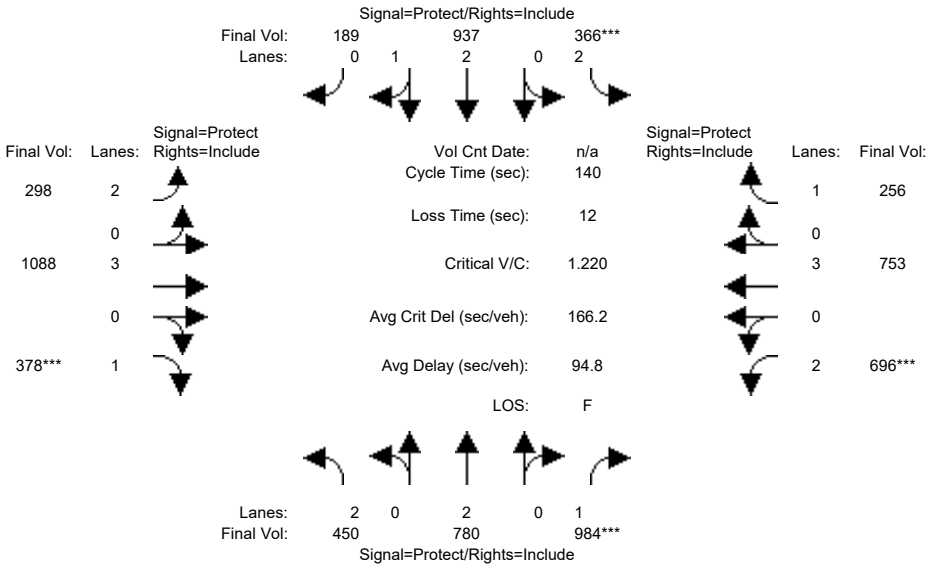


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	239	832	397	130	609	87	107	445	271	816	1303	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	832	397	130	609	87	107	445	271	816	1303	305
Added Vol:	18	2	7	0	9	0	0	0	11	38	0	0
PasserByVol:	0	5	0	0	5	0	0	10	0	0	10	0
Initial Fut:	257	839	404	130	623	87	107	455	282	854	1313	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	839	404	130	623	87	107	455	282	854	1313	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	839	404	130	623	87	107	455	282	854	1313	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	839	404	130	623	87	107	455	282	854	1313	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.62	0.38	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4913	686	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.23	0.04	0.13	0.13	0.03	0.08	0.16	0.27	0.23	0.17
Crit Moves:		****		****				****		****		
Green Time:	19.1	41.1	91.5	7.7	29.7	29.7	12.7	14.8	33.9	50.4	52.6	60.3
Volume/Cap:	0.54	0.68	0.32	0.68	0.54	0.54	0.34	0.68	0.60	0.68	0.55	0.36
Uniform Del:	49.4	36.7	6.1	58.0	42.2	42.2	52.7	53.3	40.1	31.1	27.8	20.8
IncremntDel:	1.2	1.5	0.1	9.3	0.4	0.4	0.6	2.8	2.1	1.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.6	38.3	6.3	67.3	42.6	42.6	53.4	56.1	42.2	32.6	28.1	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	38.3	6.3	67.3	42.6	42.6	53.4	56.1	42.2	32.6	28.1	21.0
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	C
HCM2kAvgQ:	6	15	6	3	8	8	3	7	11	16	12	8

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

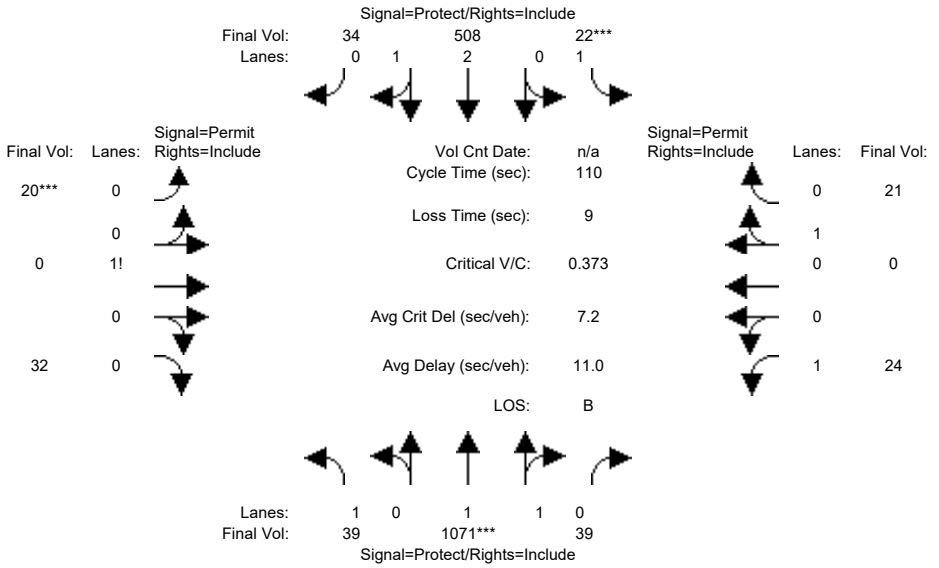


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	441	776	966	366	935	189	298	1088	375	687	753	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	776	966	366	935	189	298	1088	375	687	753	256
Added Vol:	9	4	18	0	2	0	0	0	3	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	780	984	366	937	189	298	1088	378	696	753	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	780	984	366	937	189	298	1088	378	696	753	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	780	984	366	937	189	298	1088	378	696	753	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	780	984	366	937	189	298	1088	378	696	753	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4659	940	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.56	0.12	0.20	0.20	0.09	0.19	0.22	0.22	0.13	0.15
Crit Moves:			****	****					****	****		
Green Time:	32.3	64.5	64.5	13.3	45.5	45.5	19.7	24.8	24.8	25.4	30.5	30.5
Volume/Cap:	0.62	0.45	1.22	1.22	0.62	0.62	0.67	1.08	1.22	1.22	0.61	0.67
Uniform Del:	48.3	25.6	37.7	63.3	39.9	39.9	57.1	57.6	57.6	57.3	49.4	50.2
IncremntDel:	1.6	0.2	110.1	125.3	0.7	0.7	4.0	51.8	124.6	114.2	0.9	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.9	25.8	147.9	188.6	40.6	40.6	61.1	109	182.2	171.5	50.3	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	25.8	147.9	188.6	40.6	40.6	61.1	109	182.2	171.5	50.3	54.9
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	D
HCM2kAvgQ:	11	11	70	15	14	14	8	23	29	28	9	11

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

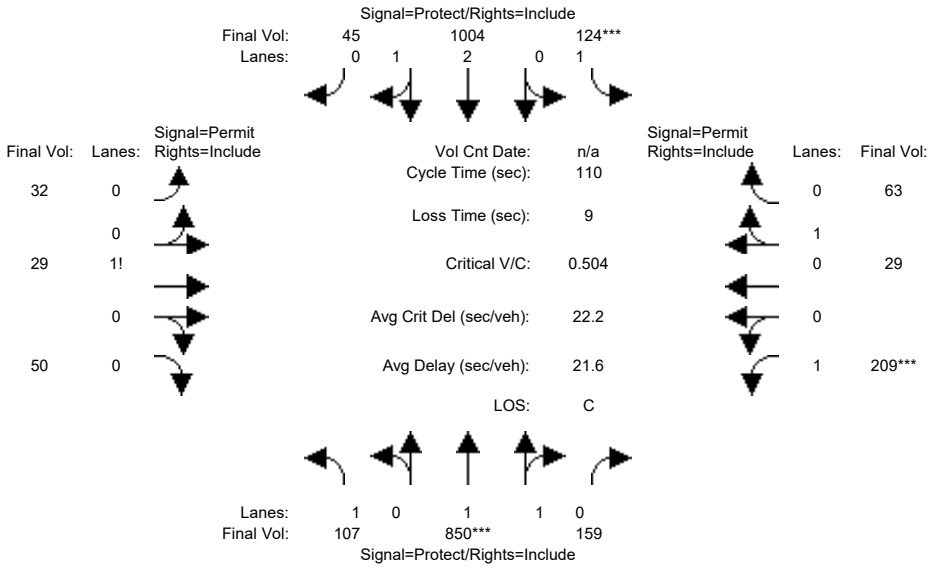


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	1071	39	22	508	34	20	0	32	24	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1071	39	22	508	34	20	0	32	24	0	21
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:	39	1071	39	22	508	34	20	0	32	24	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1071	39	22	508	34	20	0	32	24	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1071	39	22	508	34	20	0	32	24	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1071	39	22	508	34	20	0	32	24	0	21
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	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	1.93	0.07	1.00	2.80	0.20	0.38	0.00	0.62	1.00	0.00	1.00
Final Sat.:	1750	3570	130	1750	5248	351	673	0	1077	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.01	0.10	0.10	0.03	0.00	0.03	0.01	0.00	0.01
Crit Moves:		****		****			****					
Green Time:	36.1	84.0	84.0	7.0	54.9	54.9	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.07	0.39	0.39	0.20	0.19	0.19	0.33	0.00	0.33	0.15	0.00	0.13
Uniform Del:	25.4	4.4	4.4	48.8	15.3	15.3	46.8	0.0	46.8	46.1	0.0	46.0
IncremntDel:	0.1	0.1	0.1	0.9	0.0	0.0	1.2	0.0	1.2	0.4	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	25.4	4.5	4.5	49.7	15.3	15.3	48.1	0.0	48.1	46.5	0.0	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	4.5	4.5	49.7	15.3	15.3	48.1	0.0	48.1	46.5	0.0	46.3
LOS by Move:	C	A	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	6	6	1	3	3	2	0	2	1	0	1

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

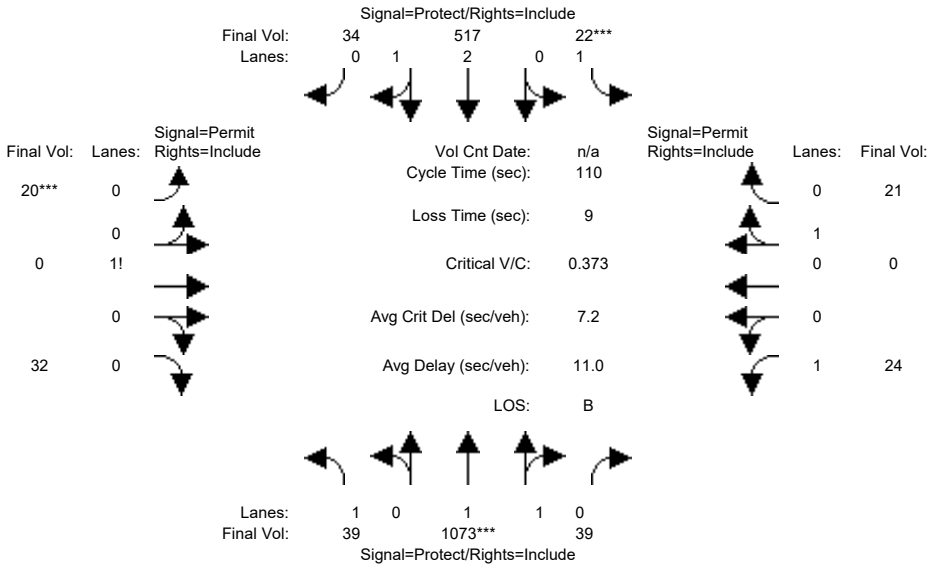


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	850	159	124	1004	45	32	29	50	209	29	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	850	159	124	1004	45	32	29	50	209	29	63
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:	107	850	159	124	1004	45	32	29	50	209	29	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	850	159	124	1004	45	32	29	50	209	29	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	850	159	124	1004	45	32	29	50	209	29	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	850	159	124	1004	45	32	29	50	209	29	63
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	2.87	0.13	0.29	0.26	0.45	1.00	0.32	0.68
Final Sat.:	1750	3117	583	1750	5359	240	505	457	788	1750	567	1233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.07	0.19	0.19	0.06	0.06	0.06	0.12	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	19.0	59.5	59.5	15.5	55.9	55.9	26.1	26.1	26.1	26.1	26.1	26.1
Volume/Cap:	0.35	0.50	0.50	0.50	0.37	0.37	0.27	0.27	0.27	0.50	0.22	0.22
Uniform Del:	40.1	15.9	15.9	43.7	16.3	16.3	34.2	34.2	34.2	36.4	33.8	33.8
IncremntDel:	0.7	0.2	0.2	1.7	0.1	0.1	0.3	0.3	0.3	1.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.8	16.2	16.2	45.4	16.4	16.4	34.6	34.6	34.6	37.4	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	16.2	16.2	45.4	16.4	16.4	34.6	34.6	34.6	37.4	34.0	34.0
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	3	11	11	4	7	7	3	3	3	7	3	3

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

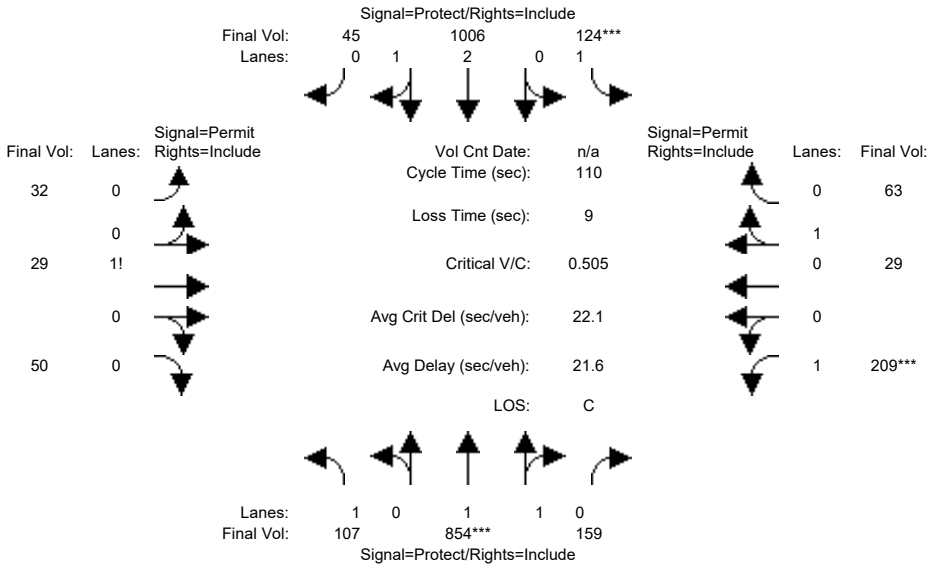


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	1071	39	22	508	34	20	0	32	24	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1071	39	22	508	34	20	0	32	24	0	21
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1073	39	22	517	34	20	0	32	24	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1073	39	22	517	34	20	0	32	24	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1073	39	22	517	34	20	0	32	24	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1073	39	22	517	34	20	0	32	24	0	21
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	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	1.93	0.07	1.00	2.81	0.19	0.38	0.00	0.62	1.00	0.00	1.00
Final Sat.:	1750	3570	130	1750	5254	346	673	0	1077	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.01	0.10	0.10	0.03	0.00	0.03	0.01	0.00	0.01
Crit Moves:		****		****			****					
Green Time:	35.7	84.0	84.0	7.0	55.3	55.3	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.07	0.39	0.39	0.20	0.20	0.20	0.33	0.00	0.33	0.15	0.00	0.13
Uniform Del:	25.6	4.4	4.4	48.8	15.1	15.1	46.8	0.0	46.8	46.1	0.0	46.0
IncremntDel:	0.1	0.1	0.1	0.9	0.0	0.0	1.2	0.0	1.2	0.4	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	25.7	4.5	4.5	49.7	15.1	15.1	48.1	0.0	48.1	46.5	0.0	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	4.5	4.5	49.7	15.1	15.1	48.1	0.0	48.1	46.5	0.0	46.3
LOS by Move:	C	A	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	6	6	1	3	3	2	0	2	1	0	1

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

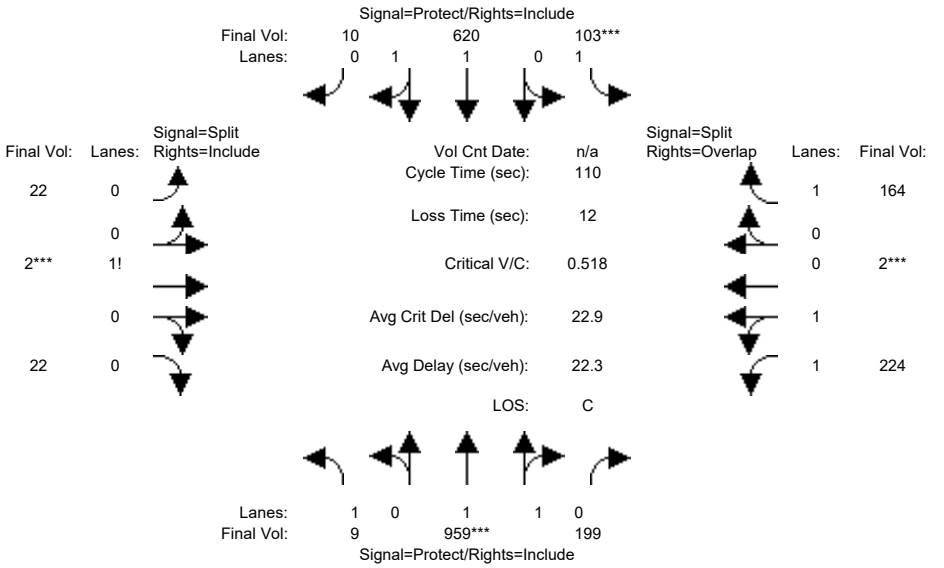


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	850	159	124	1004	45	32	29	50	209	29	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	850	159	124	1004	45	32	29	50	209	29	63
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	854	159	124	1006	45	32	29	50	209	29	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	854	159	124	1006	45	32	29	50	209	29	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	854	159	124	1006	45	32	29	50	209	29	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	854	159	124	1006	45	32	29	50	209	29	63
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	2.87	0.13	0.29	0.26	0.45	1.00	0.32	0.68
Final Sat.:	1750	3119	581	1750	5360	240	505	457	788	1750	567	1233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.07	0.19	0.19	0.06	0.06	0.06	0.12	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	19.0	59.6	59.6	15.4	56.0	56.0	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.35	0.51	0.51	0.51	0.37	0.37	0.27	0.27	0.27	0.51	0.22	0.22
Uniform Del:	40.1	15.9	15.9	43.8	16.3	16.3	34.3	34.3	34.3	36.4	33.8	33.8
IncremntDel:	0.7	0.2	0.2	1.7	0.1	0.1	0.4	0.4	0.4	1.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.8	16.1	16.1	45.5	16.4	16.4	34.6	34.6	34.6	37.4	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	16.1	16.1	45.5	16.4	16.4	34.6	34.6	34.6	37.4	34.1	34.1
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	3	11	11	4	7	7	3	3	3	7	3	3

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

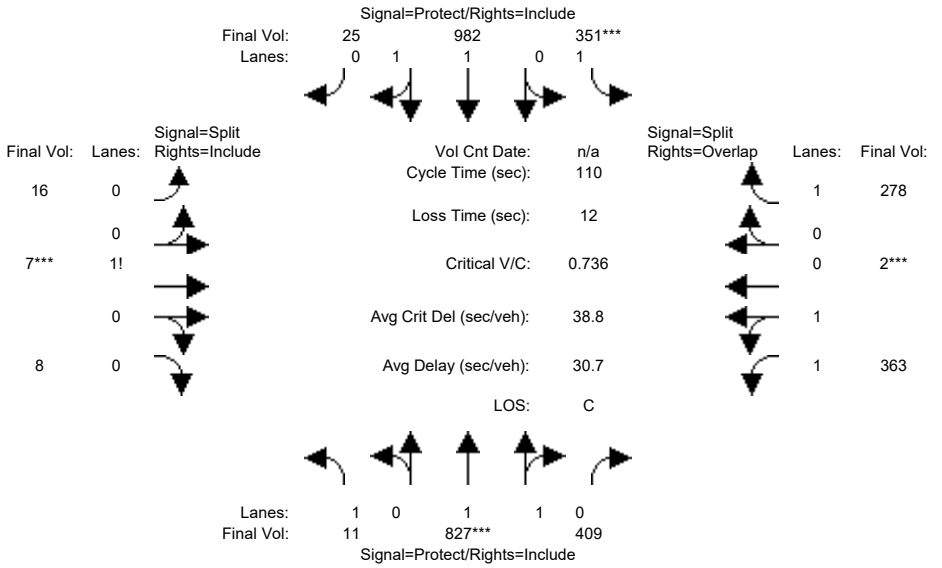


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	959	199	103	620	10	22	2	22	224	2	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	959	199	103	620	10	22	2	22	224	2	164
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:	9	959	199	103	620	10	22	2	22	224	2	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	959	199	103	620	10	22	2	22	224	2	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	959	199	103	620	10	22	2	22	224	2	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	959	199	103	620	10	22	2	22	224	2	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.97	0.03	0.48	0.04	0.48	1.98	0.02	1.00
Final Sat.:	1750	3064	636	1750	3641	59	837	76	837	3519	31	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.06	0.17	0.17	0.03	0.03	0.03	0.06	0.06	0.09
Crit Moves:		****		****				****			****	
Green Time:	20.4	63.2	63.2	11.9	54.7	54.7	10.0	10.0	10.0	12.9	12.9	24.8
Volume/Cap:	0.03	0.54	0.54	0.54	0.34	0.34	0.29	0.29	0.29	0.54	0.54	0.42
Uniform Del:	36.6	14.5	14.5	46.5	16.8	16.8	46.7	46.7	46.7	45.8	45.8	36.4
IncremntDel:	0.0	0.3	0.3	3.3	0.1	0.1	1.0	1.0	1.0	1.5	1.5	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.7	14.8	14.8	49.7	16.9	16.9	47.7	47.7	47.7	47.3	47.3	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	14.8	14.8	49.7	16.9	16.9	47.7	47.7	47.7	47.3	47.3	37.2
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	4	7	7	2	2	2	5	5	5

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

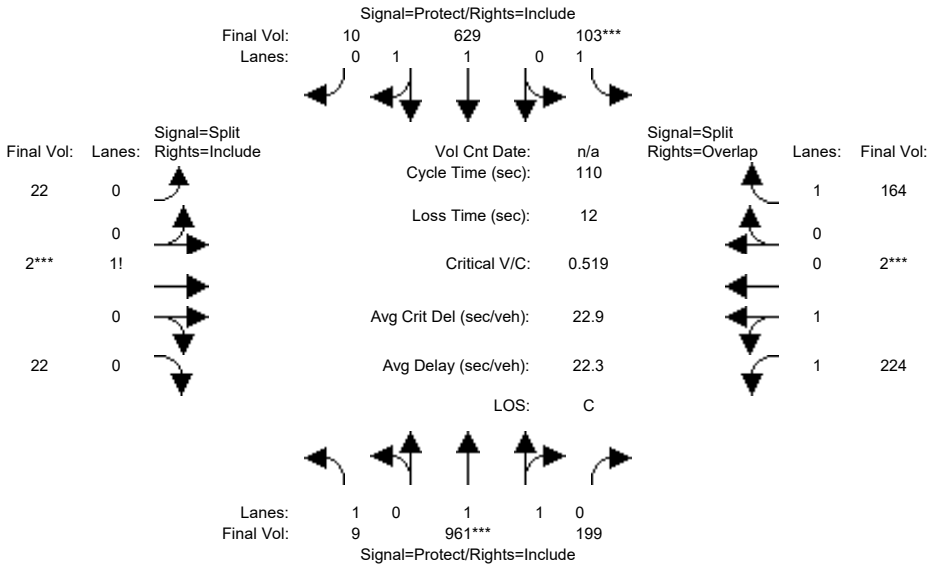


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	827	409	351	982	25	16	7	8	363	2	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	827	409	351	982	25	16	7	8	363	2	278
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:	11	827	409	351	982	25	16	7	8	363	2	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	827	409	351	982	25	16	7	8	363	2	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	827	409	351	982	25	16	7	8	363	2	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	11	827	409	351	982	25	16	7	8	363	2	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.32	0.68	1.00	1.95	0.05	0.52	0.22	0.26	1.99	0.01	1.00
Final Sat.:	1750	2475	1224	1750	3608	92	903	395	452	3531	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.20	0.27	0.27	0.02	0.02	0.02	0.10	0.10	0.16
Crit Moves:		****		****				****			****	
Green Time:	14.0	46.1	46.1	27.7	59.8	59.8	10.0	10.0	10.0	14.2	14.2	41.9
Volume/Cap:	0.05	0.80	0.80	0.80	0.50	0.50	0.19	0.19	0.19	0.80	0.80	0.42
Uniform Del:	42.2	27.9	27.9	38.5	15.7	15.7	46.3	46.3	46.3	46.5	46.5	25.1
IncremntDel:	0.1	3.0	3.0	9.8	0.2	0.2	0.6	0.6	0.6	9.4	9.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.3	30.8	30.8	48.3	15.9	15.9	46.9	46.9	46.9	56.0	56.0	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	30.8	30.8	48.3	15.9	15.9	46.9	46.9	46.9	56.0	56.0	25.5
LOS by Move:	D	C	C	D	B	B	D	D	D	E	E	C
HCM2kAvgQ:	0	19	19	14	11	11	1	1	1	9	9	7

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

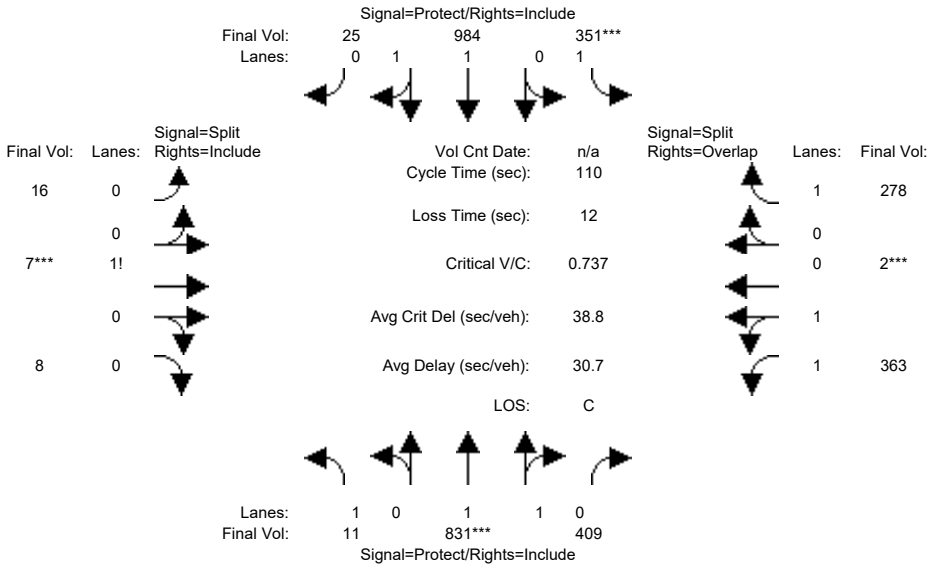


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	959	199	103	620	10	22	2	22	224	2	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	959	199	103	620	10	22	2	22	224	2	164
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	961	199	103	629	10	22	2	22	224	2	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	961	199	103	629	10	22	2	22	224	2	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	961	199	103	629	10	22	2	22	224	2	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	961	199	103	629	10	22	2	22	224	2	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.97	0.03	0.48	0.04	0.48	1.98	0.02	1.00
Final Sat.:	1750	3065	635	1750	3642	58	837	76	837	3519	31	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.06	0.17	0.17	0.03	0.03	0.03	0.06	0.06	0.09
Crit Moves:		****		****				****			****	
Green Time:	20.2	63.3	63.3	11.9	54.9	54.9	10.0	10.0	10.0	12.8	12.8	24.7
Volume/Cap:	0.03	0.55	0.55	0.55	0.35	0.35	0.29	0.29	0.29	0.55	0.55	0.42
Uniform Del:	36.8	14.5	14.5	46.5	16.7	16.7	46.7	46.7	46.7	45.8	45.8	36.5
IncremntDel:	0.0	0.3	0.3	3.3	0.1	0.1	1.0	1.0	1.0	1.5	1.5	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.9	14.8	14.8	49.8	16.8	16.8	47.7	47.7	47.7	47.3	47.3	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	14.8	14.8	49.8	16.8	16.8	47.7	47.7	47.7	47.3	47.3	37.2
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	4	7	7	2	2	2	5	5	5

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

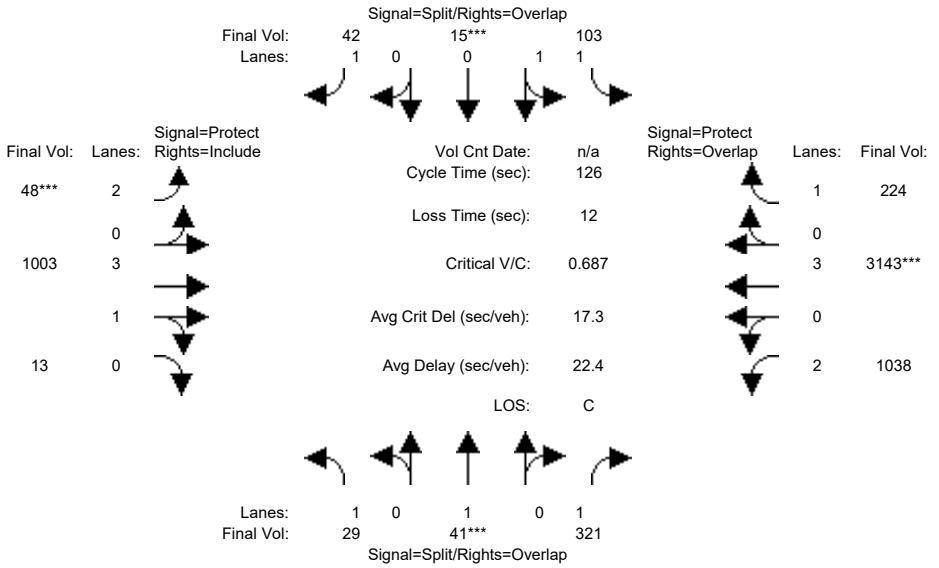


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	827	409	351	982	25	16	7	8	363	2	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	827	409	351	982	25	16	7	8	363	2	278
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	831	409	351	984	25	16	7	8	363	2	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	831	409	351	984	25	16	7	8	363	2	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	831	409	351	984	25	16	7	8	363	2	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	11	831	409	351	984	25	16	7	8	363	2	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.32	0.68	1.00	1.95	0.05	0.52	0.22	0.26	1.99	0.01	1.00
Final Sat.:	1750	2479	1220	1750	3608	92	903	395	452	3531	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.20	0.27	0.27	0.02	0.02	0.02	0.10	0.10	0.16
Crit Moves:		****		****				****			****	
Green Time:	14.0	46.2	46.2	27.6	59.9	59.9	10.0	10.0	10.0	14.2	14.2	41.8
Volume/Cap:	0.05	0.80	0.80	0.80	0.50	0.50	0.19	0.19	0.19	0.80	0.80	0.42
Uniform Del:	42.2	27.8	27.8	38.6	15.7	15.7	46.3	46.3	46.3	46.5	46.5	25.1
IncremntDel:	0.1	3.0	3.0	9.9	0.2	0.2	0.6	0.6	0.6	9.6	9.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.3	30.8	30.8	48.5	15.9	15.9	46.9	46.9	46.9	56.1	56.1	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	30.8	30.8	48.5	15.9	15.9	46.9	46.9	46.9	56.1	56.1	25.6
LOS by Move:	D	C	C	D	B	B	D	D	D	E	E	C
HCM2kAvgQ:	0	19	19	14	11	11	1	1	1	9	9	8

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

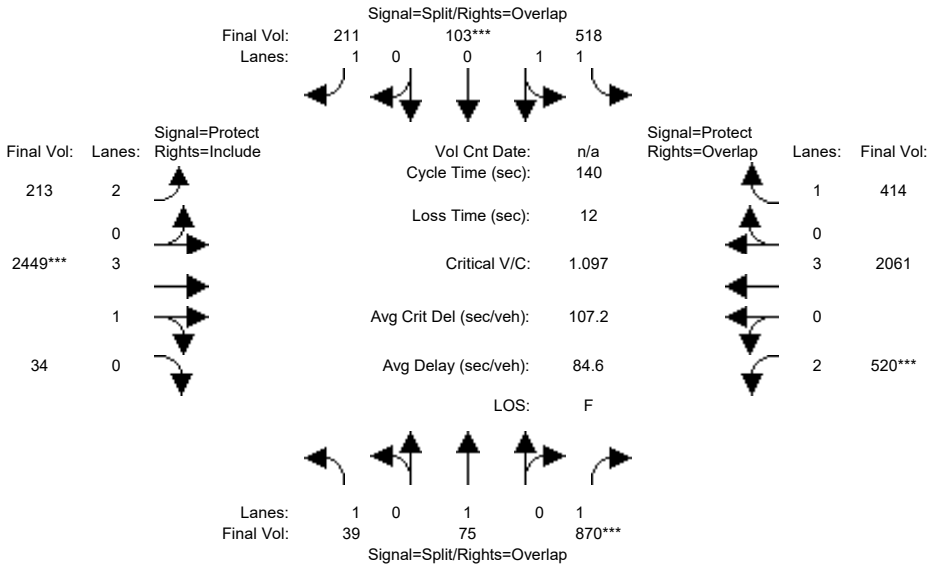


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	41	321	103	15	42	48	1003	13	1038	3143	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	41	321	103	15	42	48	1003	13	1038	3143	224
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:	29	41	321	103	15	42	48	1003	13	1038	3143	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	41	321	103	15	42	48	1003	13	1038	3143	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	41	321	103	15	42	48	1003	13	1038	3143	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	41	321	103	15	42	48	1003	13	1038	3143	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.75	0.25	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3099	451	1750	3150	7404	96	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.18	0.03	0.03	0.02	0.02	0.14	0.14	0.33	0.55	0.13
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	76.6	10.0	10.0	17.0	7.0	27.4	27.4	66.6	87.0	97.0
Volume/Cap:	0.21	0.27	0.30	0.42	0.42	0.18	0.27	0.62	0.62	0.62	0.80	0.17
Uniform Del:	54.3	54.6	11.9	55.2	55.2	48.3	57.1	44.6	44.6	20.9	13.5	3.8
IncremntDel:	0.8	1.0	0.2	1.0	1.0	0.4	0.9	0.8	0.8	0.7	1.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.0	55.6	12.0	56.2	56.2	48.7	57.9	45.4	45.4	21.6	14.7	3.9
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:	55.0	55.6	12.0	56.2	56.2	48.7	57.9	45.4	45.4	21.6	14.7	3.9
LOS by Move:	E	E	B	E	E	D	E	D	D	C	B	A
HCM2kAvgQ:	1	2	6	3	3	2	1	9	9	16	27	2

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

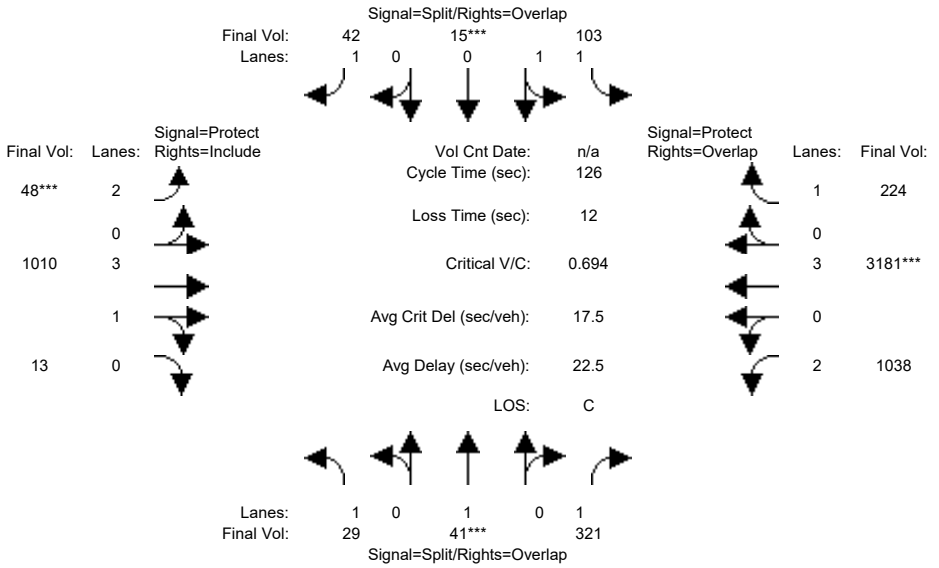


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	75	870	518	103	211	213	2449	34	520	2061	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	75	870	518	103	211	213	2449	34	520	2061	414
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:	39	75	870	518	103	211	213	2449	34	520	2061	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	75	870	518	103	211	213	2449	34	520	2061	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	75	870	518	103	211	213	2449	34	520	2061	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	75	870	518	103	211	213	2449	34	520	2061	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.67	0.33	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2961	589	1750	3150	7397	103	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.50	0.17	0.17	0.12	0.07	0.33	0.33	0.17	0.36	0.24
Crit Moves:			****		****			****			****	
Green Time:	42.4	42.4	63.4	22.3	22.3	32.3	10.0	42.2	42.2	21.1	53.3	75.7
Volume/Cap:	0.07	0.13	1.10	1.10	1.10	0.52	0.95	1.10	1.10	1.10	0.95	0.44
Uniform Del:	34.8	35.4	38.3	58.8	58.8	47.1	64.8	48.9	48.9	59.5	42.0	19.4
IncremntDel:	0.1	0.1	61.9	67.1	67.1	1.2	45.8	51.4	51.4	70.4	9.9	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.9	35.5	100.1	126.0	126	48.4	110.6	100	100.3	129.9	51.9	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:	34.9	35.5	100.1	126.0	126	48.4	110.6	100	100.3	129.9	51.9	19.7
LOS by Move:	C	D	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	54	21	21	9	6	35	35	18	31	11

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

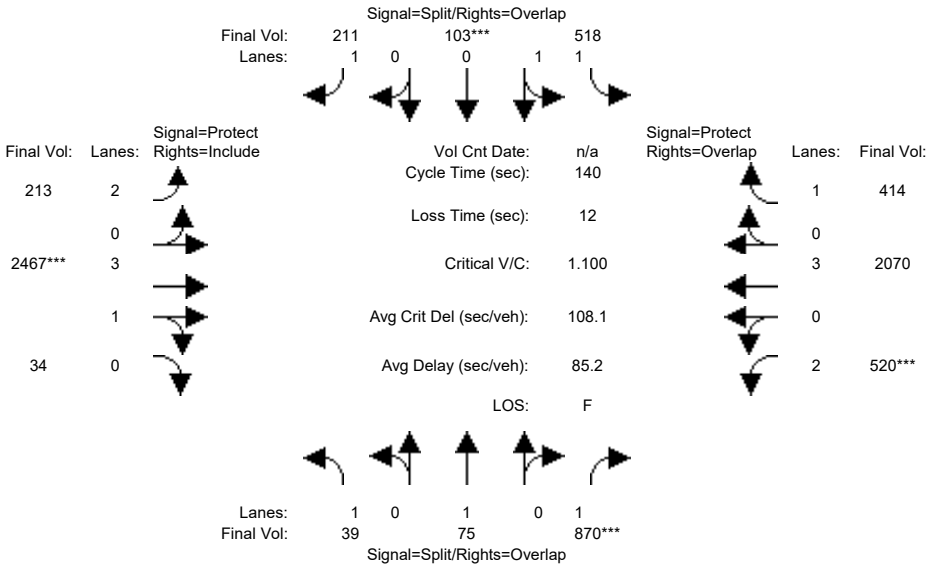


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	41	321	103	15	42	48	1003	13	1038	3143	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	41	321	103	15	42	48	1003	13	1038	3143	224
Added Vol:	0	0	0	0	0	0	0	7	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	41	321	103	15	42	48	1010	13	1038	3181	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	41	321	103	15	42	48	1010	13	1038	3181	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	41	321	103	15	42	48	1010	13	1038	3181	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	41	321	103	15	42	48	1010	13	1038	3181	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.75	0.25	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3099	451	1750	3150	7405	95	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.18	0.03	0.03	0.02	0.02	0.14	0.14	0.33	0.56	0.13
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	76.5	10.0	10.0	17.0	7.0	27.5	27.5	66.5	87.0	97.0
Volume/Cap:	0.21	0.27	0.30	0.42	0.42	0.18	0.27	0.62	0.62	0.62	0.81	0.17
Uniform Del:	54.3	54.6	11.9	55.2	55.2	48.3	57.1	44.6	44.6	21.0	13.7	3.8
IncremntDel:	0.8	1.0	0.2	1.0	1.0	0.4	0.9	0.8	0.8	0.8	1.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.0	55.6	12.1	56.2	56.2	48.7	57.9	45.3	45.3	21.7	15.0	3.9
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:	55.0	55.6	12.1	56.2	56.2	48.7	57.9	45.3	45.3	21.7	15.0	3.9
LOS by Move:	E	E	B	E	E	D	E	D	D	C	B	A
HCM2kAvgQ:	1	2	6	3	3	2	1	9	9	16	28	2

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

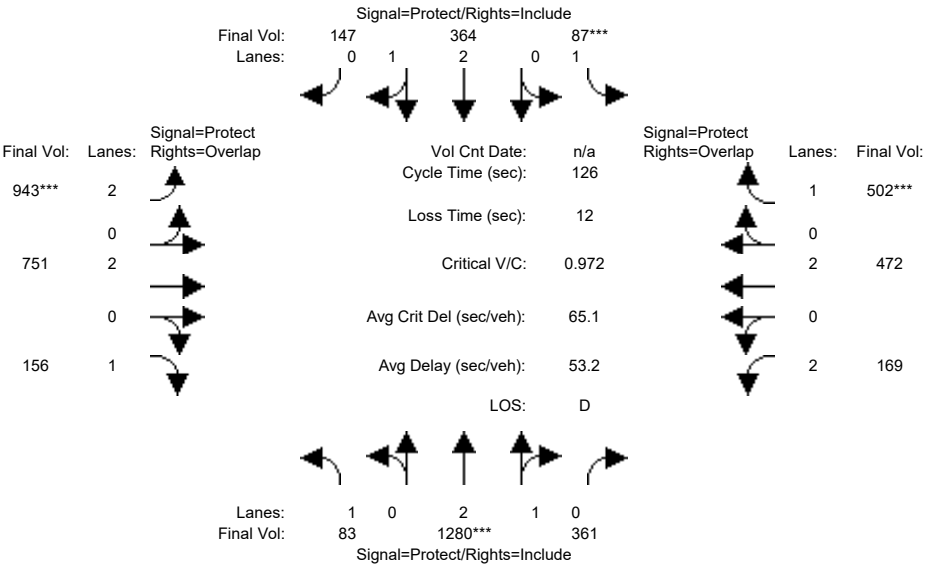


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	75	870	518	103	211	213	2449	34	520	2061	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	75	870	518	103	211	213	2449	34	520	2061	414
Added Vol:	0	0	0	0	0	0	0	18	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	75	870	518	103	211	213	2467	34	520	2070	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	75	870	518	103	211	213	2467	34	520	2070	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	75	870	518	103	211	213	2467	34	520	2070	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	75	870	518	103	211	213	2467	34	520	2070	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.67	0.33	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2961	589	1750	3150	7398	102	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.50	0.17	0.17	0.12	0.07	0.33	0.33	0.17	0.36	0.24
Crit Moves:			****		****			****			****	
Green Time:	42.3	42.3	63.3	22.3	22.3	32.2	10.0	42.4	42.4	21.0	53.5	75.8
Volume/Cap:	0.07	0.13	1.10	1.10	1.10	0.52	0.95	1.10	1.10	1.10	0.95	0.44
Uniform Del:	34.9	35.5	38.4	58.9	58.9	47.2	64.8	48.8	48.8	59.5	42.0	19.3
IncremntDel:	0.1	0.1	62.8	68.1	68.1	1.3	46.1	52.4	52.4	71.3	10.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.9	35.6	101.2	127.0	127	48.4	110.9	101	101.2	130.8	52.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	35.6	101.2	127.0	127	48.4	110.9	101	101.2	130.8	52.0	19.6
LOS by Move:	C	D	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	54	22	22	9	6	35	35	18	31	11

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

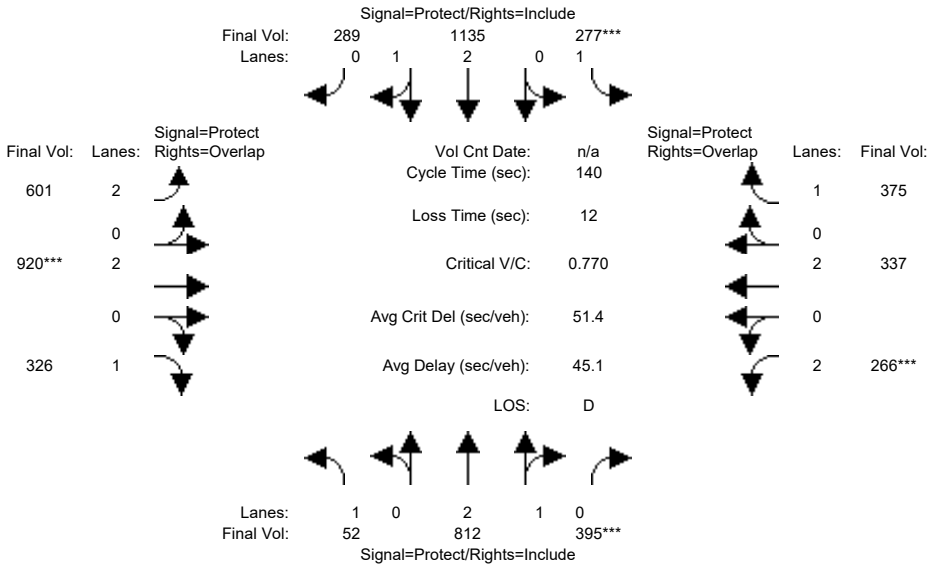


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	1280	361	87	364	147	943	751	156	169	472	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1280	361	87	364	147	943	751	156	169	472	502
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:	83	1280	361	87	364	147	943	751	156	169	472	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1280	361	87	364	147	943	751	156	169	472	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1280	361	87	364	147	943	751	156	169	472	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	83	1280	361	87	364	147	943	751	156	169	472	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.32	0.68	1.00	2.11	0.89	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4366	1231	1750	3987	1610	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.30	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	17.1	38.1	38.1	7.0	28.0	28.0	38.9	53.8	70.9	15.1	30.0	37.0
Volume/Cap:	0.35	0.97	0.97	0.89	0.41	0.41	0.97	0.46	0.16	0.45	0.52	0.98
Uniform Del:	49.4	43.4	43.4	59.1	41.9	41.9	43.0	25.8	13.2	51.5	41.7	44.0
IncremntDel:	0.9	15.4	15.4	58.6	0.2	0.2	21.8	0.2	0.1	0.8	0.5	33.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.3	58.8	58.8	117.7	42.1	42.1	64.8	26.0	13.3	52.4	42.3	77.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	58.8	58.8	117.7	42.1	42.1	64.8	26.0	13.3	52.4	42.3	77.4
LOS by Move:	D	E	E	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	27	27	6	6	6	27	10	3	4	8	26

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

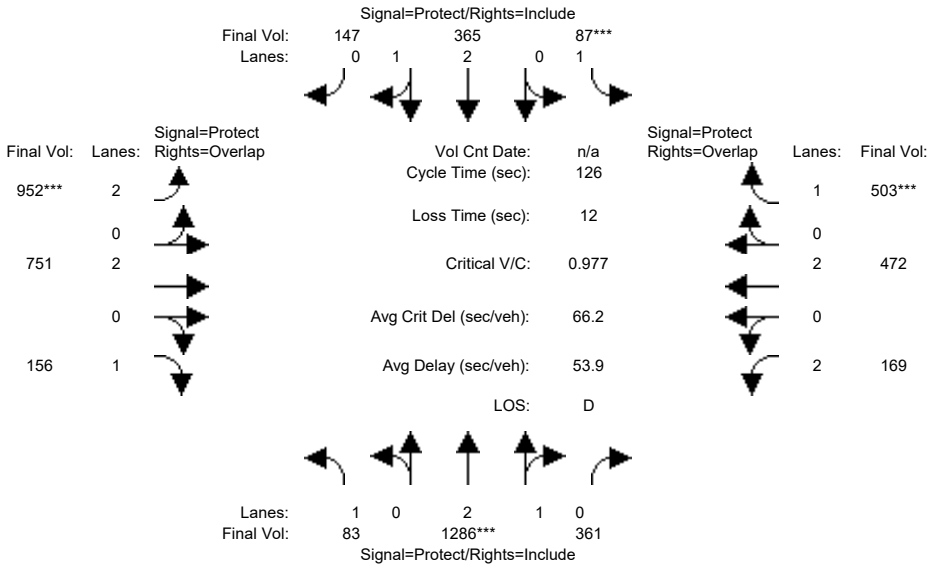


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	812	395	277	1135	289	601	920	326	266	337	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	812	395	277	1135	289	601	920	326	266	337	375
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:	52	812	395	277	1135	289	601	920	326	266	337	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	812	395	277	1135	289	601	920	326	266	337	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	812	395	277	1135	289	601	920	326	266	337	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	52	812	395	277	1135	289	601	920	326	266	337	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3798	1800	1750	4462	1136	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.22	0.16	0.25	0.25	0.19	0.24	0.19	0.08	0.09	0.21
Crit Moves:			****	****				****		****		
Green Time:	11.3	39.9	39.9	28.8	57.4	57.4	40.5	44.0	55.3	15.3	18.8	47.6
Volume/Cap:	0.37	0.75	0.77	0.77	0.62	0.62	0.66	0.77	0.47	0.77	0.66	0.63
Uniform Del:	61.0	45.5	45.9	52.5	32.7	32.7	43.7	43.4	31.5	60.6	57.5	38.8
IncremntDel:	1.6	2.0	2.4	9.8	0.5	0.5	1.8	3.1	0.5	10.2	3.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.6	47.6	48.3	62.3	33.2	33.2	45.5	46.6	32.0	70.8	60.7	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	47.6	48.3	62.3	33.2	33.2	45.5	46.6	32.0	70.8	60.7	41.0
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	17	18	14	16	16	14	19	11	8	8	15

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

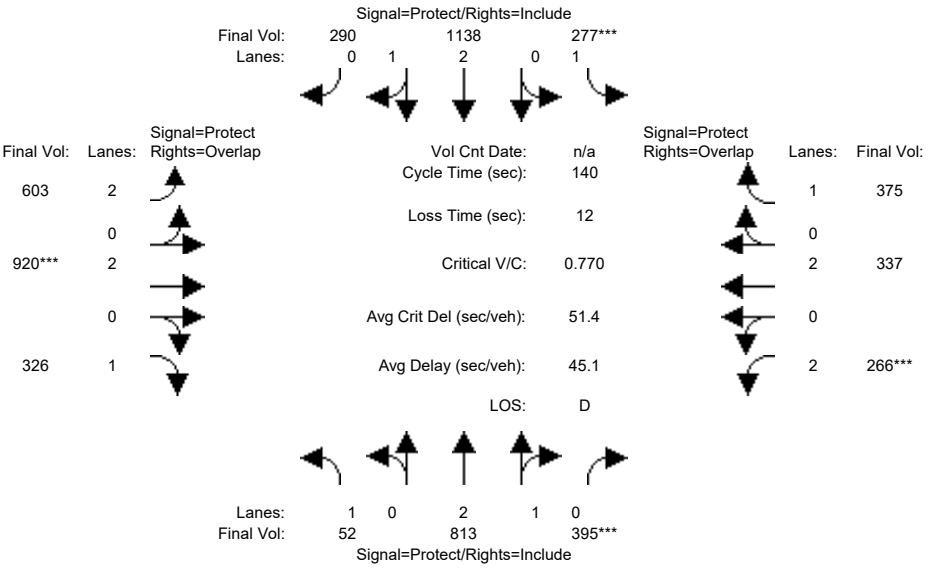


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	1280	361	87	364	147	943	751	156	169	472	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1280	361	87	364	147	943	751	156	169	472	502
Added Vol:	0	6	0	0	1	0	9	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1286	361	87	365	147	952	751	156	169	472	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1286	361	87	365	147	952	751	156	169	472	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1286	361	87	365	147	952	751	156	169	472	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	83	1286	361	87	365	147	952	751	156	169	472	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.32	0.68	1.00	2.11	0.89	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4371	1227	1750	3990	1607	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.30	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	17.0	38.0	38.0	7.0	28.0	28.0	39.0	53.9	70.9	15.1	30.0	37.0
Volume/Cap:	0.35	0.98	0.98	0.89	0.41	0.41	0.98	0.46	0.16	0.45	0.52	0.98
Uniform Del:	49.5	43.5	43.5	59.1	41.9	41.9	43.0	25.7	13.2	51.5	41.8	44.2
IncremntDel:	0.9	16.4	16.4	58.6	0.2	0.2	22.9	0.2	0.1	0.8	0.6	34.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	59.9	59.9	117.7	42.2	42.2	65.9	26.0	13.3	52.4	42.4	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	59.9	59.9	117.7	42.2	42.2	65.9	26.0	13.3	52.4	42.4	78.6
LOS by Move:	D	E	E	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	27	27	6	6	6	27	10	3	4	8	27

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

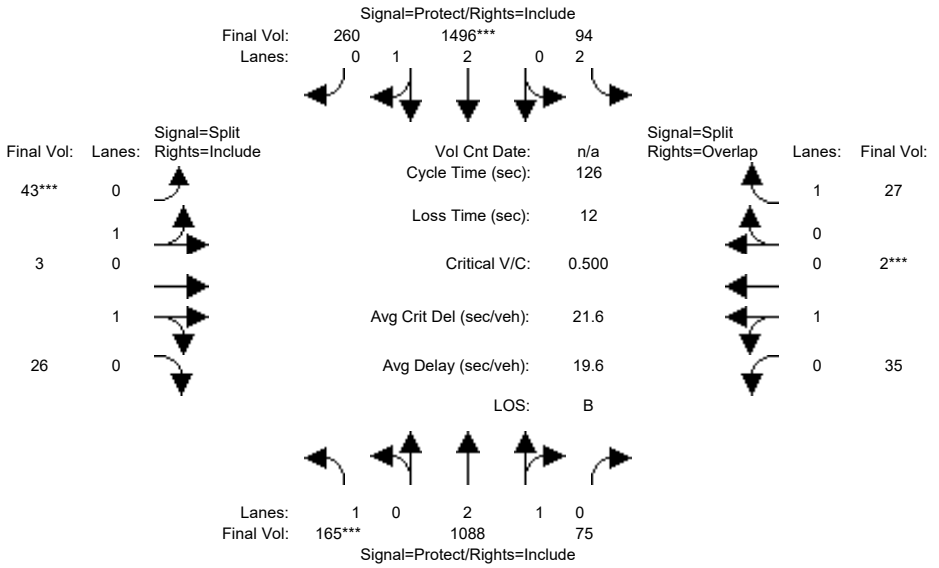


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	812	395	277	1135	289	601	920	326	266	337	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	812	395	277	1135	289	601	920	326	266	337	375
Added Vol:	0	1	0	0	3	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	813	395	277	1138	290	603	920	326	266	337	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	813	395	277	1138	290	603	920	326	266	337	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	813	395	277	1138	290	603	920	326	266	337	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	52	813	395	277	1138	290	603	920	326	266	337	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3798	1800	1750	4461	1137	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.22	0.16	0.26	0.26	0.19	0.24	0.19	0.08	0.09	0.21
Crit Moves:			****	****				****		****		
Green Time:	11.3	39.9	39.9	28.8	57.4	57.4	40.6	44.0	55.3	15.3	18.8	47.6
Volume/Cap:	0.37	0.75	0.77	0.77	0.62	0.62	0.66	0.77	0.47	0.77	0.66	0.63
Uniform Del:	61.0	45.5	45.9	52.5	32.7	32.7	43.7	43.4	31.5	60.6	57.6	38.8
IncremntDel:	1.6	2.0	2.4	9.8	0.5	0.5	1.8	3.1	0.5	10.2	3.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.7	47.6	48.3	62.3	33.2	33.2	45.5	46.6	32.0	70.8	60.8	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	47.6	48.3	62.3	33.2	33.2	45.5	46.6	32.0	70.8	60.8	41.0
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	17	18	14	17	17	14	19	11	8	8	15

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

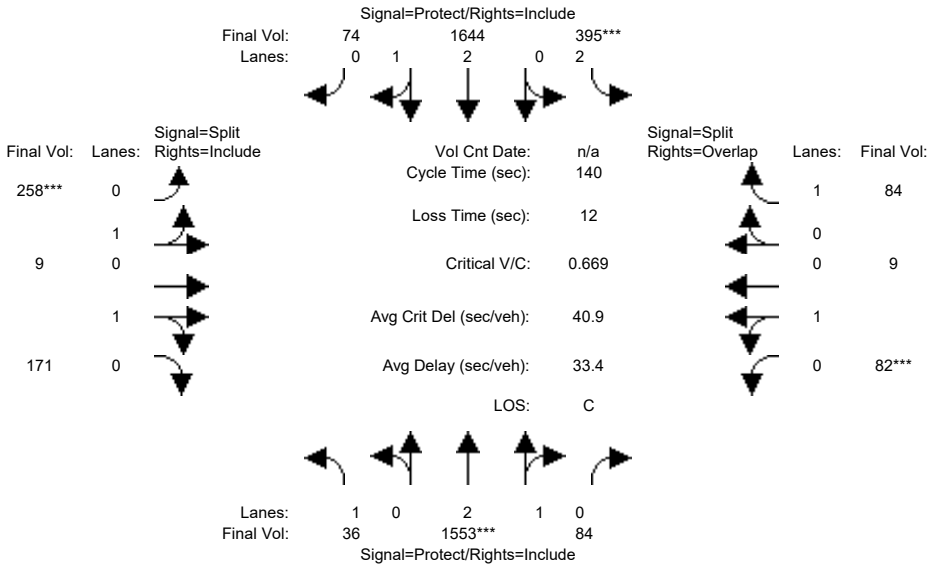


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	1088	75	94	1496	260	43	3	26	35	2	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1088	75	94	1496	260	43	3	26	35	2	27
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:	165	1088	75	94	1496	260	43	3	26	35	2	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1088	75	94	1496	260	43	3	26	35	2	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1088	75	94	1496	260	43	3	26	35	2	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1088	75	94	1496	260	43	3	26	35	2	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	2.00	2.54	0.46	1.00	0.10	0.90	0.95	0.05	1.00
Final Sat.:	1750	5238	361	3150	4770	829	1800	186	1614	1703	97	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.03	0.31	0.31	0.02	0.02	0.02	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	21.7	74.2	74.2	19.8	72.3	72.3	10.0	10.0	10.0	10.0	10.0	29.8
Volume/Cap:	0.55	0.35	0.35	0.19	0.55	0.55	0.30	0.20	0.20	0.26	0.26	0.07
Uniform Del:	47.6	13.5	13.5	46.1	16.7	16.7	54.7	54.3	54.3	54.5	54.5	37.3
IncremntDel:	2.1	0.1	0.1	0.2	0.2	0.2	0.7	0.3	0.3	1.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.7	13.5	13.5	46.3	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	13.5	13.5	46.3	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.3
LOS by Move:	D	B	B	D	B	B	E	D	D	E	E	D
HCM2kAvgQ:	6	8	8	2	14	14	2	1	1	2	2	1

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

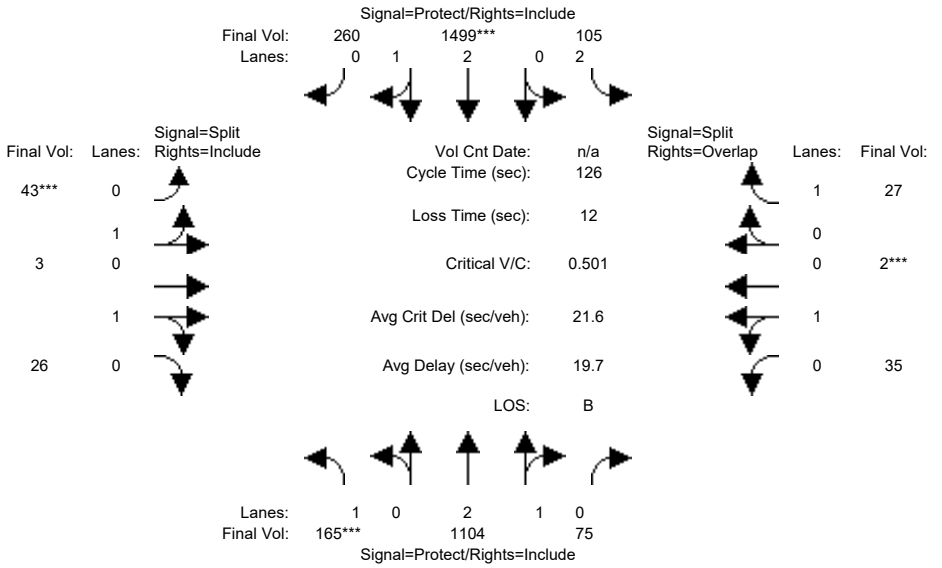


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1553	84	395	1644	74	258	9	171	82	9	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1553	84	395	1644	74	258	9	171	82	9	84
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:	36	1553	84	395	1644	74	258	9	171	82	9	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1553	84	395	1644	74	258	9	171	82	9	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1553	84	395	1644	74	258	9	171	82	9	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1553	84	395	1644	74	258	9	171	82	9	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	2.00	2.87	0.13	1.00	0.05	0.95	0.90	0.10	1.00
Final Sat.:	1750	5312	287	3150	5358	241	1800	90	1710	1622	178	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.13	0.31	0.31	0.14	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green Time:	12.3	61.2	61.2	26.2	75.2	75.2	30.0	30.0	30.0	10.6	10.6	36.8
Volume/Cap:	0.24	0.67	0.67	0.67	0.57	0.57	0.67	0.47	0.47	0.67	0.67	0.18
Uniform Del:	59.5	31.4	31.4	52.8	21.7	21.7	50.4	48.0	48.0	63.0	63.0	39.9
IncremntDel:	0.8	0.7	0.7	3.0	0.3	0.3	2.7	0.4	0.4	12.1	12.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.3	32.1	32.1	55.8	21.9	21.9	53.1	48.4	48.4	75.1	75.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	32.1	32.1	55.8	21.9	21.9	53.1	48.4	48.4	75.1	75.1	40.1
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	18	18	10	16	16	12	7	7	5	5	3

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

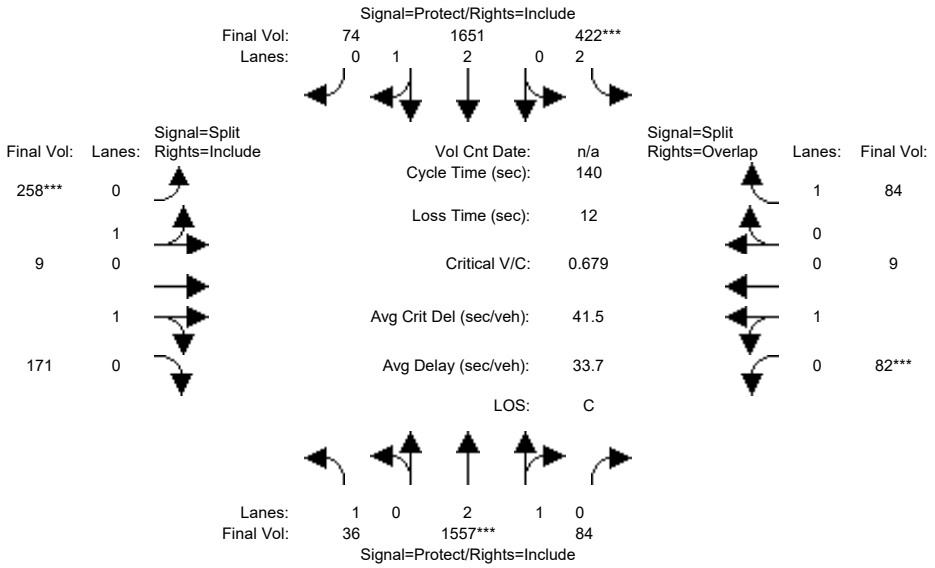


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	1088	75	94	1496	260	43	3	26	35	2	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1088	75	94	1496	260	43	3	26	35	2	27
Added Vol:	0	16	0	11	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1104	75	105	1499	260	43	3	26	35	2	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1104	75	105	1499	260	43	3	26	35	2	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1104	75	105	1499	260	43	3	26	35	2	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1104	75	105	1499	260	43	3	26	35	2	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	2.00	2.54	0.46	1.00	0.10	0.90	0.95	0.05	1.00
Final Sat.:	1750	5243	356	3150	4771	828	1800	186	1614	1703	97	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.03	0.31	0.31	0.02	0.02	0.02	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	21.7	74.4	74.4	19.6	72.3	72.3	10.0	10.0	10.0	10.0	10.0	29.6
Volume/Cap:	0.55	0.36	0.36	0.21	0.55	0.55	0.30	0.20	0.20	0.26	0.26	0.07
Uniform Del:	47.7	13.4	13.4	46.5	16.7	16.7	54.7	54.3	54.3	54.5	54.5	37.4
IncremntDel:	2.1	0.1	0.1	0.2	0.2	0.2	0.7	0.3	0.3	1.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.8	13.5	13.5	46.7	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	13.5	13.5	46.7	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.5
LOS by Move:	D	B	B	D	B	B	E	D	D	E	E	D
HCM2kAvgQ:	6	8	8	2	14	14	2	1	1	2	2	1

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

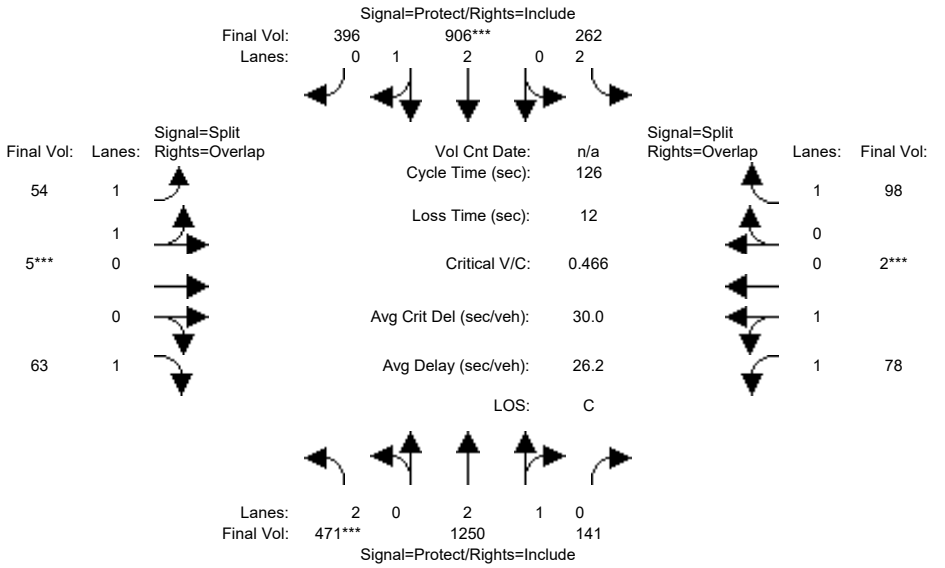


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1553	84	395	1644	74	258	9	171	82	9	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1553	84	395	1644	74	258	9	171	82	9	84
Added Vol:	0	4	0	27	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1557	84	422	1651	74	258	9	171	82	9	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1557	84	422	1651	74	258	9	171	82	9	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1557	84	422	1651	74	258	9	171	82	9	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1557	84	422	1651	74	258	9	171	82	9	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	2.00	2.87	0.13	1.00	0.05	0.95	0.90	0.10	1.00
Final Sat.:	1750	5313	287	3150	5359	240	1800	90	1710	1622	178	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.13	0.31	0.31	0.14	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green Time:	12.3	60.4	60.4	27.6	75.7	75.7	29.5	29.5	29.5	10.4	10.4	38.0
Volume/Cap:	0.23	0.68	0.68	0.68	0.57	0.57	0.68	0.47	0.47	0.68	0.68	0.18
Uniform Del:	59.5	32.0	32.0	52.1	21.3	21.3	50.9	48.4	48.4	63.2	63.2	39.0
IncremntDel:	0.8	0.8	0.8	3.0	0.3	0.3	2.9	0.4	0.4	13.2	13.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.3	32.8	32.8	55.1	21.6	21.6	53.8	48.8	48.8	76.4	76.4	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	32.8	32.8	55.1	21.6	21.6	53.8	48.8	48.8	76.4	76.4	39.2
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	19	19	11	16	16	12	7	7	5	5	3

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

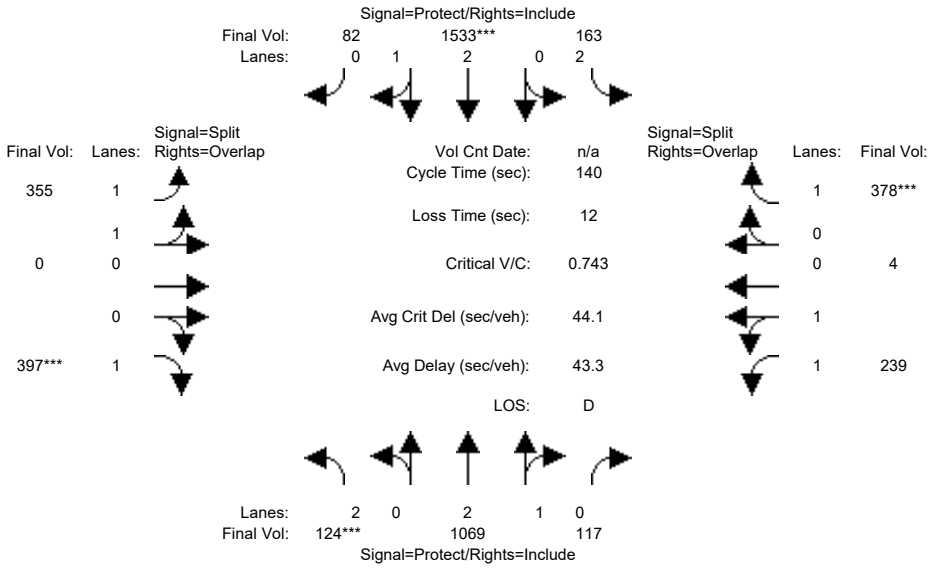


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	471	1250	141	262	906	396	54	5	63	78	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	1250	141	262	906	396	54	5	63	78	2	98
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:	471	1250	141	262	906	396	54	5	63	78	2	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1250	141	262	906	396	54	5	63	78	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1250	141	262	906	396	54	5	63	78	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1250	141	262	906	396	54	5	63	78	2	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.68	0.32	2.00	2.05	0.95	1.83	0.17	1.00	1.95	0.05	1.00
Final Sat.:	3150	5032	568	3150	3895	1702	3249	301	1750	3461	89	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.08	0.23	0.23	0.02	0.02	0.04	0.02	0.02	0.06
Crit Moves:	****				****			****			****	
Green Time:	36.8	70.4	70.4	23.6	57.2	57.2	10.0	10.0	46.8	10.0	10.0	33.6
Volume/Cap:	0.51	0.44	0.44	0.44	0.51	0.51	0.21	0.21	0.10	0.28	0.28	0.21
Uniform Del:	37.1	16.3	16.3	45.4	24.5	24.5	54.3	54.3	25.8	54.6	54.6	35.9
IncremntDel:	0.5	0.1	0.1	0.5	0.2	0.2	0.4	0.4	0.1	0.6	0.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.6	16.4	16.4	45.9	24.6	24.6	54.7	54.7	25.9	55.2	55.2	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	16.4	16.4	45.9	24.6	24.6	54.7	54.7	25.9	55.2	55.2	36.1
LOS by Move:	D	B	B	D	C	C	D	D	C	E	E	D
HCM2kAvgQ:	9	10	10	5	12	12	1	1	2	2	2	3

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

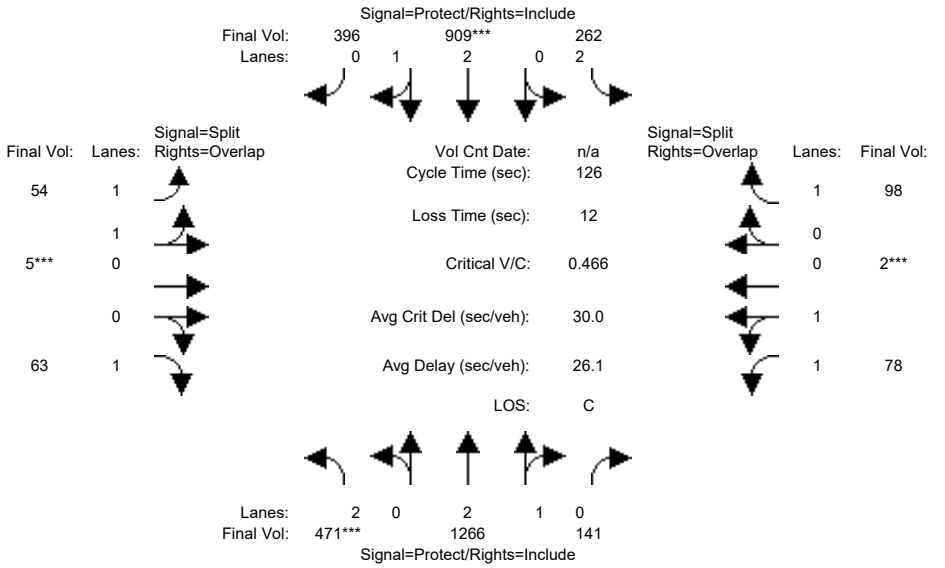


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	1069	117	163	1533	82	355	0	397	239	4	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1069	117	163	1533	82	355	0	397	239	4	378
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:	124	1069	117	163	1533	82	355	0	397	239	4	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1069	117	163	1533	82	355	0	397	239	4	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1069	117	163	1533	82	355	0	397	239	4	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	124	1069	117	163	1533	82	355	0	397	239	4	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.69	0.31	2.00	2.84	0.16	2.00	0.00	1.00	1.97	0.03	1.00
Final Sat.:	3150	5047	552	3150	5315	284	3550	0	1750	3492	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.05	0.29	0.29	0.10	0.00	0.23	0.07	0.07	0.22
Crit Moves:	****				****				****			****
Green Time:	7.4	49.6	49.6	12.1	54.3	54.3	33.3	0.0	40.7	30.9	30.9	43.1
Volume/Cap:	0.74	0.60	0.60	0.60	0.74	0.74	0.42	0.00	0.78	0.31	0.31	0.70
Uniform Del:	65.4	37.0	37.0	61.6	36.8	36.8	45.2	0.0	45.5	45.6	45.6	42.8
IncremntDel:	16.4	0.5	0.5	3.6	1.4	1.4	0.3	0.0	7.6	0.2	0.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.8	37.5	37.5	65.2	38.3	38.3	45.5	0.0	53.1	45.8	45.8	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	37.5	37.5	65.2	38.3	38.3	45.5	0.0	53.1	45.8	45.8	47.0
LOS by Move:	F	D	D	E	D	D	D	A	D	D	D	D
HCM2kAvgQ:	5	14	14	4	20	20	7	0	18	5	5	16

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

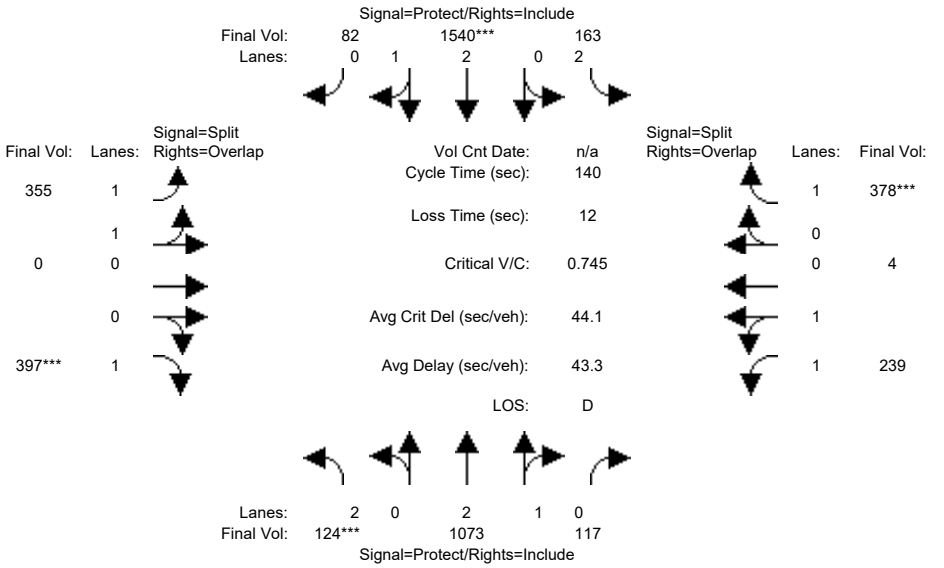


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	471	1250	141	262	906	396	54	5	63	78	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	1250	141	262	906	396	54	5	63	78	2	98
Added Vol:	0	16	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	1266	141	262	909	396	54	5	63	78	2	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1266	141	262	909	396	54	5	63	78	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1266	141	262	909	396	54	5	63	78	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1266	141	262	909	396	54	5	63	78	2	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.69	0.31	2.00	2.06	0.94	1.83	0.17	1.00	1.95	0.05	1.00
Final Sat.:	3150	5038	561	3150	3898	1698	3249	301	1750	3461	89	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.08	0.23	0.23	0.02	0.02	0.04	0.02	0.02	0.06
Crit Moves:	****				****			****			****	
Green Time:	36.7	70.6	70.6	23.4	57.3	57.3	10.0	10.0	46.7	10.0	10.0	33.4
Volume/Cap:	0.51	0.45	0.45	0.45	0.51	0.51	0.21	0.21	0.10	0.28	0.28	0.21
Uniform Del:	37.2	16.3	16.3	45.6	24.4	24.4	54.3	54.3	25.9	54.6	54.6	36.1
IncremntDel:	0.5	0.1	0.1	0.5	0.2	0.2	0.4	0.4	0.1	0.6	0.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.7	16.4	16.4	46.1	24.6	24.6	54.7	54.7	25.9	55.2	55.2	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	16.4	16.4	46.1	24.6	24.6	54.7	54.7	25.9	55.2	55.2	36.3
LOS by Move:	D	B	B	D	C	C	D	D	C	E	E	D
HCM2kAvgQ:	9	11	11	5	12	12	1	1	2	2	2	3

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

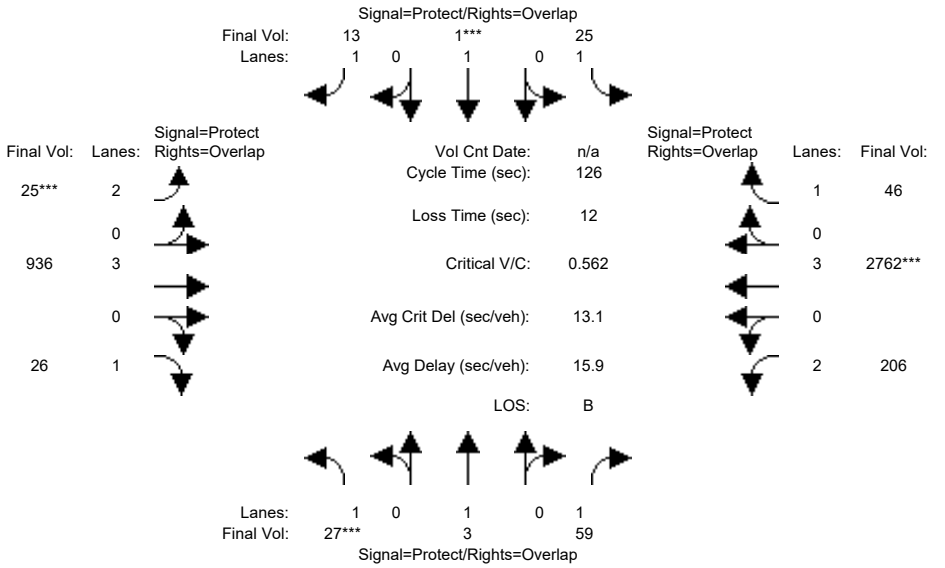


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	1069	117	163	1533	82	355	0	397	239	4	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1069	117	163	1533	82	355	0	397	239	4	378
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1073	117	163	1540	82	355	0	397	239	4	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1073	117	163	1540	82	355	0	397	239	4	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1073	117	163	1540	82	355	0	397	239	4	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	124	1073	117	163	1540	82	355	0	397	239	4	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.69	0.31	2.00	2.84	0.16	2.00	0.00	1.00	1.97	0.03	1.00
Final Sat.:	3150	5049	551	3150	5317	283	3550	0	1750	3492	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.05	0.29	0.29	0.10	0.00	0.23	0.07	0.07	0.22
Crit Moves:	****				****				****			****
Green Time:	7.4	49.8	49.8	12.1	54.5	54.5	33.3	0.0	40.7	30.9	30.9	43.0
Volume/Cap:	0.74	0.60	0.60	0.60	0.74	0.74	0.42	0.00	0.78	0.31	0.31	0.70
Uniform Del:	65.4	36.9	36.9	61.6	36.8	36.8	45.2	0.0	45.6	45.6	45.6	42.9
IncremntDel:	16.6	0.5	0.5	3.6	1.4	1.4	0.3	0.0	7.7	0.2	0.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.0	37.4	37.4	65.2	38.2	38.2	45.6	0.0	53.3	45.9	45.9	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	37.4	37.4	65.2	38.2	38.2	45.6	0.0	53.3	45.9	45.9	47.1
LOS by Move:	F	D	D	E	D	D	D	A	D	D	D	D
HCM2kAvgQ:	5	14	14	4	20	20	7	0	18	5	5	16

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

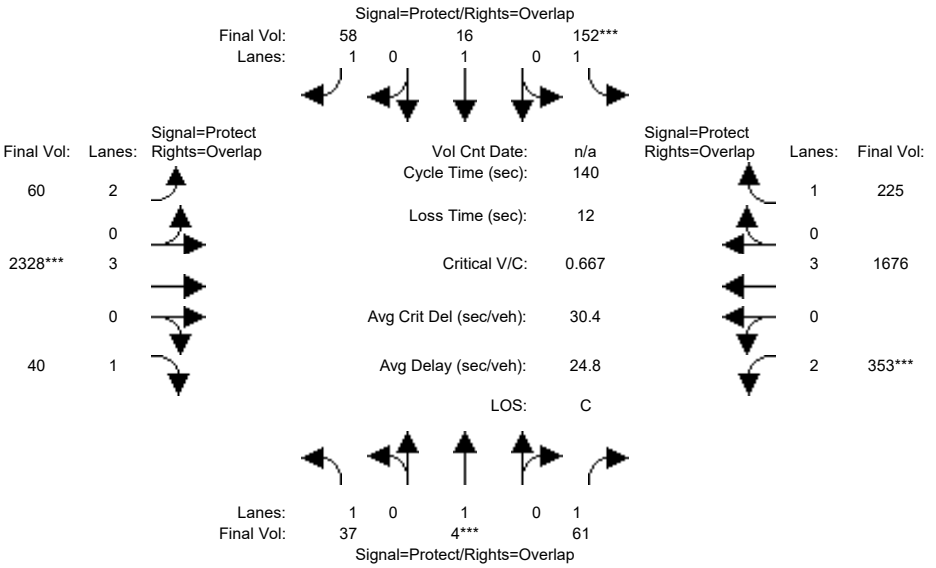


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	3	59	25	1	13	25	936	26	206	2762	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	3	59	25	1	13	25	936	26	206	2762	46
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:	27	3	59	25	1	13	25	936	26	206	2762	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	3	59	25	1	13	25	936	26	206	2762	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	3	59	25	1	13	25	936	26	206	2762	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	3	59	25	1	13	25	936	26	206	2762	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.01	0.00	0.01	0.01	0.16	0.01	0.07	0.48	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	36.8	10.0	10.0	17.0	7.0	67.2	77.2	26.8	87.0	97.0
Volume/Cap:	0.19	0.02	0.12	0.18	0.01	0.06	0.14	0.31	0.02	0.31	0.70	0.03
Uniform Del:	54.2	53.5	32.7	54.2	53.4	47.5	56.6	16.4	9.6	41.8	11.7	3.4
IncremntDel:	0.7	0.1	0.1	0.6	0.0	0.1	0.4	0.1	0.0	0.3	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.9	53.5	32.8	54.8	53.4	47.6	57.0	16.5	9.6	42.1	12.3	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	53.5	32.8	54.8	53.4	47.6	57.0	16.5	9.6	42.1	12.3	3.4
LOS by Move:	D	D	C	D	D	D	E	B	A	D	B	A
HCM2kAvgQ:	1	0	2	1	0	0	1	6	0	4	20	0

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

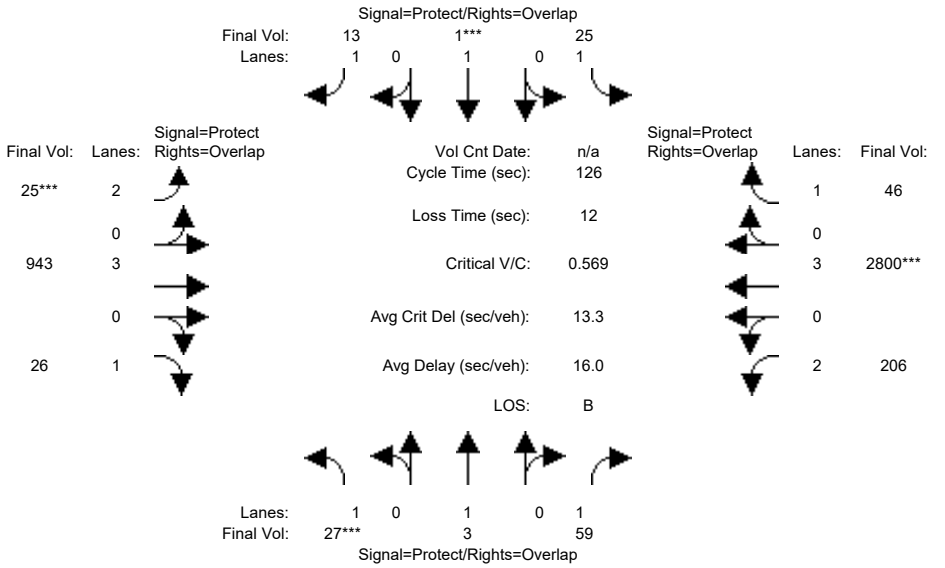


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	152	16	58	60	2328	40	353	1676	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	152	16	58	60	2328	40	353	1676	225
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:	37	4	61	152	16	58	60	2328	40	353	1676	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	152	16	58	60	2328	40	353	1676	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	152	16	58	60	2328	40	353	1676	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	37	4	61	152	16	58	60	2328	40	353	1676	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.09	0.01	0.03	0.02	0.41	0.02	0.11	0.29	0.13
Crit Moves:		****		****				****		****		
Green Time:	13.4	10.0	31.8	16.9	13.4	28.1	14.7	79.4	92.8	21.8	86.4	103.3
Volume/Cap:	0.22	0.03	0.15	0.72	0.09	0.16	0.18	0.72	0.03	0.72	0.48	0.17
Uniform Del:	58.4	60.5	43.3	59.3	57.7	46.2	57.2	22.2	8.1	56.2	14.5	5.5
IncremntDel:	0.7	0.1	0.2	11.5	0.2	0.2	0.3	0.8	0.0	5.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.1	60.6	43.5	70.8	57.9	46.4	57.4	23.0	8.2	61.4	14.6	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	60.6	43.5	70.8	57.9	46.4	57.4	23.0	8.2	61.4	14.6	5.6
LOS by Move:	E	E	D	E	E	D	E	C	A	E	B	A
HCM2kAvgQ:	2	0	2	8	1	2	1	22	1	8	12	3

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

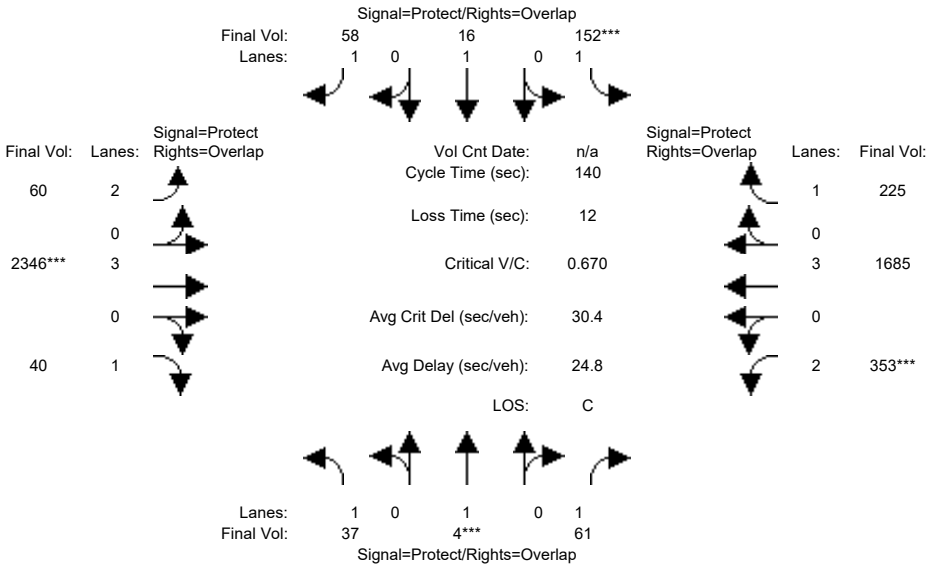


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	3	59	25	1	13	25	936	26	206	2762	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	3	59	25	1	13	25	936	26	206	2762	46
Added Vol:	0	0	0	0	0	0	0	7	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	59	25	1	13	25	943	26	206	2800	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	3	59	25	1	13	25	943	26	206	2800	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	3	59	25	1	13	25	943	26	206	2800	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	3	59	25	1	13	25	943	26	206	2800	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.01	0.00	0.01	0.01	0.17	0.01	0.07	0.49	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	36.6	10.0	10.0	17.0	7.0	67.4	77.4	26.6	87.0	97.0
Volume/Cap:	0.19	0.02	0.12	0.18	0.01	0.06	0.14	0.31	0.02	0.31	0.71	0.03
Uniform Del:	54.2	53.5	32.8	54.2	53.4	47.5	56.6	16.3	9.5	41.9	11.9	3.4
IncremntDel:	0.7	0.1	0.1	0.6	0.0	0.1	0.4	0.1	0.0	0.3	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.9	53.5	32.9	54.8	53.4	47.6	57.0	16.4	9.5	42.2	12.5	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	53.5	32.9	54.8	53.4	47.6	57.0	16.4	9.5	42.2	12.5	3.4
LOS by Move:	D	D	C	D	D	D	E	B	A	D	B	A
HCM2kAvgQ:	1	0	2	1	0	0	1	6	0	4	21	0

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

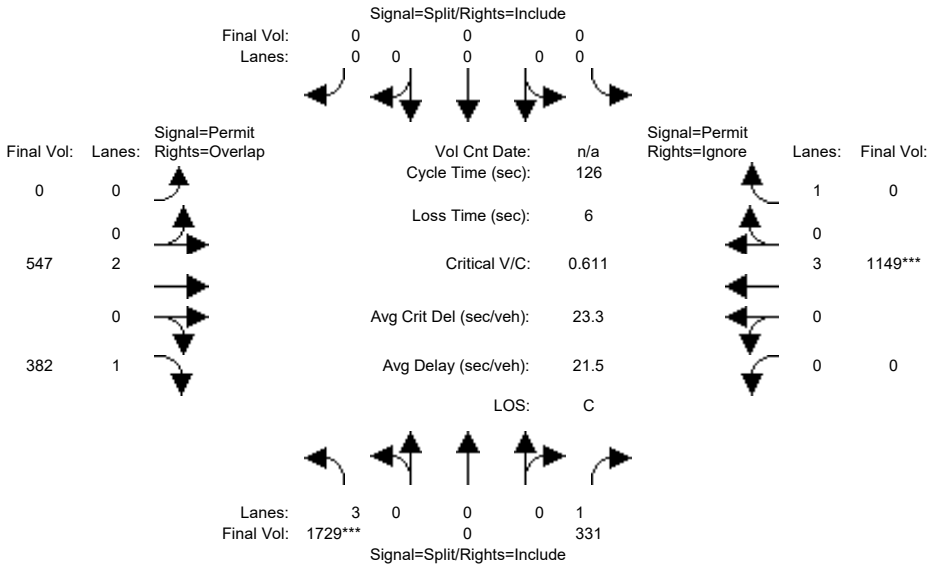


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	152	16	58	60	2328	40	353	1676	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	152	16	58	60	2328	40	353	1676	225
Added Vol:	0	0	0	0	0	0	0	18	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	4	61	152	16	58	60	2346	40	353	1685	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	152	16	58	60	2346	40	353	1685	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	152	16	58	60	2346	40	353	1685	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	37	4	61	152	16	58	60	2346	40	353	1685	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.09	0.01	0.03	0.02	0.41	0.02	0.11	0.30	0.13
Crit Moves:		****		****				****		****		
Green Time:	13.4	10.0	31.7	16.8	13.4	28.0	14.6	79.6	92.9	21.7	86.6	103.4
Volume/Cap:	0.22	0.03	0.15	0.72	0.09	0.17	0.18	0.72	0.03	0.72	0.48	0.17
Uniform Del:	58.5	60.5	43.4	59.4	57.7	46.3	57.2	22.2	8.1	56.3	14.5	5.5
IncremntDel:	0.7	0.1	0.2	11.8	0.2	0.2	0.3	0.8	0.0	5.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.2	60.6	43.6	71.2	57.9	46.5	57.5	23.0	8.1	61.7	14.6	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	60.6	43.6	71.2	57.9	46.5	57.5	23.0	8.1	61.7	14.6	5.6
LOS by Move:	E	E	D	E	E	D	E	C	A	E	B	A
HCM2kAvgQ:	2	0	2	8	1	2	1	23	1	8	12	3

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

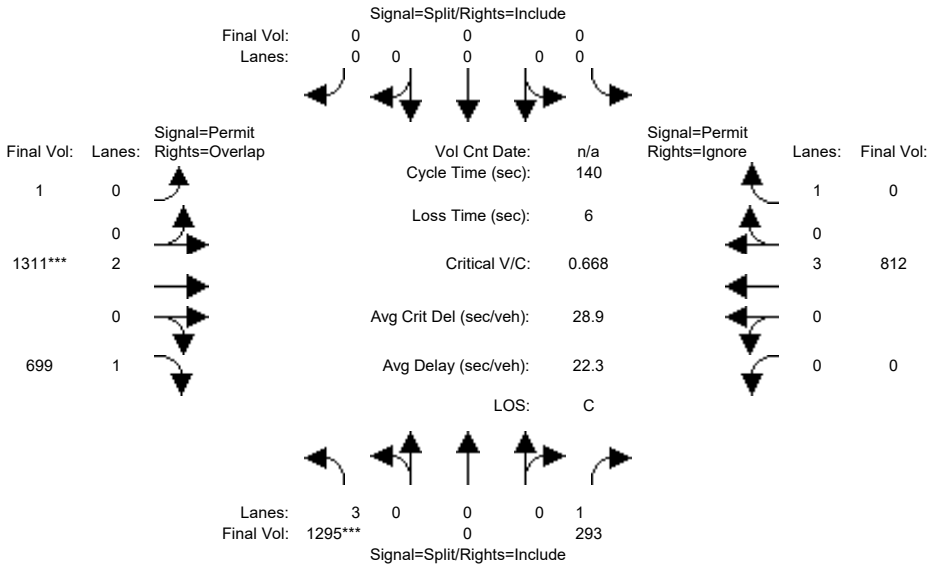


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1729	0	331	0	0	0	0	547	382	0	1149	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1729	0	331	0	0	0	0	547	382	0	1149	155
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:	1729	0	331	0	0	0	0	547	382	0	1149	155
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:	1729	0	331	0	0	0	0	547	382	0	1149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1729	0	331	0	0	0	0	547	382	0	1149	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:	1729	0	331	0	0	0	0	547	382	0	1149	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.19	0.00	0.00	0.00	0.00	0.14	0.22	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	78.4	0.0	78.4	0.0	0.0	0.0	0.0	41.6	120.0	0.0	41.6	0.0
Volume/Cap:	0.61	0.00	0.30	0.00	0.00	0.00	0.00	0.44	0.23	0.00	0.61	0.00
Uniform Del:	14.5	0.0	11.1	0.0	0.0	0.0	0.0	33.0	0.2	0.0	35.4	0.0
IncremntDel:	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	14.9	0.0	11.2	0.0	0.0	0.0	0.0	33.3	0.3	0.0	36.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	11.2	0.0	0.0	0.0	0.0	33.3	0.3	0.0	36.0	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	D	A
HCM2kAvgQ:	17	0	6	0	0	0	0	8	1	0	13	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

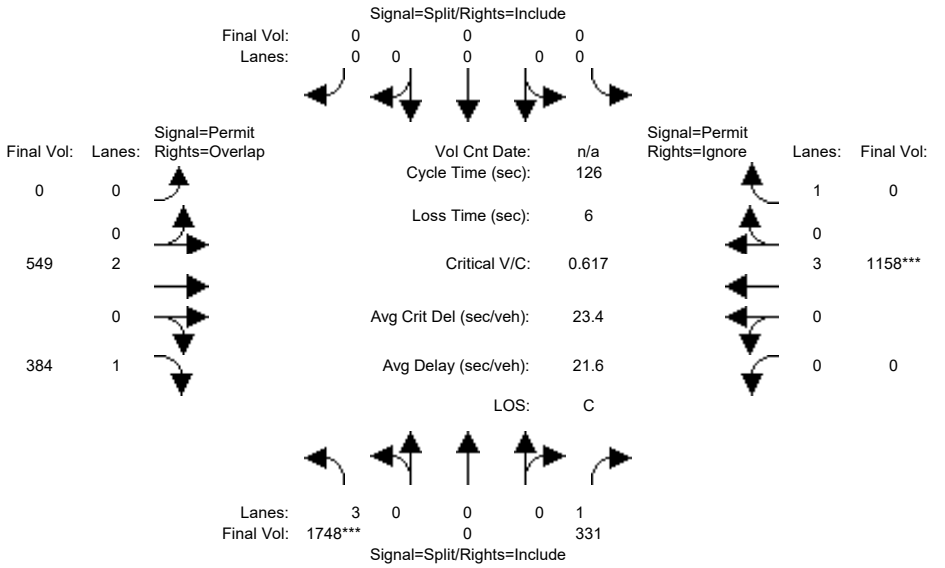


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1295	0	293	0	0	0	1	1311	699	0	812	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1295	0	293	0	0	0	1	1311	699	0	812	159
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:	1295	0	293	0	0	0	1	1311	699	0	812	159
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:	1295	0	293	0	0	0	1	1311	699	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1295	0	293	0	0	0	1	1311	699	0	812	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:	1295	0	293	0	0	0	1	1311	699	0	812	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	3	3697	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.17	0.00	0.00	0.00	0.35	0.35	0.40	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	59.7	0.0	59.7	0.0	0.0	0.0	74.3	74.3	134.0	0.0	74.3	0.0
Volume/Cap:	0.67	0.00	0.39	0.00	0.00	0.00	0.67	0.67	0.42	0.00	0.27	0.00
Uniform Del:	32.2	0.0	27.7	0.0	0.0	0.0	23.9	23.9	0.2	0.0	18.0	0.0
IncremntDel:	0.9	0.0	0.3	0.0	0.0	0.0	0.9	0.9	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	33.1	0.0	28.0	0.0	0.0	0.0	24.7	24.7	0.4	0.0	18.0	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:	33.1	0.0	28.0	0.0	0.0	0.0	24.7	24.7	0.4	0.0	18.0	0.0
LOS by Move:	C	A	C	A	A	A	C	C	A	A	B	A
HCM2kAvgQ:	19	0	9	0	0	0	20	20	3	0	6	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

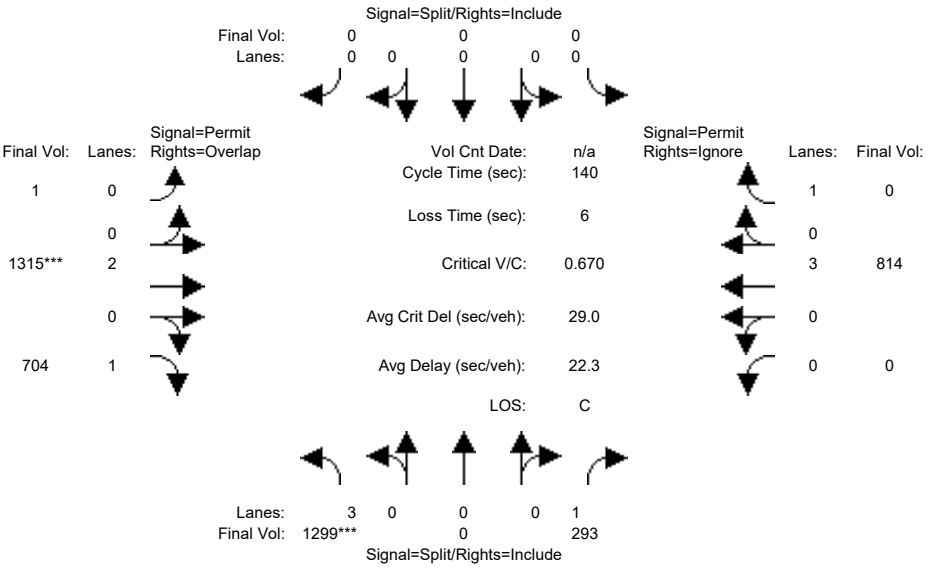


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1729	0	331	0	0	0	0	547	382	0	1149	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1729	0	331	0	0	0	0	547	382	0	1149	155
Added Vol:	19	0	0	0	0	0	0	2	2	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1748	0	331	0	0	0	0	549	384	0	1158	155
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:	1748	0	331	0	0	0	0	549	384	0	1158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1748	0	331	0	0	0	0	549	384	0	1158	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1748	0	331	0	0	0	0	549	384	0	1158	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.19	0.00	0.00	0.00	0.00	0.14	0.22	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	78.5	0.0	78.5	0.0	0.0	0.0	0.0	41.5	120.0	0.0	41.5	0.0
Volume/Cap:	0.62	0.00	0.30	0.00	0.00	0.00	0.00	0.44	0.23	0.00	0.62	0.00
Uniform Del:	14.5	0.0	11.0	0.0	0.0	0.0	0.0	33.1	0.2	0.0	35.5	0.0
IncremntDel:	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	15.0	0.0	11.2	0.0	0.0	0.0	0.0	33.4	0.3	0.0	36.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	0.0	11.2	0.0	0.0	0.0	0.0	33.4	0.3	0.0	36.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	D	A
HCM2kAvgQ:	17	0	6	0	0	0	0	8	1	0	13	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

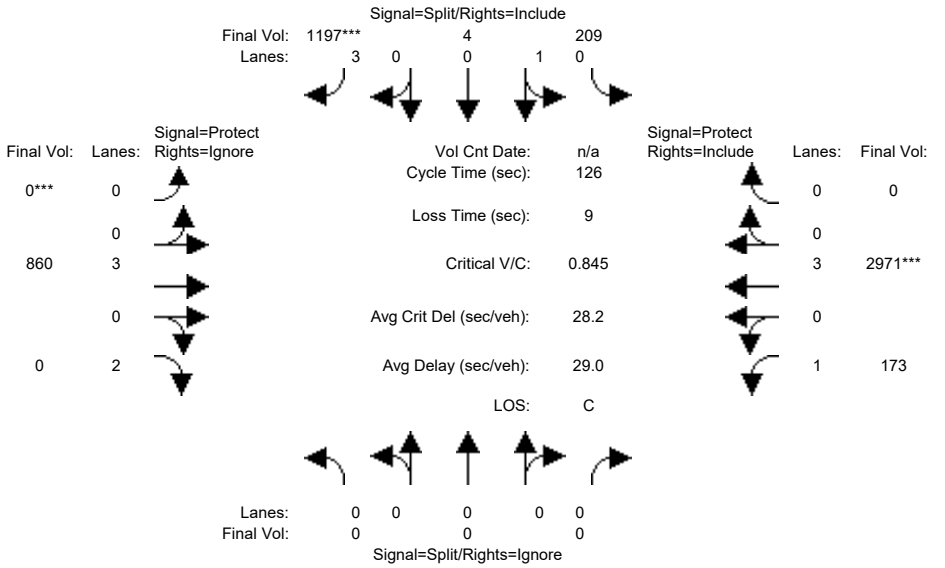


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1295	0	293	0	0	0	1	1311	699	0	812	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1295	0	293	0	0	0	1	1311	699	0	812	159
Added Vol:	4	0	0	0	0	0	0	4	5	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1299	0	293	0	0	0	1	1315	704	0	814	159
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:	1299	0	293	0	0	0	1	1315	704	0	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1299	0	293	0	0	0	1	1315	704	0	814	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:	1299	0	293	0	0	0	1	1315	704	0	814	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	3	3697	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.17	0.00	0.00	0.00	0.36	0.36	0.40	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	59.7	0.0	59.7	0.0	0.0	0.0	74.3	74.3	134.0	0.0	74.3	0.0
Volume/Cap:	0.67	0.00	0.39	0.00	0.00	0.00	0.67	0.67	0.42	0.00	0.27	0.00
Uniform Del:	32.3	0.0	27.7	0.0	0.0	0.0	23.9	23.9	0.2	0.0	18.0	0.0
IncremntDel:	0.9	0.0	0.3	0.0	0.0	0.0	0.9	0.9	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	33.2	0.0	28.0	0.0	0.0	0.0	24.8	24.8	0.4	0.0	18.0	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:	33.2	0.0	28.0	0.0	0.0	0.0	24.8	24.8	0.4	0.0	18.0	0.0
LOS by Move:	C	A	C	A	A	A	C	C	A	A	B	A
HCM2kAvgQ:	19	0	9	0	0	0	20	20	3	0	6	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

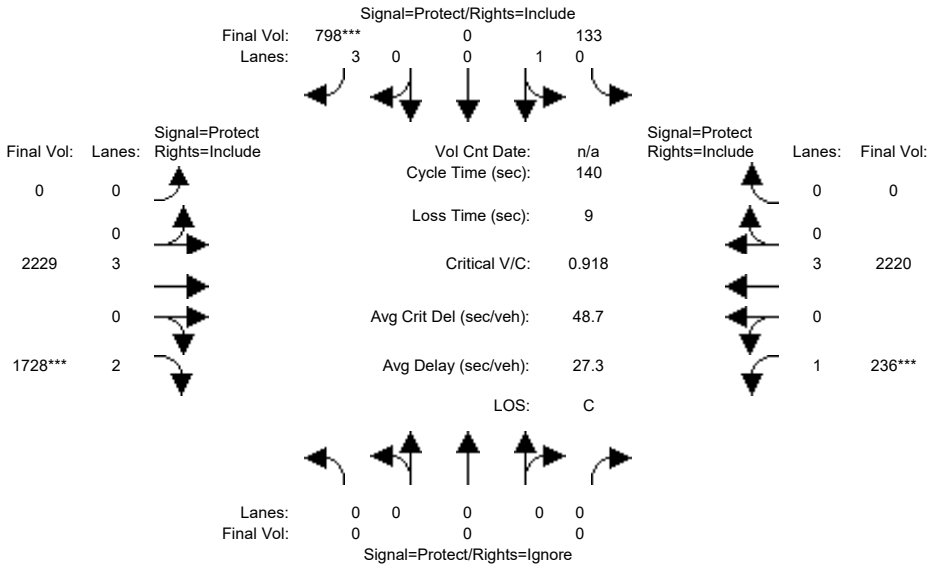


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	209	4	1197	0	860	669	173	2971	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	209	4	1197	0	860	669	173	2971	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	209	4	1197	0	860	669	173	2971	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1197	0	860	0	173	2971	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1197	0	860	0	173	2971	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1197	0	860	0	173	2971	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.26	0.00	0.15	0.00	0.10	0.52	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.2	39.2	39.2	0.0	47.0	0.0	30.8	77.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.84	0.00	0.40	0.00	0.40	0.84	0.00
Uniform Del:	0.0	0.0	0.0	33.9	33.9	40.5	0.0	29.2	0.0	39.9	19.3	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	4.8	0.0	0.1	0.0	0.6	2.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	34.3	34.3	45.4	0.0	29.3	0.0	40.6	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.3	34.3	45.4	0.0	29.3	0.0	40.6	21.3	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	20	0	8	0	6	31	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

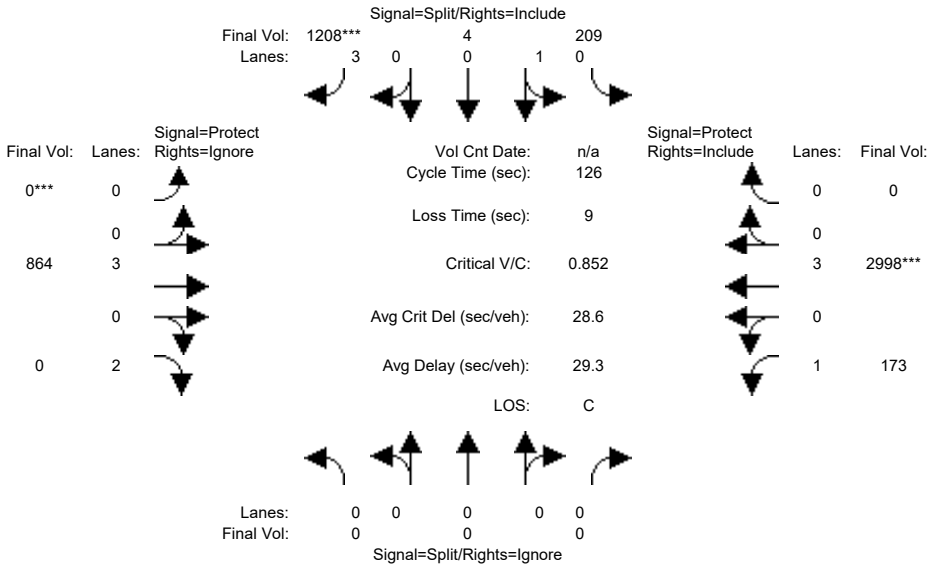


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	133	0	798	0	2229	1728	236	2220	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	133	0	798	0	2229	1728	236	2220	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	133	0	798	0	2229	1728	236	2220	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	798	0	2229	1728	236	2220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	798	0	2229	1728	236	2220	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	798	0	2229	1728	236	2220	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.18	0.00	0.39	0.55	0.13	0.39	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	26.7	0.0	26.7	0.0	83.7	83.7	20.6	104	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.92	0.00	0.65	0.92	0.92	0.52	0.00
Uniform Del:	0.0	0.0	0.0	49.5	0.0	55.5	0.0	18.6	25.1	58.9	7.5	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	14.4	0.0	0.5	7.7	34.9	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	50.2	0.0	70.0	0.0	19.1	32.8	93.8	7.6	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	50.2	0.0	70.0	0.0	19.1	32.8	93.8	7.6	0.0
LOS by Move:	A	A	A	D	A	E	A	B	C	F	A	A
HCM2kAvgQ:	0	0	0	5	0	18	0	19	37	12	13	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

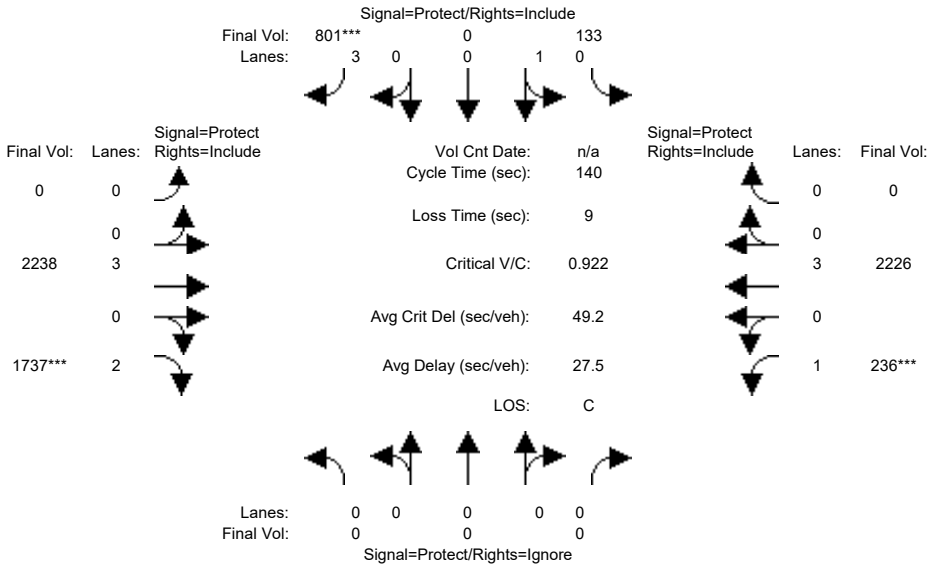


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	209	4	1197	0	860	669	173	2971	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	209	4	1197	0	860	669	173	2971	0
Added Vol:	0	0	0	0	0	11	0	4	4	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	4	1208	0	864	673	173	2998	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1208	0	864	0	173	2998	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1208	0	864	0	173	2998	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1208	0	864	0	173	2998	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.27	0.00	0.15	0.00	0.10	0.53	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.2	39.2	39.2	0.0	47.1	0.0	30.7	77.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.85	0.00	0.41	0.00	0.41	0.85	0.00
Uniform Del:	0.0	0.0	0.0	33.9	33.9	40.7	0.0	29.1	0.0	40.0	19.5	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	5.2	0.0	0.1	0.0	0.6	2.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	34.3	34.3	45.9	0.0	29.3	0.0	40.6	21.7	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	34.3	34.3	45.9	0.0	29.3	0.0	40.6	21.7	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	21	0	8	0	6	32	0

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

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

Intersection #3056: I-880 SB Ramps/Stevens Creek Boulevard

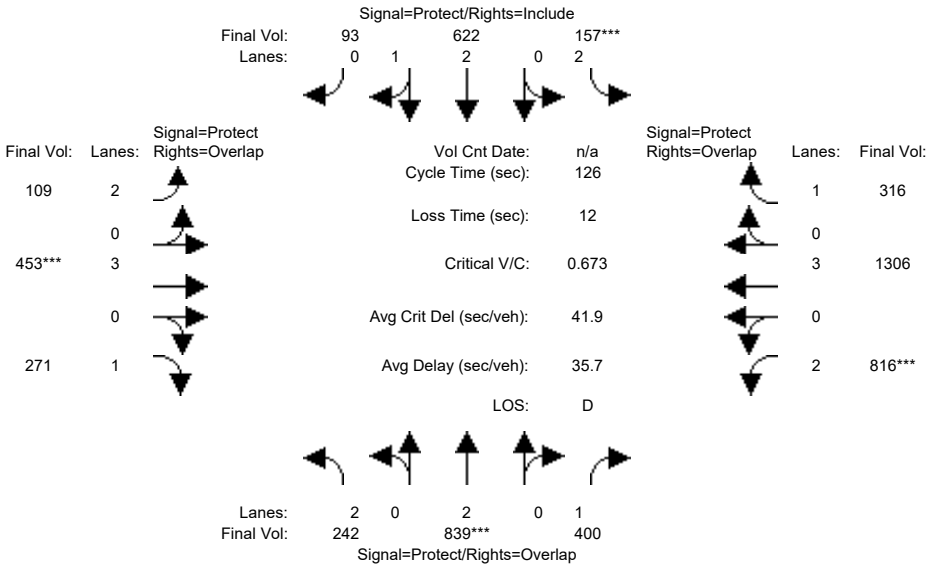


Street Name:	I-880 SB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	133	0	798	0	2229	1728	236	2220	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	133	0	798	0	2229	1728	236	2220	0
Added Vol:	0	0	0	0	0	3	0	9	9	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	133	0	801	0	2238	1737	236	2226	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	801	0	2238	1737	236	2226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	801	0	2238	1737	236	2226	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	801	0	2238	1737	236	2226	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.18	0.00	0.39	0.55	0.13	0.39	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	26.7	0.0	26.7	0.0	83.8	83.8	20.5	104	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.92	0.00	0.66	0.92	0.92	0.52	0.00
Uniform Del:	0.0	0.0	0.0	49.5	0.0	55.6	0.0	18.6	25.2	59.0	7.5	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	14.9	0.0	0.5	8.0	35.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	50.2	0.0	70.5	0.0	19.1	33.2	94.8	7.6	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	50.2	0.0	70.5	0.0	19.1	33.2	94.8	7.6	0.0
LOS by Move:	A	A	A	D	A	E	A	B	C	F	A	A
HCM2kAvgQ:	0	0	0	5	0	18	0	19	37	12	13	0

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

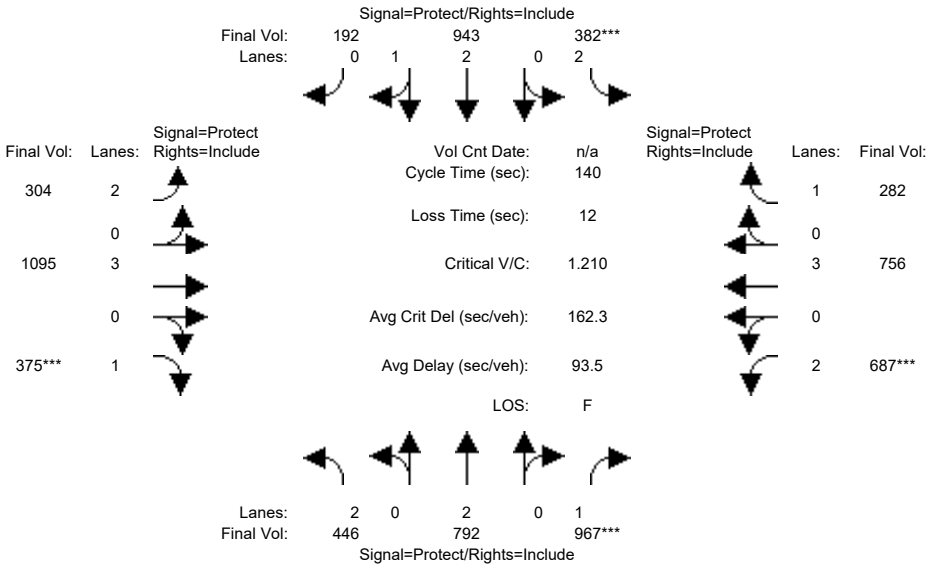


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	242	839	400	157	622	93	109	453	271	816	1306	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	839	400	157	622	93	109	453	271	816	1306	316
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:	242	839	400	157	622	93	109	453	271	816	1306	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	839	400	157	622	93	109	453	271	816	1306	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	839	400	157	622	93	109	453	271	816	1306	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	242	839	400	157	622	93	109	453	271	816	1306	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.60	0.40	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4871	728	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.23	0.05	0.13	0.13	0.03	0.08	0.15	0.26	0.23	0.18
Crit Moves:		****		****				****		****		
Green Time:	19.0	41.3	89.8	9.3	31.6	31.6	12.4	14.9	33.9	48.5	51.0	60.3
Volume/Cap:	0.51	0.67	0.32	0.67	0.51	0.51	0.35	0.67	0.58	0.67	0.57	0.38
Uniform Del:	49.2	36.5	6.7	56.9	40.5	40.5	53.1	53.2	39.8	32.2	29.0	20.9
IncremntDel:	0.9	1.5	0.1	7.5	0.3	0.3	0.7	2.7	1.8	1.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.1	38.0	6.9	64.4	40.8	40.8	53.8	55.9	41.6	33.7	29.3	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	38.0	6.9	64.4	40.8	40.8	53.8	55.9	41.6	33.7	29.3	21.2
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	C
HCM2kAvgQ:	6	15	6	4	8	8	3	7	10	15	12	8

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

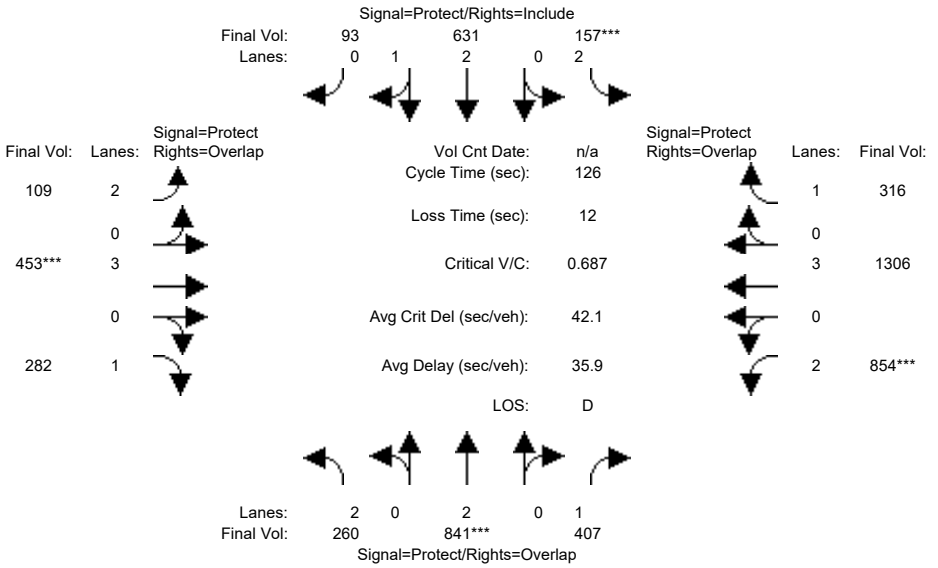


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	446	792	967	382	943	192	304	1095	375	687	756	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	792	967	382	943	192	304	1095	375	687	756	282
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:	446	792	967	382	943	192	304	1095	375	687	756	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	792	967	382	943	192	304	1095	375	687	756	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	792	967	382	943	192	304	1095	375	687	756	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	446	792	967	382	943	192	304	1095	375	687	756	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4651	947	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.55	0.12	0.20	0.20	0.10	0.19	0.21	0.22	0.13	0.16
Crit Moves:			****	****					****	****		
Green Time:	32.1	63.9	63.9	14.0	45.9	45.9	18.7	24.8	24.8	25.2	31.3	31.3
Volume/Cap:	0.62	0.46	1.21	1.21	0.62	0.62	0.72	1.08	1.21	1.21	0.59	0.72
Uniform Del:	48.5	26.1	38.0	63.0	39.7	39.7	58.1	57.6	57.6	57.4	48.7	50.3
IncremntDel:	1.6	0.2	106.0	120.3	0.6	0.6	6.0	54.2	120.7	110.1	0.8	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.1	26.3	144.1	183.3	40.3	40.3	64.1	112	178.3	167.5	49.4	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	26.3	144.1	183.3	40.3	40.3	64.1	112	178.3	167.5	49.4	56.8
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	11	11	68	15	14	14	9	23	29	27	9	12

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

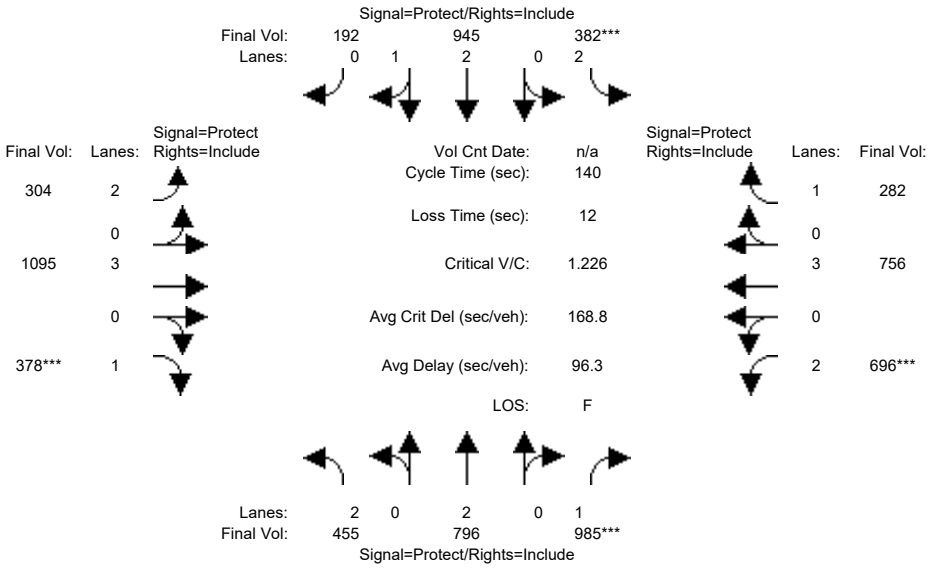


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	242	839	400	157	622	93	109	453	271	816	1306	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	839	400	157	622	93	109	453	271	816	1306	316
Added Vol:	18	2	7	0	9	0	0	0	11	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	841	407	157	631	93	109	453	282	854	1306	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	841	407	157	631	93	109	453	282	854	1306	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	841	407	157	631	93	109	453	282	854	1306	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	260	841	407	157	631	93	109	453	282	854	1306	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.60	0.40	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4880	719	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.23	0.05	0.13	0.13	0.03	0.08	0.16	0.27	0.23	0.18
Crit Moves:		****		****				****		****		
Green Time:	19.4	40.6	90.3	9.1	30.3	30.3	12.5	14.6	33.9	49.7	51.7	60.9
Volume/Cap:	0.54	0.69	0.32	0.69	0.54	0.54	0.35	0.69	0.60	0.69	0.56	0.37
Uniform Del:	49.2	37.2	6.6	57.0	41.7	41.7	52.9	53.5	40.1	31.7	28.4	20.5
IncremntDel:	1.2	1.7	0.2	8.5	0.4	0.4	0.7	3.1	2.1	1.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	38.8	6.7	65.5	42.1	42.1	53.6	56.6	42.2	33.3	28.7	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	38.8	6.7	65.5	42.1	42.1	53.6	56.6	42.2	33.3	28.7	20.8
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	C
HCM2kAvgQ:	6	15	6	4	8	8	3	7	11	16	12	8

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

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

Intersection #3118: Winchester Boulevard/Stevens Creek Boulevard

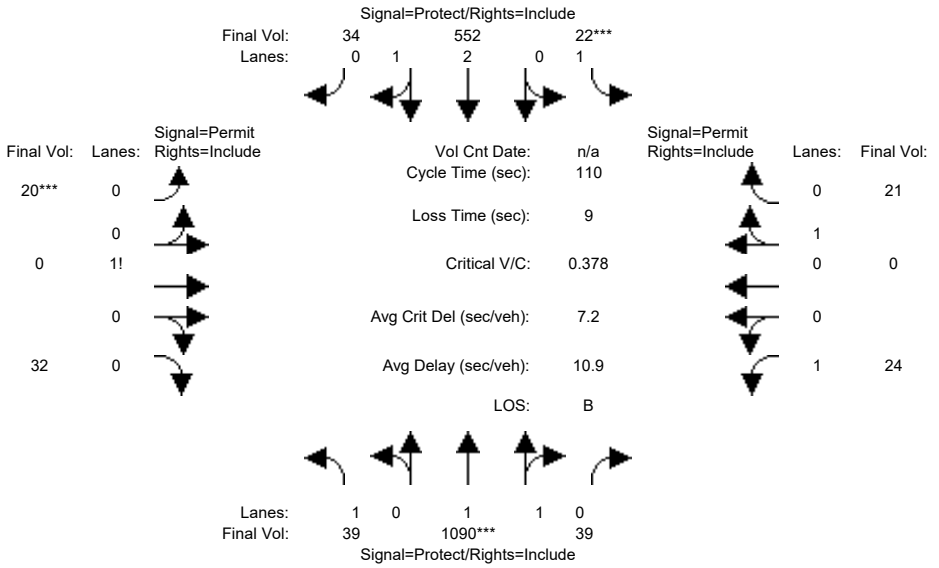


Street Name:	Winchester Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	446	792	967	382	943	192	304	1095	375	687	756	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	792	967	382	943	192	304	1095	375	687	756	282
Added Vol:	9	4	18	0	2	0	0	0	3	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	796	985	382	945	192	304	1095	378	696	756	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	796	985	382	945	192	304	1095	378	696	756	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	796	985	382	945	192	304	1095	378	696	756	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	455	796	985	382	945	192	304	1095	378	696	756	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4653	945	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.56	0.12	0.20	0.20	0.10	0.19	0.22	0.22	0.13	0.16
Crit Moves:			****	****					****	****		
Green Time:	32.5	64.3	64.3	13.8	45.6	45.6	18.7	24.7	24.7	25.2	31.2	31.2
Volume/Cap:	0.62	0.46	1.23	1.23	0.62	0.62	0.72	1.09	1.23	1.23	0.60	0.72
Uniform Del:	48.3	25.9	37.9	63.1	39.9	39.9	58.2	57.7	57.7	57.4	48.7	50.4
IncremntDel:	1.7	0.2	112.7	126.9	0.7	0.7	6.1	56.4	127.1	116.8	0.8	6.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.0	26.1	150.6	190.0	40.6	40.6	64.3	114	184.8	174.2	49.5	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	26.1	150.6	190.0	40.6	40.6	64.3	114	184.8	174.2	49.5	56.9
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	11	11	71	16	14	14	9	23	29	28	9	12

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

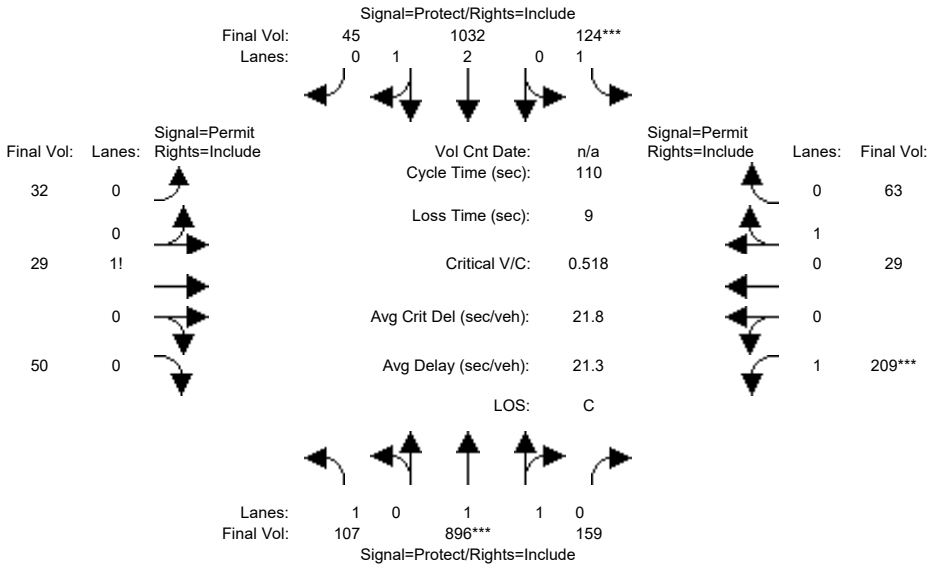


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	1090	39	22	552	34	20	0	32	24	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1090	39	22	552	34	20	0	32	24	0	21
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:	39	1090	39	22	552	34	20	0	32	24	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1090	39	22	552	34	20	0	32	24	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1090	39	22	552	34	20	0	32	24	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1090	39	22	552	34	20	0	32	24	0	21
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	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	1.93	0.07	1.00	2.82	0.18	0.38	0.00	0.62	1.00	0.00	1.00
Final Sat.:	1750	3572	128	1750	5275	325	673	0	1077	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.01	0.10	0.10	0.03	0.00	0.03	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	34.4	84.0	84.0	7.0	56.6	56.6	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.07	0.40	0.40	0.20	0.20	0.20	0.33	0.00	0.33	0.15	0.00	0.13
Uniform Del:	26.6	4.4	4.4	48.8	14.5	14.5	46.8	0.0	46.8	46.1	0.0	46.0
IncremntDel:	0.1	0.1	0.1	0.9	0.0	0.0	1.2	0.0	1.2	0.4	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	26.6	4.5	4.5	49.7	14.5	14.5	48.1	0.0	48.1	46.5	0.0	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	4.5	4.5	49.7	14.5	14.5	48.1	0.0	48.1	46.5	0.0	46.3
LOS by Move:	C	A	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	6	6	1	3	3	2	0	2	1	0	1

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

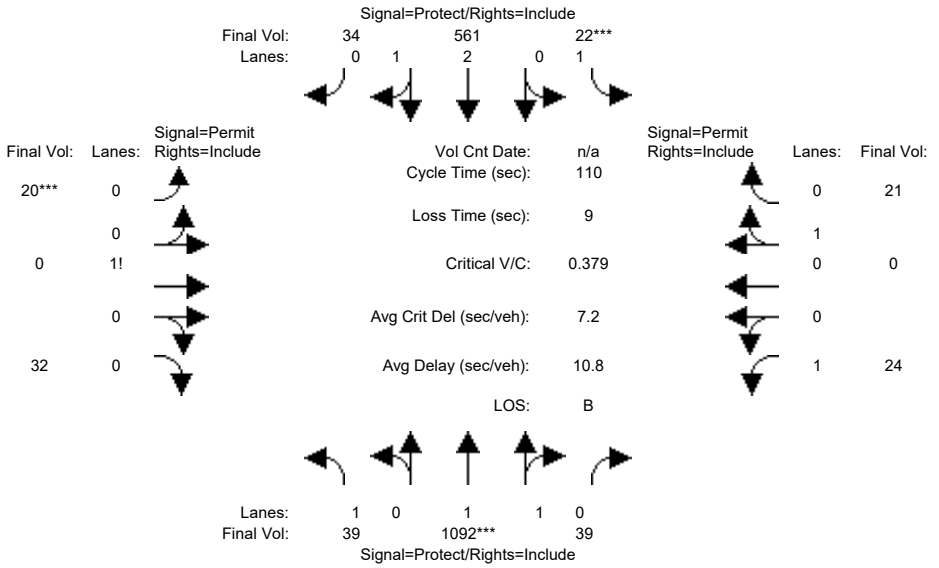


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	896	159	124	1032	45	32	29	50	209	29	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	896	159	124	1032	45	32	29	50	209	29	63
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:	107	896	159	124	1032	45	32	29	50	209	29	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	896	159	124	1032	45	32	29	50	209	29	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	896	159	124	1032	45	32	29	50	209	29	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	896	159	124	1032	45	32	29	50	209	29	63
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.69	0.31	1.00	2.87	0.13	0.29	0.26	0.45	1.00	0.32	0.68
Final Sat.:	1750	3142	558	1750	5366	234	505	457	788	1750	567	1233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.07	0.19	0.19	0.06	0.06	0.06	0.12	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	18.8	60.6	60.6	15.1	56.8	56.8	25.4	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.36	0.52	0.52	0.52	0.37	0.37	0.28	0.28	0.28	0.52	0.22	0.22
Uniform Del:	40.3	15.5	15.5	44.1	15.9	15.9	34.8	34.8	34.8	37.0	34.3	34.3
IncremntDel:	0.7	0.2	0.2	2.0	0.1	0.1	0.4	0.4	0.4	1.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.0	15.8	15.8	46.1	16.0	16.0	35.1	35.1	35.1	38.2	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	15.8	15.8	46.1	16.0	16.0	35.1	35.1	35.1	38.2	34.6	34.6
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	3	11	11	4	7	7	3	3	3	7	3	3

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

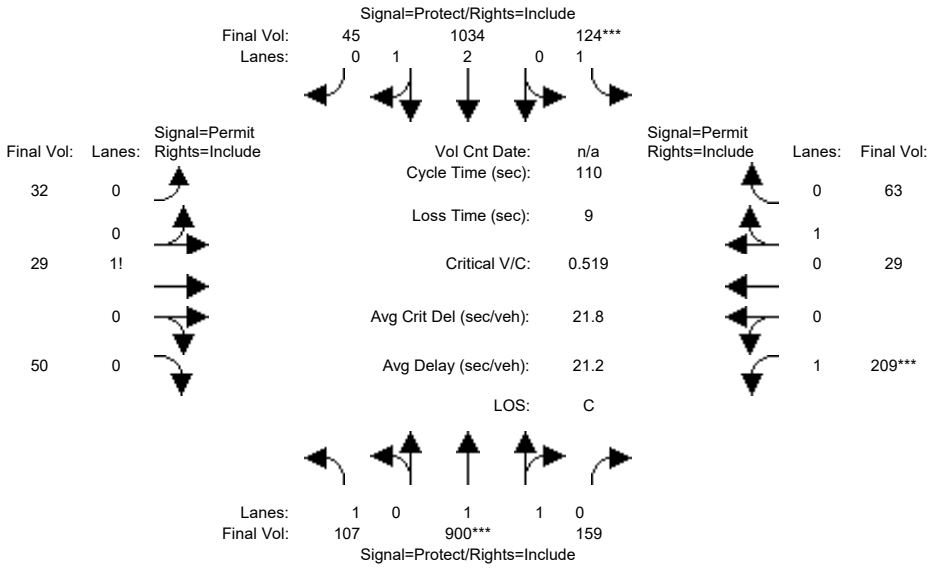


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	1090	39	22	552	34	20	0	32	24	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1090	39	22	552	34	20	0	32	24	0	21
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1092	39	22	561	34	20	0	32	24	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1092	39	22	561	34	20	0	32	24	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1092	39	22	561	34	20	0	32	24	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1092	39	22	561	34	20	0	32	24	0	21
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	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	1.93	0.07	1.00	2.82	0.18	0.38	0.00	0.62	1.00	0.00	1.00
Final Sat.:	1750	3572	128	1750	5280	320	673	0	1077	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.01	0.11	0.11	0.03	0.00	0.03	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	34.1	84.0	84.0	7.0	56.9	56.9	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.07	0.40	0.40	0.20	0.21	0.21	0.33	0.00	0.33	0.15	0.00	0.13
Uniform Del:	26.8	4.4	4.4	48.8	14.3	14.3	46.8	0.0	46.8	46.1	0.0	46.0
IncremntDel:	0.1	0.1	0.1	0.9	0.0	0.0	1.2	0.0	1.2	0.4	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	26.8	4.5	4.5	49.7	14.4	14.4	48.1	0.0	48.1	46.5	0.0	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	4.5	4.5	49.7	14.4	14.4	48.1	0.0	48.1	46.5	0.0	46.3
LOS by Move:	C	A	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	1	6	6	1	4	4	2	0	2	1	0	1

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

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

Intersection #3452: Winchester Boulevard/Dorcich Street

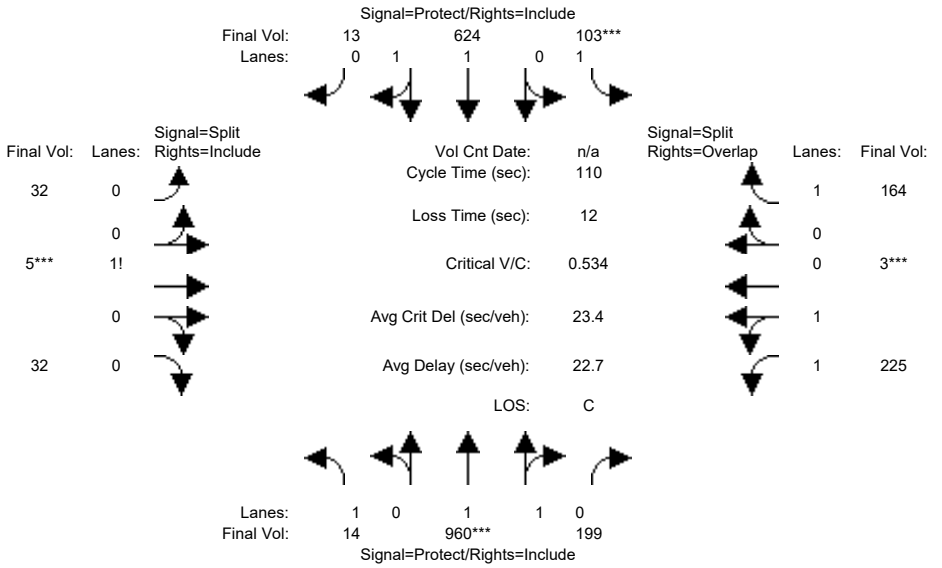


Street Name:	Winchester Boulevard						Dorcich Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	896	159	124	1032	45	32	29	50	209	29	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	896	159	124	1032	45	32	29	50	209	29	63
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	900	159	124	1034	45	32	29	50	209	29	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	900	159	124	1034	45	32	29	50	209	29	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	900	159	124	1034	45	32	29	50	209	29	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	900	159	124	1034	45	32	29	50	209	29	63
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.69	0.31	1.00	2.87	0.13	0.29	0.26	0.45	1.00	0.32	0.68
Final Sat.:	1750	3144	555	1750	5366	234	505	457	788	1750	567	1233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.07	0.19	0.19	0.06	0.06	0.06	0.12	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	18.8	60.7	60.7	15.0	56.9	56.9	25.3	25.3	25.3	25.3	25.3	25.3
Volume/Cap:	0.36	0.52	0.52	0.52	0.37	0.37	0.28	0.28	0.28	0.52	0.22	0.22
Uniform Del:	40.3	15.5	15.5	44.1	15.9	15.9	34.8	34.8	34.8	37.0	34.4	34.4
IncremntDel:	0.7	0.2	0.2	2.0	0.1	0.1	0.4	0.4	0.4	1.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.0	15.7	15.7	46.2	16.0	16.0	35.2	35.2	35.2	38.2	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	15.7	15.7	46.2	16.0	16.0	35.2	35.2	35.2	38.2	34.6	34.6
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	3	11	11	4	7	7	3	3	3	7	3	3

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

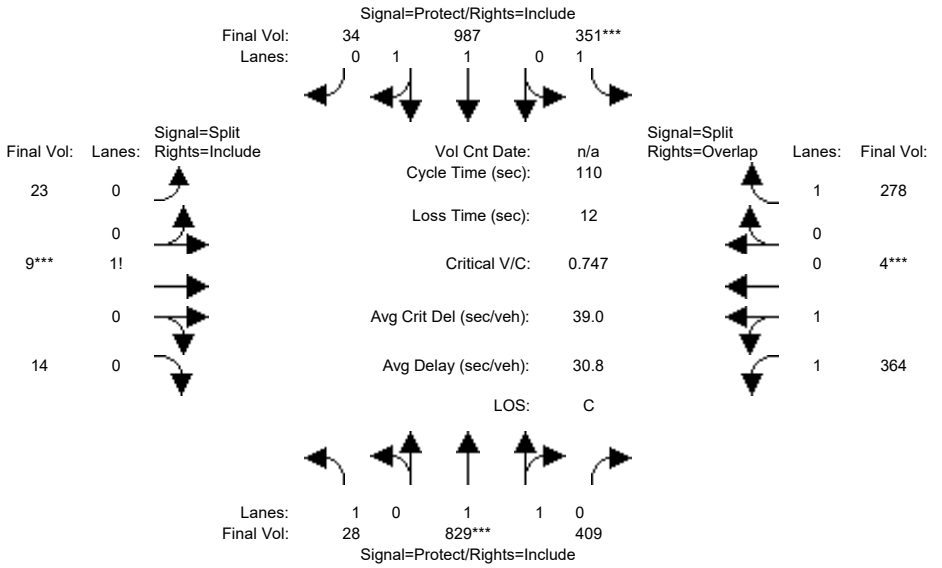


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	960	199	103	624	13	32	5	32	225	3	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	960	199	103	624	13	32	5	32	225	3	164
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:	14	960	199	103	624	13	32	5	32	225	3	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	960	199	103	624	13	32	5	32	225	3	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	960	199	103	624	13	32	5	32	225	3	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	960	199	103	624	13	32	5	32	225	3	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.96	0.04	0.47	0.07	0.46	1.97	0.03	1.00
Final Sat.:	1750	3064	635	1750	3624	76	812	127	812	3503	47	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.06	0.17	0.17	0.04	0.04	0.04	0.06	0.06	0.09
Crit Moves:		****		****				****			****	
Green Time:	20.3	63.2	63.2	11.9	54.8	54.8	10.0	10.0	10.0	13.0	13.0	24.8
Volume/Cap:	0.04	0.55	0.55	0.55	0.35	0.35	0.43	0.43	0.43	0.55	0.55	0.42
Uniform Del:	36.9	14.5	14.5	46.5	16.7	16.7	47.3	47.3	47.3	45.7	45.7	36.4
IncremntDel:	0.1	0.3	0.3	3.3	0.1	0.1	1.9	1.9	1.9	1.5	1.5	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.0	14.8	14.8	49.8	16.8	16.8	49.2	49.2	49.2	47.3	47.3	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	14.8	14.8	49.8	16.8	16.8	49.2	49.2	49.2	47.3	47.3	37.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	4	7	7	3	3	3	5	5	5

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

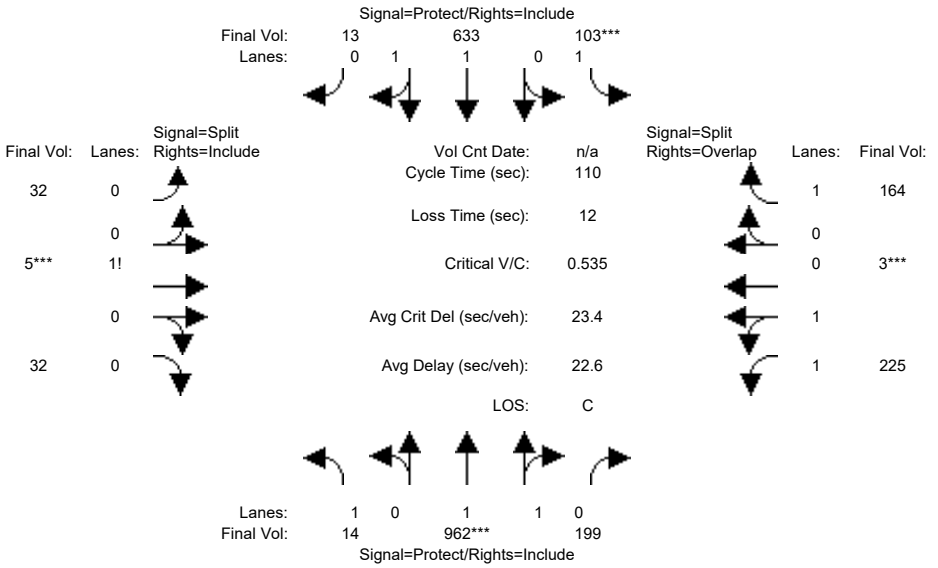


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	829	409	351	987	34	23	9	14	364	4	278
Growth Adj:	1.00	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	829	409	351	987	34	23	9	14	364	4	278
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	829	409	351	987	34	23	9	14	364	4	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	829	409	351	987	34	23	9	14	364	4	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	829	409	351	987	34	23	9	14	364	4	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	829	409	351	987	34	23	9	14	364	4	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.32	0.68	1.00	1.93	0.07	0.50	0.20	0.30	1.98	0.02	1.00
Final Sat.:	1750	2477	1222	1750	3577	123	875	342	533	3511	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.20	0.28	0.28	0.03	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****				****			****	
Green Time:	13.8	46.1	46.1	27.6	59.9	59.9	10.0	10.0	10.0	14.3	14.3	41.9
Volume/Cap:	0.13	0.80	0.80	0.80	0.51	0.51	0.29	0.29	0.29	0.80	0.80	0.42
Uniform Del:	42.7	27.9	27.9	38.6	15.8	15.8	46.7	46.7	46.7	46.5	46.5	25.1
IncremntDel:	0.3	3.0	3.0	9.9	0.2	0.2	1.0	1.0	1.0	9.5	9.5	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	30.9	30.9	48.5	16.0	16.0	47.7	47.7	47.7	56.0	56.0	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	30.9	30.9	48.5	16.0	16.0	47.7	47.7	47.7	56.0	56.0	25.5
LOS by Move:	D	C	C	D	B	B	D	D	D	E	E	C
HCM2kAvgQ:	1	19	19	14	11	11	2	2	2	9	9	7

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

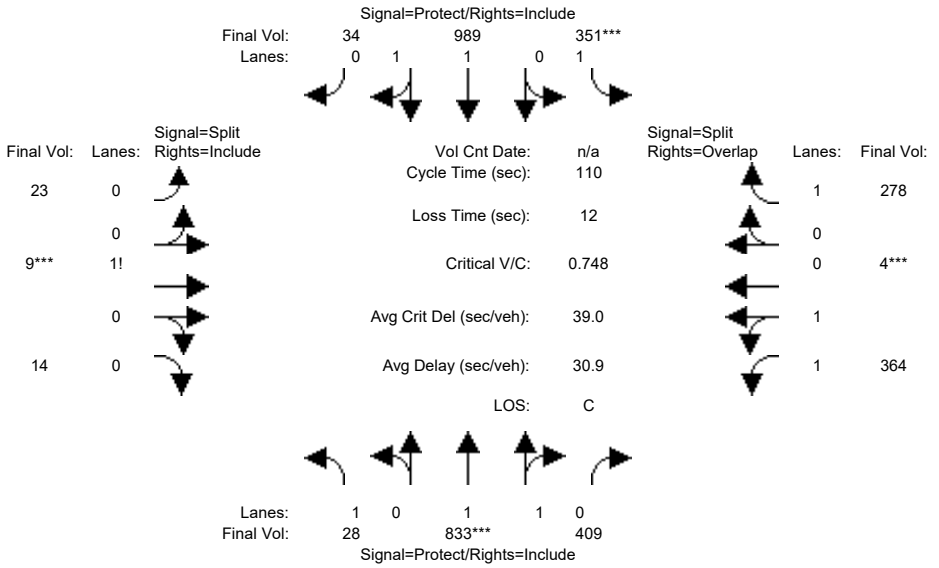


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	960	199	103	624	13	32	5	32	225	3	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	960	199	103	624	13	32	5	32	225	3	164
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	962	199	103	633	13	32	5	32	225	3	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	962	199	103	633	13	32	5	32	225	3	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	962	199	103	633	13	32	5	32	225	3	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	962	199	103	633	13	32	5	32	225	3	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.96	0.04	0.47	0.07	0.46	1.97	0.03	1.00
Final Sat.:	1750	3065	634	1750	3625	74	812	127	812	3503	47	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.06	0.17	0.17	0.04	0.04	0.04	0.06	0.06	0.09
Crit Moves:		****		****				****			****	
Green Time:	20.1	63.2	63.2	11.9	55.0	55.0	10.0	10.0	10.0	12.9	12.9	24.8
Volume/Cap:	0.04	0.55	0.55	0.55	0.35	0.35	0.43	0.43	0.43	0.55	0.55	0.42
Uniform Del:	37.1	14.5	14.5	46.5	16.7	16.7	47.3	47.3	47.3	45.8	45.8	36.4
IncremntDel:	0.1	0.3	0.3	3.3	0.1	0.1	1.9	1.9	1.9	1.5	1.5	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.1	14.8	14.8	49.8	16.8	16.8	49.2	49.2	49.2	47.3	47.3	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	14.8	14.8	49.8	16.8	16.8	49.2	49.2	49.2	47.3	47.3	37.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	4	7	7	3	3	3	5	5	5

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

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

Intersection #3530: Winchester Boulevard/Forest Avenue

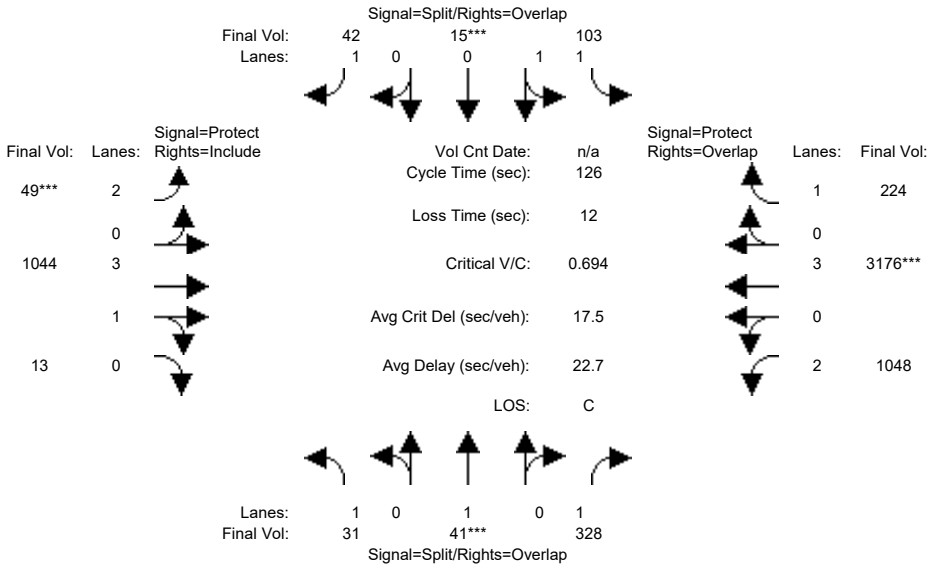


Street Name:	Winchester Boulevard						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	829	409	351	987	34	23	9	14	364	4	278
Growth Adj:	1.00	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	829	409	351	987	34	23	9	14	364	4	278
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	833	409	351	989	34	23	9	14	364	4	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	833	409	351	989	34	23	9	14	364	4	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	833	409	351	989	34	23	9	14	364	4	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	833	409	351	989	34	23	9	14	364	4	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.32	0.68	1.00	1.93	0.07	0.50	0.20	0.30	1.98	0.02	1.00
Final Sat.:	1750	2481	1218	1750	3577	123	875	342	533	3511	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.20	0.28	0.28	0.03	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****				****			****	
Green Time:	13.8	46.2	46.2	27.6	59.9	59.9	10.0	10.0	10.0	14.3	14.3	41.8
Volume/Cap:	0.13	0.80	0.80	0.80	0.51	0.51	0.29	0.29	0.29	0.80	0.80	0.42
Uniform Del:	42.8	27.9	27.9	38.6	15.7	15.7	46.7	46.7	46.7	46.5	46.5	25.1
IncremntDel:	0.3	3.1	3.1	10.0	0.2	0.2	1.0	1.0	1.0	9.6	9.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	30.9	30.9	48.7	16.0	16.0	47.7	47.7	47.7	56.1	56.1	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	30.9	30.9	48.7	16.0	16.0	47.7	47.7	47.7	56.1	56.1	25.5
LOS by Move:	D	C	C	D	B	B	D	D	D	E	E	C
HCM2kAvgQ:	1	19	19	14	11	11	2	2	2	9	9	8

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

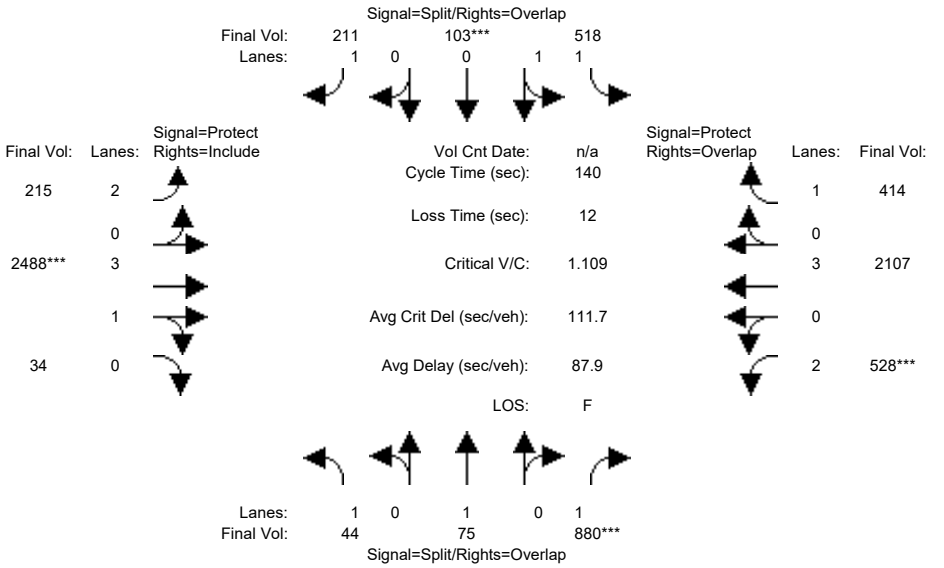


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	41	328	103	15	42	49	1044	13	1048	3176	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	41	328	103	15	42	49	1044	13	1048	3176	224
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:	31	41	328	103	15	42	49	1044	13	1048	3176	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	41	328	103	15	42	49	1044	13	1048	3176	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	41	328	103	15	42	49	1044	13	1048	3176	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	41	328	103	15	42	49	1044	13	1048	3176	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.75	0.25	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3099	451	1750	3150	7408	92	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.19	0.03	0.03	0.02	0.02	0.14	0.14	0.33	0.56	0.13
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	76.0	10.0	10.0	17.0	7.0	28.0	28.0	66.0	87.0	97.0
Volume/Cap:	0.22	0.27	0.31	0.42	0.42	0.18	0.28	0.63	0.63	0.63	0.81	0.17
Uniform Del:	54.4	54.6	12.2	55.2	55.2	48.3	57.1	44.4	44.4	21.4	13.6	3.8
IncremntDel:	0.8	1.0	0.2	1.0	1.0	0.4	0.9	0.8	0.8	0.8	1.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.2	55.6	12.4	56.2	56.2	48.7	58.0	45.2	45.2	22.2	14.9	3.9
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:	55.2	55.6	12.4	56.2	56.2	48.7	58.0	45.2	45.2	22.2	14.9	3.9
LOS by Move:	E	E	B	E	E	D	E	D	D	C	B	A
HCM2kAvgQ:	1	2	7	3	3	2	1	9	9	16	28	2

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

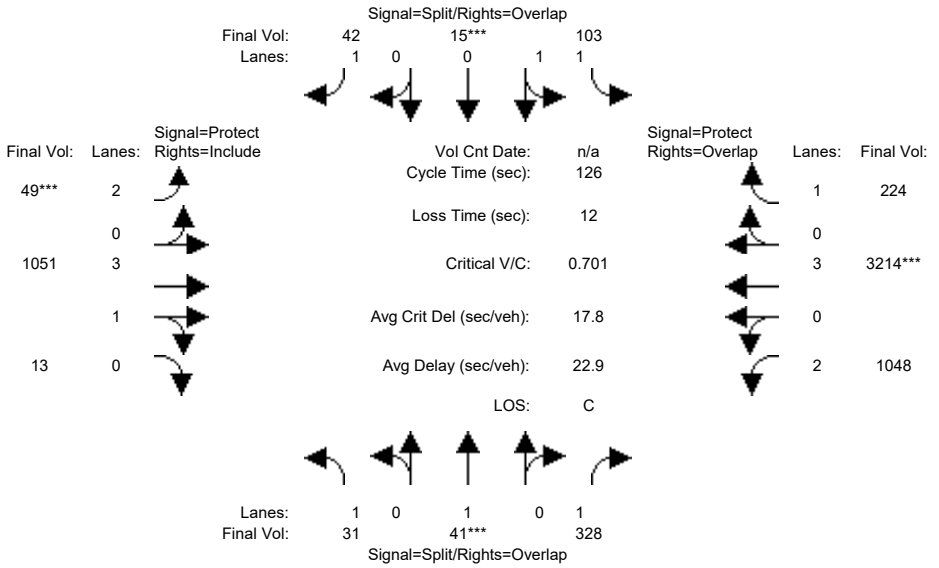


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	75	880	518	103	211	215	2488	34	528	2107	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	75	880	518	103	211	215	2488	34	528	2107	414
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:	44	75	880	518	103	211	215	2488	34	528	2107	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	75	880	518	103	211	215	2488	34	528	2107	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	75	880	518	103	211	215	2488	34	528	2107	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	75	880	518	103	211	215	2488	34	528	2107	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.67	0.33	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2961	589	1750	3150	7399	101	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.50	0.17	0.17	0.12	0.07	0.34	0.34	0.17	0.37	0.24
Crit Moves:			****		****			****			****	
Green Time:	42.3	42.3	63.5	22.1	22.1	32.0	9.9	42.4	42.4	21.2	53.7	75.8
Volume/Cap:	0.08	0.13	1.11	1.11	1.11	0.53	0.96	1.11	1.11	1.11	0.96	0.44
Uniform Del:	35.0	35.5	38.3	59.0	59.0	47.4	64.9	48.8	48.8	59.4	42.2	19.3
IncremntDel:	0.1	0.1	66.2	71.5	71.5	1.3	49.9	56.1	56.1	74.5	11.9	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.0	35.6	104.5	130.5	130	48.7	114.7	105	104.9	133.9	54.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	35.6	104.5	130.5	130	48.7	114.7	105	104.9	133.9	54.1	19.6
LOS by Move:	D	D	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	55	22	22	9	6	36	36	19	33	11

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

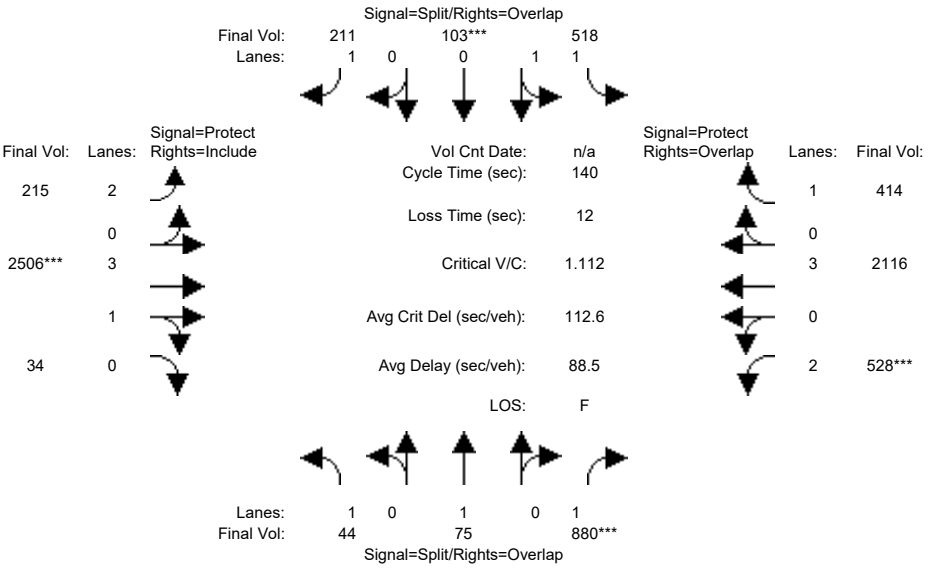


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	41	328	103	15	42	49	1044	13	1048	3176	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	41	328	103	15	42	49	1044	13	1048	3176	224
Added Vol:	0	0	0	0	0	0	0	7	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	41	328	103	15	42	49	1051	13	1048	3214	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	41	328	103	15	42	49	1051	13	1048	3214	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	41	328	103	15	42	49	1051	13	1048	3214	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	41	328	103	15	42	49	1051	13	1048	3214	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.75	0.25	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3099	451	1750	3150	7408	92	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.19	0.03	0.03	0.02	0.02	0.14	0.14	0.33	0.56	0.13
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	75.9	10.0	10.0	17.0	7.0	28.1	28.1	65.9	87.0	97.0
Volume/Cap:	0.22	0.27	0.31	0.42	0.42	0.18	0.28	0.64	0.64	0.64	0.82	0.17
Uniform Del:	54.4	54.6	12.3	55.2	55.2	48.3	57.1	44.3	44.3	21.5	13.8	3.8
IncremntDel:	0.8	1.0	0.2	1.0	1.0	0.4	0.9	0.8	0.8	0.8	1.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.2	55.6	12.4	56.2	56.2	48.7	58.0	45.1	45.1	22.3	15.3	3.9
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:	55.2	55.6	12.4	56.2	56.2	48.7	58.0	45.1	45.1	22.3	15.3	3.9
LOS by Move:	E	E	B	E	E	D	E	D	D	C	B	A
HCM2kAvgQ:	1	2	7	3	3	2	1	9	9	16	28	2

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

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

Intersection #3702: Monroe Street/Stevens Creek Boulevard

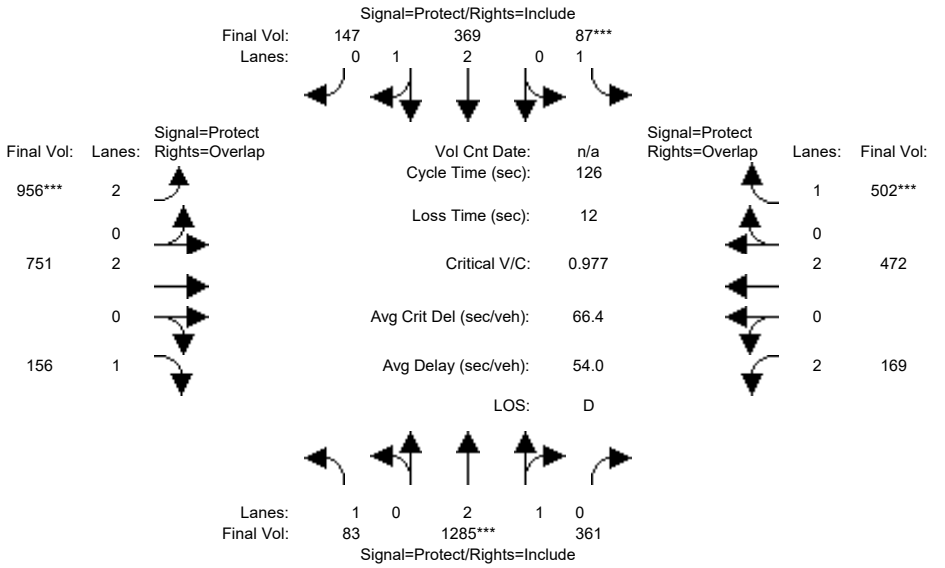


Street Name:	Monroe Street						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	75	880	518	103	211	215	2488	34	528	2107	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	75	880	518	103	211	215	2488	34	528	2107	414
Added Vol:	0	0	0	0	0	0	0	18	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	75	880	518	103	211	215	2506	34	528	2116	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	75	880	518	103	211	215	2506	34	528	2116	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	75	880	518	103	211	215	2506	34	528	2116	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	75	880	518	103	211	215	2506	34	528	2116	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.67	0.33	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2961	589	1750	3150	7399	100	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.50	0.17	0.17	0.12	0.07	0.34	0.34	0.17	0.37	0.24
Crit Moves:			****		****			****			****	
Green Time:	42.2	42.2	63.3	22.0	22.0	31.9	9.9	42.6	42.6	21.1	53.9	75.9
Volume/Cap:	0.08	0.13	1.11	1.11	1.11	0.53	0.97	1.11	1.11	1.11	0.97	0.44
Uniform Del:	35.0	35.6	38.3	59.0	59.0	47.4	64.9	48.7	48.7	59.4	42.2	19.2
IncremntDel:	0.1	0.1	67.2	72.5	72.5	1.3	50.2	57.2	57.2	75.4	12.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.1	35.7	105.6	131.5	132	48.8	115.1	106	105.9	134.9	54.2	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	35.7	105.6	131.5	132	48.8	115.1	106	105.9	134.9	54.2	19.6
LOS by Move:	D	D	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	56	22	22	9	6	36	36	19	33	11

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

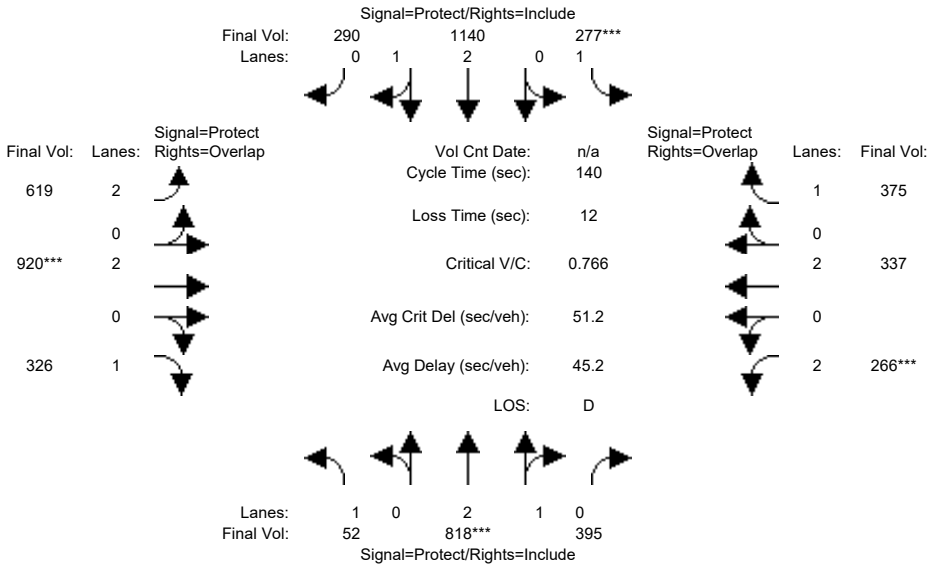


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	1285	361	87	369	147	956	751	156	169	472	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1285	361	87	369	147	956	751	156	169	472	502
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:	83	1285	361	87	369	147	956	751	156	169	472	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1285	361	87	369	147	956	751	156	169	472	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1285	361	87	369	147	956	751	156	169	472	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	83	1285	361	87	369	147	956	751	156	169	472	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.32	0.68	1.00	2.11	0.89	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4370	1228	1750	4003	1595	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.30	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	16.9	38.0	38.0	7.0	28.1	28.1	39.2	53.9	70.8	15.1	29.9	36.9
Volume/Cap:	0.35	0.98	0.98	0.89	0.41	0.41	0.98	0.46	0.16	0.45	0.52	0.98
Uniform Del:	49.6	43.6	43.6	59.1	41.9	41.9	42.9	25.7	13.3	51.5	41.9	44.2
IncremntDel:	0.9	16.5	16.5	58.6	0.2	0.2	23.0	0.2	0.1	0.8	0.6	34.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	60.1	60.1	117.7	42.2	42.2	65.9	25.9	13.4	52.4	42.4	78.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	60.1	60.1	117.7	42.2	42.2	65.9	25.9	13.4	52.4	42.4	78.9
LOS by Move:	D	E	E	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	27	27	6	6	6	28	10	3	4	8	27

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

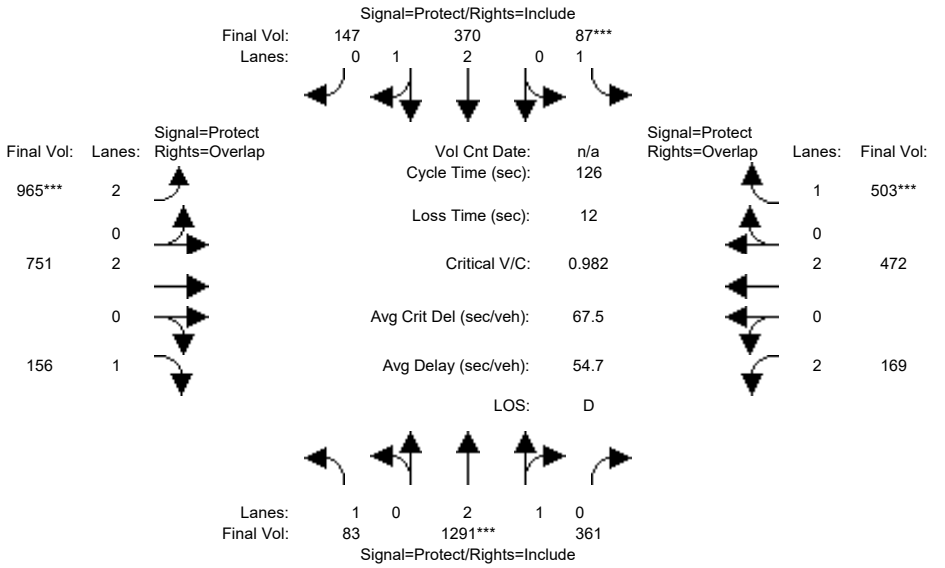


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	818	395	277	1140	290	619	920	326	266	337	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	818	395	277	1140	290	619	920	326	266	337	375
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:	52	818	395	277	1140	290	619	920	326	266	337	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	818	395	277	1140	290	619	920	326	266	337	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	818	395	277	1140	290	619	920	326	266	337	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	52	818	395	277	1140	290	619	920	326	266	337	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3798	1800	1750	4463	1135	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.16	0.26	0.26	0.20	0.24	0.19	0.08	0.09	0.21
Crit Moves:		****		****				****		****		
Green Time:	11.2	39.4	39.4	28.9	57.1	57.1	41.1	44.3	55.4	15.4	18.6	47.5
Volume/Cap:	0.37	0.77	0.78	0.77	0.63	0.63	0.67	0.77	0.47	0.77	0.67	0.63
Uniform Del:	61.1	46.1	46.3	52.3	32.9	32.9	43.4	43.2	31.4	60.5	57.8	38.9
IncremntDel:	1.7	2.3	2.6	9.4	0.6	0.6	1.9	3.0	0.5	9.8	3.5	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.7	48.4	48.9	61.8	33.5	33.5	45.4	46.2	31.9	70.3	61.3	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	48.4	48.9	61.8	33.5	33.5	45.4	46.2	31.9	70.3	61.3	41.1
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	17	18	14	17	17	15	19	11	8	8	15

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

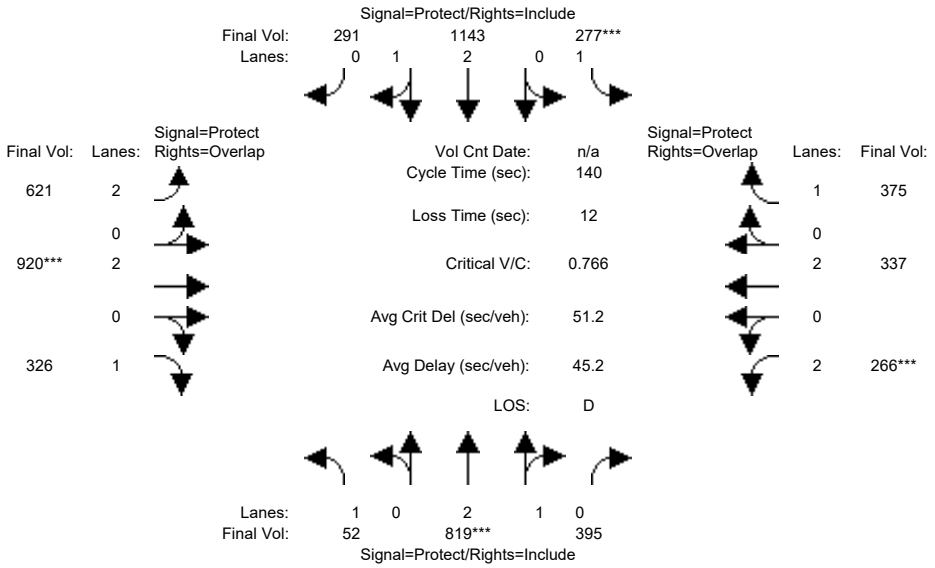


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	1285	361	87	369	147	956	751	156	169	472	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1285	361	87	369	147	956	751	156	169	472	502
Added Vol:	0	6	0	0	1	0	9	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1291	361	87	370	147	965	751	156	169	472	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1291	361	87	370	147	965	751	156	169	472	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1291	361	87	370	147	965	751	156	169	472	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	83	1291	361	87	370	147	965	751	156	169	472	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.32	0.68	1.00	2.12	0.88	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4375	1223	1750	4006	1591	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.05	0.09	0.09	0.31	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	16.9	37.9	37.9	7.0	28.0	28.0	39.3	53.9	70.8	15.2	29.8	36.8
Volume/Cap:	0.35	0.98	0.98	0.89	0.42	0.42	0.98	0.46	0.16	0.45	0.53	0.98
Uniform Del:	49.6	43.7	43.7	59.1	42.0	42.0	43.0	25.7	13.3	51.5	42.0	44.3
IncremntDel:	0.9	17.6	17.6	58.6	0.2	0.2	24.1	0.2	0.1	0.8	0.6	35.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	61.3	61.3	117.7	42.2	42.2	67.1	25.9	13.3	52.3	42.5	80.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	61.3	61.3	117.7	42.2	42.2	67.1	25.9	13.3	52.3	42.5	80.1
LOS by Move:	D	E	E	F	D	D	E	C	B	D	D	F
HCM2kAvgQ:	3	27	27	6	6	6	28	10	3	4	8	27

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

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

Intersection #3711: Winchester Boulevard/Moorpark Avenue

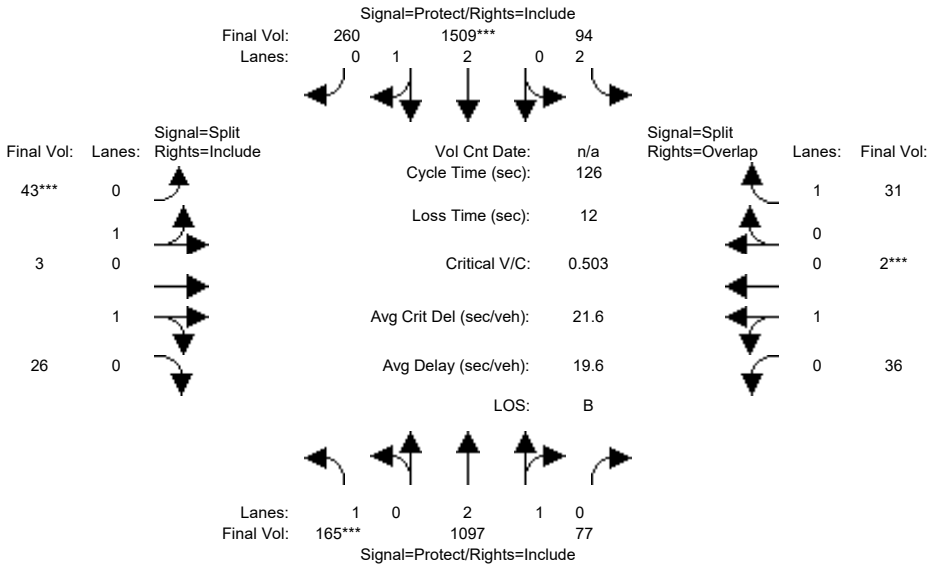


Street Name:	Winchester Boulevard						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	818	395	277	1140	290	619	920	326	266	337	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	818	395	277	1140	290	619	920	326	266	337	375
Added Vol:	0	1	0	0	3	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	819	395	277	1143	291	621	920	326	266	337	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	819	395	277	1143	291	621	920	326	266	337	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	819	395	277	1143	291	621	920	326	266	337	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	52	819	395	277	1143	291	621	920	326	266	337	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3798	1800	1750	4462	1136	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.16	0.26	0.26	0.20	0.24	0.19	0.08	0.09	0.21
Crit Moves:		****		****				****		****		
Green Time:	11.2	39.4	39.4	28.9	57.2	57.2	41.2	44.2	55.4	15.4	18.5	47.4
Volume/Cap:	0.37	0.77	0.78	0.77	0.63	0.63	0.67	0.77	0.47	0.77	0.67	0.63
Uniform Del:	61.1	46.1	46.3	52.4	32.9	32.9	43.5	43.2	31.4	60.5	57.8	38.9
IncremntDel:	1.7	2.3	2.6	9.5	0.6	0.6	1.9	3.0	0.5	9.8	3.5	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.8	48.4	48.9	61.8	33.5	33.5	45.4	46.2	31.9	70.4	61.4	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	48.4	48.9	61.8	33.5	33.5	45.4	46.2	31.9	70.4	61.4	41.2
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	17	18	14	17	17	15	19	11	8	8	15

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

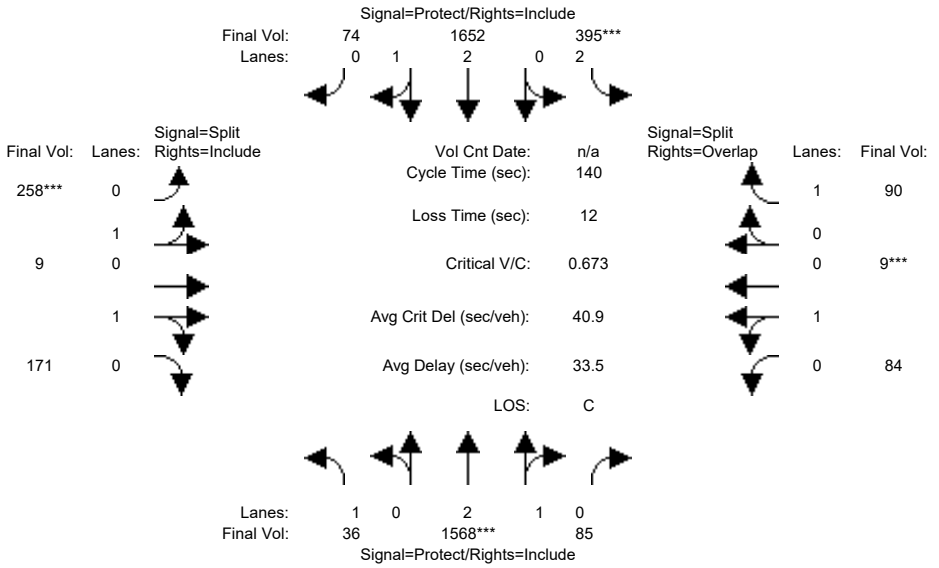


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	1097	77	94	1509	260	43	3	26	36	2	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1097	77	94	1509	260	43	3	26	36	2	31
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:	165	1097	77	94	1509	260	43	3	26	36	2	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1097	77	94	1509	260	43	3	26	36	2	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1097	77	94	1509	260	43	3	26	36	2	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	165	1097	77	94	1509	260	43	3	26	36	2	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	2.00	2.54	0.46	1.00	0.10	0.90	0.95	0.05	1.00
Final Sat.:	1750	5232	367	3150	4776	823	1800	186	1614	1705	95	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.03	0.32	0.32	0.02	0.02	0.02	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	21.6	74.3	74.3	19.7	72.4	72.4	10.0	10.0	10.0	10.0	10.0	29.7
Volume/Cap:	0.55	0.36	0.36	0.19	0.55	0.55	0.30	0.20	0.20	0.27	0.27	0.08
Uniform Del:	47.8	13.4	13.4	46.2	16.7	16.7	54.7	54.3	54.3	54.5	54.5	37.5
IncremntDel:	2.2	0.1	0.1	0.2	0.2	0.2	0.7	0.3	0.3	1.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.9	13.5	13.5	46.4	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	13.5	13.5	46.4	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.5
LOS by Move:	D	B	B	D	B	B	E	D	D	E	E	D
HCM2kAvgQ:	6	8	8	2	14	14	2	1	1	2	2	1

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

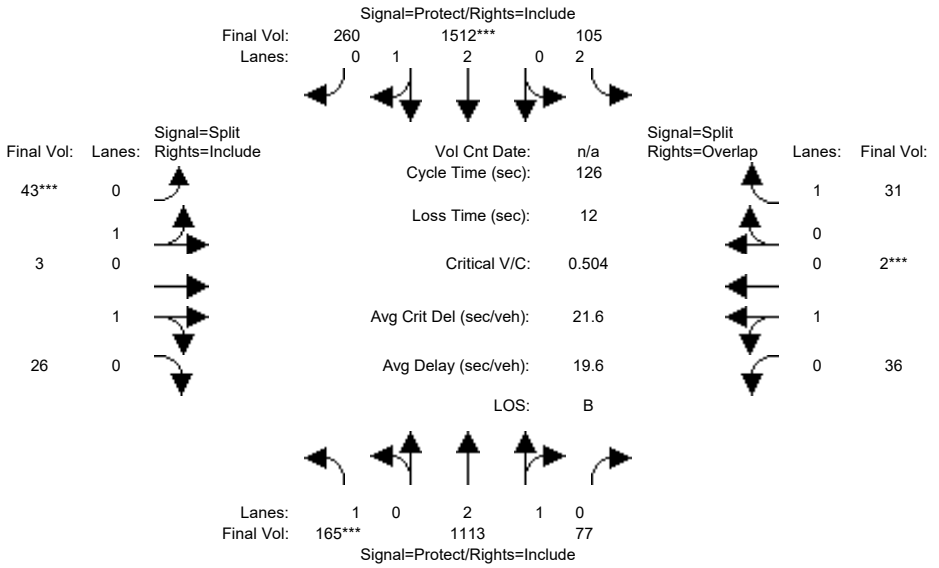


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1568	85	395	1652	74	258	9	171	84	9	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1568	85	395	1652	74	258	9	171	84	9	90
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:	36	1568	85	395	1652	74	258	9	171	84	9	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1568	85	395	1652	74	258	9	171	84	9	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1568	85	395	1652	74	258	9	171	84	9	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1568	85	395	1652	74	258	9	171	84	9	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	2.00	2.87	0.13	1.00	0.05	0.95	0.90	0.10	1.00
Final Sat.:	1750	5312	288	3150	5360	240	1800	90	1710	1626	174	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.13	0.31	0.31	0.14	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	12.2	61.4	61.4	26.1	75.2	75.2	29.8	29.8	29.8	10.7	10.7	36.8
Volume/Cap:	0.24	0.67	0.67	0.67	0.57	0.57	0.67	0.47	0.47	0.67	0.67	0.20
Uniform Del:	59.6	31.3	31.3	53.0	21.6	21.6	50.6	48.2	48.2	62.9	62.9	40.1
IncremntDel:	0.8	0.7	0.7	3.1	0.3	0.3	2.8	0.4	0.4	12.3	12.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.4	32.1	32.1	56.1	21.9	21.9	53.4	48.6	48.6	75.2	75.2	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	32.1	32.1	56.1	21.9	21.9	53.4	48.6	48.6	75.2	75.2	40.3
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	19	19	10	17	17	12	7	7	5	5	3

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

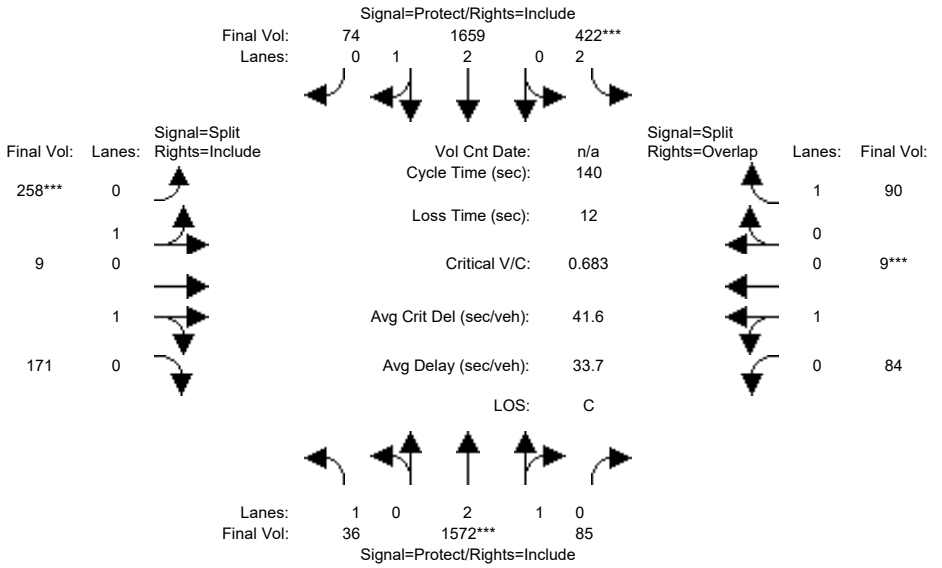


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	1097	77	94	1509	260	43	3	26	36	2	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1097	77	94	1509	260	43	3	26	36	2	31
Added Vol:	0	16	0	11	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1113	77	105	1512	260	43	3	26	36	2	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1113	77	105	1512	260	43	3	26	36	2	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1113	77	105	1512	260	43	3	26	36	2	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	165	1113	77	105	1512	260	43	3	26	36	2	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	2.00	2.54	0.46	1.00	0.10	0.90	0.95	0.05	1.00
Final Sat.:	1750	5237	362	3150	4777	821	1800	186	1614	1705	95	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.03	0.32	0.32	0.02	0.02	0.02	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	21.6	74.5	74.5	19.5	72.4	72.4	10.0	10.0	10.0	10.0	10.0	29.5
Volume/Cap:	0.55	0.36	0.36	0.22	0.55	0.55	0.30	0.20	0.20	0.27	0.27	0.08
Uniform Del:	47.8	13.4	13.4	46.6	16.7	16.7	54.7	54.3	54.3	54.5	54.5	37.6
IncremntDel:	2.2	0.1	0.1	0.2	0.2	0.2	0.7	0.3	0.3	1.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.0	13.4	13.4	46.8	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	13.4	13.4	46.8	16.9	16.9	55.4	54.6	54.6	55.5	55.5	37.7
LOS by Move:	D	B	B	D	B	B	E	D	D	E	E	D
HCM2kAvgQ:	6	8	8	2	14	14	2	1	1	2	2	1

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

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

Intersection #3726: Winchester Boulevard/Olin Avenue

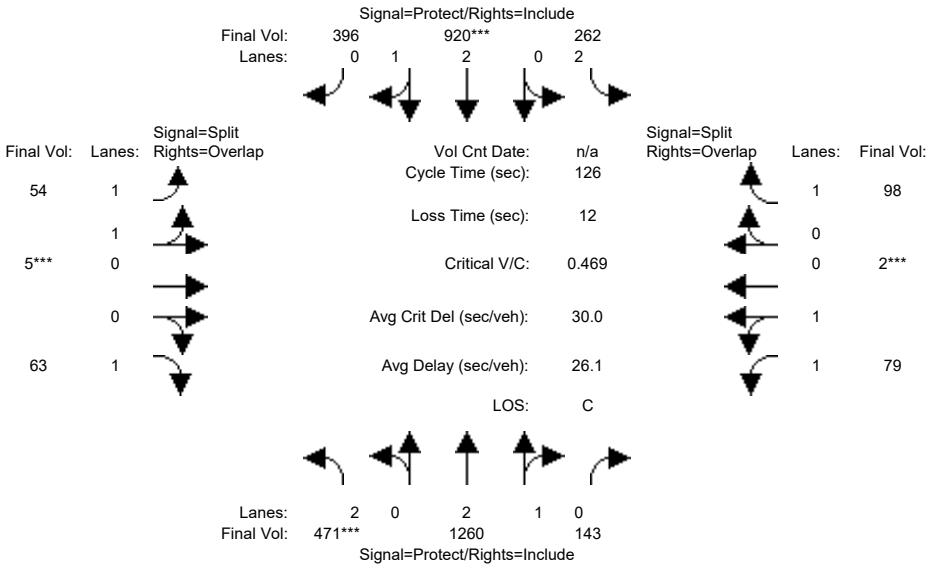


Street Name:	Winchester Boulevard						Olin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1568	85	395	1652	74	258	9	171	84	9	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1568	85	395	1652	74	258	9	171	84	9	90
Added Vol:	0	4	0	27	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1572	85	422	1659	74	258	9	171	84	9	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1572	85	422	1659	74	258	9	171	84	9	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1572	85	422	1659	74	258	9	171	84	9	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1572	85	422	1659	74	258	9	171	84	9	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	2.00	2.87	0.13	1.00	0.05	0.95	0.90	0.10	1.00
Final Sat.:	1750	5312	287	3150	5361	239	1800	90	1710	1626	174	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.13	0.31	0.31	0.14	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	12.2	60.6	60.6	27.4	75.8	75.8	29.4	29.4	29.4	10.6	10.6	38.0
Volume/Cap:	0.24	0.68	0.68	0.68	0.57	0.57	0.68	0.48	0.48	0.68	0.68	0.19
Uniform Del:	59.5	32.0	32.0	52.2	21.3	21.3	51.0	48.6	48.6	63.1	63.1	39.2
IncremntDel:	0.8	0.8	0.8	3.2	0.3	0.3	3.0	0.4	0.4	13.4	13.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.3	32.8	32.8	55.4	21.6	21.6	54.1	49.0	49.0	76.5	76.5	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	32.8	32.8	55.4	21.6	21.6	54.1	49.0	49.0	76.5	76.5	39.3
LOS by Move:	E	C	C	E	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	19	19	11	16	16	12	7	7	5	5	3

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

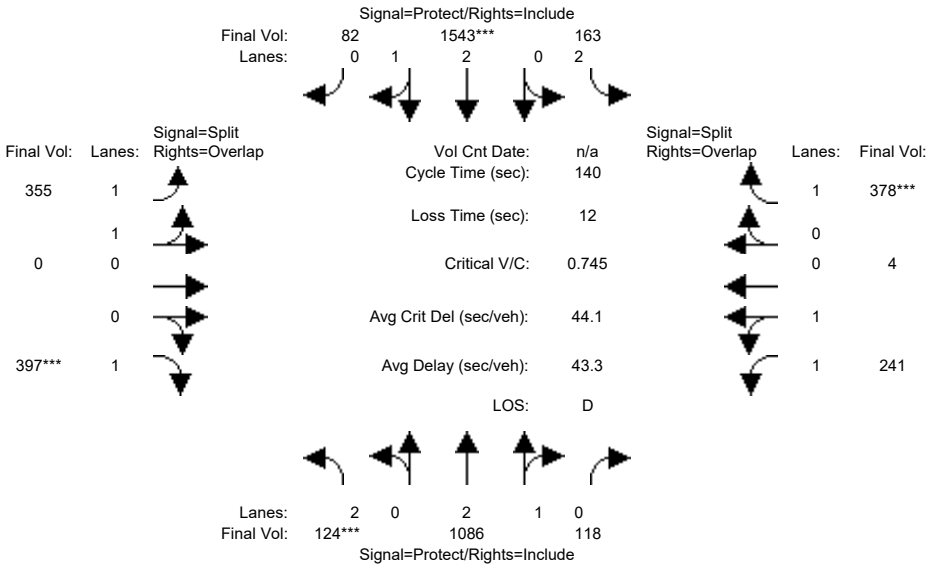


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	471	1260	143	262	920	396	54	5	63	79	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	1260	143	262	920	396	54	5	63	79	2	98
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:	471	1260	143	262	920	396	54	5	63	79	2	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1260	143	262	920	396	54	5	63	79	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1260	143	262	920	396	54	5	63	79	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1260	143	262	920	396	54	5	63	79	2	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.68	0.32	2.00	2.06	0.94	1.83	0.17	1.00	1.95	0.05	1.00
Final Sat.:	3150	5028	571	3150	3913	1684	3249	301	1750	3462	88	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.08	0.24	0.24	0.02	0.02	0.04	0.02	0.02	0.06
Crit Moves:	****				****			****			****	
Green Time:	36.5	70.6	70.6	23.4	57.5	57.5	10.0	10.0	46.5	10.0	10.0	33.4
Volume/Cap:	0.52	0.45	0.45	0.45	0.52	0.52	0.21	0.21	0.10	0.29	0.29	0.21
Uniform Del:	37.3	16.3	16.3	45.5	24.4	24.4	54.3	54.3	26.0	54.6	54.6	36.0
IncremntDel:	0.5	0.1	0.1	0.5	0.2	0.2	0.4	0.4	0.1	0.6	0.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.9	16.4	16.4	46.1	24.6	24.6	54.7	54.7	26.1	55.2	55.2	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	16.4	16.4	46.1	24.6	24.6	54.7	54.7	26.1	55.2	55.2	36.3
LOS by Move:	D	B	B	D	C	C	D	D	C	E	E	D
HCM2kAvgQ:	9	11	11	5	12	12	1	1	2	2	2	3

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

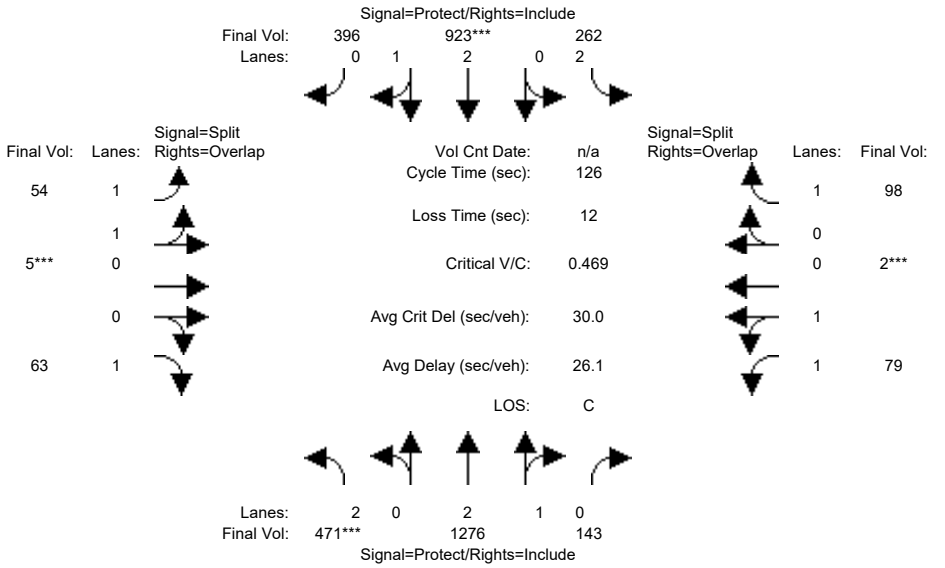


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	1086	118	163	1543	82	355	0	397	241	4	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1086	118	163	1543	82	355	0	397	241	4	378
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:	124	1086	118	163	1543	82	355	0	397	241	4	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1086	118	163	1543	82	355	0	397	241	4	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1086	118	163	1543	82	355	0	397	241	4	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	124	1086	118	163	1543	82	355	0	397	241	4	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.70	0.30	2.00	2.84	0.16	2.00	0.00	1.00	1.97	0.03	1.00
Final Sat.:	3150	5050	549	3150	5317	283	3550	0	1750	3492	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.05	0.29	0.29	0.10	0.00	0.23	0.07	0.07	0.22
Crit Moves:	****				****				****			****
Green Time:	7.4	49.9	49.9	12.0	54.5	54.5	33.2	0.0	40.6	30.9	30.9	42.9
Volume/Cap:	0.75	0.60	0.60	0.60	0.75	0.75	0.42	0.00	0.78	0.31	0.31	0.71
Uniform Del:	65.4	36.9	36.9	61.7	36.8	36.8	45.2	0.0	45.6	45.7	45.7	43.0
IncremntDel:	16.7	0.5	0.5	3.8	1.4	1.4	0.3	0.0	7.7	0.2	0.2	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.0	37.5	37.5	65.5	38.2	38.2	45.6	0.0	53.3	45.9	45.9	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	37.5	37.5	65.5	38.2	38.2	45.6	0.0	53.3	45.9	45.9	47.2
LOS by Move:	F	D	D	E	D	D	D	A	D	D	D	D
HCM2kAvgQ:	5	14	14	4	20	20	7	0	18	5	5	16

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

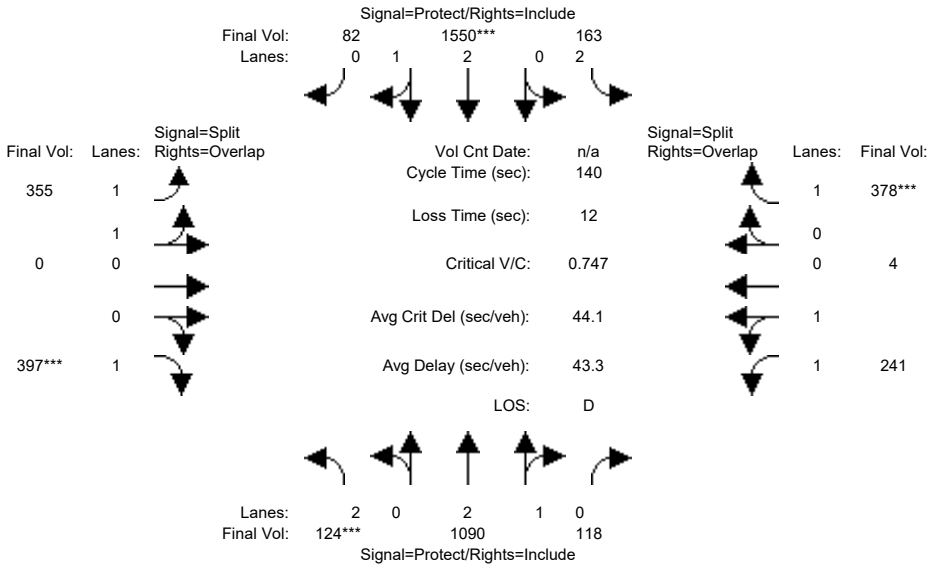


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	471	1260	143	262	920	396	54	5	63	79	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	1260	143	262	920	396	54	5	63	79	2	98
Added Vol:	0	16	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	1276	143	262	923	396	54	5	63	79	2	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1276	143	262	923	396	54	5	63	79	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1276	143	262	923	396	54	5	63	79	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1276	143	262	923	396	54	5	63	79	2	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.69	0.31	2.00	2.07	0.93	1.83	0.17	1.00	1.95	0.05	1.00
Final Sat.:	3150	5035	564	3150	3917	1680	3249	301	1750	3462	88	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.08	0.24	0.24	0.02	0.02	0.04	0.02	0.02	0.06
Crit Moves:	****				****			****			****	
Green Time:	36.5	70.8	70.8	23.2	57.5	57.5	10.0	10.0	46.5	10.0	10.0	33.2
Volume/Cap:	0.52	0.45	0.45	0.45	0.52	0.52	0.21	0.21	0.10	0.29	0.29	0.21
Uniform Del:	37.4	16.2	16.2	45.7	24.4	24.4	54.3	54.3	26.0	54.6	54.6	36.2
IncremntDel:	0.5	0.1	0.1	0.6	0.2	0.2	0.4	0.4	0.1	0.6	0.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.9	16.3	16.3	46.3	24.5	24.5	54.7	54.7	26.1	55.2	55.2	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	16.3	16.3	46.3	24.5	24.5	54.7	54.7	26.1	55.2	55.2	36.4
LOS by Move:	D	B	B	D	C	C	D	D	C	E	E	D
HCM2kAvgQ:	9	11	11	5	12	12	1	1	2	2	2	3

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

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

Intersection #3727: Winchester Boulevard/Olsen Avenue

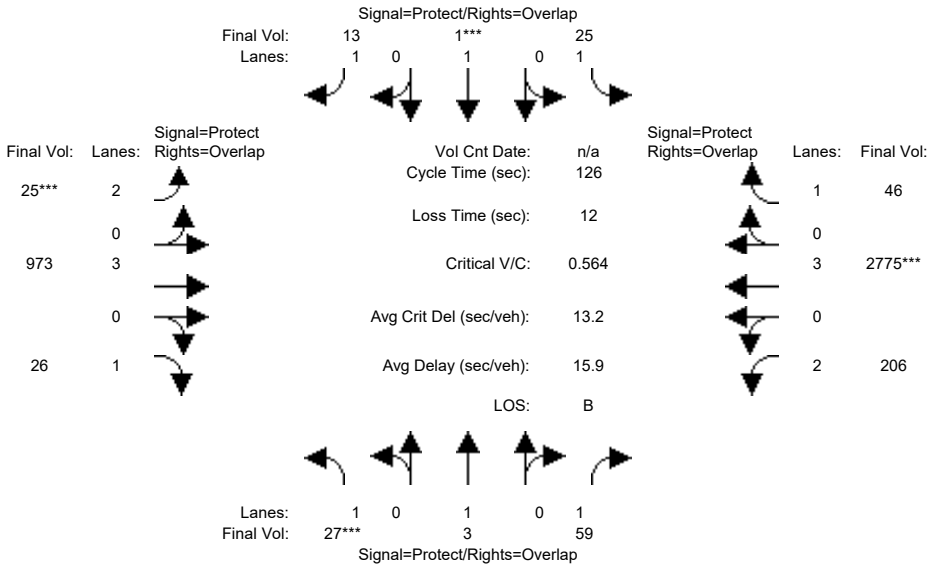


Street Name:	Winchester Boulevard						Olsen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	1086	118	163	1543	82	355	0	397	241	4	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1086	118	163	1543	82	355	0	397	241	4	378
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1090	118	163	1550	82	355	0	397	241	4	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1090	118	163	1550	82	355	0	397	241	4	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1090	118	163	1550	82	355	0	397	241	4	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	124	1090	118	163	1550	82	355	0	397	241	4	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.93	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.70	0.30	2.00	2.84	0.16	2.00	0.00	1.00	1.97	0.03	1.00
Final Sat.:	3150	5052	547	3150	5318	281	3550	0	1750	3492	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.05	0.29	0.29	0.10	0.00	0.23	0.07	0.07	0.22
Crit Moves:	****				****				****			****
Green Time:	7.4	50.0	50.0	12.0	54.7	54.7	33.2	0.0	40.5	30.8	30.8	42.8
Volume/Cap:	0.75	0.60	0.60	0.60	0.75	0.75	0.42	0.00	0.78	0.31	0.31	0.71
Uniform Del:	65.4	36.9	36.9	61.7	36.7	36.7	45.3	0.0	45.7	45.7	45.7	43.0
IncremntDel:	16.8	0.5	0.5	3.8	1.4	1.4	0.3	0.0	7.8	0.2	0.2	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.2	37.4	37.4	65.5	38.2	38.2	45.6	0.0	53.5	46.0	46.0	47.3
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:	82.2	37.4	37.4	65.5	38.2	38.2	45.6	0.0	53.5	46.0	46.0	47.3
LOS by Move:	F	D	D	E	D	D	D	A	D	D	D	D
HCM2kAvgQ:	5	15	15	4	20	20	7	0	18	5	5	16

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

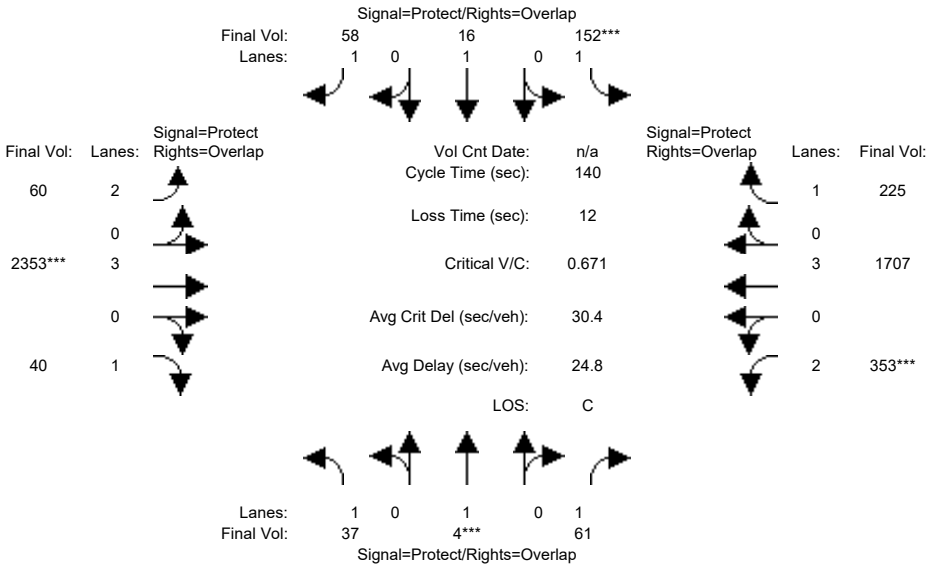


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	3	59	25	1	13	25	973	26	206	2775	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	3	59	25	1	13	25	973	26	206	2775	46
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:	27	3	59	25	1	13	25	973	26	206	2775	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	3	59	25	1	13	25	973	26	206	2775	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	3	59	25	1	13	25	973	26	206	2775	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	3	59	25	1	13	25	973	26	206	2775	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.01	0.00	0.01	0.01	0.17	0.01	0.07	0.49	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	36.0	10.0	10.0	17.0	7.0	68.0	78.0	26.0	87.0	97.0
Volume/Cap:	0.19	0.02	0.12	0.18	0.01	0.06	0.14	0.32	0.02	0.32	0.71	0.03
Uniform Del:	54.2	53.5	33.2	54.2	53.4	47.5	56.6	16.1	9.3	42.4	11.8	3.4
IncremntDel:	0.7	0.1	0.1	0.6	0.0	0.1	0.4	0.1	0.0	0.3	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.9	53.5	33.3	54.8	53.4	47.6	57.0	16.2	9.3	42.7	12.4	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	53.5	33.3	54.8	53.4	47.6	57.0	16.2	9.3	42.7	12.4	3.4
LOS by Move:	D	D	C	D	D	D	E	B	A	D	B	A
HCM2kAvgQ:	1	0	2	1	0	0	1	7	0	4	21	0

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

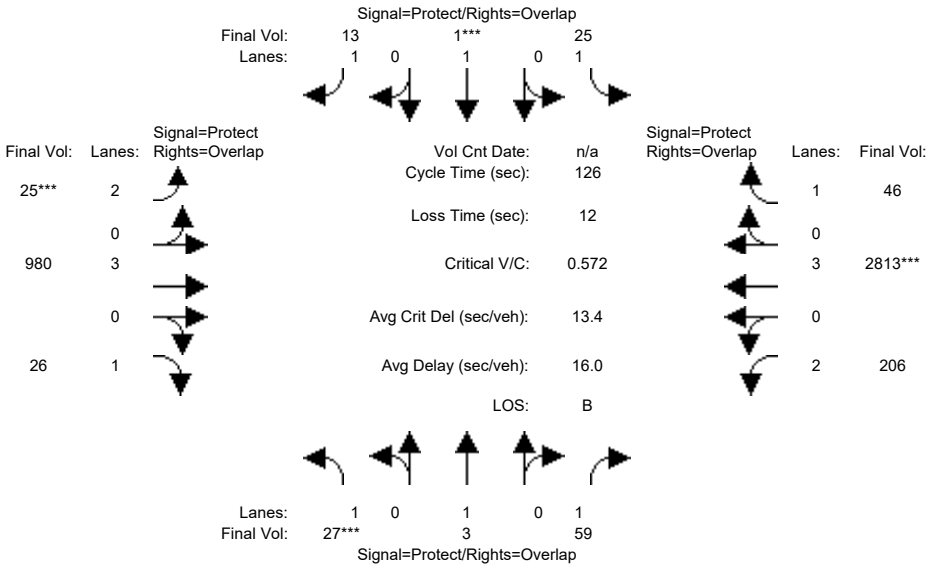


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	152	16	58	60	2353	40	353	1707	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	152	16	58	60	2353	40	353	1707	225
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:	37	4	61	152	16	58	60	2353	40	353	1707	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	152	16	58	60	2353	40	353	1707	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	152	16	58	60	2353	40	353	1707	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	37	4	61	152	16	58	60	2353	40	353	1707	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.09	0.01	0.03	0.02	0.41	0.02	0.11	0.30	0.13
Crit Moves:		****		****				****		****		
Green Time:	13.4	10.0	31.6	16.8	13.4	27.9	14.5	79.6	93.0	21.6	86.8	103.5
Volume/Cap:	0.22	0.03	0.15	0.73	0.09	0.17	0.18	0.73	0.03	0.73	0.48	0.17
Uniform Del:	58.5	60.5	43.5	59.4	57.7	46.4	57.4	22.2	8.1	56.4	14.5	5.5
IncremntDel:	0.7	0.1	0.2	11.9	0.2	0.2	0.3	0.8	0.0	5.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.2	60.6	43.7	71.4	58.0	46.7	57.6	23.0	8.1	61.8	14.6	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	60.6	43.7	71.4	58.0	46.7	57.6	23.0	8.1	61.8	14.6	5.5
LOS by Move:	E	E	D	E	E	D	E	C	A	E	B	A
HCM2kAvgQ:	2	0	2	8	1	2	1	23	1	8	12	3

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

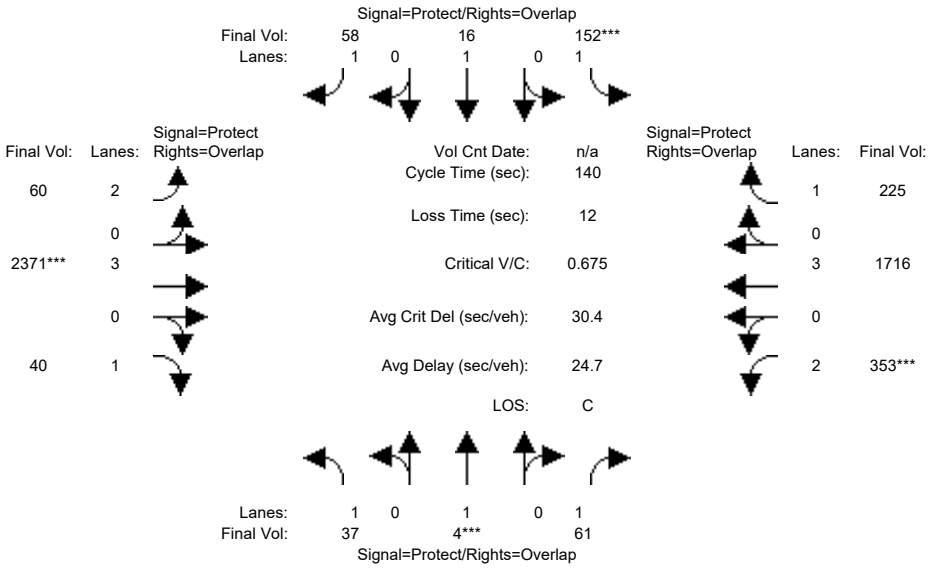


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	3	59	25	1	13	25	973	26	206	2775	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	3	59	25	1	13	25	973	26	206	2775	46
Added Vol:	0	0	0	0	0	0	0	7	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	3	59	25	1	13	25	980	26	206	2813	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	3	59	25	1	13	25	980	26	206	2813	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	3	59	25	1	13	25	980	26	206	2813	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	3	59	25	1	13	25	980	26	206	2813	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.01	0.00	0.01	0.01	0.17	0.01	0.07	0.49	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	35.9	10.0	10.0	17.0	7.0	68.1	78.1	25.9	87.0	97.0
Volume/Cap:	0.19	0.02	0.12	0.18	0.01	0.06	0.14	0.32	0.02	0.32	0.71	0.03
Uniform Del:	54.2	53.5	33.3	54.2	53.4	47.5	56.6	16.1	9.2	42.5	11.9	3.4
IncremntDel:	0.7	0.1	0.1	0.6	0.0	0.1	0.4	0.1	0.0	0.3	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.9	53.5	33.4	54.8	53.4	47.6	57.0	16.1	9.3	42.8	12.6	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	53.5	33.4	54.8	53.4	47.6	57.0	16.1	9.3	42.8	12.6	3.4
LOS by Move:	D	D	C	D	D	D	E	B	A	D	B	A
HCM2kAvgQ:	1	0	2	1	0	0	1	7	0	4	21	0

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

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

Intersection #3816: Santana Row/Stevens Creek Boulevard

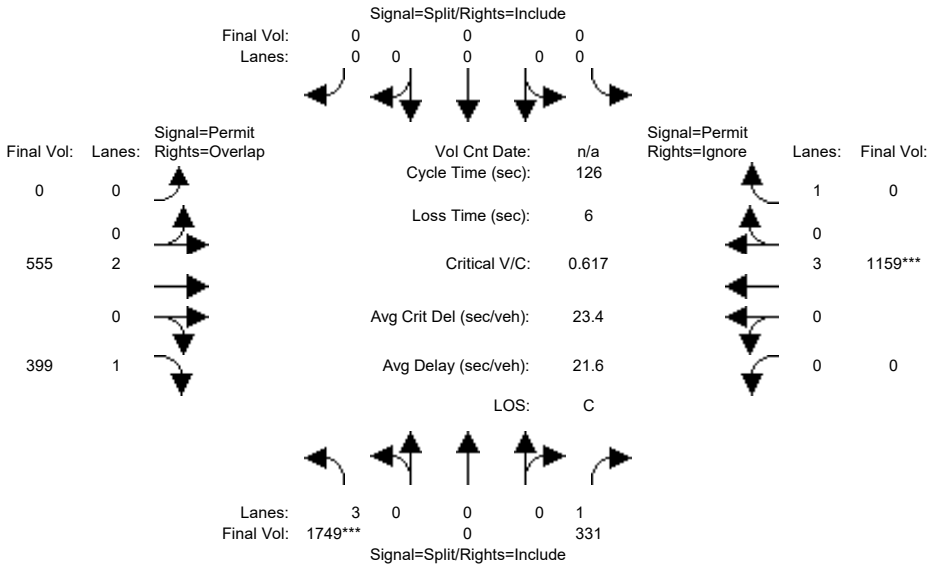


Street Name:	Santana Row						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	4	61	152	16	58	60	2353	40	353	1707	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	4	61	152	16	58	60	2353	40	353	1707	225
Added Vol:	0	0	0	0	0	0	0	18	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	4	61	152	16	58	60	2371	40	353	1716	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	61	152	16	58	60	2371	40	353	1716	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	61	152	16	58	60	2371	40	353	1716	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	37	4	61	152	16	58	60	2371	40	353	1716	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.09	0.01	0.03	0.02	0.42	0.02	0.11	0.30	0.13
Crit Moves:		****		****				****		****		
Green Time:	13.3	10.0	31.5	16.7	13.3	27.8	14.4	79.8	93.2	21.5	86.9	103.6
Volume/Cap:	0.22	0.03	0.15	0.73	0.09	0.17	0.18	0.73	0.03	0.73	0.49	0.17
Uniform Del:	58.5	60.5	43.6	59.5	57.8	46.5	57.4	22.1	8.0	56.5	14.4	5.4
IncremntDel:	0.7	0.1	0.2	12.3	0.2	0.2	0.3	0.9	0.0	5.6	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.2	60.6	43.7	71.8	58.0	46.8	57.7	23.0	8.0	62.1	14.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	60.6	43.7	71.8	58.0	46.8	57.7	23.0	8.0	62.1	14.5	5.5
LOS by Move:	E	E	D	E	E	D	E	C	A	E	B	A
HCM2kAvgQ:	2	0	2	8	1	2	1	23	1	8	12	3

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

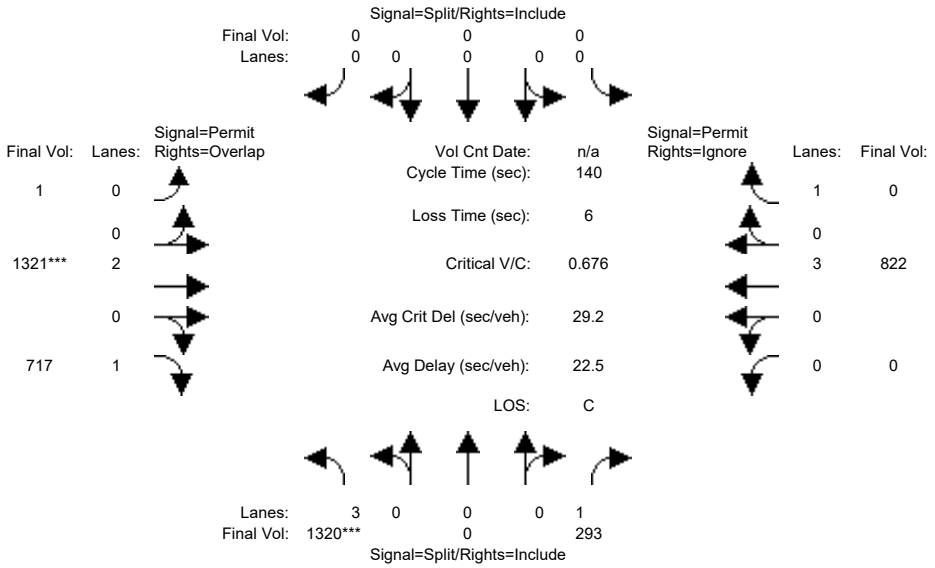


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1749	0	331	0	0	0	0	555	399	0	1159	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1749	0	331	0	0	0	0	555	399	0	1159	155
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:	1749	0	331	0	0	0	0	555	399	0	1159	155
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:	1749	0	331	0	0	0	0	555	399	0	1159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1749	0	331	0	0	0	0	555	399	0	1159	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:	1749	0	331	0	0	0	0	555	399	0	1159	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.19	0.00	0.00	0.00	0.00	0.15	0.23	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	78.5	0.0	78.5	0.0	0.0	0.0	0.0	41.5	120.0	0.0	41.5	0.0
Volume/Cap:	0.62	0.00	0.30	0.00	0.00	0.00	0.00	0.44	0.24	0.00	0.62	0.00
Uniform Del:	14.6	0.0	11.1	0.0	0.0	0.0	0.0	33.2	0.2	0.0	35.5	0.0
IncremntDel:	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	15.0	0.0	11.2	0.0	0.0	0.0	0.0	33.4	0.3	0.0	36.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	0.0	11.2	0.0	0.0	0.0	0.0	33.4	0.3	0.0	36.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	D	A
HCM2kAvgQ:	17	0	6	0	0	0	0	8	1	0	13	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

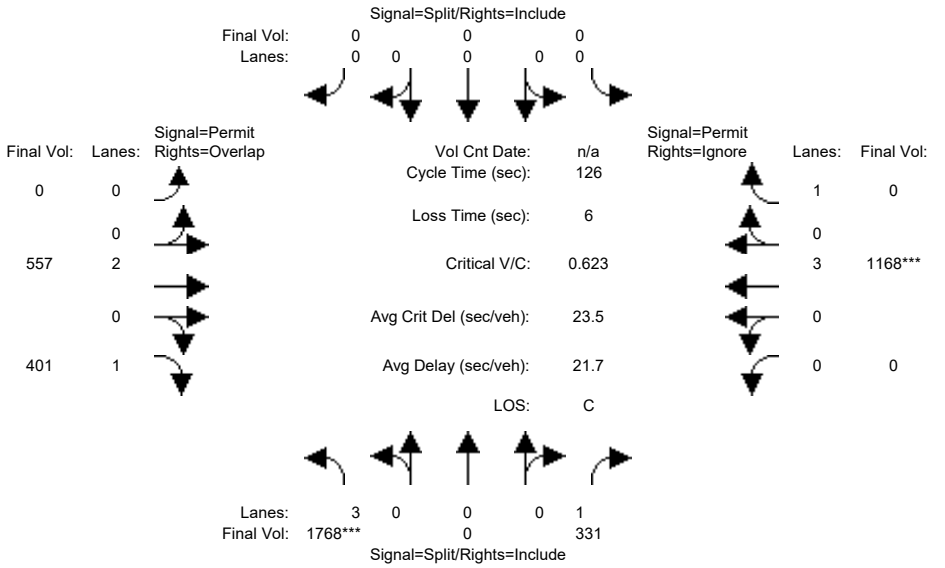


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1320	0	293	0	0	0	1	1321	717	0	822	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1320	0	293	0	0	0	1	1321	717	0	822	159
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:	1320	0	293	0	0	0	1	1321	717	0	822	159
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:	1320	0	293	0	0	0	1	1321	717	0	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1320	0	293	0	0	0	1	1321	717	0	822	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:	1320	0	293	0	0	0	1	1321	717	0	822	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	3	3697	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.17	0.00	0.00	0.00	0.36	0.36	0.41	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	60.0	0.0	60.0	0.0	0.0	0.0	74.0	74.0	134.0	0.0	74.0	0.0
Volume/Cap:	0.68	0.00	0.39	0.00	0.00	0.00	0.68	0.68	0.43	0.00	0.27	0.00
Uniform Del:	32.2	0.0	27.4	0.0	0.0	0.0	24.2	24.2	0.2	0.0	18.2	0.0
IncremntDel:	1.0	0.0	0.3	0.0	0.0	0.0	1.0	1.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	33.1	0.0	27.8	0.0	0.0	0.0	25.2	25.2	0.4	0.0	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	0.0	27.8	0.0	0.0	0.0	25.2	25.2	0.4	0.0	18.2	0.0
LOS by Move:	C	A	C	A	A	A	C	C	A	A	B	A
HCM2kAvgQ:	19	0	9	0	0	0	21	21	3	0	6	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard

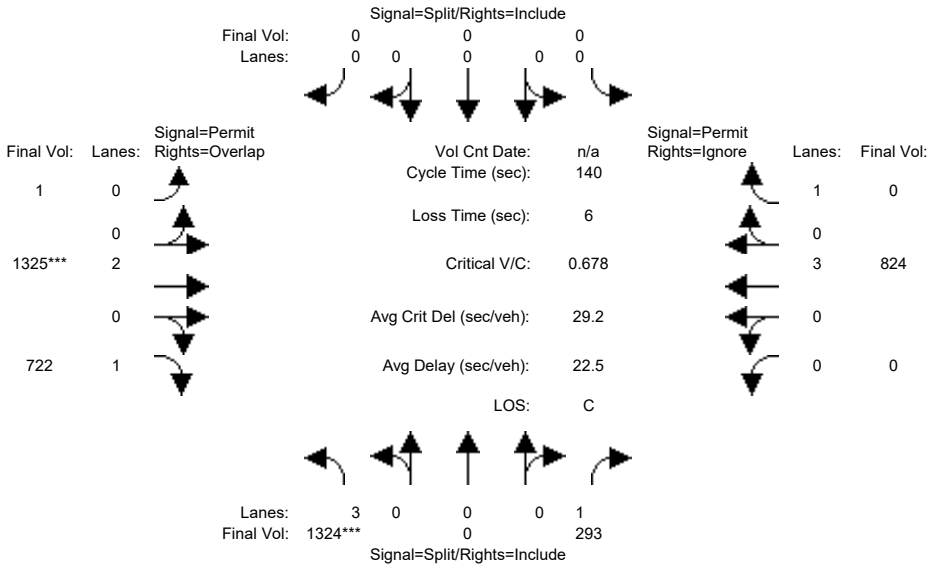


Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1749	0	331	0	0	0	0	555	399	0	1159	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1749	0	331	0	0	0	0	555	399	0	1159	155
Added Vol:	19	0	0	0	0	0	0	2	2	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1768	0	331	0	0	0	0	557	401	0	1168	155
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:	1768	0	331	0	0	0	0	557	401	0	1168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1768	0	331	0	0	0	0	557	401	0	1168	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:	1768	0	331	0	0	0	0	557	401	0	1168	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.19	0.00	0.00	0.00	0.00	0.15	0.23	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	78.6	0.0	78.6	0.0	0.0	0.0	0.0	41.4	120.0	0.0	41.4	0.0
Volume/Cap:	0.62	0.00	0.30	0.00	0.00	0.00	0.00	0.45	0.24	0.00	0.62	0.00
Uniform Del:	14.6	0.0	11.0	0.0	0.0	0.0	0.0	33.2	0.2	0.0	35.7	0.0
IncremntDel:	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	15.0	0.0	11.2	0.0	0.0	0.0	0.0	33.5	0.3	0.0	36.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	0.0	11.2	0.0	0.0	0.0	0.0	33.5	0.3	0.0	36.3	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	D	A
HCM2kAvgQ:	18	0	6	0	0	0	0	8	1	0	13	0

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

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

Intersection #4120: I-880 NB Ramps/Stevens Creek Boulevard



Street Name:	I-880 NB Ramps						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1320	0	293	0	0	0	1	1321	717	0	822	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1320	0	293	0	0	0	1	1321	717	0	822	159
Added Vol:	4	0	0	0	0	0	0	4	5	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1324	0	293	0	0	0	1	1325	722	0	824	159
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:	1324	0	293	0	0	0	1	1325	722	0	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1324	0	293	0	0	0	1	1325	722	0	824	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:	1324	0	293	0	0	0	1	1325	722	0	824	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	3	3697	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.17	0.00	0.00	0.00	0.36	0.36	0.41	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	60.0	0.0	60.0	0.0	0.0	0.0	74.0	74.0	134.0	0.0	74.0	0.0
Volume/Cap:	0.68	0.00	0.39	0.00	0.00	0.00	0.68	0.68	0.43	0.00	0.27	0.00
Uniform Del:	32.2	0.0	27.4	0.0	0.0	0.0	24.3	24.3	0.2	0.0	18.2	0.0
IncremntDel:	1.0	0.0	0.3	0.0	0.0	0.0	1.0	1.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	33.2	0.0	27.8	0.0	0.0	0.0	25.3	25.3	0.4	0.0	18.3	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:	33.2	0.0	27.8	0.0	0.0	0.0	25.3	25.3	0.4	0.0	18.3	0.0
LOS by Move:	C	A	C	A	A	A	C	C	A	A	B	A
HCM2kAvgQ:	19	0	9	0	0	0	21	21	3	0	6	0

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

Appendix E
Alternative Project Scenario

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: South Winchester Boulevard Mixed-Use Developr
Location: 335 S. Winchester Boulevard, San Jose, Califonria
Parcel: 30339047 Parcel Type: Urban Low Transit

Tool Version: 3/14/2018
Date: 3/25/2019

Proposed Parking: Vehicles: 221 Bicycles: 22

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	93.74 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 9
- With Project Density (DU/Residential Acres in half-mile buffer) 9

Increase Development Diversity
- Existing Activity Mix Index 0.87
- With Project Activity Mix Index 0.87

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 47
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 49

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Limit Parking Supply
- Minimum Parking Required by Municipal Code . . . . . 329 spaces
- Total Parking Spaces Available to Employees . . . . . 221 spaces
- Does the surrounding street parking have RPP, meters, or time limits? . . . . . Yes

End of Trip Bike Facilities
- Bicycle Parking Spaces Provided by Project . . . . . 22 spaces
- Project Provides Additional End-of-Trip Facilities Beyond Parking? . . . . . Yes

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Eemployees . . . . . 100 %

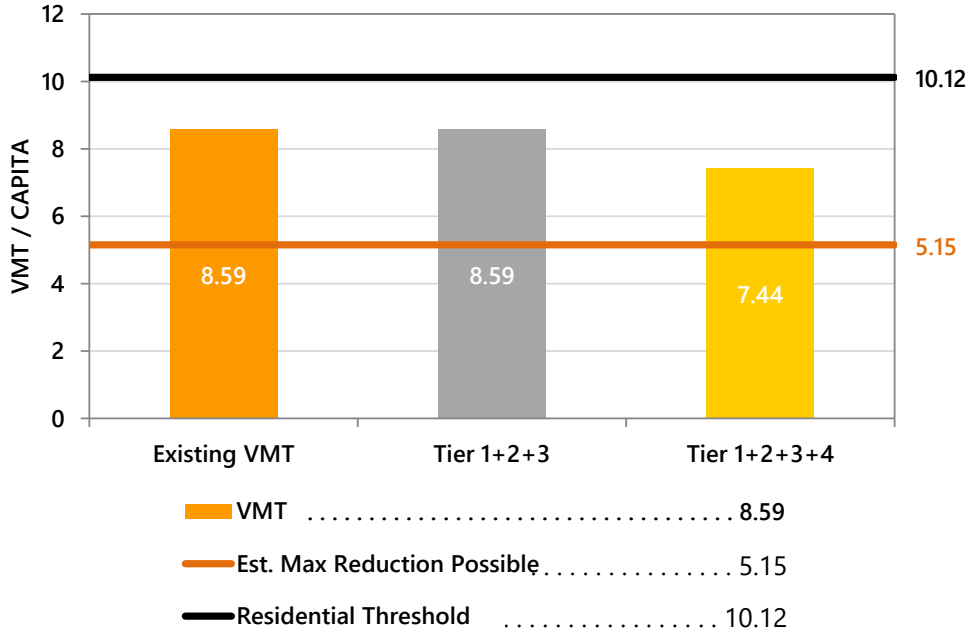
Subsidized or Discounted Transit Program
- Percent of Transit Subsidy . . . . . 50 %

Ride-Sharing Programs

Percent of Eligible Eemployees . . . . . 100 %

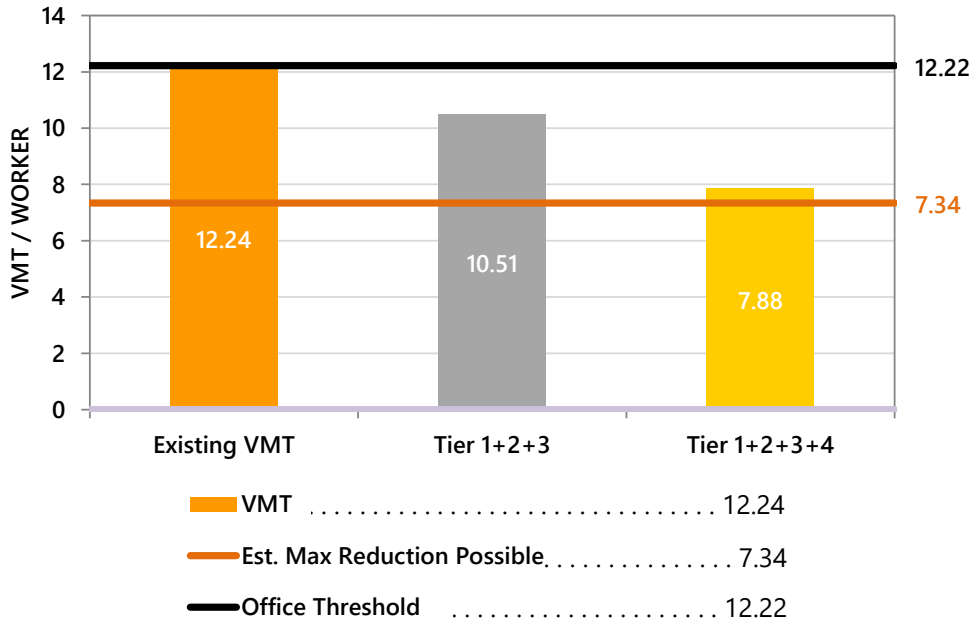
RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.



335 S. Winchester Boulevard Project Alternative Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Project											
Office Space [1]	93.74 ksf	9.74	913	1.16	94	15	109	1.15	17	91	108
Location-based Adjustment (Urban Low-Transit - 9%) [3]			(82)		(8)	(1)	(9)		(2)	(9)	(10)
Total Project Trips			**831**		**86**	**14**	**100**		**15**	**82**	**98**
Other Project Trip Adjustments											
Limited Parking Supply [4]			(52)		(11)	(2)	(13)		(2)	(10)	(12)
Retail Pass-By Reduction [5]			0		-	-	-		0	0	0
Existing Use (Khahn's Restaurant) [6]	6.65 ksf	83.84	(558)		-	-	-	7.80	(8)	(44)	(52)
Subtotal			**(610)**		**(11)**	**(2)**	**(13)**		**(10)**	**(54)**	**(64)**
Net Project Trips			**221**		**75**	**12**	**87**		**5**	**28**	**34**

Notes:

ksf = 1,000 square feet

[1] General Office Building (Land Use 710) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

[2] Shopping Center (Land Use 820) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

[3] Trip reduction percentages obtained from the City of San Jose *Transportation Analysis Handbook* (2018). Proximity to transit based on the *San Jose VMT Evaluation Tool* , 2018.

[4] VMT reduction strategies obtained from the City of San Jose *Transportation Analysis Handbook* (2018). Reduction percentage for limited parking supply (12.5%) was based on the *San Jose VMT Evaluation Tool* , 2018.

[5] A pass-by trip reduction of 34% was applied to the retail component of the project during the PM peak hour, based on the average Shopping Center pass-by trip percentage published in Table E.9 of ITE's *Trip Generation Manual, 10th Edition* , 2017. The daily pass-by trip reduction was assumed to be the average of the AM/PM reduction (17%).

[6] Quality Restaurant (Land Use 931) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

335 S. Winchester Boulevard Current Office and Retail Project Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Project											
Office Space [1]	81.22 ksf	9.74	791	1.16	81	13	94	1.15	15	78	93
Location-based Adjustment (Urban Low-Transit - 9%) [3]			(71)		(7)	(1)	(8)		(1)	(8)	(8)
Subtotal			**720**		**74**	**12**	**86**		**14**	**70**	**85**
Retail Space [2]	12.52 ksf	37.75	472	0.94	7	5	12	3.81	23	25	48
Location-based Adjustment (Urban Low-Transit - 13%) [3]			(61)		(1)	(1)	(2)		(3)	(4)	(6)
Subtotal			**411**		**6**	**4**	**10**		**20**	**21**	**42**
Total Project Trips			**1,132**		**80**	**16**	**96**		**34**	**91**	**127**
Other Project Trip Adjustments											
Limited Parking Supply [4]			(71)		(10)	(2)	(12)		(4)	(11)	(15)
Retail Pass-By Reduction [5]			(70)		-	-	-		(7)	(7)	(14)
Existing Use (Khahn's Restaurant) [6]	6.65 ksf	83.84	(558)		-	-	-	7.80	(8)	(44)	(52)
Subtotal			**(699)**		**(10)**	**(2)**	**(12)**		**(19)**	**(62)**	**(81)**
Net Project Trips			**433**		**70**	**14**	**84**		**15**	**29**	**46**

Notes:

ksf = 1,000 square feet

[1] General Office Building (Land Use 710) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

[2] Shopping Center (Land Use 820) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.

[3] Trip reduction percentages obtained from the City of San Jose *Transportation Analysis Handbook* (2018). Proximity to transit based on the *San Jose VMT Evaluation Tool* , 2018.

[4] VMT reduction strategies obtained from the City of San Jose *Transportation Analysis Handbook* (2018). Reduction percentage for limited parking supply (12.5%) was based on the *San Jose VMT Evaluation Tool* , 2018.

[5] A pass-by trip reduction of 34% was applied to the retail component of the project during the PM peak hour, based on the average Shopping Center pass-by trip percentage published in Table E.9 of ITE's *Trip Generation Manual, 10th Edition* , 2017. The daily pass-by trip reduction was assumed to be the average of the AM/PM reduction (17%).

[6] Quality Restaurant (Land Use 931) average rates published in ITE's *Trip Generation Manual, 10th Edition* , 2017.